

**NOMINATION OF PETER BUTTIGIEG,  
NOMINEE TO BE SECRETARY,  
U.S. DEPARTMENT OF TRANSPORTATION**

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**HEARING**

BEFORE THE

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

ONE HUNDRED SEVENTEENTH CONGRESS

FIRST SESSION

—————  
JANUARY 21, 2021  
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SENATE COMMITTEE ON COMMERCE, SCIENCE, AND TRANSPORTATION

ONE HUNDRED SEVENTEENTH CONGRESS

FIRST SESSION

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## CONTENTS

	Page
Hearing held on January 21, 2021 .....	1
Statement of Senator Wicker .....	1
Statement of Senator Cantwell .....	2
Statement of Senator Young .....	4
Statement of Senator Thune .....	26
Statement of Senator Klobuchar .....	28
Statement of Senator Blunt .....	29
Statement of Senator Blumenthal .....	31
Statement of Senator Fischer .....	33
Statement of Senator Schatz .....	34
Statement of Senator Markey .....	36
Statement of Senator Sullivan .....	37
Statement of Senator Peters .....	39
Statement of Senator Blackburn .....	41
Statement of Senator Baldwin .....	42
Statement of Senator Scott .....	44
Statement of Senator Duckworth .....	45
Statement of Senator Lee .....	47
Statement of Senator Tester .....	49
Statement of Senator Cruz .....	51
Statement of Senator Sinema .....	53
Statement of Senator Capito .....	54
Statement of Senator Rosen .....	56

### WITNESSES

Peter Buttigieg, Nominee to be Secretary, U.S. Department of Transportation	4
Prepared statement .....	6
Biographical information .....	7

### APPENDIX

Response to written questions submitted to Peter Buttigieg by:	
Hon. Amy Klobuchar .....	63
Hon. Richard Blumenthal .....	64
Hon. Edward Markey .....	66
Hon. Gary Peters .....	68
Hon. Tammy Duckworth .....	69
Hon. Jon Tester .....	70
Hon. Kyrsten Sinema .....	71
Hon. Jacky Rosen .....	72
Hon. Roger Wicker .....	73
Hon. John Thune .....	78
Hon. Roy Blunt .....	79
Hon. Deb Fischer .....	82
Hon. Jerry Moran .....	82
Hon. Dan Sullivan .....	83
Hon. Shelley Moore Capito .....	90
Hon. Todd Young .....	92
Hon. Rick Scott .....	94
Hon. Marsha Blackburn .....	95



**NOMINATION OF PETER BUTTIGIEG,  
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U.S. DEPARTMENT OF TRANSPORTATION**

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**THURSDAY, JANUARY 21, 2021**

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

The Committee met, pursuant to notice, at 10:02 a.m., in room SR-253, Russell Senate Office Building, Hon. Roger Wicker, Chairman of the Committee, presiding.

Present: Senators Wicker [presiding], Thune, Blunt, Cruz, Fischer, Sullivan, Blackburn, Capito, Lee, Young, Scott, Cantwell, Klobuchar, Blumenthal. Schatz, Markey, Peters, Baldwin, Duckworth, Tester, Sinema, and Rosen.

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

The CHAIRMAN. This hearing will come to order. And because of the technicality that a power sharing agreement has not yet been signed between the Majority Leader and the Minority Leader, I am chairing this hearing today. And I want to thank Senator Cantwell for her cooperation as we move toward a transition, and perhaps for the next hearing, will have a symbolic passing of the gavel.

But I want to convey my commitment and expectation that as we move forward, we will continue to work together in a bipartisan manner on the vital issues that come before this committee. In the last Congress, that bipartisan approach led to more than 50 public laws being enacted out of this committee. This cooperative spirit will extend to the confirmation process for President Biden [technical problems] and I am absolutely delighted today that the first of these nominees submitted for our consideration is Mayor Pete Buttigieg to be Secretary of Transportation. Mayor Buttigieg has impressive credentials which demonstrate his intellect and commitment to serving our Nation.

As a former local elected official, he will bring a valuable perspective to the Department of Transportation regarding the transportation infrastructure needs and challenges of towns and cities throughout our country. His educational background as a Harvard graduate and Rhodes Scholar at Oxford University will serve our country well as we address our Nation's transportation policy priorities. I also want to thank him for his service as an intelligence officer in the U.S. Navy Reserve. Also, at this point, I want to thank outgoing Secretary, former Secretary of Transportation Elaine

Chao for the professional and principled manner in which she has directed the Department for the past 4 years. And I salute her on her accomplishments as a once again a member of a Presidential cabinet.

I look forward to hearing from Mayor Buttigieg today on his and President Biden's goals for the Department of Transportation should he be confirmed as Secretary, and I am quite certain he will be confirmed. I know this is only the beginning of our dialog about key matters, including implementation of the momentous COVID legislation passed by Congress, which provides assistance to key transportation sectors such as aviation, infrastructure investment on how to improve infrastructure in small towns and rural communities, including using financing tools such as advanced refunding or creating taxable infrastructure bonds, promoting transportation safety in coordination with State and local Governments and other stakeholders, further advancing transportation innovation including autonomous vehicles and drones, building upon our transportation networks including our ports, highways, and rail systems, including our National passenger rail system, Amtrak.

And in that connection, addressing one of my top priorities, restoring Amtrak service along the Gulf Coast, where it was halted after Hurricane Katrina some 15 years ago. These issues are significant for all Mississippians and all Washingtonians and all Americans, and I am grateful that Mayor Buttigieg is here today to provide these views and I am grateful that he is willing to serve.

I want to thank Mayor Buttigieg for testifying today. And at this point, I turn to my dear friend and colleague, the soon to be Chair of this Committee, Senator Cantwell.

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

Senator CANTWELL. Thank you, Mr. Chairman. And I certainly appreciate the great collegial working relationship that we have established thus far, and I look forward to growing it in this Congress. As you know, we were able to work together productively and passed landmark aviation safety legislation and many other pieces of legislation, including the Coast Guard bill that moved out of this committee and then onto other moving legislation and successfully implemented into law. So, thank you for that productivity among other legislative priorities. I do want to take a second, since we have both the members of our committee who were able to successfully pull off yesterday's celebration, just thank Senators Blunt and Klobuchar for getting us safely through yesterday and having the magnificent celebration that it was—

The CHAIRMAN. Here, here.

Senator CANTWELL. And look forward to working with them. And certainly, want to, again, thank, as you mentioned, Secretary Chao for her work on many transportation priorities. I think this committee is a hallmark of bipartisan cooperation. A lot of the subjects we deal with are just hard problems to solve. And we have been able to continue to work together in a bipartisan fashion so I hope that will continue. And I think transportation, of all the sectors that we deal with, transportation should be one of those which we should be able to use facts and information and come together on

priorities. So, I am very excited that the President has nominated Mayor Pete Buttigieg to run the Transportation agency, and I look forward to his vision in leading that Department of Transportation.

As a Mayor, I know you are no stranger to the challenges that a region faces on transportation infrastructure issues. I know that you are National recognition for your Smart Streets project that created a safe environment for all road users. The project resulted in over \$100 million in private sector investment. You used your experience as Mayor to help forge that, and I hope that you will do that for communities across the United States of America. For us in the State of Washington, we are a big export state. Not only do we export our own products, so everything from cherries and wheat and apples and airplanes, but we also are a big pass through for many of the Midwest agricultural products reaching Asian destinations.

So, to say that we need infrastructure investment is an understatement. The growth of the Pacific and the demand for U.S. products is a good problem to have. We just need to deal with the bottlenecks. And congestion in Puget Sound is at record levels. We need to address projects like the I-5 Columbia River Bridge replacement, the West Seattle Bridge replacement, the North South Corridor in Spokane. And we need to make infrastructure investment all around the United States of America, including in public transportation. Projects like sound transit are facing a \$1 billion shortfall as a result of COVID-19, which jeopardizes the much-needed investment throughout Puget Sound. Today marks the 1-year anniversary of the first case of the COVID pandemic with a man from Everett, Washington being tested positive. One of the most impacted sectors in the United States, not the only sector, but one of the most impacted sectors in the United States has been transportation. The Chairman alluded to the fact that this committee played a very aggressive role in trying to come up with solutions for the impacts to the transportation sector, whether that was aviation or most recently with infrastructure and with Amtrak. But that will continue.

The needs to move product and people will continue whether we have a COVID pandemic or not, and so I hope that you will help us in facing these shortfalls. I also want to point out that, as I mentioned, the movement of freight is particularly important, and we will look forward to your leadership in moving—improve ways to move freight around the United States. I continue to think that the legislation that ended up being INFRA Grant Program was very helpful to states across the United States. And I just want to mention the fact that aviation safety and security and the legislation that this committee passed and was implemented into law has to now be administered by the Department of Transportation and the FAA. So, we are going to be looking for your leadership, your success, and holding them accountable to the many aspects of that legislation and helping us move forward.

If we want to be the leaders in the United States of America on aviation, we have to be the leaders in aviation safety as well. So, we will look for your leadership on that. So, Mr. Chairman, I am excited about this nominee's ability to help us focus on transpor-

tation issues and look forward to seeing his leadership at the Department. Thank you.

The CHAIRMAN. Thank you very much, Senator Klobuchar. And at this point, it is my pleasure to recognize our distinguished colleague from the State of Indiana, a member of this committee, Senator Young, to introduce our witness.

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

Senator YOUNG. Well, hello, Chairman Wicker, Ranking Member Cantwell, members of the Committee. It is my distinct pleasure to introduce a fellow Hoosier as President Biden's nominee for Secretary of Transportation, Mayor Pete Buttigieg. Pete and I have known one another for a number of years. He is a professional friend and colleague and someone for whom I have a great deal of respect. On the off chance that members of this committee were not paying attention during the 2020 Presidential Democratic primaries, I will quickly recap Mayor Buttigieg's background. He was born in South Bend, Indiana, where he went on to serve as Mayor for two terms from 2012 to 2020.

And as Mayor, he invested in important infrastructure improvements and facilitated public/private partnerships that made those dollars go much further. Indiana has long been a leader in these public/private partnerships, a model that will be very important for future infrastructure investments. Mayor Buttigieg was also a supporter of the South Shore Double Track Project, whose full funding grant agreement was signed earlier this month. Like many State and local projects, the Department of Transportation awards funding toward the South Shore Double Track required remarkable coordination between Federal, State, and local leaders to make the project a reality and to get it across the finish line.

While Mayor, he also served our country as a United States Navy reservist, from 2009 to 2017, including a deployment to Afghanistan in 2014. He is a graduate of Harvard College 2004 and he attended Oxford on a Rhodes scholarship. Transportation is a vital sector to the Hoosier State. We are in the top 10 states when it comes to railroad mileage. We have world class airport, 66 public transit systems, 3 ports, and our state motto is, "the crossroads of America."

I have traveled tens of thousands of miles on those roads and I know Pete has as well. If Mayor Buttigieg is confirmed, and I believe he will be, I hope he will be, I look forward to working with him and my colleagues here on this committee to maintain and improve the infrastructure that drives the American economy. Thank you, Mr. Chair.

The CHAIRMAN. Thank you very, very much, Senator Young. And Mr. Mayor, you are recognized for your opening statement. Delighted to have you.

**STATEMENT OF PETER BUTTIGIEG, NOMINEE TO BE  
SECRETARY, U.S. DEPARTMENT OF TRANSPORTATION**

Mr. BUTTIGIEG. [Technical problems]—Cantwell, members of the Committee, it is a real honor to be able to appear before you as nominee for Secretary of Transportation. And let me begin just first



by thanking my home state Senator Young for your kind introduction, for your service to our shared home state and to our country, and to your attention to South Bend during the time that I was Mayor. Thank you. I want to thank President Biden for trusting me with this nomination. And I would like to take a moment to introduce my husband, Chasten Buttigieg, who is here with me today. I am really proud to have him by my side. I also want to take this chance to thank him for his many sacrifices and his support in making it possible for me to pursue public service.

Today, I hope to present to you my goals for the Department of Transportation, to share a little bit about myself, and, of course, to hear from you about your priorities for the Department, the issues that you consider important for your constituents and for our country. First and foremost, I want you to know that if confirmed, I will work every day to make sure the Department meets its mission of ensuring safety, safety for both travelers and for workers, and I look forward to working closely with Congress to do so. Safety is the foundation of the Department's mission, and that takes on new meaning amid this pandemic. We have to ensure that all of our transportation systems, our aviation and public transit, our railways, roads, ports, our waterways and pipelines, all of it is managed safely in this critical period as we work to defeat the virus for good.

We also have a lot of work to do to improve the infrastructure in this country, a mission that will not only keep more people safe but will grow our economy as we look to the future. Now is the time and I believe we have a real chance to deliver for the American people. We need to build our economy back, better than ever, and the Department of Transportation can play a central role in this by implementing President Biden's infrastructure vision, by creating millions of good paying jobs, revitalizing communities that have been left behind, enabling American small businesses, workers, families, and farmers to compete and win in the global economy, and tackling the climate crisis.

Infrastructure can be the cornerstone to all of this, and you have my commitment that I will work closely with you to deliver the innovation and the growth that America needs in this area. As a Mayor from the industrial Midwest, I will bring a bottom-up perspective on transportation programs and funding. If confirmed, I am looking forward to working with our partners at the State, local, territorial and tribal levels as well to find solutions to our infrastructure issues while we also prepare for the future of transportation at a time of great change. When I took office as Mayor of South Bend, a city built by the power of American transportation, we had been hit so hard by economic loss that some in the National press listed us as one of America's dying cities. As our city fought its way out of the teeth of the Great Recession, infrastructure was at the heart of our vision for a better future.

As Mayor, I worked with public and private partners to launch a Smart Streets initiative that brought new life to our urban core and to the historically underserved West side of our city, revitalizing our downtown, redesigning streets, and spurring hundreds of millions in major economic investment. I worked with regional and State partners and across the aisle to support enhancements to our

intercity train system that Senator Young mentioned, the South Shore Line, and our now international airport, as we pioneered public, private partnerships at the same time, like Commuters Trust, the benefits program to improve the city's transportation experience for workers. We got results by bringing people in, engaging stakeholders and residents, prioritizing limited funds effectively, and unlocking new resources to solve problems.

And that is how I will approach the Department of Transportation if confirmed. I believe good transportation policy can play no lesser role than making possible the American dream, getting people and goods to where they need to be directly and indirectly creating good paying jobs. But I also recognize that at their worst, misguided policies and missed opportunities in transportation can reinforce racial and economic inequality by dividing or isolating neighborhoods and undermining Government's basic role of empowering Americans to thrive. So much is at stake today and so much is possible as our country works to emerge from the crises of this moment with bipartisan appetite for a generational opportunity to transform and improve America's infrastructure.

So, the chance to lead this Department at this historic moment is not one that I take lightly. And if confirmed, I promise to bring the same sense of duty and commitment that led me to serve my hometown as Mayor and that motivated me to serve our country in the Navy Reserve.

To conclude, Chairman Wicker, Ranking Member, Cantwell, members of the Committee, I am eager to get to work, and if confirmed, look forward to partnering with this committee and with Congress. And I look forward to your questions now.

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

PREPARED STATEMENT OF PETER BUTTIGIEG, NOMINEE TO BE SECRETARY,  
U.S. DEPARTMENT OF TRANSPORTATION

Chairman Wicker, Ranking Member Cantwell, Members of the Committee, it's an honor for me to appear before you as the nominee for the United States Secretary of Transportation. I want to first say thank you to my home state senator, Todd Young, for his kind introduction today and for his service to Indiana. I want to thank President Biden for trusting me with this nomination. And I also want to take a moment to introduce my husband, Chasten Buttigieg, who is here with me today.

I'm proud to have him by my side, and I want to thank him for his many sacrifices and his support in making it possible for me to pursue public service.

Today I hope to present to you my goals for the Department of Transportation, to share a little about myself, and of course to hear from you about your priorities and the issues you consider most important to your constituents and to our country.

First and foremost, I want you to know that if confirmed, I will work every day to ensure that the Department meets its mission of ensuring safety for both travelers and workers—and I will work closely with Congress to do so.

Safety is the foundation of the department's mission, and it takes on new meaning amid this pandemic. We must ensure all of our transportation systems—from aviation to public transit, to our railways, roads, ports, waterways, and pipelines—are managed safely during this critical period, as we work to defeat the virus.

We also have a lot of work to do to improve the infrastructure in this country, a mission that will not only keep more people safe, but also grow our economy as we look to the future.

Now is the time, and we have a real chance to deliver for the American people. We need to build our economy back, better than ever, and the Department of Transportation can play a central role in this, by implementing President Biden's infrastructure vision—creating millions of good-paying jobs, revitalizing communities

that have been left behind, enabling American small businesses, workers, families and farmers to compete and win in the global economy, and tackling the climate crisis.

Infrastructure can be the cornerstone to all of this, and you have my commitment that I will work closely with you to deliver the innovation and growth that America needs in this area.

As a mayor from the industrial midwest, I will bring a bottom-up perspective on transportation programs and funding. If confirmed, I look forward to working with our partners at the state, local, territorial, and tribal levels to find solutions to our infrastructure issues while we also prepare for the future of transportation at a time of great change.

When I took office as the mayor of South Bend—a city that was built by the power of American transportation—we had been hit so hard by economic loss that some in the national press listed us as one of America’s “dying cities.” As our city fought its way out of the teeth of the Great Recession, infrastructure was at the heart of our vision for a better future.

As Mayor, I worked with public and private partners to launch a “Smart Streets” initiative that brought new life to our urban core and to the historically underserved West Side, revitalizing the downtown, redesigning streets, and spurring hundreds of millions in major economic investment. I worked with regional and state partners—and across the aisle—to support enhancements to our inter-city train system and our now-international airport, and we pioneered public-private partnerships like Commuters Trust, a benefits program to improve the city’s transportation experience for workers.

We achieved results by bringing people in, engaging stakeholders and residents, prioritizing limited funds effectively, and unlocking new resources to solve problems. And that’s how I will approach the Department of Transportation, if confirmed.

I believe that good transportation policy can play no less a role than making possible the American Dream, getting people and goods to where they need to be, directly and indirectly creating good-paying jobs. But I also recognize that at their worst, misguided policies and missed opportunities in transportation can reinforce racial and economic inequality, by dividing or isolating neighborhoods and undermining government’s basic role of empowering Americans to thrive.

So much is at stake today—and so much is possible, as our country works to emerge from the crises of the moment, with bipartisan appetite for a generational opportunity to transform and improve America’s infrastructure.

The chance to lead this department at this historic moment is not one that I take lightly, and if confirmed, I promise to bring the same sense of duty and commitment that led me to serve my hometown as mayor and that motivated me to serve our country in the Navy Reserve.

To conclude, Chairman Wicker and Ranking Member Cantwell, I am eager to get to work, and if confirmed I look forward to partnering with this committee and with Congress—and I look forward to your questions now.

Thank you.

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#### A. BIOGRAPHICAL INFORMATION

1. Name (Include any former names or nicknames used): Peter Paul Montgomery Buttigieg.

2. Position to which nominated: Secretary of Transportation.

3. Date of Nomination: No official nomination yet (most likely the 20th).

4. Address (List current place of residence and office addresses):

Residence: Information not released to the public.

Office: Information not provided.

5. Date and Place of Birth: January 19, 1982; South Bend, Indiana.

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

Spouse: Chasten James Glezman  
Occupation: Self-employed (author)  
(No children or stepchildren)

7. List all college and graduate degrees. Provide year and school attended.

BA, OXFORD UNIVERSITY, 2007

• Rhodes Scholar

- Honors BA in Philosophy, Politics, and Economics  
BA, HARVARD UNIVERSITY, 2004
  - Honors AB in History and Literature (American Studies)
  - Language citation in Arabic
8. List all post-undergraduate employment, and highlight all management-level jobs held and any non-managerial jobs that relate to the position for which you are nominated.

UNIVERSITY OF NOTRE DAME—Faculty Fellow  
 THE CITY OF SOUTH BEND, INDIANA—Mayor  
 UNITED STATES NAVY RESERVE—Intelligence Officer  
 MCKINSEY & COMPANY—Associate  
 THE COHEN GROUP—Conference Coordinator, The Leaders Project  
 KERRY-EDWARDS CAMPAIGN—Research Director, Arizona Democratic Party

9. Attach a copy of your resumé.  
 In A.9 Attachment 1
10. List all advisory, consultative, honorary, or other part-time service or positions with Federal, State, or local governments, other than those listed above, within the last ten years. None.
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 within the last ten years.

**PB Projects, Inc.**

*Dates:* July 2020–Present  
*Nature of Membership:* Managing Member  
*Responsibilities and Activities:* Managing member and sole shareholder of PB Projects, Inc., which is a pass-through S-Corporation established to receive fees from my intellectual property.

12. Please list each membership you have had during the past ten years or currently hold with any civic, social, charitable, educational, political, professional, fraternal, benevolent or religiously affiliated organization, private club, or other membership organization. (For this question, 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 restricts membership on the basis of sex, race, color, religion, national origin, age, or disability.

*Democratic Candidate for Mayor of South Bend, Indiana*

*Dates:* January 2011–November 2011  
*Nature of Membership:* Candidate  
*Responsibilities and Activities:* Ran and won for my first term as Mayor of South Bend

*Accelerate Indiana’s Municipalities (AIM)*

*Dates:* January 2012–December 2019  
*Nature of Membership:* Board Member  
*Responsibilities and Activities:* Served on Board

*Northern Indiana Mayors Roundtable*

*Dates:* January 2012–December 2019  
*Nature of Membership:* Member, Officer  
*Responsibilities and Activities:* Attended occasional meetings of mayors from this region of Indiana, served for one year as treasurer and one year as president.

*Indiana Urban Mayors Caucus*

*Dates:* January 2012–December 2019  
*Nature of Membership:* Member, Officer  
*Responsibilities and Activities:* Conducted policy and advocacy work on behalf of mayors of Indiana’s larger cities. Served one year as president.

*South Bend NAACP*

*Dates:* May 2012–present  
*Nature of Membership:* Subscribing Member  
*Responsibilities and Activities:* Dues-Paying Member

*South Bend Educational Foundation*

*Dates:* January 2013–December 2018  
*Nature of Membership:* Board Member ex officio  
*Responsibilities and Activities:* Served on Board

*South Bend Symphony Orchestra*

*Dates:* November 2013–December 2019  
*Nature of Membership:* Board Member  
*Responsibilities and Activities:* Served on Board

*Truman National Security Project*

*Dates:* January 2014–January 2019  
*Nature of Membership:* Member of the Board of Advisors  
*Responsibilities and Activities:* Served on Board of Advisors

*Democratic Candidate for Mayor of South Bend, Indiana*

*Dates:* January 2015–November 2015  
*Nature of Membership:* Candidate  
*Responsibilities and Activities:* Ran and won for my second term as Mayor of South Bend

*U.S. Conference of Mayors*

*Dates:* January 2012–December 2019  
*Nature of Membership:* Advisory Board Member  
*Responsibilities and Activities:* Served on the Advisory Board and served as founding chair of its Task Force on Automation.

*Democratic Candidate for Democratic National Committee Chair*

*Dates:* January 2017–February 2017  
*Nature of Membership:* Candidate  
*Responsibilities and Activities:* Ran and lost the race for Chair of the Democratic National Committee

*Hitting Home PAC*

*Dates:* June 2017–May 2019  
*Nature of Membership:* Founder  
*Responsibilities and Activities:* Launched a 527 organization in order to support candidates across the country

*Accelerator for America*

*Dates:* November 2017–January 2019  
*Nature of Membership:* Advisory Council Member  
*Responsibilities and Activities:* Served on the Advisory Council, hosted events and attended discussions of policy work.

*Veterans Community Connections*

*Dates:* May 2018–March 2019  
*Nature of Membership:* Board Member  
*Responsibilities and Activities:* Served on Board

*Democratic Candidate for President of the United States*

*Dates:* April 2019–March 2020  
*Nature of Membership:* Candidate  
*Responsibilities and Activities:* Ran for President of the United States

*Veterans of Foreign Wars*

*Dates:* June 2019–Present  
*Nature of Membership:* Paid Member  
*Responsibilities and Activities:* No Duties

*Win the Era PAC and Action Fund**Dates:* April 2020–December 2020*Nature of Membership:* Founder*Responsibilities and Activities:* Launched Political Action Committee (PAC) and 501(c)4 organization in order to support causes and candidates across the country. (2020)*Pandemic Resilience Working Group for America's Mayors**Dates:* June 2020–December 2020*Nature of Membership:* Former Co-Chair, current Member*Responsibilities and Activities:* Served as co-chair with Mayor Steve Benjamin, collaborating with mayors on helping our cities stem the spread of the coronavirus*Transition Advisory Board (PT Fund, Inc.)**Dates:* September 2020–Present*Nature of Membership:* Member of the Advisory Board*Responsibilities and Activities:* Served as a member of the Biden Transition team's Advisory Board

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.

Yes, I have been a candidate for the elected offices of Indiana State Treasurer, Mayor of South Bend, DNC Chair and President of the United States. There are no outstanding debts for any of my campaigns or public office.

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.

*Founder of Win the Era PAC and Action Fund.*

Launched Political Action Committee (PAC) and 501(c)4 organization in order to support causes and candidates across the country. (2020)

*Democratic Candidate for President of the United States.*

In a field of over two dozen candidates, finished in the top four in each of the first four states, including winning Iowa caucuses and becoming the first openly gay candidate to win delegates for a presidential nomination. (2019–2020)

*Founder of Hitting Home PAC.*

Launched a 527 organization in order to support candidates across the country. (2017–2019)

*Democratic Candidate for Democratic National Committee Chair.*

Ran and lost the race for Chair of the Democratic National Committee. (2017)

*Democratic Candidate for Mayor of South Bend, Indiana.*

Ran and won for my second term as Mayor of South Bend, Indiana. (2015)

*Democratic Candidate for Mayor of South Bend, Indiana.*

Ran and won for my first term as Mayor of South Bend, Indiana. (2011)

*Democratic Candidate for Treasurer of the State of Indiana.*

Ran and lost the race for State Treasurer in Indiana. (2010)

15. Itemize all political contributions to any individual, campaign organization, political party, political action committee, or similar entity of \$500 or more for the past ten years.

I have searched my records and A.15 Attachment 2 is the only donation over \$500 from the last ten years that I have been able to find.

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

Gold Key, Scholastic Art Awards, 2000

National Merit Scholarship, 2000

U.S. Senate Youth Program, 2000

John F. Kennedy Profile in Courage Essay Contest, 2000  
 Phi Beta Kappa, 2004 Rhodes Scholarship, 2005  
 Levick Prize in Philosophy, Pembroke College, Oxford, 2007  
 Defense Commendation Medal, 2014  
 Fenn Award, John F. Kennedy Library Foundation, 2015  
 Community Services Award, Northern Indiana Area Labor Federation, 2016  
 South Bend, IN, Mayors' Challenge Pedestrian and Bicycle Awards, U.S. Department of Transportation, 2016  
 Elected Official of the Year, Indiana Parks & Recreation, 2018  
 Distinguished Service Award, Gay & Lesbian Alumni of Notre Dame and Saint Mary's, 2019  
 Golden Heart Award for Outstanding Leadership and Public Service, God's Love We Deliver, 2019  
 Equality Trailblazer Award, Equality California, 2020  
 Person of the Year, Attitude, 2020

17. Please list each book, article, column, Internet blog posting, or other publication you have authored, individually or with others. Include a link to each publication when possible. Also list any speeches that you have given on topics relevant to the position for which you have been nominated. Do not attach copies of these publications unless otherwise instructed.

Please find a list in A.17 Attachment 3 of all publications and speeches that I am aware of.

18. List 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 name of an "alias" or "handle" 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.

- *Twitter*: <https://twitter.com/PeteButtigieg>
- *Facebook*:
  - Professional: <https://www.facebook.com/petebuttigieg>
  - Personal: <https://www.facebook.com/peter.buttigieg1>
- *Instagram*: <https://www.instagram.com/pete.buttigieg/>
- *Snapchat*: <https://www.snapchat.com/add/petebuttigieg>

19. 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 and subject matter of each testimony.

*May 18, 2017*

Hearing: Building a 21st Century Infrastructure for America: Improving Water Quality through Integrated Planning

I testified before the Subcommittee on Water Resources and Environment (Committee on Transportation and Infrastructure) as a representative of the U.S. Conference of Mayors. Testimony focused on the status of the EPA's implementation of the integrated planning policy, and looked at ways to help the EPA, states and municipalities in developing and implementing integrated plans that provide flexibility for municipal projects to meet Clean Water Act regulatory obligations.

More information can be found here: <https://docs.house.gov/Committee/Calendar/ByEvent.aspx?EventID=105980>.

20. Given the current mission, major programs, and major operational objectives of the department/agency 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 U.S. Department of Transportation's mission is "to ensure America has the safest, most efficient and modern transportation system in the world, which boosts our economic productivity and global competitiveness and enhances the quality of life in communities both rural and urban." Meeting this mission has been a matter of personal, professional, and policy interest to me throughout my life.

During my time as mayor of South Bend, I worked daily on issues of transportation and infrastructure for the benefit of the residents of my community, and saw how much impact the strengths and weaknesses of America's transportation systems can have on American lives, particularly for economically vulnerable communities. As mayor, I acted on matters of vehicle, pedestrian, and bicycle mobility, pas-

senger rail service, freight rail issues, local transit, aviation-driven commerce, and other areas touched on by the Department. Much of this involved Federal funds or partnerships, including engagement with USDOT and its extraordinary employees. I worked across the aisle and across intergovernmental boundaries to align resources for enhancing inter-city rail services between our city and Chicago, supported growth and development at our airport including its 2014 re-designation as South Bend International, and participated in the oversight of our regional bus transit system. My administration enhanced data-gathering practices to better understand bicycle and pedestrian mobility in our community, and ultimately redesigned major arteries, implementing road diets (reducing lane size or number of lanes) and other measures to benefit economic vitality through a Complete Streets approach. For this work, I was proud to be recognized with an award by then-Secretary Anthony Foxx at the “Safer People, Safer Streets” Summit hosted at USDOT headquarters in 2016.

I also dealt with issues of transportation and logistics from a very different perspective during my service as a military officer specializing in counterterrorism. Being involved in the use of U.S. military and civilian transportation assets, while experiencing the challenges of infrastructure security in Afghanistan, heightened my appreciation of the vital role that transportation plays in all societies, from Midwestern cities like my own to developing countries experiencing violent conflict.

My national engagement on these issues grew deeper when I served as the founding chair of the U.S. Conference of Mayors’ Task Force on Automation, convening mayors and experts from around the country to evaluate the effects of automated transportation technology on the future of American cities. And as a candidate for president, I engaged stakeholders on the policy imperatives facing the United States when it comes to these issues—including safety, equity, climate, and job growth—and was proud to put forward one of the most detailed infrastructure plans in the 2020 presidential campaign.

I am humbled by the President Elect’s confidence in my readiness to take on a role so central to his domestic agenda, and am motivated to deliver leadership that will help America start the 2020s with major progress and growth in the transportation sector. Serving my country in this capacity would be the honor of my career, and if confirmed, I will work every day to make the administration and the American people proud of our Department of Transportation.

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

If confirmed, I recognize that as Secretary I would be ultimately responsible for all issues of performance and compliance at the agency, including management and accounting responsibility. Working with appointed leadership, career staff, and Congressional oversight, I will work to ensure that the Department meets the highest standards of professionalism and compliance such that taxpayers, travelers, workers, and indeed all Americans can be confident that the enormous trust placed in this department is justified. In undertaking this work, I would be guided by my prior experience in elected office. While certainly at a different scale, my eight years as mayor (a direct executive management role according to the “strong mayor” system for Indiana cities of our type, which does not provide for a city manager) included responsibility for overseeing a budget of hundreds of millions of dollars a year and managing a complex workforce, including various dimensions of local legislative oversight and state and Federal accounting requirements.

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

If confirmed, my top priority will be safety across America’s vast and complex transportation sector. Meeting this mission is always a challenge, and much more so in the context of the Covid-19 pandemic.

We must ensure the highest level of safety and build confidence on the part of the traveling public and transportation workers through proactive health measures that evolve with conditions on the ground, while also aligning the department’s resources to help with a whole-of-government approach to conquering this virus.

Next, an enormous economic challenge—and opportunity—awaits. The transportation sector in our Nation has been devastated economically, and will need support from the American public in order to meet and exceed its prior levels of service and solvency. Yet the full potential of this moment to invest in recovery could lead to a much stronger economy than before—a chance to “build back better.” The Department must work with Congress and the White House to develop and deliver bold, transformative infrastructure plans to create jobs and strengthen our country’s economic competitiveness. And we must do so equitably, recognizing that transportation policy can either deepen or diminish the effects of racial and economic in-



equality in our country. The September 2021 expiration of the current surface transportation bill presents a key moment for action on these priorities.

Third, the department must prepare for the future. This means meeting new and heightened expectations for transportation and travel in America to be part of the solution to our climate challenge. And the department must address new and emerging technologies, from electric and automated vehicles to drones and commercial spacecraft, ensuring that they develop in ways that offer safety and economic benefits for our country while adding to the sustainability of this major sector in the American economy.

#### 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.

- Per my agreement with the publisher of my book, *Trust*, portions of my advance are to be paid in April and in October of 2021. There is also an additional contractual payment (bonus payment) due if the total advance has earned out within 12 months after initial publication.
- My McKinsey retirement account is structured as followed: It's divided in two parts, the "Profit Sharing Retirement Program (PSRP)" currently valued at [REDACTED] and the "Money Purchase Pension Plan" (MPPP) currently valued at [REDACTED]. Both are 25 percent managed and 75 percent passive U.S. equities.

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. No.

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.

In connection with the nomination process, I have consulted with the Office of the Government Ethics 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 this Committee. I am not aware of any other potential conflicts of interest.

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.

In connection with the nomination process, I have consulted with the Office of the Government Ethics 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 this Committee. I am not aware of any other potential conflicts of interest.

5. Identify any other potential conflicts of interest, and explain how you will resolve each potential conflict of interest.

In connection with the nomination process, I have consulted with the Office of the Government Ethics 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 this Committee. I am not aware of any other potential conflicts of interest.

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.

As mayor, and especially in my capacity as a member of the United States Conference of Mayors and Accelerating Indiana Municipalities (formerly Indiana Association of Cities and Towns), I frequently spoke about legislative or legal matters affecting my community and others like mine. All such work was in a personal, official, or nonprofit capacity, never on a compensated or commercial basis.

#### C. LEGAL MATTERS

*Note:* I have been frequently listed in lawsuits as a consequence of my former position as mayor of South Bend, Indiana. These suits are defended by the Corpora-

tion Counsel for the city and at the expense of the city and are listed below for completeness. Other civil actions listed below are those arising from my political profile as a candidate for president. In the interest of full disclosure, I wanted to include this information in C Attachment 4.

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, professional association, disciplinary committee, or other professional group? If yes:

- a. Provide the name of 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.

No

2. Have you ever been investigated, arrested, charged, or held by any Federal, State, or other law enforcement authority of any Federal, State, county, or municipal entity, other than for a minor traffic offense? If so, please explain.

No (other than routine investigations as part of the security clearance process while an intelligence officer and as part of this nomination).

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.

Please see C Attachment 4 for any lawsuits I am aware of.

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 harassment or discrimination on the basis of sex, race, religion, or any other basis? If so, please explain.

Please see C Attachment 4 for any lawsuits I am aware of.

6. Please advise the Committee of any additional information, favorable or unfavorable, which you feel should be disclosed in connection with your nomination.

Please see C Attachment 4 for any lawsuits I am aware of.

#### D. RELATIONSHIP WITH COMMITTEE

1. Will you ensure that your department/agency complies with deadlines for information set by congressional committees, and that your department/agency 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 does whatever it can to protect congressional witnesses and whistle blowers 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.

### A.9 Attachment 1

#### RESUMÉ OF PETER BUTTIGIEG

##### Work Experience

##### UNIVERSITY OF NOTRE DAME

*Faculty Fellow.* Served as a Faculty Fellow at Notre Dame's Institute of Advanced Study (NDIAS). Responsibilities included conducting research, teaching an interdisciplinary undergraduate course on the importance of trust, and participating in weekly seminars to discuss colleagues' work. (June 2020–December 2020)

##### THE CITY OF SOUTH BEND, INDIANA

*Mayor.* Led major economic recovery of South Bend as two-term mayor, including neighborhood and housing revitalization, restoration of downtown business economy, historic negotiation with Pokagon Band of Potawatomi Indians, creation of 311 center, establishment of Department of Innovation, and development of a Diversity and

Inclusion Office and purchasing program. Re-elected with 80 percent of the vote. (January 2012–January 2020)

#### **UNITED STATES NAVY RESERVE**

##### *Intelligence Officer*

- Assigned to U.S. EUCOM JAC 0366 supporting European Command intelligence needs from Fort Sheridan, IL
- Qualified in Information Warfare, 2014
- Deployed to Afghanistan as Afghanistan Threat Finance Cell liaison officer at ISAF Headquarters, 2014
- Command fitness leader for reserve unit
- Separated at the rank of Lieutenant

#### **MCKINSEY & COMPANY**

*Associate.* Provided consulting services to McKinsey's global clientele of leading corporations, governments and nonprofit organizations, based in Chicago office. Key areas of work included energy, utilities, retail, logistics, and economic development. (August 2007–March 2010)

#### **THE COHEN GROUP**

*Conference Coordinator, The Leaders Project.* Coordinated logistics and topical research for an international conference chaired by fmr U.S. Defense Secretary William S. Cohen. Liaised with U.S. and foreign diplomatic and intelligence officials to prepare for conference. (December 2004–May 2005)

#### **KERRY-EDWARDS CAMPAIGN**

*Research Director, Arizona Democratic Party.* Led policy research for campaign staff and surrogates as part of Kerry campaign's senior Arizona staff. Redeployed to New Mexico in similar function for final weeks of campaign. (July 2004–November 2004)

### **Education**

#### **BA, OXFORD UNIVERSITY, 2007**

- Rhodes Scholar
- Honors BA in Philosophy, Politics, and Economics
- First Class Honors
- Levick Prize in Philosophy

#### **BA, HARVARD UNIVERSITY, 2004**

- Honors AB in History and Literature (American Studies)
- Magna Cum Laude/Phi Beta Kappa
- Language citation in Arabic

### **Other Experience**

*Founder of Win the Era PAC and Action Fund.* Launched Political Action Committee (PAC) and 501(c)4 organization in order to support causes and candidates across the country. (April 2020–December 2020)

*Democratic Candidate for President of the United States.* In a field of over two dozen candidates, finished in the top four in each of the first four states, including winning Iowa caucuses and becoming the first openly gay candidate to win delegates for a presidential nomination. (April 2019–March 2020)

*Founder of Hitting Home PAC.* Launched a 527 organization in order to support candidates across the country. (June 2017–May 2019)

#### **A.15 Attachment 2**

Recipient	State	Employer	Receipt date	Amount
MULLEN FOR CONGRESS	IN	CITY OF SOUTH BEND	09/25/2012	\$150.00
INDIANA DEMOCRATIC CONGRESSIONAL VICTORY COMMITTEE	IN	MCKINSEY & COMPANY	07/03/2012	\$1,500.00
OBAMA FOR AMERICA	IN	CITY OF SOUTH BEND	04/23/2012	\$250.00

## A.15 Attachment 2—Continued

Recipient	State	Employer	Receipt date	Amount
OBAMA VICTORY FUND 2012	IN	CITY OF SOUTH BEND	04/23/2012	\$250.00
MULLEN FOR CONGRESS	IN	CITY OF SOUTH BEND	12/31/2011	\$400.00

Publications <sup>1</sup>

Please list each book, article, column, Internet blog posting, or other publication you have authored, individually or with others. Include a link to each publication when possible.

- “The Prospects of Its Youth,” Opinion with Daniel R. Glickman, *The Harvard Crimson*, February 6, 2003
- “Frightened—and Fighting Fear,” Opinion, *The Harvard Crimson*, September 29, 2003
- “Presidential Poetry,” Opinion, *The Harvard Crimson*, October 14, 2003
- “Hollywood Hypocrisy vs. Neo-Liberal Neurosis,” Opinion, *The Harvard Crimson*, October 27, 2003
- “Rock the Vote,” Opinion, *The Harvard Crimson*, November 10, 2003
- “Lesson Unlearned,” Opinion, *The Harvard Crimson*, November 24, 2003
- “The Struggle for Language,” Opinion, *The Harvard Crimson*, December 8, 2003
- “A Vision Thing,” Opinion, *The Harvard Crimson*, January 14, 2004
- “Story Lines,” Opinion, *The Harvard Crimson*, January 26, 2004
- “Prudes and Puritans,” Opinion, *The Harvard Crimson*, February 9, 2004
- “1968 Revisited,” Opinion, *The Harvard Crimson*, February 23, 2004
- “Future Imperfect,” Opinion, *The Harvard Crimson*, March 8, 2004
- “Parts of Speech,” Opinion, *The Harvard Crimson*, April 12, 2004
- “Running Out of Context,” Opinion, *The Harvard Crimson*, March 22, 2004
- “Making it Worse,” Opinion, *The Harvard Crimson*, April 26, 2004
- “Seeing is Believing,” Opinion, *The Harvard Crimson*, May 10, 2004
- “The Liberal Art of Redefinition,” Opinion, *The Harvard Crimson*, May 28, 2004
- “Winning Between the Lines,” Opinion with Peter V. Emerson and Ganesh Sitaraman, *New York Times*, July 10, 2004
- “Tourists in Somaliland,” Opinion with Nathaniel Myers, *New York Times*, July 31, 2008
- “Ready to deliver the fresh start that South Bend needs,” Opinion, *South Bend Tribune*, October 30, 2011
- “South Bend will grow from a new groundwork,” Opinion, *South Bend Tribune*, December 26, 2011
- “Decision time on city’s 2012 budget,” Opinion, *South Bend Tribune*, October 15, 2012
- “An assist from the state to tackle vacant houses,” Opinion with James Kelly, *South Bend Tribune*, December 26, 2012
- “Kennedy’s message relevant today,” Opinion, *South Bend Tribune*, November 22, 2013
- “Buttigieg reflects on Afghanistan and return to South Bend,” Opinion, *South Bend Tribune*, October 5, 2014
- “South Bend mayor: Why coming out matters,” Opinion, *South Bend Tribune*, June 16, 2015
- “A moment of opportunity, challenge,” Opinion, *South Bend Tribune*, November 8, 2015
- “What Will Your Role Be?” Opinion, *The Harvard Crimson*, May 25, 2016
- “Raising wages the right thing to do,” Opinion, *South Bend Tribune*, August 10, 2016

<sup>1</sup>During my campaign for President of the United States, my campaign released detailed policy plans on a variety of issues, including on infrastructure. Those are not included but can be provided, if helpful.

“A letter from flyover country, Blog, Medium, *December 17, 2016*

“GOP health bill is a front for big tax breaks,” Opinion, CNN, *May 25, 2017*

“Mayor: Smart Streets will mean a more vibrant downtown South Bend,” Opinion, South Bend Tribune, *June 16, 2017*

“Hitting Home: a new politics of the everyday,” Blog, Medium, *June 22, 2017*

“Shortest Way Home: One Mayor’s Challenge and a Model for America’s Future, Liveright, *2019*

“A response to the President,” Blog, Medium, *January 1, 2019*

“Pete Buttigieg: 2020 election is not just about defeating Trump,” Opinion, CNN, *March 10, 2019*

“Pete Buttigieg’s 10 Favorite Books,” Opinion, New York Magazine, *April 4, 2019*

“Buttigieg’s Message Ahead of BET Black Economic Alliance Forum,” Opinion, Charleston Chronicle, *June 11, 2019*

“Pete Buttigieg: The greatest lesson I learned in Afghanistan,” Opinion, CNN, *July 30, 2019*

“An Action Plan to Combat the National Threat Posed by Hate and the Gun Lobby,” Blog, Medium, *August 5, 2019*

“A Commitment to America’s Heartland: Unleashing the Potential of Rural America,” Blog, Medium, *August 15, 2019*

“Commentary: Pete Buttigieg on his mental health care plan for veterans,” Opinion, The San Diego Union-Tribune, *August 23, 2019*

“Labor Day is a Call to Action,” Blog, Medium, *September 2, 2019*

“A Plan to Mobilize America and Rise to the Climate Challenge,” Blog, Medium, *September 4, 2019*

“Pete Buttigieg: Bold climate action will be our new national project,” Opinion, CNN, *September 4, 2019*

“Remembering,” Blog, Medium, *September 11, 2019*

“Resilient Communities: A New Disaster Preparedness Approach,” Blog, Medium, *September 17, 2019*

“I served in the reserves during the end of Don’t Ask, Don’t Tell. The fight for equality continues.” Blog, Medium, *September 20, 2019*

“Here’s a better way to do Medicare-for-all,” Opinion, Washington Post, *September 20, 2019*

“Pete Buttigieg: Protecting our public lands for generations to come,” Opinion, Elko Daily Free Press, *September 28, 2019*

“Pete Buttigieg: My bold plan for affordable prescription drugs,” Opinion, Boston Globe, *October 7, 2019*

“Becoming whole,” Opinion, Washington Blade, *October 10, 2019*

“I Will Usher in a New Era for the LGBTQ+ Community,” Opinion, Advocate, *October 11, 2019*

“Pete Buttigieg Reflects on His Coming Out Story—and How It Inspired His LGBTQ+ Rights Plan,” Opinion, Oprah Magazine, *October 11, 2019*

“Building Power: A Women’s Agenda for the 21st Century,” Opinion, Washington Post, *October 24, 2019*

“Pete Buttigieg: Four ways I’ll make America a better place for women,” Opinion, USA Today, *October 24, 2019*

“It’s Time To Build Lasting Power for Black Women,” Opinion, Essence, *October 24, 2019*

“Criminal justice reform can’t only enact neutral policies. It must reverse years of racist ones.” Opinion, NBC News, *October 26, 2019*

“A Buttigieg presidency will take bold action on criminal justice reform,” Opinion, The State, *October 26, 2019*

“Opinion: As President, I’ll Make Our Government Work For Americans With Disabilities,” Opinion, BuzzFeed News, *November 2, 2019*

“4 ways I’ll empower American women,” Opinion, The News-Star, *November 3, 2019*

“How to fulfill our sacred obligation to military veterans,” Opinion, Las Vegas Sun, *November 11, 2019*

- “Honoring our sacred duty,” Opinion, *Military Times*, *November 11, 2019*
- “Pete Buttigieg: As president, I will increase HBCU, minority-serving school funding by \$50 billion,” Opinion, *Baltimore Sun*, *November 13, 2019*
- “Buttigieg: Ensuring Iowans can age with dignity,” Opinion, *Sioux City Journal*, *November 29, 2019*
- “The Beginning of the End of AIDS,” Blog, Medium, *December 1, 2019*
- “My Time at McKinsey,” Blog, Medium, *December 6, 2019*
- “Keeping the Promise for America’s Children,” Blog, Medium, *December 7, 2019*
- “My Clients at McKinsey and My Commitment to You,” Blog, Medium, *December 10, 2019*
- “El Pueblo Unido/A People United,” Blog, Medium, *December 16, 2019*
- “How We Can Attack Systemic Racism,” Opinion, *Los Angeles Sentinel*, *December 19, 2019*
- “The privilege of a lifetime,” Opinion, *South Bend Tribune*, *December 29, 2019*
- “Pete Buttigieg: This is what Iowa has taught me,” Opinion, *Des Moines Register*, *January 2, 2020*
- “Pete Buttigieg: My administration will devote \$1 billion to combat anti-Semitism and other violent extremism,” Opinion, *Jewish Telegraphic Agency*, *January 23, 2020*
- “Pete Buttigieg: The false choice I reject,” Opinion, *CNN*, *February 2, 2020*
- “Pete Buttigieg: China wants four more years of Trump,” Opinion, *Washington Post*, *May 1, 2020*
- “Present at the Destruction of U.S. Power and Influence,” Opinion with Philip H. Gordon, *Foreign Policy*, *July 14, 2020*
- “The Deciding Decade: Preet Bharara on the rule of law and the future of the DOJ,” Blog, Medium, *September 9, 2020*
- “The Deciding Decade: Glennon Doyle on being ‘Untamed’ and living as an LGBTQ person of faith,” Blog, Medium, *September 16, 2020*
- “Congresswoman Barbara Lee on tackling systemic racism and speaking truth to power,” Blog, Medium, *September 23, 2020*
- “Colin Jost on comedy’s role in 2020 and leaving SNL,” Blog, Medium, *September 30, 2020*
- “The Deciding Decade: Susan Rice on rebuilding trust and the future of our foreign policy,” Blog, Medium, *October 7, 2020*
- “Pete Buttigieg: Trump showed us who he is by calling fallen heroes ‘losers,’” Opinion, *The Cap Times*, *October 7, 2020*
- “The Deciding Decade: Billy Porter on redefining masculinity and finding truth within,” Blog, Medium, *October 14, 2020*
- “The Deciding Decade: Professor Darrick Hamilton on ‘baby bonds’ and the future of our economy post-COVID,” Blog, Medium, *October 21, 2020*
- “The Deciding Decade: ‘Crazy Rich Asians’ director Jon Chu on diversity in storytelling and embracing cultural identity,” Blog, Medium, *October 28, 2020*
- “Pete Buttigieg: Americans’ trust in the presidency can and will be rebuilt,” Opinion, *Fortune*, *November 10, 2020*
- “The Deciding Decade: Rev. Dr. William Barber II on tackling systematic racism and combating poverty,” Blog, Medium, *November 11, 2020*
- “The Deciding Decade: Mary Kay Henry and MO State Rep. Rasheen Aldridge on income inequality and the future of labor,” Blog, Medium, *November 18, 2020*
- “The Deciding Decade: Renee Montgomery on opting out of this WNBA season for social justice work,” Blog, Medium, *December 7, 2020*
- “The Deciding Decade: John Legend on broadening the Black experience and criminal justice reform,” Blog, Medium, *December 7, 2020*
- “The Deciding Decade: Eva Longoria on engaging Latinos to vote and fighting for farmworkers’ rights,” Blog, Medium, *December 9, 2020*
- “The Deciding Decade: Hillary Clinton on her electoral college vote and gaining trust across party lines,” Blog, Medium, *December 20, 2020*
- “Trust: America’s Best Chance,” Book, Liveright, *2020*

### Speeches

Also list any speeches that you have given on topics relevant to the position for which you have been nominated. Do not attach copies of these publications unless otherwise instructed. (SEE ATTACHED LIST)

Remarks, Swearing-in Ceremony, South Bend, IN, *January 2012*  
 Lecture, University of Notre Dame, April 9, 2012  
 Lecture, University Notre Dame, February 14, 2013  
 Remarks, Honoring Casa De Amistad, Good Shepherd Montessori, Chiaravalle Award Dinner, *April 2013*  
 Commencement Address, Ivy Tech Community College-North Central, *May 10, 2013*  
 DNC Party Chair Candidates Forum, January 23, 2017  
 DNC Party Chair Candidates Forum, February 11, 2017  
 Forum, DNC Winter Meeting, February 27, 2017  
 Commencement Address, Fels Institute of Government, University of Pennsylvania, *May 26, 2017*  
 Remarks, TEDxUND, *March 15, 2018*  
 Public Safety Forum, U.S. Conference of Mayors, *April 9, 2018*  
 Remarks, Illinois Democratic County Chairman's Association Brunch, Springfield, IL, *August 16, 2018*  
 Remarks, U.S. Conference of Mayors Winter Meeting, *January 24, 2019*  
 Remarks, Washington, D.C., January 23, 2019  
 Town Hall, Austin, TX, March 11, 2019  
 Rally, South Bend, IN, April 14, 2019  
 Remarks, Asian and Latino Coalition, Des Moines, IA, April 17, 2019  
 Town Hall, Manchester, MA, April 22, 2019  
 Remarks, Human Rights Campaign, Las Vegas, NV, May 11, 2019  
 Remarks, City Club of Chicago, May 16, 2019  
 Town Hall, Clairmont, NH, May 19, 2019  
 Remarks, Washington Post Live, Washington, D.C., May 23, 2019  
 Town Hall, Fresno, CA, June 3, 2019  
 Remarks, Matthew Shepard Scholarship, IA, June 7, 2019  
 Remarks, Capital City Pride, Des Moines, IA, June 8, 2019  
 Forum, Iowa Democratic Party Hall of Fame, June 9, 2019  
 Remarks, "America and the World: National Security for a New Era," Bloomington, IN, *June 11, 2019*  
 Remarks, Democratic Party of Virginia, Richmond, VA, June 15, 2019  
 Remarks, Board of Public Safety Swearing-in Ceremony, South Bend, IN, *June 19, 2019*  
 Forum, NALEO, Miami, FL, June 21, 2019  
 Remarks, South Carolina Democratic Party Convention, Columbia, SC, June 22, 2019  
 Forum, Planned Parenthood Action Fund, Columbia, SC, June 22, 2019  
 Town Hall, South Bend, IN, June 23, 2019  
 Democratic Primary Debate, Miami, FL, June 27, 2019  
 Remarks, Rainbow PUSH Coalition Convention, Chicago, IL, July 2, 2019  
 Town Hall, Dover, NH, July 12, 2019  
 Remarks, Young Democrats of America Convention, Indianapolis, IN, July 18, 2019  
 Forum, AARP, Des Moines, IA, July 20, 2019  
 Forum, NAACP, Detroit, MI, July 24, 2019  
 Democratic Primary Debate, Detroit, MI, July 30, 2019  
 Forum, AFSCME, Las Vegas, NV, August 3, 2019  
 Forum, National Association of Black Journalists Conference, Miami, FL, August 8, 2019  
 Remarks, Wing Ding, Clear Lake, IA, August 9, 2019

Gun Safety Forum, Des Moines, IA, August 10, 2019  
 Remarks, Iowa State Fair, August 13, 2019  
 Remarks, International Union of Painters and Allied Trades' Annual Convention, Las Vegas, NV (by video), August 14, 2019  
 Young Leaders Conference Forum, Atlanta, GA, August 16, 2019  
 Remarks, NARAL Town Hall, Des Moines, IA, August 21, 2019  
 Town Hall, Nashua, NH, August 23, 2019  
 Climate Town Hall, New York, NY, September 4, 2019  
 Remarks, New Hampshire Democratic Party State Convention, Manchester, NH, September 7, 2019  
 Democratic Primary Debate, Houston, TX, September 12, 2019  
 Climate Forum, Washington, D.C., September 20, 2019  
 LGBTQ Presidential Forum, Cedar Rapids, September 20, 2019  
 Remarks, Polk County Democrats Annual Steak Fry, September 21, 2019  
 Town Hall, Webster, IA, September 22, 2019  
 Remarks, Texas Tribune Festival, Austin, TX, September 27, 2019  
 Gun Safety Forum, Las Vegas, NV, October 2, 2019  
 Unions for All Summit, Los Angeles, CA, October 5, 2019  
 Remarks, Equality in America Town Hall, Los Angeles, CA, October 10, 2019  
 Democratic Primary Debate, Westerville, OH, October 15, 2019  
 Forum, J Street, Washington, D.C., October 28, 2019  
 Remarks, Iowa Democratic Party Liberty and Justice Celebration, Des Moines, IA, November 1, 2019  
 Town Hall, New Hampton, NH, November 9, 2019  
 Democratic Primary Debate, Atlanta, GA, November 20, 2019  
 Town Hall, Creston, IA, November 25, 2019  
 Town Hall, Grinnell, IA, December 6, 2019  
 Forum, Teamsters Labor Forum, Cedar Rapids, IA, December 7, 2019  
 Remarks, Washington Post Live, Washington, D.C., December 16, 2019  
 Democratic Primary Debate, Los Angeles, CA, December 19, 2019  
 Town Hall, West Des Moines, IA, December 28, 2019  
 Democratic Primary Debate, Des Moines, IA, January 14, 2020  
 Forum, We the People 2020, Des Moines, IA, January 19, 2020  
 Forum, Black and Brown Forum, Des Moines, IA, January 20, 2020  
 Remarks, U.S. Conference of Mayors Annual Winter Meeting, Washington, D.C., *January 23, 2020*  
 Town Hall, Des Moines, IA, January 26, 2020  
 Town Hall, Ottumwa, Iowa, January 28, 2020  
 Town Hall, Waterloo, IA, February 1, 2020  
 Remarks, Des Moines, IA, February 3, 2020  
 Town Hall, Merrimack, NH, February 6, 2020  
 Democratic Primary Debate Manchester, NH, February 7, 2020  
 Remarks, New Hampshire Democratic Party McIntyre-Shaheen Dinner, February 8, 2020  
 Town Hall, Nashua, NH, February 9, 2020  
 Rally, Exeter, NH, February 10, 2020  
 Remarks, Nashua, NH, February 11, 2020  
 Remarks, Clark County Democratic Party "Kick off to Caucus," Las Vegas, NV, February 15, 2020  
 Town Hall, Carson City, NV, *February 17, 2020*  
 Candidate Forum, "Moving America Forward: A Presidential Candidate Forum on Infrastructure, Jobs, and Building a Better America," Las Vegas, NV, *February 16, 2020*  
 Town Hall, Las Vegas, NV, February 18, 2020  
 Democratic Primary Debate, Las Vegas, NV, February 19, 2020  
 Town Hall, Denver, CO, February 22, 2020



Town Hall, Charleston, SC, February 24, 2020  
 Democratic Primary Debate, Charleston, SC, February 25, 2020  
 Remarks, Minsters' Breakfast, North Charleston, SC, February 26, 2020  
 Health Care Equity Roundtable, Greenville, NC, February 27, 2020  
 Town Hall, Charleston, SC, February 28, 2020  
 Rally, Raleigh, NC, February 29, 2020  
 Remarks, South Bend, IN, March 1, 2020  
 Remarks, Dallas, TX, March 2, 2020  
 Remarks, Dem-NPL Virtual Governors' Dinner, May 28, 2020  
 Remarks, Episcopal Church's House of Deputies (via Zoom), July 15, 2020  
 Remarks, Democratic National Convention, August 20, 2020  
 Remarks, Southern Illinois University (virtual), September 24, 2020  
 Remarks, Vermont Democratic Party's Curtis-Hoff Leadership and Unity Reception (virtual), October 3, 2020  
 Remarks, Wilmington, DE, *December 16, 2020*

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#### C Attachment 4

03/2013—Civil tort claim filed against members of the South Bend police department

- Court name: United States District Court Northern Indiana
- Plaintiffs: Dan Franklin, Vivian Franklin, DeShawn Franklin; Defendants: Civil City of South Bend, Pete Buttigieg, Charles Hurley, Eric Mentz, Michael Stuk, Aaron Knepper
- Outcome: I was dismissed as a party to the case

05/2013—Civil tort claim filed by an employee against the City and me in my capacity as mayor due to her termination

- Court name: United States District Court Northern Indiana
- Plaintiff: Karen DePaepe; Defendants: City of South Bend, Pete Buttigieg
- Outcome: Settled and dismissed

05/2013—Civil tort claim relating to actions of the police department

- Court name: United States District Court Northern Indiana
- Plaintiff: Jonathan Ferguson; Defendants: Civil City of South Bend, Charles Hurley, Eric Mentz, Michael Stuk, Aaron Knepper

05/2013—Employment discrimination suit by city employee objecting to his demotion; City and mayor's office personnel named

- Court name: United States District Court Northern Indiana
- Plaintiff: Darryl Boykins; Defendants: Peter Buttigieg, Michael Schmuhl, City of South Bend
- Outcome: Settled and dismissed

08/2013—Employment and civil tort claim by city employee objecting to discipline against him

- Court name: United States District Court Northern Indiana
- Plaintiff: Theodore Robert; Defendants: City of South Bend, Pete Buttigieg, Charles Hurley, Jeffrey Walters, Lee Ross, Andrea Beachkofsky, Robert Yeary, Catherine Toppel, Janice Hall

07/2014—Civil tort claim against numerous law enforcement officials and the City

- Court name: St. Joseph Superior Court
- Plaintiff: Delmonte Anderson, Honesty Anderson, Mikaiya Anderson, Naysa Anderson, Nyla Anderson, Tanya Anderson on behalf of estate of Michael Anderson; Defendants: Civil City of South Bend, City of South Bend City Attorney's Office, Pete Buttigieg, Tim Corbett, Ken Cotter, Aladean DeRose, Michael Dvorak, Charles Hurley, Randy Magdalinski, Michael Schmuhl, South Bend Police Department, St. Joseph County Coroner's Office, St. Joseph County Metro Homicide Unit, St. Joseph County Prosecuting Attorney, David Beaty, Jamil Elwaer, Neal Graber, Tyler Jackey, Dave Johnson, Aaron Knepper, Dan

Lawecki, James Maxey, Eric Mentz, Jeff Rynearson, Daniel Skibbins, Mark Szweda, Jeff Walters

07/2014—Civil tort claim against police officers

- Court name: United States District Court Northern Indiana
- Plaintiff: Richard Klatt; Defendant: John Doe #1 South Bend Police Officer, John Doe #2 South Bend Police Officer, John Doe #3 South Bend Police Officer, John Doe #4 South Bend Police Officer, Pete Buttigieg

10/2014—Employment suit alleging age discrimination by director of code enforcement in dismissing an employee, City and mayor names as co-defendants

- Court name: United States District Court Northern Indiana
- Plaintiff: Brian Haygood; Defendant: Shubhada Kambli, Pete Buttigieg, City of South Bend
- Outcome: I was dismissed as a party to the case

04/2015—Civil tort claim by a police officer being disciplined for misconduct

- Court name: United States District Court Northern Indiana
- City of South Bend, Pete Buttigieg, Ronald Teachman, Keith Schweizer, James Wolff, Janet Cadotte
- Outcome: I believe I was removed as a party to the case

04/2015—Civil complaint regarding violation of civil and employment rights, alleging Defendants racially discriminated against Plaintiff by subjecting him to a hostile work environment and retaliated against him for filing a charge with the Equal Employment Opportunity Commission

- Court name: United States District Court Northern Indiana
- Pete Buttigieg, Theodore Robert, Ronald Teachman, Keith Schweizer, James Wolff, Janet Cadotte, City of South Bend
- Outcome: Case closed

11/2018—Civil complaint regarding violation of civil rights and other Federal rights

- Court name: United States District Court Northern Indiana
- Pete Buttigieg, Brian Timothy Backer, George Backer, Ray B Shotz, Doris Pelz-Sherman, David K Barton
- Outcome: Case dismissed as frivolous and malicious

04/2019—Civil claim against members of the police department regarding violation of prisoner and civil rights, alleging police violated the Defendant's 4th amendment rights by making him feel insecure in his own house and unreasonable seizing him by restraint and handcuffs for no reason, slamming his neck, resulting in injury

- Court name: United States District Court Northern Indiana
- Pete Buttigieg, Orlando Dejuan Denae Mitchell, South Bend Police Department, Scott Ruczowski
- Outcome: Settled and dismissed

04/2019—Civil claim regarding violation of civil rights and Americans with Disabilities Act, alleging that Defendants violated Plaintiff's right to be free of embarrassment and humiliation, and instead should provide access as required under law when the Defendants refused to make downtown South Bend accessible in its handicap parking

- Court name: United States District Court Northern Indiana
- Pete Buttigieg, Andrew U.D. Straw, City of South Bend
- Outcome: Settled and dismissed

01/2020—Civil tort/negligence claim on counts of (1) state indemnification against the City of South Bend, (2) third party spoliation of evidence, (3) negligence, (4) negligent infliction of emotional distress and intentional infliction of emotional distress, (5) deprivation of right to due course of law, (6) fraudulent concealment of the evidence planting and racism, and (7) violations of I.C. 33-43-1-8(a)(b)

- Court name: St. Joseph Superior Court, St. Joseph County
- Pete Buttigieg, Mario Sims
- Outcome: Moved to Marshall Circuit Court (see next entry)

02/2020—Civil tort/negligence claim on counts of (1) state indemnification against the City of South Bend, (2) third party spoliation of evidence, (3) negligence, (4) negligent infliction of emotional distress and intentional infliction of emotional distress, (5) deprivation of right to due course of law, (6) fraudulent concealment of the evidence planting and racism, and (7) violations of I.C.33-43-1-8(a)(b)

- Court name: Marshall Circuit Court, Marshall County
- Pete Buttigieg, Mario Sims, Cristal Briscoe, Ann-Carol Nash, Tasha Reed Outlaw, Stephanie Steele, City of South Bend, Tim Corbett, Michael Schmuhl

02/2020—Civil complaint of defamation with actual malice or at a minimum reckless disregard for the truth, alleging Defendants individually defamed or disparaged Plaintiff in separate posting on their Twitter accounts

- Court name: 10th Judicial Circuit, Polk County, Florida
- Pete Buttigieg, George Zimmerman, Elizabeth Warren
- Outcome: Closed and moved to U.S. District Court (see next entry)

05/2020—Civil tort claim against Elizabeth Warren and me for libel/defamation/slander, alleging Defendants published false and misleading tweets that Plaintiff was directly responsible for white supremacy, gun violence, fear and racism

- Court name: U.S. District Court, Middle District of Florida (Tampa)
- Pete Buttigieg, George Zimmerman, Elizabeth Warren
- Outcome: Pending

The CHAIRMAN. Thank you very much, Mayor Buttigieg, and we will begin questions under the 5-minute rule. First of all, let's talk about passenger rail and about Amtrak. The Secretary of Transportation, or his or her designee, serves as a member of the Amtrak Board of Directors, which has 10 members. The U.S. Department of Transportation also is responsible for administering Federal grants to Amtrak and overseeing intercity passenger rail policy.

As I mentioned in my opening Statement, a priority of mine has been restoration of the Gulf Coast Rail Service, which we have been waiting for for some 15 years. This is an undertaking that I and many others have been working on. And in 2019, the Southern Rail Commission received a CRISI Grant Award of \$33 million for this project, but there is much more to do.

Mayor Buttigieg, early in your term as Secretary, would you have an interest in coming to Mississippi to see the Gulf Coast route from New Orleans through the Gulf Coast of Mississippi and on to Mobile?

Mr. BUTTIGIEG. I would. Thank you for the invitation, Chairman. I would love the opportunity.

The CHAIRMAN. And if confirmed, would you be committed to working with me to reinstate Amtrak service after this long 15-year hiatus?

Mr. BUTTIGIEG. I look forward to working with you, to learning more. As you know, I am probably only the second biggest passenger rail enthusiast in this particular Administration.

The CHAIRMAN. I think you discussed that with me and elaborated on it during our conversation over the phone. You enjoy actually traveling on Amtrak.

Mr. BUTTIGIEG. I do. I enjoy long train trips as well as short ones. And I think that Americans ought to be able to enjoy the highest standard of passenger rail service.

The CHAIRMAN. Mr. Mayor, this committee will consider multimodal transportation discretionary grant programs when it reauthorizes our surface transportation programs. Grant programs

like BUILD Grants, INFRA, and the Port Program play an important role in addressing infrastructure needs across the country and are particularly critical for small towns and rural communities. If confirmed, how do you plan to utilize these programs to ensure rural communities are not left behind?

Mr. BUTTIGIEG. So, BUILD, INFRA, and other grant programs are, I believe, a central part of how we are going to be able to deliver on that goal of enhancing infrastructure resources for all Americans. And I recognize, especially coming from a community of the size of South Bend, knowing that there are smaller communities than ours, but also at our size, we are not among those that were able to have a full-time staff working on Federal relations. It is very important to me to make sure that this process is user friendly, that criteria are transparent, and that communities of every size, including rural communities and smaller communities, have every opportunity to access that funding.

The CHAIRMAN. If you could spend the next 2 minutes elaborating, and perhaps you will have a chance later on with other Senators, on our new President's vision for a massive infrastructure program and how he intends to propose that we pay for this.

Mr. BUTTIGIEG. So, this is, I think, our opportunity to literally do the building part in build back better. And of course, there are a lot of conversations that still need to happen, not only within the Administration, but with members of this committee and the Congress on exactly how to shape, how to time, and how to fund that opportunity. But a lot of this also is part and parcel of what has to happen by way of the economic recovery that this Administration needs to support and drive in the wake of COVID. I mean—Chairman—

The CHAIRMAN. Please go ahead, yes.

Mr. BUTTIGIEG. Well, that means making sure that every part of our transportation infrastructure gets those kinds of investment. And I believe that there are certainly challenges in funding any of the different modes of transportation. For example, we know that the Highway Trust Fund has more going out than coming in, but for the regular transfers from general fund that are being authorized by this Congress. I think we need to develop a more sustainable and predictable means of delivering that kind of funding.

It is a major challenge and one that can be answered outside of the context of a partnership with Congress. But I also think there is a historic opportunity in terms of the support that I have heard from members of this committee on both sides of the aisle in our conversations and from the public to actually put together the resources to make those kinds of investments, whether we are talking about trains, planes, and automobiles or next generation transportation opportunities.

The CHAIRMAN. A subject for much more conversation over the next few weeks and months. Thank you very much. Senator Cantwell.

Senator CANTWELL. Thank you, Mr. Chairman. And so, I am going to try to go through a whole variety of things as quick as possible. So just if you can help me out there, that would be great. One just wants to clarify, the chairman did a great job of talking about INFRA and BUILD in your support for it. Do you think we

need a significant investment in that? I look at what—in 2018 we were \$18.9 trillion worth of goods shipped in the United States and that is expected to increase by 40 percent. So, I look at that and say that is part of our economic strategy, get exports, get them to market quickly. So, would you say we need a significant increase in those programs, INFRA and BUILD?

Mr. BUTTIGIEG. Absolutely. There needs to be a major investment in order to deliver.

Senator CANTWELL. OK. Would you say that the issue of at grade crossings is also an issue that might need more attention? We just had a derailment in the Northwest. We have a lot of traffic moving through our communities and we hear constantly about safety issues. Do you think that at-grade crossings need more attention?

Mr. BUTTIGIEG. Yes.

Senator CANTWELL. OK. On aviation, I mentioned in my opening statement about the issues of the legislation we passed and getting the FAA to do its oversight role. There was a report by rank-and-file FAA employees that 49 percent of the employees responded indicating they believe safety concerns or incidents would not—were not being addressed, and that 43 percent believe the FAA delegated too much. So, we have tried to focus our attention here on that issue. But in describing the engagement with aviation, one FAA employee said, it feels like I am showing up to a knife fight with Nerf weapons. So, I want to know that you will make the safety reforms at the FAA a priority.

Mr. BUTTIGIEG. I am committed to doing so. We need to make sure that engineers and the FAA are in the driver's seat when it comes to safety. And we will be working right away to implement the legislation that you have advanced with regard to ensuring that we have every confidence in the safety at the FAA.

Senator CANTWELL. Are you willing to make changes in personnel if necessary?

Mr. BUTTIGIEG. Yes.

Senator CANTWELL. Thank you. I want to go back to transportation again. Sorry, here—have a lot of things we want to ask you about. The—one primary tool for DOT to support transit agencies is the capital investment grant program. Would you support increasing a Federal share of funding for grants to the recently approved project to ensure the pandemic does not hold or delay transportation investments?

Mr. BUTTIGIEG. I will certainly want to take a look at this. I think often we have not created as much predictability in capital planning as we have on the operational side, and I would be eager to look at how we can better fund that.

Senator CANTWELL. OK, and back to aviation manufacturing. My colleague, I am sure, will be here sometime today, Senator Moran. Chairman Wicker mentioned a lot of the COVID dollars that were said to focus on aerospace and to focus on aerospace manufacturing, we want to make sure that aerospace manufacturing, impacted again because of the lack of demand in air travel, we don't lose that skill and work force. So, we want to know that you will help us make aviation manufacturing a priority and making sure that retaining a workforce in the United States is as important as

retaining the workforce that we see in our air transportation today on the flights and flight attendants and pilots.

Mr. BUTTIGIEG. Certainly, it is important both economically and strategically for the country, so you have my commitment.

Senator CANTWELL. Thank you. And then last, I am a big Jones Act supporter and the State of Washington and the trade that we have related to the Jones Act to make sure that we have U.S. flagged vessels, sometimes it gets under attack, but I just want to hear that you support the Jones Act.

Mr. BUTTIGIEG. Yes, I share your support for the Jones Act. It is so important to a maritime industry that creates hundreds of thousands of jobs as well as a shipbuilding industry here in the U.S.

Senator CANTWELL. OK, thank you. Let's see, I think that—Senator Thune.

**STATEMENT OF HON. JOHN THUNE,  
U.S. SENATOR FROM SOUTH DAKOTA**

Senator THUNE. Thank you, Madam Chair. Mayor, thank you for being here today as this committee considers your nomination for Secretary of Transportation. Transportation infrastructure investment around here has always been an area for bipartisan cooperation, as evidenced by passage of the FAST Act, which enjoyed wide popularity in Congress and among the states. The other thing that enjoys bipartisan popularity around here is not paying for it. You know, we continue to just hand it, put it on the debt and hand the bill to our kids and grandkids.

And I know this isn't the place for you to get specific about ways to pay for it. You'd be crazy to do that at a hearing like this. But I just want to put on your radar screen that these investments that we want to make in roads and bridges and highways and all those things, we have to address the issue of how we finance it. The Environment Public Works Committee reported a bill our last session of Congress 21 to 0 out of the Committee at an increased funding for highways by 28 percent. And the reason it came out 21 to 0 is because they don't have to pay for it. It is all the spending side of it.

At some point, and I serve also on the Senate Finance committee, we have to figure out how we are going to pay for it. And it is going to take Presidential leadership. It is going to take bipartisan cooperation in the Congress in order to make that happen. The FAST Act did include strong investments in rural America, which are critical for states like South Dakota that rely on Federal investment in transportation infrastructure to ensure the efficient flow of goods and to domestic and global markets. Freight corridors within rural areas are a critical component of the National transportation system. Those investments benefit the entire country, not just the rural areas. Highways and railroads in rural regions need to be connected to our Nation's major cities, which need the many products that originate in places like the heartland.

And we had this conversation. So, it is crucial, in my view, that transportation policy and investment continue to recognize the importance of rural areas where the vast majority of agricultural in-

dustrial commodities originate, to keep the transportation system in this country fluid, dynamic, and interconnected.

As we previously discussed, I introduced the Rail Rehabilitation Finance Innovation Act along with Senator Hassan and last Congress, and it takes important steps to improve the RRIF credit review process and increase utilization of the program by short line railroads. Small connector lines in rural states like South Dakota provide a critical service to farmers. They carry grain, ethanol, and other products from terminals to Class I mainlines. If confirmed, and as we work to move this legislation during 117th Congress, can you describe how you would approach improvements to freight rail policy and investment?

Mr. BUTTIGIEG. Well, I look forward to working with you to learn more and develop this. As you mentioned, this is one of the few infrastructure programs that is actually undersubscribed and so it points to the need for more work to be done. And I think it is very important for all of the reasons that you just described, important to my home state as well, and so many communities that we act on that.

Senator THUNE. South Dakota has nine tribal reservations, many of them large and sparsely populated, where tribal roads provide a crucial transportation link to many communities. For this reason, I introduce the Tribal Transportation Equity and Transparency Improvement Act, that is a mouthful, with Senator Sinema last Congress. And among other provisions, the bill seeks to improve and update data on tribal roads, which is a critical aspect of ensuring funds are allocated where they are needed most. Do you agree that tribal road funding should be allocated according to the most up-to-date data?

Mr. BUTTIGIEG. I do.

Senator THUNE. Would you commit to working with me in this Congress to ensure that this important program is improved?

Mr. BUTTIGIEG. I would welcome that opportunity.

Senator THUNE. Thank you. Let me just mention one other issue here which I think—and this is something that State DOTs, particularly in rural areas like South Dakota, deal with and that is the lack of resources to comply with a lot of the burdensome Federal administrative requirements. The FAST Act included several provisions that were aimed at easing administrative burdens for State DOTs and the bipartisan America's Transportation Infrastructure Act, which as I said, was unanimously approved by the Environment Public Works Committee in the last Congress, built on that success to provide State DOTs with greater flexibility to manage their transportation networks. Should the Federal Government work with State DOTs to provide them the flexibility that they need to build and maintain our Nation's transportation infrastructure?

Mr. BUTTIGIEG. So, I believe any time that we can make Federal processes more user friendly for states or local or tribal partners, we should. And when we find that anything is duplicative or burdensome, we welcome finding ways to streamline that, provided, of course, that we are meeting the fundamental goals of those rules, safety, environmental, or otherwise.

Senator THUNE. Right. OK. I just hope that we can continue to build on some of the successes that were made in the last highway bill to allow as much flexibility as possible so states can get the most resources on the target. And I look forward to working with you on that. And I see my time has expired so, Madam Chair, I yield back. Mayor, welcome.

Mr. BUTTIGIEG. Thank you.

Senator CANTWELL. Senator Klobuchar.

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

Senator KLOBUCHAR. Well, thank you very much, Senator Cantwell. And thank you to Senator Wicker. Welcome, Mayor Pete. I want to thank you for being here. I think you know how excited I am about your nomination and what a great Transportation Secretary you will be. I know you well and I can attest to all my colleagues what a forward thinking and thoughtful Secretary you will truly be in a very important area for all of us and for our Nation. And John and I also look forward to seeing you in Chasten in a less formal setting outside of this hearing room. And I appreciate what you said about transportation safety. It was in my state that the 35W bridge collapsed in the middle of a summer day.

A bridge just shouldn't fall down in the middle of America. We lost 13 people and many injured. And I guess I would start with that. Can you talk about your priorities for safety? You mentioned to the Chairwoman and I agree—incoming Chairwoman, and I agree with her about rail crossings, aviation, but maybe want to mention bridges a little. You and I talked about the Plotnick bridge going from Duluth to Superior, Wisconsin, the second largest bridge in my state, that needs rehabilitation. We need to do work on that. Just any comments you have on bridge safety as well as in general?

Mr. BUTTIGIEG. Yes. First of all, thanks for the kind words and the warm welcome. And I agree, I remember how outspoken you were at the time of that bridge collapse. And that just shouldn't happen, as you said. And so often states, and counties, other local Governments are expected to maintain these bridges but don't have the resources to do it. And so, it is another example of how we need a major and significant investment as a safety concern to enhance, upgrade, and maintain bridges and other key critical infrastructure assets across the country.

Senator KLOBUCHAR. [Technical problems]—that is not going to be all under your jurisdiction. The one important piece of it is, which is how we figure out as we invest in more broadband, which we know we so sorely need through this pandemic and before, and I know you have devoted a lot of thought to this, but we have also and when we do road construction, we can do a better job of laying the broadband lines at the same time. It is called “dig once,” and I wonder what thoughts you have on that.

Mr. BUTTIGIEG. Yes, this is very important in my own community. Parts of South Bend have phenomenal broadband fiber connectivity for the simple reason that somebody remembered to lay a conduit alongside some of the railway and highway roadways that connected us to Chicago, to the West. And so even if this is



being driven by another Department, I would welcome the opportunity to make sure that DOT's side of the equation is open to supporting that broadband deployment because it is so important in so many communities.

Senator KLOBUCHAR. One thing I know you also understand is the rural areas, you have big rural areas in Indiana and Senator Thune touched on this a bit, but for BUILD Grants, capital investment grants, just talk about your priorities to making sure those go out in rural areas. We have a lot, I see Senator Tester here, a lot of Senators here with areas with significant rural areas.

Mr. BUTTIGIEG. So, several things I think we can do to make sure that rural communities have access, equitable access to those grants. One is to make them more user friendly. Another is to ensure that the criteria are very clear and that there is feedback. We know how it is for my community to be a runner up sometimes in these processes. And the better your feedback is, the more you can come back the next time and have a better shot at it. Of course, the more resources go in to begin with, the more folks can get that favorable answer right away.

Senator KLOBUCHAR. Sometimes I think going back to what used to be called earmarks, they could be called Congressionally initiated projects, would be helpful especially for some of the rural areas, because we have a good sense of what is going on in our states. You have done the work, which was brought up before, Smart Streets, your initiative to help improve safety, revitalize downtown South Bend. And actually, on a bipartisan basis, I have been leading that recreational trails program funding. And thank you for the note about my hair sticking straight up, Doug.

[Laughter.]

Senator KLOBUCHAR. Thank you. That was really nice and subtle. But in any case, the Recreational Trails Project is something that would be—actually the program applies to both recreational vehicles that are non-motorized and motorized, like snowmobiles, ATVs. And we have worked this interesting coalition with motorized, non-motorized for bikes and other things as well. So, could you talk a little bit about that, that funding has been really important, especially in this pandemic where people are looking for recreation like that.

Mr. BUTTIGIEG. Yes. And thanks for your leadership on this. There are so many ways that people get around. And I think often we have had an auto centric view that has forgotten historically about all the other different modes. And we want to make sure any time we are doing street design that it enables cars and bicycles and pedestrians and businesses and any other mode to coexist in a positive way. And we should be putting funding behind that.

Senator KLOBUCHAR. Alright. Excellent. As I said, we are excited that you are willing to serve and look forward to working with you. Thank you.

Senator CANTWELL. Thank you. Senator Blunt.

**STATEMENT OF HON. ROY BLUNT,  
U.S. SENATOR FROM MISSOURI**

Senator BLUNT. Thank you, Senator Cantwell. Mayor, glad to have you here today. Good to have a chance to talk the other day.

And as you and I discussed in where you live and where I live, I think we have a unique view of the transportation hubs of the country and how important transportation is to our economies. I have got about 4 minutes and 45 seconds here, so let me see if I can cover four or five topics. One, in the FAST Act, I worked to secure a provision there that directed the Advisory Council on Historic Preservation to provide railroad right of way the same general provision we give to highways. In other words, if a railroad has been there, just like the highway has been there, you don't have to go through all of the historic view of whether you should continue to have a railroad there, and so we would pass that bill.

The Council really has failed to provide the relief that was contemplated so we passed it again in December. We put language in it in December to the Council, do what the Congress told you they needed to do—you needed to do in this area. And again, almost exactly similar to what happens in highways. If confirmed, do I have your commitment to work with me and the Federal Railroad Administration to ensure the Council provides the general exemption consistent with Congressional intent included in the FAST Act?

Mr. BUTTIGIEG. I will make sure to work with you to make sure that Congressional intent is met.

Senator BLUNT. Well, I think it is a very logical thing, just like it was logical for highways. It is a different consideration when you are putting something back or repairing something or making something—make an improvement where a railroad has already been just like where a highway has been. Another topic I think you would have particular understanding of with the experience you have had as Mayor and working with other Mayors, essential air service and contract hours, important to the ability to have an aviation ecosystem. Many people on this committee are affected by those two things, the Essential Air Service Program and the Contract Tower Program. If you have any concerns about those programs not moving forward, I'd like to know that now. But otherwise, I would just like your sense that you understand the importance of these programs, what they mean to communities where they qualify for them, and the importance of continuing to look at these as principal pillars of our aviation system for those sizes of communities.

Mr. BUTTIGIEG. Yes, I have been hearing a lot about this from you and your colleagues and recognize how important that is. Also, to communities not too far from where I live. And so, I believe that that kind of support has every reason to continue to enjoy an important place in our transportation policy.

Senator BLUNT. Exactly. And, you know, both of the communities where you live and I live in the states where we live, trucking has been an important part of this for a long time. Doesn't mean we don't need to do things to have better intermodal opportunities, the rail hubs we have—we have the second, third biggest rail hubs in America are Kansas City and St. Louis. The interstate highways come together in our state as they do in yours in unique ways. The patchwork of laws that would concern that interstate competition and interstate commerce, one of the principal reasons given to have the Constitution is to facilitate that a patchwork of different laws from trucks moving from one state to another. Incredibly com-

plicated. I raised this issue in 2018 with Secretary Chao, and she was able in 2018 to use specific authority Congress gave the Secretary. Narrowly—she used it to narrowly preempt California rules about meals and rest breaks that were different than the rules were where these trucks were coming from.

They had been wrongly applied to interstate motor carriers. She used that rule for preemption of the State law in this circumstance. The 9th Circuit last week unanimously upheld her determination that this is something that the Secretary could do and did appropriately. My hope is that this issue is now settled. But, you know, we have discussed it, we have debated it. We have now litigated it. I think it is really important that we don't have a patchwork of rules that someone driving a truck, that is the way they make their living, going across the country has to worry about when they cross a state line what happens to them based on the state, they were just in. Do you have any thoughts about that?

Mr. BUTTIGIEG. So, I would want to look more into some of the specific case law you are discussing, but certainly recognize the importance of consistency, predictability, and the key, of course, is squaring that with that fundamental mission of safety.

Senator BLUNT. Well, and the fundamental mission of safety is not necessarily advantaged by a driver having to think about how quickly they have to get one state, so they have got the time they need in another State. You have the authority to do that if you become Secretary, and I hope you use that authority, as Secretary Chao did and as the 9th Circuit upheld again just this week. One final topic and I may have a question or two for the record, in the CARES Act, the Secretary was given the task of overseeing a number of provisions that related to extending support for airports, concessionaires, making sure that services are maintained despite the challenges we have gone through. Will you work with the Congress to authorize and implement programs which help provide a safe workplace for transportation workers, but also which ensure that we have an air system that is still there and a car rental system that is still there when our air travel returns [Technical problems].

Mr. BUTTIGIEG. [Technical problems]—such a blow and they are so important to our economy. I look forward to working with you to make sure we are doing everything we can to support them.

Senator BLUNT. Thank you. Thank you, Senator Cantwell.

Senator CANTWELL. Thank you. Senator Blumenthal.

**STATEMENT OF HON. RICHARD BLUMENTHAL,  
U.S. SENATOR FROM CONNECTICUT**

Senator BLUMENTHAL. [Technical problems]—we have in this country an existential crisis in our public transportation system. You are absolutely right. They have taken a blow and it may be a fatal blow for some of the private companies that provide bus transportation like Glasco in Connecticut, airports like Bradley are gravely at risk. Metro North has suffered an 80 percent decline in ridership. Rail in the Northeast is seriously in danger, fiscally and otherwise. And most important may be from a human standpoint, the employees of these transportation networks are seriously at risk right now.

And I have sponsored a measure called the Essential Transportation Employee Safety Act, which would provide more personal protective equipment, more testing, hopefully more vaccinations to these flight attendants, train conductors, employees at airports, all of these essential workers who are interacting every day with people who may put them at risk of COVID, and they have suffered serious losses. So, I would like your commitment to the safety of these employees. I know it is in your heart and I know you have that sense of caring for them, but we need measures like the one I have proposed and the mask mandate order that the President issued yesterday, which I hope also will be extended to legislation as a National mandate on Federal property.

Mr. BUTTIGIEG. Yes, you have that commitment. In speaking with representatives of the workers, we have heard about their exposure to risks from COVID exposure all the way to assault. And we have got to make sure that workers are safe in this field.

Senator BLUMENTHAL. On a matter also very close to home for a number of us in the Northeast, you are familiar with the Gateway project. You and I talked about it in our conversation. Thank you, by the way, for talking to me so extensively the other day. The Gateway program includes the Hudson Tunnel Project. Incredibly, these tunnels are 111 years old. Think of the year when they were built. The technology has changed magnificently. The tunnels are decrepit, degrading and about to potentially collapse. I would like your commitment that you will move this project, which is essential to all rail traffic, indeed all transportation in the Northeast. I know you will find a lot of interest on the part of my colleague, Senator Schumer and Gillibrand, as well as Murphy and others up and down the Northeast in the Gateway Project and particularly the Hudson Tunnel Project.

Mr. BUTTIGIEG. Yes, I have heard this loud and clear from you and your colleagues and counterparts in the region and look forward to working with you on this to move forward.

Senator BLUMENTHAL. And the same really applies to the bridge across the Connecticut River, which is in serious need of repair and even replacement. It is a \$550 million project, but I hope it will be included in any broader infrastructure program. And finally, let me just close. My background is as a prosecutor. I believe in enforcing the laws. Around here we make a lot of laws, but, you know, as a former Mayor, how important law enforcement is. And the DOT, I am just going to be very blunt, has failed again and again and again to issue regulations that are necessary to make the law real in people's lives.

Under the 2018 FAA Reauthorization Act, Congress required the FAA to issue a rule establishing minimum seat size and leg room standards for commercial flights and review cabin evacuation procedures pertaining to seat size within 1 year. Many of us on this panel were instrumental in passing that law, but the rules to implement it still have not been issued. I would like your commitment that you will devote attention to rulemaking involving [Technical problems]—are essential to enforcing these laws.

Mr. BUTTIGIEG. Yes, I will look into this and make sure that the rulemaking is keeping pace with Congressional intent.

Senator BLUMENTHAL. Thank you. Thank you so much.

Mr. BUTTIGIEG. Thank you.

Senator CANTWELL. I think next to Senator Fischer, who is joining us remotely.

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

Senator FISCHER. Thank you, Senator Cantwell, and thank you, Mr. Buttigieg, for being here today. First off, I would like to just make a couple of comments. Senator Cantwell spoke about the Jones Act, and I am so privileged to represent the State of Nebraska in the U.S. Senate, and we are the only triple landlocked state in the Union. I am also a strong supporter of the Jones Act and recognize the need for it, and it is vital for the security of this country. Also, Senator Blunt brought up comments about the recent ruling by the Ninth Circuit, and I would just like to associate myself with his comments. I think it is a decision that is important for the movement of goods and services.

And I believe it is also recognizing the safety involved in that. But it is good to have you here today, Mr. Buttigieg. Last week, NHTSA issued a final rule updating certain definitions in vehicle crash worthiness standards to account for automated and passenger-less vehicles. They also said this is part of a series of actions it is taking to modernize the Federal vehicle standards for new technologies. What are your thoughts on this NHTSA final rule?

Mr. BUTTIGIEG. Well, automated vehicle technology is coming. It is advancing very quickly. It is something that holds the potential to be transformative. And I think in many ways, policy has not kept up. I haven't had a chance to evaluate this last step in detail, but I look forward to digging in on that and more broadly, making sure that we are acting so that on the policy side, we are ready for all of the things that automated vehicles are going to bring to our roads and to our economy.

Senator FISCHER. That is great, because we all know that we need to reexamine some of our current regulatory framework, and I think that means that flexibilities in these regulations have to be exercised if we are going to continue seeing emerging technologies, have Government keep up with the advancement that we see in the private sector. Also last week, FMCSA announced a pilot program to study providing truck drivers with greater flexibility and split sleeper berth requirements. Various groups representing truck carriers and drivers, including the Teamsters, have indicated support for this type of flexibility and comments to the agencies. Do you know about this proposed pilot program and what are your thoughts on that?

Mr. BUTTIGIEG. So, I would want to take a closer look at this and engage with the stakeholders as well to make sure I understand how this pilot program squares the goals of a worker and traveler safety with the goals of flexibility.

Senator FISCHER. I always think it is important when we can bring a variety of stakeholders together. Transportation infrastructure is an issue that receives strong support across this country and within the Senate as well. So, it is in our interest as the Government to be able to take those comments from all stakeholders

in looking at any issue. When we spoke the other day, sir, I brought up an issue about truck haulers of agricultural commodities, including livestock haulers, and to be able to provide them with some flexibility in their hours-of-service requirements.

In 2018, I offered a bipartisan amendment to provide 150 air mile radius hours of service exemption on the destination of a haul, as well as eliminating what is known as seasonality limitation of Ag hours of service exemption. And a bill that I introduced last year, the Hauls Act, addressed these issues as well. But when we had our conversation, I spoke about really the challenges in moving live animals, perishable products, and it is not easy to find places to be able to unload a pot load of cattle, for example, and get them off a truck, have them in some kind of a facility, in a pen, and then reload them. That puts more stress on animals than is necessary and certainly more stress than is advisable.

Well, that is something that I hope you and I can work on together for the Ag industry, the livestock industry, make sure that they have the needed flexibility in their hours of service. I hope you look that looking at that and working with us on that.

Mr. BUTTIGIEG. Thank you. That was a memorable point during our conversation, that sometimes our policies can't tell the difference between live animals and other cargo. And it is one of the things I am eager to look into and to work with you on as well.

Senator FISCHER. Well, thank you. I look forward to your confirmation and appreciate, again, the conversations that we have had and look forward more in the future. Thank you. Thank you, Senator Cantwell.

Mr. BUTTIGIEG. Thank you.

Senator CANTWELL. Thank you. Senator Schatz, remotely.

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

Senator SCHATZ. Thank you, Madam Chairman. Mr. Mayor, thank you for your willingness to serve. I want to start with climate action. The President has instructed his entire cabinet to take bold climate action, not just the EPA, not just the Department of Energy, but every single executive agency. And I would like for you to talk a little bit about what kinds of authorities you feel DOT already has and what lines of actions you can undertake right away and how that intersects with an infrastructure package and the desire to create a better economic future over the next 6 to 12 months.

Mr. BUTTIGIEG. Thank you, Senators. As you correctly pointed out, the President has made it very clear that he expects all of us to work on delivering a new climate vision. And it is going to take a whole of Government approach, and certainly DOT has a big part of this. I think about the role involved in fuel economy standards, vehicle electrification, what we would have to do as a country to have the kinds of charging station infrastructure, just to represent a couple of examples of how we could be part of the solution at DOT. And I think that will be contemplated, have to be contemplated as a central feature of any infrastructure package. I welcome the opportunity to work with you on how best to do this with the most possible impact, because I also think we have a unique

window of opportunity to make those kinds of investments and we have got to use that window.

Senator SCHATZ. Thank you. State and local budgets have been decimated by the pandemic. Transit projects like Heart, which is the Honolulu rail project, is no exception and are potentially at risk without additional Federal support. And just to put a fine point on it, a lot of these projects are under an FFGA, an agreement with the Federal Transit Administration that assumed a certain revenue picture pre-pandemic that is not reasonable anymore. And so, my question is very simple, do I have your commitment to work on this and other projects to make sure that all of our rail projects, whether they are pre-revenue or not, do not fall by the wayside and are able to be implemented?

Mr. BUTTIGIEG. Yes, we need to work together on this. I know how much these transit agencies have been through. There is obviously some support in the President's announced rescue package, but a lot more to do.

Senator SCHATZ. Thank you. NHTSA recently announced that even though we drove fewer miles during the pandemic, speeding fatalities and serious injuries have increased. What is happening and how do we solve it?

Mr. BUTTIGIEG. Well, over the course of my lifetime, we have made a lot of gains as a country on dealing with the effects of drunk driving on road safety and fatalities, only to see distracted driving rise to become a new and deadly effect. I believe the number stands at something on the order of 36,000 or 38,000 at last count, lost in a single year to crashes on the road. We cannot accept that, and we need to move toward a vision where every trip is a safe one, whether it is long or short, on any of America's roadways.

Senator SCHATZ. Yes, and I just want to put a fine point on this one, because, you know, the Department of Transportation, even our local transportation agencies tend to be the departments of cars and transportation is about however you get around, whether it is on foot or via rail or bicycle or bus or whatever. And I think it is really critical that as we reauthorize the transportation bill and as funding flows to local Governments, that you lead from the top. And to clarify that, the objective here is to get people where they need to go, not to always think in terms of widening the aperture through which the maximum number of cars can move at the maximum speed. And I would like you to speak to that a little bit.

Mr. BUTTIGIEG. Yes. You know, when we were undertaking a complete streets approach in the City of South Bend, it meant a lot of us to have moral support from folks in the DOT under Secretary Foxx, who agreed with that vision. And I think it is very important that we recognize the importance of roadways where pedestrians, bicycles, vehicles and any other mode can coexist peacefully, and that complete streets vision will continue to enjoy support from me if confirmed.

Senator SCHATZ. Just one final point about complete streets and safe routes to school and all the rest of it. I think we got a little bit caught up in the jargon. People are dying in trying to get where they need to go. And some of the vernacular here is freaking people out and causing people to move into their partisan places. And ev-

everybody is either a pedestrian or a car user or a transit user, depending on the day and depending on the circumstances. And so pitting people against each other depending on which mode of transportation they are using, I think is the wrong approach. And I just like to start to change our language into being a little more plain about making sure people don't die going from where they live to where they need to go. Thank you very much.

Mr. BUTTIGIEG. Thank you.

Senator CANTWELL. OK, I think we are going to—we are going to give Senator Sullivan is not—just stepped in the room. We are going to let Senator Markey go. Thank you. Senator Markey.

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

Senator MARKEY. Can you hear me?

Mr. BUTTIGIEG. Yes, Senator.

Senator MARKEY. OK. Oh, beautiful. Thank you. Welcome, Mr. Secretary. You will have my vote for this very important position. The fuel economy standards of our country are central to rolling back the amount of oil which we consume in our country. And we saw last year an actual reduction in fuel economy standards, even though there had been a law promulgated by President Obama working with the Department of Transportation and the EPA to dramatically increase those fuel economy standards up to 50 miles per gallon by the year 2025. And we know that 70 percent of our oil goes into transportation in our society. So, my question to you is, in terms of the increase in fuel economy standards, it is a joint responsibility with the EPA. DOT has authority under NHTSA and a 2007 law, which I was the principal house author of which Donald Trump—which Barack Obama used to increase those fuel economy standards. Could you give us an outline of how ambitious you are planning on being in terms of increasing fuel economy standards and then linking that to a plan to have a mass deployment of electric vehicles in our country?

Mr. BUTTIGIEG. Thank you, Senator. As you point out, the transportation sector is now the biggest contributor of U.S. sectors to greenhouse gases. And when it comes to fuel economy and what comes to improving the climate profile of transportation, I believe we need to be moving forward and not back. This is not only imperative in order for us to meet our climate goals and prevent the destruction of property and life, but it is also very important for industry to have that kind of certainty and clarity. American companies, American workers should be leading the way in producing, for example, electric vehicles and the most efficient vehicles on the road. And we need to do everything we can to support that as part of a partnership with other agencies in the Administration. As you point out, the EV charging stations are a big part of how we can do that. And the President has spoken to a goal of deploying half a million electric charging stations across the country. That is a major lift, but one I believe we can meet.

Senator MARKEY. Yes, thank you. And again, fuel economy standards went down last year after going up for five consecutive years. So, it is a very critical area for us to be able to deal with. It is not a technology issue. It is just a matter of political will to be able to



get that job done. The issue of accountability of greenhouse gases in any infrastructure project is going to be important to introduce the Green Streets Act that would require that kind of accounting. Could you talk a little bit about what your plan is to link greenhouse gas reductions to any new infrastructure projects in our country?

Mr. BUTTIGIEG. Well, so much depends on making sure when we talk about costs and benefits that we are truly accounting for those not only environmental benefits, but the cost of business as usual. So, I would look forward to learning more about the work that you have cited. And I think it is going to be very important to factor that in any time we are evaluating projects and opportunities going forward.

Senator MARKEY. Thank you. And I know the Administration has announced a new mask initiative for planes, for trains, for public transportation. We need to protect passengers, flight attendants, anyone that is a part of these industries. Can you speak to that issue of the need to absolutely have more protections that are put in place and perhaps convening a joint task force of aviation security and public health experts to develop across the board of policies to provide that protection during the pandemic?

Mr. BUTTIGIEG. Yes, we are prepared to make sure that we use all relevant authorities to enforce the President's executive order to ensure that across every mode of transportation workers, passengers, commuters are protected. And I also want to say that I welcome your push to make sure that we are thinking across different sectors and Departments with that whole of Government approach. Often these things are siloed, but obviously in order to deal with the challenge this big, we need to be partnering across every division of authority in Government to make sure everybody in their lane is doing their part.

Senator MARKEY. I also would love to work with you on this roll-back of Government authority to protect against unfair and deceptive practices in the consumer sector, raising prices for air passengers, for example, just stepping upside down at the counter. We need to definitely take more action in that area and would love to work with you on that issue. And also, up on Cape Cod, we have the Bourne and Sagamore bridges. Their life expectancy has come to a conclusion and we are going to need help in and not repairing them but replacing them in the future. So, I would love to invite you, Mr. Secretary, to come up to Cape Cod so we can give you a tour of the Bourne and Sagamore bridges and maybe help to create a plan for us to be able to replace them before their usefulness has been completely exhausted.

Mr. BUTTIGIEG. I would look forward to that visit and I would welcome the opportunity.

Senator CANTWELL. Thank you. Senator Sullivan.

Senator MARKEY. Thank you.

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

Senator SULLIVAN. Thank you, Madam Chair. Mr. Mayor, good to see you again. Thanks for our meeting yesterday. I appreciated the discussion. You know, I am a big fan of the building trades, men

and women who build infrastructure. They are going to be an important component of the constituency for the Department of Transportation if you are confirmed. And you will be also in charge of FMCSA with regard to pipelines. You may have seen Mark McManus, who is the General President of the United Association of Union Plumbers and Pipefitters, put out a Statement yesterday about the President's decision on Keystone.

He said, "when built with union labor, men and women of the United Association, the building trades with pipelines like Keystone remain the safest and most efficient modes of energy transportation in the world. That is FMCSA's mission. Sadly, the Biden Administration has now put thousands of union workers out of work on day one." How do you respond to the men and women in the building trades, again, I am a huge fan of them, they built this country, to comments like that? Day one, the President makes an announcement that put thousands of union workers out of work.

Mr. BUTTIGIEG. Well, like you, I am a big fan of the building trades. I take pride in the fact that my very first campaign was run out of the basement of the Building Trades Hall in my hometown of South Bend. The President, of course, has kept the promise that he made to voters when it comes to climate. I believe he will also—

Senator SULLIVAN. Do you think that decision is going to impact climate at all, to kill the Keystone pipeline and kill thousands of jobs?

Mr. BUTTIGIEG. So, I believe that the President's climate vision will create more jobs on that. And I think it is going to be very important to work with him and work with Congress to make sure that we can deliver on that promise too. But on that, more good paying union jobs will be created in the context of the climate and infrastructure work that we have before us, than has been impacted by other decisions.

Senator SULLIVAN. So, as we discussed yesterday, I appreciate your comments on this issue of transportation equity. It is a phrase I hadn't really heard before, but I think it actually fits my state quite well. As you and I talked about, Alaska, has 10,000 miles of roads, Indiana has 80,000, and yet we are 17 times bigger than Indiana. So, I think there is a little transportation equity—inequity going on there. So, can I get your commitment to come up to my state, if you are confirmed, to see these real challenges, as we talked about yesterday. Every state is unique, but my State, particularly on infrastructure issues, is really unique or I like to say "resource rich, infrastructure poor." Can I get your commitment?

Mr. BUTTIGIEG. You have it. And I am looking forward to the visit.

Senator SULLIVAN. Good. As I mentioned yesterday, Mr. Mayor, 82 percent of the communities in my state are not connected by roads. So that is pretty darn unique. No one else in America has communities like that. You already heard here the Essential Air Service, as we talked about, in Alaska is really essential. Some people go after this program because maybe you don't need it in Plymouth or South Bend because you have a road connecting there. But in my communities, most of the time you don't have any roads. So essential air service is very essential. Can I get your commitment

to have the Department of Transportation in its budget fully fund the EAS, especially for communities that really need it, the communities that don't have roads that connect to it?

Mr. BUTTIGIEG. I will certainly commit to working with you on that. And I took the point as you educated me on this that EAS is important to a lot of communities, but there is a distinction for those that literally have no other connection.

Senator SULLIVAN. Thank you. And similarly, we talked about commitments with airport infrastructure. And again, I think we all know that is important in every community. In my communities, there is a disparity. Again, transportation equity. I would call it transportation inequity, where in Alaska where airports are so important for these small communities because there are no roads, we often have infrastructure that in the lower 48 nobody, Mayors in particular, would accept. Can you work with me and the FAA Administrator to make sure upgrades come to my state's airports? Because this isn't just efficiency. As you mentioned, the most important part of your job is going to be safety. And unfortunately, in Alaska, we have a very high accident and even death rate with regard to air travel relative to the lower 48. Can I get your commitment, if confirmed, Mr. Mayor, on that one, too?

Mr. BUTTIGIEG. Yes. I look forward to working with you on that.

Senator SULLIVAN. And then finally, we talked about this, I think as a Mayor, you are going to have some good insights, but this really, really important issue of permitting reform. At the Federal Government level, for whatever reason, we have this permitting delays, whether it is on highways, whether it is on bridges, I think it takes on average 8 years to permit a bridge in America. Eight years. We had a gold mine, like I said, in Alaska. It is not—you are not in charge of gold mines. 20 years to permit a gold mine that now has—that pays 400 people very good wages. What are your thoughts on permitting reform, nobody wants to cut corners on safety, the environment, but 8 years to permit a bridge? We had a hearing, the Chairwoman probably remembers, at the SeaTac airport when it built its new runway, 15 years to permit that new runway before they even started. What are your thoughts on how we get to more efficient, timely permitting that everybody in America wants, with the exception of a few fringe groups?

Mr. BUTTIGIEG. Well, as you correctly said, as Mayor I have encountered the ways in which these requirements can lengthen or complicate projects. And I think the key to approaching it, as you say, is that there can't be any cutting corners on safety or environmental goals, the fundamental reasons why rules exist. But any time there is an opportunity to meet those same goals in a more streamlined fashion, when there are duplicated steps or anything else that can be improved, I would welcome an opportunity to work on that.

Senator SULLIVAN. Great, thank you. Thank you, Madam Chair.

Senator CANTWELL. Senator Peters.

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

Senator PETERS. Thank you, Madam Chair. And Mayor Buttigieg, good to see you here and thank you for your willingness

to serve in this capacity. And I am particularly pleased to see Chasten here with you as well, partner. And I say among all of your great accomplishments Chasten, I appreciate you are a Michigander. Raised in the Traverse City area, I worked in the cherry groves of Traverse City and I know, Mayor, that is a special place for you too. So, it is great to have both of you here before us.

And as both of you know, because you know the state so well, Michigan is the home of the auto industry, critically important to us as well as the whole country. And you have publicly stated, and I want to quote your statement, “automated vehicles can make transportation safer, cleaner, more accessible and more efficient while creating thousands of good jobs.” And I certainly could not agree more with that statement. So, my question to you Mr. Buttigieg, if confirmed as Secretary, will you commit to working with this committee and with me and Senator Thune and others and soon to be Chair Cantwell, who is working with me on this, to help inform our legislation provided for safe testing, as well as for the deployment of highly automated vehicles?

Mr. BUTTIGIEG. Absolutely. I am enthusiastic about the opportunity and for America to lead the way.

Senator PETERS. Great. Excellent. Excellent. The other area that is important to the auto industry is electric vehicles. And to me, it is certainly is a win, win proposition for the United States automotive industry, to consumers, and the environment. And as you know, more and more automakers are increasing the number of EVs that they are producing. In fact, out of our Detroit automakers, a whole long line of very exciting EVs are coming to the market currently and into the future. President Biden has rightfully prioritized electrification within the transportation sector and the Federal fleet as part of his climate platform, which you mentioned here earlier. And that is certainly an important priority for me as well. If confirmed, what steps will you take to advance electrification of the fleet, including potentially plans to expand infrastructure along our interstate highways?

Mr. BUTTIGIEG. Well, I think to your point that the infrastructure is key. Industry is increasingly bringing EVs to the point where they pencil out or represent a cost savings to a consumer. And the more that is the case, the more the real hesitation to acquiring one will be range anxiety, worrying about whether you can get to where you are going without having to stop and charge. That is why the President’s commitment to half a million charging stations is so important. And I am looking forward to working with you to try to deliver on that commitment.

Senator PETERS. Excellent. During our meeting last week, when we did a real deep dive into a lot of these issues, we discussed the importance of FMCSA. You asked some questions related to that already during the hearing, and how important FMCSA’s work is to keep our network of pipeline infrastructure safe and as secure as possible. This has been an extremely important issue for me, and it has been an important issue for all Michiganders, given the fact that we have an aging oil pipeline, line five, that runs through Michigan and across the Straits of Mackinac, which, as you are well aware.

But for folks watching at the straits between the Lower Peninsula and the Upper Peninsula, an old 60-year-old plus pipeline that if there is a pipeline break right there, would be absolutely catastrophic to this large body of fresh water that provides drinking water for 40 million people. So, having an oil pipeline break there is catastrophic for a variety of reasons, significant reasons. So, may I have your commitment that if confirmed, that you will continue a very close collaboration I have been able to have with FMCSA as relates to line five and the Federal, particularly until we get a final determination.

Right now, there is talk between the State and the pipeline company and Federal, but we need to have a very close cooperative relationship, a relationship with FMCSA, and I hope you would make that a priority if confirmed.

Mr. BUTTIGIEG. Yes, I am committed to that cooperation and I know how important it is.

Senator PETERS. Right. And the other issue related to FMCSA is will you ensure that the agency has the adequate resources needed to recruit and retain personnel? That is a challenge across the Federal enterprise, but certainly an issue with FMCSA that we need to address and would certainly welcome the opportunity to work with you, if confirmed.

Mr. BUTTIGIEG. I would too.

Senator PETERS. Great. Well, thank you. Madam Chair, I yield.

Senator CANTWELL. Thank you, Senator Peters, and we definitely want to work with you on the electric vehicle legislation and certainly appreciate your leadership on that and understand how important it is on so many fronts. So, thank you for everything you have been doing to advance that legislation. I know you have been working with Senator Thune for some time on that, so look forward to working with you. Next on the list is Senator Blackburn. If now is a good—

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

Senator BLACKBURN. Yes. Thank you. We were over in Sasse, just across the hall, about trying to move forward with a General Austin. So, I apologize. But thank you for your time today and have been able to monitor remotely the hearing and listen to some of your responses to questions. And thank you also for your time prior to this to talk through some of the things. So, let's pick up where we left off yesterday, talking about your work as a Mayor and looking through some of the appointees. I think you are the only Mayor that would be—or previous Mayor that would be in the President's cabinet.

Mr. BUTTIGIEG. Myself and Mayor Walsh of Boston for—

Senator BLACKBURN. OK, well, thank you for that correction. But as we said yesterday, you understand how red tape is very expensive for local Government. And as I told you, with Tennesseans and my Tennessee County Mayors and City Mayors, it is the red tape that many times causes them to set aside a transportation project simply because NEPA studies, time, expense, and it makes transportation less efficient because of some of these regulations and the red tape that is attached to that.

So, I would hope that, and I would like for you to talk about, what you would bring to the table to help the Department of Transportation be more efficient and less cumbersome when it comes to Federal regulations, the impact, and the cost?

Mr. BUTTIGIEG. Thank you, Senator, for the question. And it does rhyme with my experience as a Mayor eager to get things done and encountering a lot of regulatory complexity. And so, I think the approach to that begins with listening, speaking actively with those local leaders, State, local, tribal and territorial leaders trying to get things done, as well as an open door to you and other Congressional colleagues who can really flag some of these issues.

And any time there is an opportunity to be more user friendly or more streamlined without compromising, of course, on the safety, environmental or other goals that are at stake, I would welcome ways to do that.

Senator BLACKBURN. I think it is important that we put a focus on doing that. Also, I know you have talked some about EV production. Just to highlight with you that the State of Tennessee has a lead in some of this production with some of our auto manufacturers. So, we are going to be watching carefully as you and the Department of Transportation make any moves that are going to deal with the EVs and their production models. One other thing that I want to highlight with you and see if you have any further additional information. We talked about the \$2 billion in the CARES Act that is there for motorcoaches, busses, flagged vessels, and the need for Treasury to move forward on the rules and also dispensing those dollars. Would you like to make some comments there?

Mr. BUTTIGIEG. Yes. As you pointed out, these are dollars that, you know, many, including in your State, are relying on. And I am looking into what steps might need to be taken partnering with Treasury to make sure that they get it out the door efficiently.

Senator BLACKBURN. Well, we need action on this item. The motor coach industry, as we discussed yesterday, they are functioning at less than 10 percent of the capacity for where they were in 2019. This is truly a dire situation. As we mentioned yesterday, they were the first to be shut down. They are going to be among the last to open back up. And this has happened to them through no fault of their own, and it is going to be imperative that there be a response to them sooner rather than later.

Mr. BUTTIGIEG. Understood.

Senator BLACKBURN. Thank you. I yield back.

Senator CANTWELL. Thank you. I think next is Senator Baldwin, remotely.

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

Senator BALDWIN. Thank you, Madam Chair. And to Mayor Buttigieg, congratulations on your nomination. Welcome to the Commerce, Science, Transportation committee. And I can't let Senator Peters be alone in connecting with our states. Not only is Chasten a native Michigander but attended the University of Wisconsin at Eau Claire. And so, we welcome this sort of upper Midwestern tradition. I wanted to just start by noting that our states share a deep tradition and history of manufacturing. And I have

always believed that when we are spending taxpayer dollars, we ought to be supporting American workers, American products, and American ingenuity and research and development. And obviously, the Department of Transportation plays an enormous role in furthering those opportunities.

I know that my colleagues and I on the Commerce, Science, and Transportation Committee are so eager to work on infrastructure and really believe that we will seize the opportunity to build modern, sustainable infrastructure while supporting American workers. So, let me begin with a couple of brief “yes or no” questions. Will you commit to including buy American requirements in any Biden Administration infrastructure proposal to ensure that Federal funding supports products that are made in America?

Mr. BUTTIGIEG. Yes, I strongly support, or I join you in strongly supporting buy America.

Senator BALDWIN. OK, and will you commit to supporting legislation that would close existing gaps and loopholes in law that allow taxpayer funds to purchase products not made in America?

Mr. BUTTIGIEG. I would look forward to working with you on that. I know that there are a lot of questions about some of these exceptions that have emerged.

Senator BALDWIN. Yes. Let me provide one example. I am the co-author of bipartisan legislation that prevents the Federal Transit Administration grants from going to Chinese State owned or subsidized companies. In the last Administration, contrary to Congressional intent, they provided a permanent exemption to transit agencies currently working with these Chinese State subsidized or State-owned companies. Will you commit to honor the Congressional intent and remove permanent exemptions provided to Chinese companies by the Trump Federal Transit Administration?

Mr. BUTTIGIEG. So, this is something I will look into right away because I know it is very important to meet Congressional intent.

Senator BALDWIN. Well, I appreciate that. As Transportation Secretary, you will be charged with enforcing the existing buy America rules and laws. Back in 1978, Congress passed legislation requiring all manufactured products to be subject to buy American rules. Since 1978, the Department of Transportation has provided blanket waivers for the purchase of manufactured products made outside of the United States. I am wondering if you will commit to removing this waiver or restricting it in order to require certain, frequently purchased products be made in America, for example, traffic lights, highway signs and traffic cones to name just a few?

Mr. BUTTIGIEG. So, the goal is to make sure as much as possible of this is made in America. And if confirmed, I do commit to looking at what we can do to adjust or change or perhaps rescind that provision.

Senator BALDWIN. Well, thank you very much. That concludes my questions, but I am very much looking forward to working with you during your tenure as Secretary of Transportation.

Mr. BUTTIGIEG. Likewise. Thank you.

The CHAIRMAN. Thank you very much, Senator Baldwin. Senator Scott is next, I believe.

**STATEMENT OF HON. RICK SCOTT,  
U.S. SENATOR FROM FLORIDA**

Senator SCOTT. First of all, thanks Mayor. Thanks for your service as Mayor, and thanks for your willingness to serve. We had a good conversation the other day, so thanks for being as direct as you could. First, as you know, the Highway Trust Fund doesn't have enough funding, or it has gone insolvent. Would you support gas tax increases and if so, how much?

Mr. BUTTIGIEG. So, I think all options need to be on the table. As you know, the gas tax has not been increased since 1993 and it has never been pegged to inflation. And that is one of the reasons why the current state of the Highway Trust Fund is that there is more going out than coming in. Up until now, that has been addressed with general funding transfers. I don't know whether Congress would want to continue doing that. And I think in the near term, we need a solution that can provide some predictability and sustainability. In the long term, we need to bear in mind also that as vehicles become more efficient, and as we pursue electrification, sooner or later there will be questions about whether the gas tax can be effective at all.

Senator SCOTT. So, have you looked at—you know, all options being on table, what would you propose to pay for it?

Mr. BUTTIGIEG. Well, there are several different models. Again, in the short to medium term that could include revisiting the gas tax, adjusting it and/or connecting it to inflation. Right now, it is also assessed, as you know, in dollars and cents level, not on a percentage basis. Of course, the way we have been filling the gaps so far has been general fund transfers. That could continue if there is appetite for it. A lot has been suggested recently about the idea of vehicle miles traveled based. So, if we are committed to the idea of user pays, then part of how you might do that would be based on vehicle miles traveled. But that raises, of course, concerns about privacy and there remains some technological questions too. These are examples of some of the things that could be part of the solution. But I know that that is going to have to be a conversation not only in the Administration, but with Congress, too.

Senator SCOTT. So, I spent—I just finished, I have been up here a couple of years. I just finished 8 years as Governor. And, you know, we were able to invest quite a bit of money in the environment, but only because we dramatically grew our economy, because without a good economy, there is no money in the budget to do that. You have in the past supported the Green New Deal. What would you [Technical problems]—impact our businesses and our families?

Mr. BUTTIGIEG. So, the President has been clear about the importance of dealing with climate change and ensuring that we do our part to prevent the destruction of property and the destruction of life and this is our chance. I believe if we get this right, this will also be something that enhances economic opportunity.

[Technical problems]—vehicles. Seeing America become a leader or continue to be a leader and generate the kind of economic opportunity for American workers that is involved in that expanding market, whether we are talking about charging infrastructure, support for that emerging industry, or other modes of transportation



that are becoming greener or at least ought to become greener. That is my idea of a green deal that everybody could get behind because it will leave us economically better off as well as meeting the climate crisis before it is too late.

Senator SCOTT. The—there was one study that said the Green New Deal will cost almost \$100 trillion. So—you know, what impact, if we did something like that, what impact will that have on our economy and jobs and all of our businesses that are competing globally?

Mr. BUTTIGIEG. So are you referring to the President's climate proposal or—

Senator SCOTT. No, the green—the one that was proposed, and everybody talked about during the Presidential race.

Mr. BUTTIGIEG. OK, so I proposed one. I am not sure that it was scored in that way. Of course, the President won our primary and the election and that will be the vision that goes forward. And ultimately, we cannot afford not to act on climate, as you know. And the question becomes, how can we do that in a way that creates economic benefit in the near term as well as preventing catastrophe in the long term?

Senator SCOTT. The President has proposed taking some money out of FEMA that is normally used for disasters such as in my state, hurricanes or in your state would be flooding possibly and maybe even wildfires, we have some in Florida. And he has talked about taking \$2 billion and giving it to New York and to New York City to deal with their budgets as a result of COVID. I have had a concern about that. It is supposed to be used for disasters. Do you see any influence—any way that DOT would be doing the same sort of thing, which takes some of your budget to help a particular state over their budget issues rather than for the purpose that the money was allocated for?

Mr. BUTTIGIEG. Well, certainly we need to make sure that anything is spent in a way that meets Congressional intent. I do think that part of the concept of rescue is sometimes to intervene when there is a danger of anything from a transit agency not being able to maintain service to some other kind of impact on critical services or State and local Government. But I do think that that has to be done in a way that is consistent with the specific intent that that funding was laid aside for.

Senator SCOTT. Thank you. Thank you, Mr. Chairman.

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

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

Senator DUCKWORTH. Thank you, Mr. Chairman. And thank you, Madam Chair, as well. Secretary designate Buttigieg, I want to congratulate you, your husband Chasten, and the rest of your family on this historic nomination. I believe that your appointment is precisely what President Biden had in mind when he expressed a desire to serve as a bridge to the next generation of leaders. You have served our Nation in uniform. You have led your local community and now you have been called on to help lead the Biden Administration's effort to rebuild our country's roads, bridges, transit systems, rail, airports and waterways, all of which combined have

been rated by the American Association of Civil Engineers at a D minus grade. Since I have about 5 hours' worth of material that I would love to discuss, but only 5 minutes I am going to devote my questions to addressing two vital priorities that should serve as the North stars for your Department. First, local job creation, and second, achieving infrastructure for all. One of my top priorities is making sure that infrastructure investment drives local job creation.

I think this is especially relevant because this is an area where the Department doesn't need to wait on Congress to act. Under your potential leadership, the Department could take action to propose a new rule that strengthens local economies in Illinois and throughout the country. Furthermore, enhancing local hire efforts should attract bipartisan support, since solving the problem requires eliminating or dramatically overhauling a 34-year-old regulation that is bureaucratic, antiquated and worst of all, harmful to local job creation. Based on my own experience, repealing an ineffective one-size-fits-all regulation may be one of the most productive first steps for a new Administration. The very first bill I succeeded in getting signed into law as a Senator was a straightforward repeal of a regulation that was well-intentioned but ultimately unworkable for local metropolitan planning organizations.

Mr. Mayor, I would be happy to work with you on a similar effort. We should empower local Mayors, City Councils, indeed any recipient of Federal funds to implement job creation programs that promote hiring local residents to get to work rebuilding the very communities they live in. Mayor Buttigieg, will you work with me to eliminate this anti-growth regulation and replace it with a modern rule that actively encourages infrastructure projects to hire local workers?

Mr. BUTTIGIEG. Thank you, Senator, I look forward to working with you on this. We need to make sure that we are doing everything we can to support local economic growth. And I recognize that it has been a long time since those local hire provisions were written and there is an opportunity to bring them up to speed.

Senator DUCKWORTH. Thank you. Now I want to turn to another issue of critical importance, making sure the transportation systems funded by all Americans are actually capable of serving all Americans. You know, I am not one to mince words so I will just be frank. The transportation community has failed the disability community over and over again, from Amtrak squandering the incredibly generous implementation timeline under the Americans with Disabilities Act, to airlines making travel more difficult for people who require service animals, to transit systems often failing to keep elevators working. The disability community has been left stranded far too often and for far too long. For example, your very predecessor made clear where she stood on disability rights when one of her first actions as Secretary was eliminating a consumer protection rule that simply provided the flying public with transparency on each carrier's record in transporting and damaging wheelchairs.

While we were able to undo this damage with the legislative fix, I remained deeply frustrated that an Act of Congress was even required to do so. Many rightfully view the callous way the carriers

had a real chance, along with the hands-off approach adopted by regulators, as a prime example of the harmful ableist attitudes that are far too pervasive in our society, including in the transportation sector. First, will you work with my office to help refine and improve my forthcoming All Stations Accessibility Program Act, which would establish a competitive grant program to help outdated transportation facilities and rolling stock comply with the ADA?

Mr. BUTTIGIEG. Yes, I am eager to work with you on this. It is so important that our transit and transportation resources are accessible.

Senator DUCKWORTH. Thank you. And then second, I strongly urge you to expand your senior leadership team to include a dedicated adviser with experience and expertise on accessibility and universal design.

Mr. BUTTIGIEG. I would be very open to that.

Senator DUCKWORTH. Would you do that? Thank you. You know, accessibility must be considered at the forefront of all policy development rather than treat it like an afterthought or a box checking exercise. We really need strong leadership from you and others in the Administration. My own home state of Illinois, in Chicago, our mass transit system, the L, is projected to be fully wheelchair accessible in 20 years, which would make it a half century since the passage of the ADA. And I am sure that is the case all over the country. We can't let that be the standard. With that, I yield back. Thank you.

Mr. BUTTIGIEG. Thank you, Senator.

The CHAIRMAN. Thank you very much, Senator Duckworth. Senator Lee.

**STATEMENT OF HON. MIKE LEE,  
U.S. SENATOR FROM UTAH**

Senator LEE. Thank you very much for being here for being here Mr. Buttigieg. It is a pleasure to have you. And I wanted to followup—I want to start by following up on some questions that were asked to you by Senator Scott. Would you agree with me if I said that we have sort of overextended ourselves with regard to the Highway Trust Fund, in other words, we are—when we created the Highway Trust Fund, the whole idea was we would impose this gasoline tax in order to create an interstate highway system. Over time, we were going to hand that system over to the states to maintain and then we would step back and eventually get rid of it.

We haven't done it that way. We have used it to maintain the Federal highway system, which is understandable. But then we have added to the list of things that we fund using the Highway Trust Fund, and we have had to dip over and over again into the general fund in order to meet our basic needs. So, I believe when Senator Scott raised a similar question, your response was you would consider anything on the table. All options should be on the table. Is that right?

Mr. BUTTIGIEG. Yes. I think there is a recognition that we don't have adequate National resources going into roads and highways

and that we need to look at any responsible, viable revenue mechanism. We can all agree on to do something about that.

Senator LEE. Could that include possibly increasing the gasoline tax?

Mr. BUTTIGIEG. Well, it is possible. Certainly, many states have taken that step, including my own. But it is not the only approach.

Senator LEE. I have worried that my own state has [Technical problems]—tax, one that disproportionately affects poor Americans. Would you agree with that?

Mr. BUTTIGIEG. Certainly, one of the concerns about the gas tax is it is likely not as progressive as Federal income tax for example.

Senator LEE. Right. Right. Not just not as progressive, but it does have a regressive impact. In light of that, it is my view that we ought to be looking at a lot of other options before or instead of getting to that one. What about cost savings measures? Are there things you would be willing to consider on that front?

Mr. BUTTIGIEG. Well, certainly something I want to look into right away, if confirmed. Any Government enterprise needs to run as efficiently as possible. These are taxpayer dollars. And then, we have got to make sure that we are streamlining and delivering as much as possible toward the actual intent. It was a focus of mine when I was Mayor to make sure that we didn't have any duplicative or outdated things that were adding to the cost of delivery. And that is certainly something I want to look into here as well.

Senator LEE. Is it also possible that some of the funding that we provide for the states, for their transportation infrastructure projects could be made more efficient and more effective by reducing some of the regulatory burden that goes with them? I have heard from some State transportation officials that 20 to 30 percent, in some cases they insist it is more than that, of a particular project can be attributed to compliance with the Federal regulations that go with the receipt of Federal money. Is that something we ought to look at?

Mr. BUTTIGIEG. Certainly, want to take a look at this. You know, again, as Mayor I saw how rules and regulations can add to the time or expense of a project. Of course, those rules are there for a reason. But if we can meet that same reason with less of a burden, we should look at how to do it.

Senator LEE. I would also like to talk to you about drones for a minute. Drones are becoming, you know, a very new tool and a significant driving force in our economy. Drone technology has the ability to improve the lives of every American in one way or another. There are many who are concerned about the impact that a regulatory system could have on them one way or another. There are some within the Federal Government who have wanted the Federal Government to be the actor, the enforcer, essentially the exclusive regulatory body, treating them much the same way that we treat airlines, for instance, and yet I think it is important that we look at key differences between drones and airliners.

Drones in many instances are operating just feet, sometimes inches above the ground. They are much more intrusive. They have a much more direct impact on property rights because instead of dealing with tens of thousands of feet in their normal operating elevation, we are talking about feet or inches at most, you know,

a couple of hundred feet. It is my view that we need to leave room for state interests. It is states that determine nuisance law, it's states that determine property rights and where someone's property rights end and begin, and how they are impacted by nuisance law and things like that.

Would you agree that the states have an important prominent role to play, one that we need to make sure isn't completely preempted by the Federal authority that might exist here?

Mr. BUTTIGIEG. I think you raise a really important point. I think up until now, most of the regulatory concern has been on the FAA side just thinking about the fact that drones enter the National airspace. But the smaller it is and the nearer it is to the earth, the less it has in common to those aircraft. And I recognize that that kind of safety framework for the National airspace isn't really relevant to the question of maybe a drone going a few feet up, being over a neighbor's fence, which might very well call for some kind of response, but not necessarily a Federal aviation safety response.

The CHAIRMAN. Thank you, Senator Lee.

Mr. BUTTIGIEG. Thank you.

The CHAIRMAN. Senator Tester, do you have any questions at all?

**STATEMENT OF HON. JON TESTER,  
U.S. SENATOR FROM MONTANA**

Senator TESTER. I do, Mr. Chairman, and I want to tell you that this is my first committee back since the pandemic. I have been in some executive sessions, the first one back. And I just want to say thank you to the staff. I mean, this is a hell of an operation. And I just want to thank you, the Ranking Member and the staff, for being able to pull this off. And welcome, Mayor Pete. Your intellect has proceeded you into the room, and I am going to tell you that I have been able to watch nearly every question and watch your answers. You have put on a clinic on how a nominee should work and act. You haven't avoided the questions, you have been straight-forward, and you know what the hell you are talking about, and that is really pretty damn refreshing.

And I just want to thank you for being here. As we talked and thank you for the virtual meeting, we had a few days ago, but as we talked, infrastructure in rural America is as important as it is anywhere in the country. And making sure that rural America has access to the dollars, even though we don't have as many people per square mile, is critically important. Let me give you an example. There is a little highway that runs south of my farm. It is about 20 miles long. Was built when I was in grade school and then extended out when I was in high school. That little highway saves every farmer that lives out in my community, literally hundreds, if not thousands of dollars every year. Why? Less flat tires, friends aren't knocked out of a line, less wear and tear on vehicles so you can run them longer.

That is why we need to make sure rural America is taken care of. I don't pay enough gas tax to fund a project that would put that highway in. But the truth is all working together as Americans with the gas tax when we have done it. I appreciate your answers on the Highway Trust Fund. I do think we need to look at different

ways to do it, to fund it. I don't think what we have got now, I don't think anybody on this committee thinks it is sustainable or not. It is not. And so, we have got to figure out how to do it because infrastructure is important. And as I said before, we are living off of the infrastructure investment of my parents and grandparents. And quite frankly, that is unacceptable. We owe more to our kids than that. And we shouldn't be doing it on borrowed money. We should be doing it. We should be paying for it. And so, I want to thank you for your answers on those things. I do want to talk about something that has been brought up before by different questioners and that is the one size fits all on regulations. It is really important that you take into account flexibility. I have delayed electronic logging devices for livestock haulers because I think those rates will put people out of business.

And quite frankly, not only in the trucking business, but in agriculture. And people have to understand that if you have got a pot load of cattle or hogs, you just can't pull over on the side of the road, because if you do, it is going to overheat. They are going to die. They have to have that air going through that pot. And as Senator Fischer said, if you unload them, if you have ever loaded cattle or hogs, it is tough enough to do the first time. You try to do it the second time, and I don't want to be around. I will just tell you, because it is a hell of a job.

And so, make sure there is that flexibility there. And as Senator Blunt brought up the importance of a patchwork approach to trucking regulations, specifically with the California meal and rest break issue, I just want to echo what Senator Blunt said on that. And then to get back to where Senator Thune was on rural America and tribal areas. If you are confirmed, how will you prioritize that?

Mr. BUTTIGIEG. Well, I think it is very important that rural and tribal communities have every opportunity to benefit from what I expect will be increased infrastructure investment, we hope, partnering with Congress in the coming year. So how do we do that? We make sure there are criteria that are fair, that give every kind of community a fair shake, especially when we are talking about these kinds of discretionary programs. Second, I think we need to communicate very clearly how to engage and make that process as simple as possible, recognizing that the smaller a community is, the less you can assume that they will have a lot of personnel on this. Third, I believe there are cases where technical assistance would be justified as well to help ease that process along for communities that might not have those resources.

Senator TESTER. Thank you. I want to talk about air travel for just a second, because it is critically important when it comes to economic development. If you come from a state like Montana, there is not a lot of competition. And now since COVID-19 has come down the pipe, we don't have a lot of flights either, and rightfully so. I am not being critical if the flights are empty, is pretty tough to maintain them, although we have helped the airlines significantly in Congress.

But my question revolves around once things get back to normal and assuming those flights come back, competition isn't—we have got a couple airlines truthfully, and some of the airports have three airlines, but we have three, maybe four, but it is not a competitive

marketplace because we are a rural State. And so, is there anything you think you can do as Secretary of Transportation to encourage more competition in the airline industry overall?

Mr. BUTTIGIEG. Well, I know that there are responsibilities and authorities pertaining to the competitiveness of the airline industry. And I am looking forward to getting a better understanding about how to mobilize them in this way, because I do think it is very important that consumers of every size have that kind of competition and support. I can tell you, when we were able to see another major carrier added to South Bend International Airport, which is small but mighty, made a big difference across the board.

Senator TESTER. Yes, absolutely. I will just close with this, thank you for being here. Thanks for putting your name in the hopper to be Secretary of Transportation. And for all the other nominees that are out there, you need to look at what has happened in the last 2 hours. You have done a nice job answering the questions and I thank you for that.

The CHAIRMAN. Thank you very much, Senator Tester. Senator Cruz.

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

Senator CRUZ. Thank you, Mr. Chairman. Mr. Buttigieg, congratulations on your nomination.

Mr. BUTTIGIEG. Thank you.

Senator CRUZ. The Department of Transportation has responsibility for infrastructure, has a major role concerning jobs, and has responsibility for ensuring safety. I am hopeful that if you are confirmed for your tenure, we will see material advances on all three. I will say it was disconcerting to see yesterday, the first day of the Biden Administration, straight out of the gate, President Biden announced that he was canceling the Keystone pipeline. That is a major infrastructure project. That is a project that right now today has 1,200 good paying union jobs. And in 2021, the Keystone pipeline was scheduled to have more than 11,000 jobs, including 8,000 union jobs for contracts worth \$1.6 billion. And with the stroke of a pen, President Biden has told those 11,000 workers, those union workers, your jobs are gone. Mr. Buttigieg, what do you say to those workers whose jobs have just been eliminated by Presidential edict?

Mr. BUTTIGIEG. Well, I think the most important thing is to make sure that we make good on the promise of the President's climate vision as being one that on net creates far more jobs. Millions, we hope. I know that won't just happen. We will have to do a lot of work to make sure that is real. But getting this right means ensuring that there are more good paying union jobs for all Americans delivered through that infrastructure vision.

Senator CRUZ. So, for those workers, the answer is somebody else will get a job?

Mr. BUTTIGIEG. The answer is that we are very eager to see those workers continue to be employed in good paying union jobs, even if they might be different ones.

Senator CRUZ. Well, I fear that decision is the front end of a whole series of regulatory decisions, one after the other after the

other, that will be eliminating union jobs, that will be eliminating manufacturing jobs, that will be eliminating energy jobs. And that is altogether out of step with what the American people want. There is also some rich irony in the long history of the Democratic Party, There was a time when the Democratic Party under Presidents like FDR was considered the party of union workers, of blue collar workers, and decisions like yesterday, and I fear more decisions that we will see in the days and weeks to come, are demonstrating more and more that today's Democratic Party is not concerned with working men and women having jobs and that the answer is we'll eliminate your jobs and I guess good luck in the future.

Mr. BUTTIGIEG. Well, again, Senator, I think the answer is that we are going to create more good paying union jobs and we can do that while recognizing the fact that when the books are written about our careers, one of the main things we will be judged on is whether we did enough to stop the destruction of life and property due to climate change. I have got to believe we can do both of those things. But if you and I can make common cause in our support for labor, then I think that is great news.

Senator CRUZ. Alright. Well, when it comes to addressing climate change, in the last year, the United States was the number one Nation on the face of the planet for reduction of carbon emissions. The major driver of that has been the shift from coal fired electricity production to natural gas and the gas renaissance we are seeing in this country is producing enormous environmental benefits. Now, this past June, the Pipeline and Hazardous Materials Safety Administration finalized a rule authorizing the bulk transportation of liquefied natural gas by rail. LNG by rail gives Americans, particularly those who are limited with energy choices because of geography, gives them an affordable option for electricity. What are your views on the role that was finalized allowing the transportation of LNG by rail?

Mr. BUTTIGIEG. So that is something I want to take a closer look at, if confirmed. I believe it is very important that we take account of the safety considerations that are at stake. I do recognize that natural gas, certainly for climate purposes, is not the same thing as coal. In our own city, in our own municipal fleet, we did a lot of work on things from garbage trucks to light duty vehicles to have some of them run on gas. And I think there was Federal support to do that on our bus system as well. It is not the same as coal, but of course, it is also not the same as hydroelectric power. And we need to be balancing all of these considerations as we go forward.

Senator CRUZ. So, you are saying if confirmed, you would consider repealing that rule and stopping the transportation of LNG by rail?

Mr. BUTTIGIEG. The best honest answer I can give you now is that I will be taking a hard look at it.

Senator CRUZ. Well, that is disconcerting as well. Let's shift to a different topic as my final question. As you know, roughly three fourths of DOT's budget is mandatory budget authority derived from the Highway Trust Fund. Based on 2020 apportionment, only three states in the country: Texas, Colorado, and South Carolina,



remain donor states, meaning they contribute more than they receive back. In the apportionment, the State of Texas contributed \$212 million more to the Highway Trust Fund than the states roads received. Senator from your state, Senator Donnelly, had introduced legislation that would adjust that formula so that states would not be losers, would not be donor states. Are you supportive of reassessing that formula?

Mr. BUTTIGIEG. Well, I will make sure to call. Senator Donnelly is a good friend and learn more about that action. And we will take a look at that as well, if confirmed.

Senator CRUZ. Thank you.

The CHAIRMAN. Thank you, Senator Cruz. Senator Sinema.

**STATEMENT OF HON. KYRSTEN SINEMA,  
U.S. SENATOR FROM ARIZONA**

Senator SINEMA. Oh, thank you, Mr. Chairman, I appreciate Mr. Buttigieg joining us today. Arizona is one of the fastest growing states in the Nation. In my state, steady increase in population, jobs and opportunities puts additional stress on our transportation infrastructure, including our highways, bridges, airports, trains and buses. We need to work cooperatively to develop transportation options that work for all Arizona communities, from our largest cities to our rural and tribal areas. And now is the time to develop bipartisan solutions to invest in Arizona and build the infrastructure we need to continue to grow and succeed. If you are confirmed for this important role, I look forward to working with you to improve and expand the transportation infrastructure in Arizona, create good paying jobs, and utilize new technologies to lay the foundation for sustainable growth in all parts of my state. Now, my top priority for the last year has been working with local, State, and Federal partners to keep Arizonans healthy and safe from the pandemic.

As the Ranking Member on the Aviation Subcommittee and someone who has to fly regularly, I called on the previous Administration to do more to improve COVID safety throughout the transportation system, including on airlines and in airports. Yesterday, the President issued a mask mandate and called for Americans to help prevent transmission of the virus. What are your plans to address COVID transportation safety, if confirmed?

Mr. BUTTIGIEG. Well, I think that step one is to make sure that we are effectively carrying out the President's directive, and that means using all of the available authorities to implement those mask mandates, especially when it comes to aviation and interstate travel. Where direct authorities don't exist, we will want to make sure that we are supporting, for example, local transit agencies and those organizations that have sometimes been left to develop their own protocols and support them as well in implementing mask mandates and anything needed in order to prevent the spread of the disease.

Senator SINEMA. Thank you. As you know, Arizona needs additional transportation infrastructure to support the growth throughout our state. One major project for Arizona is Interstate 11, which will run from the Mexican border to Phoenix through Las Vegas to Northern Nevada. It will be an important link between two of the

largest cities in the country. It will increase regional trade and commerce with Mexico and Canada, and it will relieve congestion and air pollution in downtown Phoenix. So, I am asking for your commitment to learn about this important project for the Southwest and work with me to advance the I-11, if confirmed?

Mr. BUTTIGIEG. I do look forward to learning more about the I-11 project and have heard from you and others in your region about how important this is economically and for the future of your states.

Senator SINEMA. I appreciate that. You know, the Phoenix metro area's continued economic and population growth means that the region's public transit system must grow as well. We are the fifth largest city in the country, but our public transportation infrastructure lags behind many similarly sized cities. Last year, Valley Metro Light Rail received a Federal Transit Administration grant to build out the South-Central extension, which will allow many lower income Arizonans to more easily travel downtown to Arizona State University and to Sky Harbor Airport. There is another Valley Metro Light Rail Project under review at the Department, which is the Northwest Extension Phase II. It is a project that will extend public transit to growing neighborhoods Northwest of downtown. So, I ask again for your commitment to learn about this project and work with me to advance transit projects across the state that will allow for Arizona sustainable growth?

Mr. BUTTIGIEG. Absolutely. I look forward to it.

Senator SINEMA. Thanks. In the short time we have remaining, I want to talk about the 22 Native American tribes in Arizona. Each of our tribes has very specific and unique transportation needs. And I want to highlight the Tribal Transportation Program. It is part of the Federal Highway Administration. It works to address the transportation needs of tribal governments. And as you know, better transportation options contribute to the economic development tribal communities. Last year, I worked with my Republican colleague on this committee, Senator Thune, to develop bipartisan legislation that bolsters the tribal transportation program and provides flexibility for tribes in Arizona. And I am looking forward to continuing that work with Senator Thune and with you and your new position. So, I would ask you to just pay attention to this project and work with Senator Thune and I, as we support tribal communities throughout Arizona and the country?

Mr. BUTTIGIEG. I will. Very important to build up the right kind of visibility and connectivity with the tribal nations, and I welcome the chance to work with you on that as well.

Senator SINEMA. Thank you so much. Mr. Chairman, I yield back, and I thank Mr. Buttigieg for being here today.

The CHAIRMAN. Thank you very much, Senator Sinema. Senator Capito.

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

Senator CAPITO. Thank you, Mr. Chair. Thank you for Mr. Buttigieg, for being before the Committee today. Thank you for the phone call that we shared I think several weeks ago. I really appreciate that. As you know, I serve on Commerce, but I also serve on

the EPW committee which has quite a bit of jurisdiction in terms of transportation. Last year we were able to, in the last Congress, have a bipartisan America's Transportation Infrastructure Act and call the TIA.

We had, I think, a good compromise between Republicans and Democrats asks and wants, and we were able to win the entire EPW committee, both Republicans and Democrats, and unanimous consent for this bill. But unfortunately, we were unable to get it across the line. I guess what I am—and I am certain that you have probably given this earlier today. I haven't seen it. But I would like to ask for your commitment, if confirmed, that you will work with me and others to craft a reauthorization bill that does satisfy both sides of the aisle and both parties in both chambers?

Mr. BUTTIGIEG. Yes. Let me just say I admire the bipartisan character of the EPW bill, and I am looking forward to learning more about that and building on it as we move forward.

Senator CAPITO. Well, great. Thank you. I think that is going to be something we are going to be under a time-frame as you have probably already figured out here in Washington, deadlines are good if we stick to them and we are known for not sticking to some of them at times. So, let's stick to this one, I think, because the certainty of having the funding sources in play and the priorities in play certainly helps all of our states in terms of commitments and moving projects forward. So, I look forward to that. In October 2020, Virgin Hyperloop announced the selection of West Virginia and we were elated as the new home for their Hyperloop certification center. As an exciting new mode of transportation has the potential to transform the way Americans travel.

It is a high-speed rail, but this new mode of transportation, as it continues to develop it is sort of falling in between the different regulatory environments and we want to make sure that we are balancing innovation with ensuring passenger safety, but also being able to move this along. I think it is going to be critical for our future. So, would you commit to working with me to build on the work that has already been done to examine the proper regulatory framework for emerging technologies like Hyperloop? And I am wondering if you have any perspective on that and other emerging technologies?

Mr. BUTTIGIEG. Thank you. Yes, this reminds me of some of what we were discussing earlier when it comes to automated vehicles. And Hyperloop is another example where technology is being developed, industry is advancing, and we have to make sure the regulatory framework keeps up, both that it keeps up in terms of securing our safety and other goals, and that it keeps up in terms of making sure that these new technologies can flourish in a safe way. And so, I am eager to work with you on making sure that we do that, knowing all of the emerging technologies that are set to mature in the 2020s.

Senator CAPITO. Well, Secretary Chao, during her stewardship, created with the help of Congress, a regulatory framework so that people, Virgin Hyperloop and others, have a place to go to find out the answer. So, I look forward to working with you in that entity to make sure that we are moving that along. I am not going to ask you about how you are going to pay for the transportation bill, be-

cause if you had an answer for that and all of us did, there is a lot of ideas out there. But it is not as easy as we all make it sound, is it? I don't think so. So, I am going to skip that one, because I am certain that you have been asked about that.

I do want to talk about something else I mentioned to you, which is the completion of the Appalachian Highway Development System that was conceived in the 60s to open up Appalachia. There is one very important project remaining in that and important to my state, Quarter H. It is moving toward completion, but it is still pretty rugged territory, and we need to have that commitment. So, I would like to ask you to work with me to continue this commitment to see the completion of Quarter H as it moves through as the last phase of the Appalachian Development Highway System. So, any comments you might want to make there?

Mr. BUTTIGIEG. I certainly want to learn more about this important initiative. And, yes, recall you raising this in our prior conversation and would welcome a chance to work with you on this.

Senator CAPITO. Well, when we complete it together, we will ride those hills through the beautiful venues and sceneries of West Virginia, because it is going to be—it is really going to open up a part of our state that will be able to benefit not just from tourism, but economic development and other things that. After all, that is what transportation corridors are for. And so, along with safety, I am very, very excited about it. But thank you for being here. Congratulations on your nomination. I look forward to seeing the next steps. Thank you.

The CHAIRMAN. Thank you very much, Senator Capito. Senator Rosen.

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

Senator ROSEN. Thank you, Mr. Chairman. And Mr. Buttigieg, thank you for being with us today, for your commitment to serving our Nation. I really appreciated our very productive meeting. I look forward to learning more about your plans to invest in our Nation's infrastructure support, Nevada's travel and tourism economy, and create all those new transportation infrastructure jobs that we need. And, you know, in the midst of a global pandemic that has really devastated our economy, I really urge this committee to facilitate a swift confirmation of Mr. Buttigieg so that he can immediately get to work on all the things that our colleagues on this committee have asked for, for our Nation and their states as well. I want to build a little bit, just briefly to comment on what Senator Sinema said on I-11.

Of course, Nevada and Arizona, we are both fast growing states out West, and we are not connected between Las Vegas and Phoenix. Our infrastructure just hasn't kept up with that explosive growth. So, we need significant transportation investments, our new highway infrastructure, not just to repair the old highways. And that investment must include a new Interstate 11 that runs from the Mexican border through Phoenix and through Las Vegas, up through the Northern half of my state. It is extremely important. This remains one of the top infrastructure priorities and I

think is one of the few remaining metropolitan areas that aren't connected directly by interstate.

So, I appreciate that you made a commitment to Senator Sinema on that, and we will look to work together with the Arizona delegation to do that. But I want to build also on aviation travel and tourism. Nevada travel and tourism, of course, are the lifeblood of our economy. Our airports, well, they are the gateway to our great state. Millions of domestic international tourists and business travelers. And in 2019 alone, just one of our airports saw over 50 million passengers, generated \$35 billion in economic output, supported over 250,000 jobs, and was responsible of 18 percent of our region's gross domestic product. That is why economic slowdown has been so devastating. And so, the travel slowdown, of course, has meant job losses, not only at our amazing hotels and casinos, our convention halls, but at the airports themselves, from gate agents, concessionaires, all the related small businesses that support all of that.

And in order to fully recover from the pandemic, we have to work on economic growth and invest in our aviation airports and tourism generally. So, I am hoping that you will commit to working with me to ensure that Biden, the Biden Administration's infrastructure package will invest in our Nation's airports and that future COVID relief packages continue to support airports and small concessions and small businesses?

Mr. BUTTIGIEG. I look forward to it. One of the best parts of campaigning in your state was getting to know the extraordinary workers. I know how much they have been impacted by what has happened, and you have my commitment to work together to support them.

Senator ROSEN. And of course, we don't have all those businesses without the great travelers that come to our wonderful, especially Southern Nevada or the Las Vegas Convention Center. And so, we need to work on policies that are going to increase the confidence of the traveling public, adding business so that we can have conventions that they can go on vacation. And so, how do you think that you are going to work on trying to build some of this confidence back in our aviation safety after the pandemic and promote our tourism economy?

Mr. BUTTIGIEG. Well, the most important thing, I think, is a perception and a reality of safety in air travel. And the idea of safety in air travel had one kind of meaning a year ago. It has taken on additional meaning now in the context of the pandemic. It is one of the reasons why I think executive action on mask mandates is so important. And we should do everything else that we can to make sure that passengers know that they will have a safe experience, which has always been the mission of the FAA and the DOT, but of course, now has taken on new meaning in the COVID era.

Senator ROSEN. Thank you. I appreciate that. I think I have time for one more question. So, I want to talk about something that we discussed a little bit, which is the Yucca Mountain nuclear waste disposal. And, you know, Nevadans, we just refuse to let our state be the Nation's nuclear dumping ground. For 30 years, we proposed Yucca Mountain Nuclear Waste Disposal Project, in part because

it would require transporting nearly 9,500 railcars and 2,800 trains and 26,650 trucks across the country to Nevada.

This is a major transportation crisis waiting to happen. It puts major metropolitan areas in 44 states, their freeways and the railroads at risk and millions of Americans and will require 300 miles of new railroad and take over 50 years, 50 years at three loads per week by truck or by train to move all this nuclear waste. So, it is a huge expense. It is a huge risk. And we have an aging rail system and consistent shipments of these heavy casks, which is going to cost, wear and tear, let alone the safety and some of the bottlenecks.

If you go by train, you have to go through the same four major metropolitan areas, three times a week for 50 years with spent nuclear waste. I just think that would be unacceptable to those four cities and states as well.

The CHAIRMAN. So, what do you think Mr. Mayor?

Senator ROSEN. So as Secretary of Transportation, you have jurisdiction over the rail lines, jurisdiction on the transportation of hazardous materials by rail via your Department's Pipeline and Hazardous Materials Safety Administration and its Office of Hazardous Rail Safety. So, with that in mind, the safety concerns, economic concerns and that the fact that Nevada has never consented to this project, will you commit to opposing dangerous shipments to Yucca Mountain?

Mr. BUTTIGIEG. I am committed to making sure that there are solutions that everybody believes in. And I share the concerns that you have raised, not just from the Nevada perspective, but all across the route.

Senator ROSEN. And I see that I am over my time. I look forward to having more discussions with you on that. Appreciate your time here today, your willingness to serve our country. I thank you for your service in our military. And I look forward to working with you after you come out of committee. Thank you so much.

The CHAIRMAN. Thank you, Senator Rosen. Senator Young.

Senator YOUNG. Thank you, Mr. Chairman. Good to see you again, Mayor. In my introduction of you this morning, I referenced a couple of projects I am very proud of because during my tenure in the U.S. Senate, I have worked hard to secure funding for and to elevate the importance of some of the priority Hoosier projects we have around the state. One of those is the West Lake Corridor Project, of which you are very familiar. The other, the West, rather, the South Shore Double Track Project that you are even more familiar with. We have received a combined \$500 million in funding. As we look forward, as you look forward, we are looking at two major projects, Interstate 69, you are familiar with that, and the Ohio River Crossing from Evansville over to Henderson, Kentucky. Would you commit to working with me to try and see those projects to fruition and identify funding streams in conjunction with an infrastructure bill?

Mr. BUTTIGIEG. I very much look forward to working with you on that.

Senator YOUNG. OK. And do you think you might visit the State of Indiana and—.

[Laughter.]

Mr. BUTTIGIEG. Safe to say I will turn up there from time to time.

Senator YOUNG. OK. Great, great. Well, I will consider that a formal invitation to come back home. So, one of the things we discussed on the phone, as we were discussing your nomination some days ago, was stretching each Federal dollar a little bit further and identifying ways to do that. And we want to balance inequities and public policy considerations here. And I know that is something both of us take very seriously. But the permitting and review process I know can be frustrating to State stakeholders, to local stakeholders, and probably even to some Federal officials in the building from time to time. As we look at ways to improve infrastructure, we commit to working with Congress to identify ways to streamline, in a responsible fashion, the Federal permitting and review process in order to expedite safe project delivery of key infrastructure projects.

Mr. BUTTIGIEG. I think we should take every opportunity to make sure that these processes are efficient, as much as is possibly doable, consistent, of course, with those safety and environmental goals, that they are speedy, that they are not duplicative, and I would welcome ways to work on that together.

Senator YOUNG. OK. One specific opportunity that I have identified to do that as have others is NEPA, the National Environmental Policy Act. It is an important law. It requires Federal agencies to consider the environmental effects of proposed Federal actions. This is an important step in the overall process. I just want to underscore that, however, it seems like maybe an area that can be improved. There is a recent effort to make improvements to this law. In fact, last year, the Council on Environmental Quality announced a final rule to modernize NEPA. And in that final rule, they established a 2-year goal for completion of environmental reviews, a time-frame that I think strikes most people as reasonable. Do you and the Administration support these recent efforts to set a 2-year shot clock, as it were, for completion of environmental review of transportation and infrastructure projects?

Mr. BUTTIGIEG. So NEPA is certainly something I encountered, as Mayor it came into play, of course, on that South Shore project. And I am aware of this adjustment that has been made but want to learn a little bit more about it. I know it will be on the agenda for CEQ and we will make sure to be at the table when that is being discussed.

Senator YOUNG. OK. We will continue to work with you with your indulgence on that effort, because it is something that strikes me as a real opportunity to get more on-time delivery and to stretch those dollars a little bit further as our constituents would like us to do. I know funding is what so much of this comes down to as we discussed in our conversation. We are going to have to work together, Congress and the Administration, on identifying proper funding mechanisms. One way that we might leverage each Federal dollar a bit more is by adopting something that has been done in previous infrastructure proposals, the so-called "incentives program." This incentivizes State and local Governments, perhaps regional entities as well, to establish significant new non-Federal revenue streams dedicated to infrastructure projects. What are

your thoughts on the multiplier effect that an incentives program could create by encouraging states to follow Indiana's lead, frankly, and establish dedicated new revenue streams for State infrastructure projects?

Mr. BUTTIGIEG. I think that it is really important to consider that multiplier effect. A well-crafted program can leverage dollars to do a lot more. As you point to, we saw a lot of that in Indiana and my region benefited. And I think it is likely, as we see the scope and scale of the hoped-for infrastructure work to happen this year, that we will have an opportunity to contemplate new policy design on how to get that out the door.

Senator YOUNG. Do you anticipate any counterpoints or counter-arguments to adoption of an incentives program?

Mr. BUTTIGIEG. I would want to make sure that is crafted in the right way because I have found that any time, I think something's a no brainer, somebody will raise a concern. But certainly, in principle, that idea of leveraging dollars to get more bang for your buck is one I enthusiastically embrace.

Senator YOUNG. Well, we too have shot clocks. Mine is only 5 minutes and I am already 30 seconds over, so I will look forward to continuing this conversation and supporting your confirmation. Thank you.

Mr. BUTTIGIEG. Thank you.

The CHAIRMAN. Thank you very much, Senator Young. Mr. Buttigieg, in terms of stretching local dollars, one thing we have found in past eras where interest rates were dropping, is that the use of advanced refunding techniques allowed State and local Governments to refinance at lower interest rates while still holding harmless the holders of the bonds. Are you familiar with this proposal? And do you agree that this is one way to provide additional financing tools for State and local?

Mr. BUTTIGIEG. Thanks for raising that, Senator. Yes, as Mayor, a few things gave me more fiscal pleasure than to find that we could save taxpayer dollars by refunding previously existing debt, especially since we, of course, do our accounting on a cash basis. So, I think this holds a lot of promise for relief to local Government.

The CHAIRMAN. I will tell you, Senator Stabenow and I had legislation during the last Congress that we were not able to get across the finish line. But she and I will be working together to try to make the case for this. And I would appreciate it if you would do so also. I am required to ask this question. The Committee has a history of asking nominees to state on the record that they pledge to work with Congress and the Committee in a cooperative manner. So, if confirmed, Mr. Buttigieg, will you pledge to work collaboratively with this committee and provide thorough and timely responses to our requests for information as we work together to address important policy issues?

Mr. BUTTIGIEG. I do, and I will.

The CHAIRMAN. Thank you very much. And I understand you had a birthday earlier this week.

Mr. BUTTIGIEG. That is true, Chairman.

The CHAIRMAN. When you ran for President of the United States, were you actually constitutionally qualified?



[Laughter.]

Mr. BUTTIGIEG. Not by much, but just made the cut.

The CHAIRMAN. OK, and you were on *The Tonight Show* last night with Jimmy Fallon.

Mr. BUTTIGIEG. Yes, sir.

The CHAIRMAN. And you are on the *Morning Joe* show this morning. In terms of a thrilling experience, how does being before this committee today compare to those?

Mr. BUTTIGIEG. I would characterize this as a unique experience, Chairman.

The CHAIRMAN. Very well said. I am told that Senator Cantwell is finished with her questions, and so I think it is appropriate now to say that the hearing record will remain open until the end of this day. Senators are asked to submit any questions for the record by the close of business today, Thursday, January 21, 2021. The Committee asks the witness, upon receipt of any questions for the record, that you submit your written answers to the Committee as soon as possible, but no later than the close of business on Tuesday, January 26, 2021. Can you do that, Mr. Mayor?

Mr. BUTTIGIEG. Gladly.

The CHAIRMAN. And let me check with staff and make sure we have dotted all the I's and crossed all T's. And with that, I conclude the hearing. I thank the witness and thank members of the Committee for their cooperation. This hearing is closed.

[Whereupon, at 12:28 p.m., the hearing was adjourned.]



## A P P E N D I X

RESPONSE TO WRITTEN QUESTIONS SUBMITTED BY HON. AMY KLOBUCHAR TO  
PETER BUTTIGIEG

***Distracted Driving.*** According to the Centers for Disease Control and Prevention, eight people die and more than one thousand people are injured each day in automobile crashes that involve distracted driving. Meanwhile, distracted driving is responsible for more than 58 percent of all crashes involving teenagers. The most recent reauthorization of the *Fixing America's Surface Transportation Act* included my legislation to help more states qualify for Federal grants to fight distracted driving.

*Question 1.* What are your plans to combat distracted driving and help states do the same?

Answer. If confirmed as Secretary, I will always make safety a top priority. I am committed to protecting American families by reducing the number pedestrian and of roadway deaths and serious injuries. I agree that distracted driving is a fundamental safety challenge, and I will work with you and the National Highway Traffic Safety Administration (NHTSA), Federal Highway Administration (FHWA), and Federal Motor Carrier Safety Administration (FMCSA) to support state programs that incentivize safe driving, research solutions on distracted driving, and strengthen enforcement.

*Question 2.* What plans do you have to reduce the number of accidents involving teenage drivers, especially accidents caused by distracted driving?

Answer. Safe driving practices should be a priority from when teenagers first learn to drive and earn their license. For teenage drivers, communication and education are critical. In addition to the measures described above, if confirmed, I would ensure that NHTSA works with states on communications campaigns and educational resources to combat distracted driving and teen driving safety issues.

***Light Rail.*** In September, the Department of Transportation's Federal Transit Administration (FTA) approved a \$929 million grant for the Southwest Light Rail—a 16 station extension of the METRO Green Line connecting Minneapolis to Eden Prairie. This grant was the largest in Minnesota's history.

*Question 3.* What are your plans to improve our Nation's light rail transit, especially for rural communities?

Answer. One of President Biden's key Build Back Better priorities is to make sure that Federal spending reaches communities of all kinds. Whether in urban, suburban or rural areas, too many Americans are experiencing poverty and struggle to keep pace with steadily increasing costs of living including rising housing and transportation expenses. These communities, particularly in rural and small towns, will absolutely be recognized and prioritized, with light rail options fully explored. President Biden has also proposed to invest in sustainable, quality public transportation systems for every city bigger than 100,000 people. As someone who served as a mayor of a City of roughly a hundred thousand, I agree that accessible and reliable transit in communities of all sizes benefits those that live there and the surrounding areas. One of my guiding principles, if confirmed, one on which I will ask our entire Department to focus, is ensuring that Americans living in urban, suburban and rural communities have affordable transportation options that get them from home to wherever they want to go whether that is work, school, medical facilities, shopping or worship.

*Question 4.* As we work to rebuild our economy during this pandemic, can you speak to how FTA grants can help promote economic growth in local economies?

Answer. If confirmed as Secretary, I commit to advancing the President's goal of improving access to high-quality public transportation and mobility options, which benefit a recovering economy. Too many communities do not have access to reliable and zero-emissions options for affordable, public transportation and mobility. Federal transit and mobility investments can help promote equitable economic growth

in local economies by increasing access to jobs, opportunity, and commerce in an affordable and sustainable way. These improvements will also create stronger community engagement and will support local growth in manufacturing, construction, and business opportunities.

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RESPONSE TO WRITTEN QUESTIONS SUBMITTED BY HON. RICHARD BLUMENTHAL TO  
PETER BUTTIGIEG

**Heavy Vehicle Speed Limiters.** According to the Federal Motor Carrier Safety Administration (FMCSA), 10,440 people were killed from 2004–2013 in crashes where the speed of the commercial motor vehicle (CMV) likely contributed to the severity of the crash. On average, that is 1,044 lives lost annually to speeding CMVs. Speed limiters already are required in the European Union and other countries. In 2006, safety and industry groups petitioned the NHTSA and FMCSA for a regulation requiring speed governors in heavy trucks to be set to limit top speeds to improve safety and conserve fuel. The agencies finally issued a Notice of Proposed Rulemaking in September 2016 but has failed to advance the rule since then.

*Question 1.* If confirmed, what will you do to assure that this rulemaking, which has support from both safety and industry groups, is issued promptly?

Answer. If confirmed, I commit to advancing the integration of technology that improves the safety of all road users, potentially including technologies such as speed limiters for commercial motor vehicles. Under my direction, NHTSA and FMCSA would work closely with safety advocates and industry stakeholders to achieve the critical safety goal of reducing fatalities due to speeding.

**National Transportation Safety Board recommendations.** The National Transportation Safety Board (NTSB) is the Nation's preeminent crash investigatory body. Based on their investigations, the NTSB issues findings and recommendations. The NTSB also regularly publishes the Most Wanted List of Transportation Safety Improvements.

*Question 2.* If confirmed, will you commit to providing the Committee with a list of outstanding recommendations to the Department of Transportation and its sub-agencies, with target dates for meeting each recommendation?

Answer. I agree that one of the most important functions of the NTSB is to provide timely and critical recommendations to the Department to improve safety. If confirmed, I commit to working with NTSB and all safety components of the Department to address outstanding recommendations. I will provide Congress with any requested information on outstanding NTSB recommendations.

**Relief for America's private bus, motorcoach, and passenger ferry industries.** The COVID-19 pandemic has devastated the private motorcoach, bus, and ferry industries, and unlike other transportation modes, these companies did not receive any assistance in the CARES Act. Fortunately, Congress included \$2 billion in assistance for the motorcoach, school bus, and U.S. flagged passenger vessel industries in the COVID Relief and Response Act signed into law on December 27, 2020, but more relief funding is necessary. Moreover, guidance has not yet been released for this grant program—administered by the Department of Treasury in consultation with the Department of Transportation—and we have been informed it could be several weeks before it us up and running.

*Question 3.* If confirmed, can you commit to making this new grant program a priority by reaching out to the Treasury Department directly to determine what measures are necessary to ensure this funding gets out the door as soon as possible?

Answer. Yes. Assistance for these operators is critical. I understand that the Departments are already working together on this program and commit to making it a priority.

**Underride Guards for Trailers.** Technology is currently available that can significantly increase the chances that an individual can survive a crash where a vehicle travels underneath the rear or side of the trailer known as underride.

In 2015, the National Highway Traffic Safety Administration (NHTSA) issued a Notice of Proposed Rulemaking (NPRM) to update the standards for rear impact guards that are installed on the rear of trailers. However, the NPRM proposed only to upgrade the Federal standard to meet the Canadian standard, which was issued over a decade ago and is substandard given guards currently available in the marketplace. This is evidence of the inadequacy of the Federal standard and the ability for manufacturers to produce superior products.

The NTSB has recommended improving comprehensive underride protection. Underride guards can significantly increase the chances that an individual can sur-

vive a crash where a vehicle travels underneath the rear or side of a truck trailer. Yet, current Federal standards are severely outdated or are lacking entirely.

*Question 4.* If confirmed, will you commit to updating Federal safety standards for rear underride guards to at a minimum meet current industry standards and capability?

*Question 5.* If confirmed, will you commit to requiring side underride guards on truck trailers?

Answer (to questions 4 and 5). If confirmed, I will work with all safety components of the Department to prioritize our safety rulemakings, including truck rear underride. In 2017, there were 450,000 police-reported crashes involving 18-wheelers, of which 4,237 were fatal. Any technology that can be implemented to improve safety around truck trailers should be carefully considered, and I look forward to working with you on this issue.

**Approach to Motor Vehicle Safety.** In 2019, over 36,000 people were killed in motor vehicle crashes. There were nearly 7 million police-reported crashes and more than 2.7 million people were injured as well. Every day on average, approximately 100 people are killed and over 7,500 more are injured on America's roads. Automobile crashes remain a leading cause of death for people in the United States. The annual economic cost of motor vehicle crashes is \$242 billion. Preliminary data from the first half of 2020 show that while there was a reduction in traffic, the fatality rate increased dramatically and it was reported that dangerous behaviors such as excessive speed, lack of seat belt use and impaired and distracted driving were on the rise.

*Question 6.* If confirmed, what specific safety actions will you take in the next four years that will result in significant and sustained reductions in the fatality and injury toll on our streets and highways?

Answer. The numbers you cite are a vivid reminder of how many families lose loved ones, and how many lives are altered because of traffic crashes on our streets and highways. Making sustained progress will require a comprehensive approach that focuses on the safety of the individual, whether inside or outside of a vehicle. If confirmed, I would focus on updates to our road designs that improve safety for all users, as well as deploying new vehicle technologies, such as automated emergency braking, electronic stability control, lane departure warning systems, and other next-generation automated driving systems. As human behavior is at the heart of safety, this comprehensive strategy also must include a focus on communication and education, which will address such issues as impaired and distracted driving.

**Voluntary Industry Agreements.** Voluntary industry agreements have proven time and time again to be woefully inadequate in advancing public safety on our Nation's roads and to shortchange the public. For example, automakers announced such an agreement in 2016 to equip new vehicles with automatic emergency braking (AEB), a safety system that has been proven to prevent crashes and save lives. Yet, to date, five companies that entered into this agreement have less than 50 percent compliance. The result is that AEB is most commonly available on expensive luxury cars that most middle class families cannot afford.

*Question 7.* What is your position on voluntary industry agreements compared to Federal minimum performance standards which require safety technologies in all new cars, such as rearview cameras?

Answer. Safety is my top priority for the Department of Transportation, and part of a comprehensive strategy includes harnessing the most effective technologies to reduce crashes on our streets and highways. The rapid diffusion of these technologies is critical to reducing traffic deaths and if confirmed, I will work across the Department and with industry to expand their deployment, using the most appropriate policy tools. If confirmed, I plan to closely examine the track record and feasibility of voluntary industry agreements.

**Crash Avoidance Technologies.** Collision avoidance systems include automatic emergency braking (AEB), lane departure warning (LDW), blind spot detection (BSD), rear AEB and rear cross-traffic alert. The Insurance Institute for Highway Safety (IIHS) has found that: AEB can decrease front-to-rear crashes with injuries by 56 percent; LDW can reduce single-vehicle, sideswipe and head-on injury crashes by over 20 percent; BSD can diminish injury crashes from lane change by nearly 25 percent; Rear AEB can reduce backing crashes by 78 percent when combined with rearview camera and parking sensors; and, Rear cross-traffic alert can reduce backing crashes by 22 percent.

*Question 8.* If confirmed, can you commit to requiring collision avoidance technologies such as automatic emergency braking (AEB), lane departure warning (LDW), blind spot detection (BSD) as standard equipment in all new vehicles because of their proven lifesaving benefits?

Answer. As stated above, safety is my top priority for the Department of Transportation, and part of a comprehensive strategy includes harnessing the most effective technologies to reduce crashes on our streets and highways. Without pre-judging the outcome of departmental rulemakings, I do believe that the rapid diffusion of these technologies is critical to reducing traffic deaths and if confirmed, I will work across the Department and with industry to expand their deployment.

**Delayed Rulemakings.** Over the past few years, NHTSA has missed several key statutory rulemaking deadlines that Congress mandated under the 2012 Moving Ahead for Progress in the 21st Century Act and the 2015 Fixing America's Surface Transportation Act. Congress authorized NHTSA to finalize these important rulemakings to protect American lives and help make our roads safer. However, NHTSA's failure to implement these congressionally mandated directives have done the opposite—placing countless lives at risk. It is critically important for NHTSA to immediately finalize these long overdue rulemakings—which include improving child restraint systems, mandating rear seat belt reminders, and requiring automakers to notify consumers of recalls via electronic notices—to ensure America is able to continue moving toward our ultimate goal of zero deaths.

*Question 9.* If confirmed, will you commit to identifying, addressing, and providing a timeline for implementation of missed rulemaking deadlines that Congress mandated under the 2012 Moving Ahead for Progress in the 21st Century Act and the 2015 Fixing America's Surface Transportation Act?

Answer. If confirmed, I will work with NHTSA and other agencies to identify and assess outstanding rulemakings to determine appropriate action including developing a timeline, issuance of further guidance or possible legislative action necessary to ensure America can continue moving toward our shared goal of zero deaths on and around our Nation's highways.

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RESPONSE TO WRITTEN QUESTIONS SUBMITTED BY HON. EDWARD MARKEY TO  
PETER BUTTIGIEG

**Automotive and Traffic Safety.** In 2019, over 36,000 people were killed in motor vehicle crashes. There were nearly 7 million police-reported crashes and more than 2.7 million people were injured. Tragically, similar numbers repeat year after year, revealing a public health crisis in automotive and traffic safety. These deaths and injuries are not inevitable, however, and they can be addressed using proven strategies as well as the latest safety technologies.

That's why I introduced a robust legislative package in the last Congress with four bills that will collectively address the threats of seatback failure (S.4122), distracted driving (S.4123), ineffective recalls (S.4121), and insufficient oversight of the auto industry (S.4120). I am now fighting to ensure that these bills become law as part of Congress's next big transportation legislation.

*Question 1.* As our next Secretary of Transportation, will you support the inclusion of these four bills in a comprehensive infrastructure package? In addition, what specific safety actions do you plan to take in the next four years that will result in significant and sustained reductions in the fatality and injury toll on our streets and highways?

Answer. I share your sense of urgency on this critical issue. If confirmed, I look forward to working with you on legislation to reduce fatalities and injuries from road crashes. Safety is my top priority for the Department. The numbers you cite are a vivid reminder of how many families lose loved ones, and how many lives are altered because of traffic crashes on our streets and highways. Making sustained progress will require a comprehensive and data-driven approach that focuses on the safety of the individual, whether inside or outside of a vehicle. If confirmed, I would focus on improvements to road design that enhance safety for all users and the deployment of new vehicle technologies, such as automated emergency braking, electronic stability control, lane departure warning systems, and next-generation automated driving systems. As human behavior is at the heart of safety, this comprehensive strategy also must include a focus on communication and education, which would address such issues as impaired and distracted driving.

**Transportation Alternatives and Safety for All Users of the Road.** Pedestrian and bicyclist fatalities increased by nearly 51 percent between 2009 and 2018. In 2018 alone, 6,227 pedestrians were killed in motor vehicle crashes, the highest

mortality rate since 1990. These figures reveal that we are experiencing a national safety crisis on our streets, and that significant investments are needed to ensure safety for all users of the road. At the same time, these investments present an enormous opportunity to lead the world into a new era of green transportation. The transportation sector is the largest emitter of greenhouse gases in the United States, and cars are the leading sources of these emissions. That's why providing alternatives to driving must be an essential part of any effort to combat climate change.

To protect all users of the road and promote transportation alternatives, I have introduced the *Complete Streets Act* (S.2077), legislation that will require states to set aside a portion of their Federal highway funding for a new grant program that promotes complete streets projects such as sidewalks, bike lanes, crosswalks, and bus stops. I have also introduced the *Connecting America's Active Transportation System Act* (S.3391), legislation that will dedicate \$500 million annually to connect walking and biking infrastructure into active transportation networks that allow people to reach destinations within a community, as well as travel between communities, without ever needing a car.

*Question 2.* As the Mayor of South Bend, Indiana, I know that you advanced a "Smart Streets" initiative that promoted complete streets and active transportation across your city. As Secretary, will you support my legislation to similarly advance these programs at the Federal level? In addition, what specific regulatory actions will you take to ensure safety and accessibility for all users of the road?

Answer. There are opportunities and initiatives across the country, like our own Smart Streets initiative in South Bend, that focus on safety and accessibility for drivers, pedestrians and bicyclists alike. To ensure safety and accessibility for all roadway users, I will work towards a comprehensive approach that will focus on improved street designs to protect our most vulnerable and support our racial equity goals. At the same time, we will focus on legislation to accomplish these goals that provide for greener transportation choices. If confirmed, I look forward to working with you on both legislative and regulatory opportunities to support this work.

**Passenger Rail.** Passenger rail is an essential and popular alternative to highways or air travel. Studies consistently show that enhancing passenger rail service will improve mobility, enhance safety, promote economic development, generate new jobs, and protect the environment. Moreover, these benefits are especially pronounced for regions of the country—such as Western Massachusetts—that are historically and persistently unconnected or under-connected. That's why the Commonwealth of Massachusetts recently released a final report on a proposed East-West Rail line that would connect the cities of Pittsfield and Boston, with stops in other western and central Massachusetts communities along the way.

To promote East-West Rail, as well as other critical projects in Massachusetts like the North-South Rail Link, South Coast Rail, and a Berkshires Housatonic Line, I introduced the *Building Rail Across Intercity Networks to Ride Around Interior of the Nation Act*, or the *BRAIN TRAIN Act* (S.4030). My legislation will provide \$5 billion per year for the development of high-performance intercity passenger rail service across the country, with an explicit focus on developing routes in historically un-connected and under-connected communities, as well as funding preference given to projects that promise the greatest environmental, safety, and economic benefits.

*Question 3.* As Secretary, will you support the inclusion of my *BRAIN TRAIN Act* in Congress's next infrastructure package? In addition, will you ensure that essential projects like East-West Rail receive the Federal support and funding they need to leave the station?

Answer. If confirmed as Secretary, I commit to working with the President, the rest of the Biden Administration and Congress to make sure that America has the cleanest, safest, and most efficient rail system in the world. I look forward to working with you on future legislation and initiatives that include proposals to improve passenger rail service equity while at the same time focusing on environmental, safety, and economic benefits, especially in historically disadvantaged areas and corridors.

RESPONSE TO WRITTEN QUESTIONS SUBMITTED BY HON. GARY PETERS TO  
PETER BUTTIGIEG

**AVs.**

*Question 1.* Under your leadership, how might the Department help lay the foundation for the continued development of automated technologies?

Answer. We know that autonomous vehicles are part of the future of this Nation's transportation infrastructure. Autonomous vehicles can make our transportation system safer and more efficient. If confirmed, I am eager to work with you and your colleagues in Congress to ensure that the Federal government is leading the way on ensuring safe autonomous vehicle operations nationwide, and I would work with industry, American workers, safety organizations, environmental groups, and other stakeholders to determine how to create American jobs and advance American technological leadership through this industry.

*Question 2.* How do you see the manufacture of advanced automotive technologies like AVs fitting within President Biden's plan to build back better?

Answer. President Biden has been clear that we must Build Back Better from the economic crisis we currently face, and position American automotive workers and manufacturers to succeed in the 2020s and beyond. If confirmed as Secretary, I would work to make smart investments in infrastructure, and smart decisions about manufacturing and technology, to give American workers and companies the tools they need to compete, and spark American innovation. These investments will enable America to lead the world in making the advanced products and services needed tomorrow, and create more high-quality, highly-skilled, and safe jobs in partnership with labor unions, educational institutions, and other key stakeholders.

**Microtransit.** In the last few years, many cities and transit agencies have launched microtransit projects, including Detroit, which is using a fleet of on-demand minivans to complement and extend public transportation. The service, which is wheelchair accessible, focuses on increasing and improving transportation options for essential workers—at a flat rate of \$2.

*Question 3.* How do you see innovative transit options like shared, on-demand microtransit advancing the future of public transit, improving accessibility and equity, and reducing greenhouse gas emissions?

Answer. If confirmed as Secretary, I am committed to advancing President Biden's goal of increasing access to high-quality, reliable public transportation throughout America, and doing so in a way that improves racial and economic equity, accessibility, sustainability, and good-paying jobs. That includes supporting efforts to help cities, towns, and other areas improve transit, rail, and bus lines, and investing in infrastructure that meets the needs of all residents, including pedestrians, cyclists, riders of e-scooters, and travelers with disabilities. Too often, transportation options are inequitably distributed along racial and economic lines, and addressing this injustice is something I will prioritize throughout the Department's work, if confirmed.

**Preventing Drunk Driving.** Alcohol-impairment is a public health crisis in our country with impaired driving contributing to more than 10,000 fatalities per year on our Nation's roadways. Tragically since the COVID Pandemic began, we've seen an increase in highway fatalities, despite overall traffic on our roads going down.

*Question 4.* If confirmed, what steps would you take to prevent impaired driving?

Answer. Safety is my top priority for the Department. The numbers you cite are a vivid reminder of how many families lose loved ones, and how many lives are altered because of traffic crashes on our streets and highways. Making sustained progress will require a comprehensive approach that focuses on the safety of the individual, whether inside or outside of a vehicle. As human behavior is at the heart of safety, this comprehensive strategy must include a focus on communication and education, which will address such issues as drunk and distracted driving.

*Question 5.* Will you commit to providing suggestions back to this Committee (as part of surface transportation legislative conversations, without a time-specific demand) to strengthen or modify the existing DADSS program, including considering regulatory action to require new cars to have in-vehicle technology installed to prevent impaired driving?

Answer. If I am confirmed, safety will be my top priority at the Department. DADSS has the potential to save thousands of lives each year, and I support the use of technology and other safety initiatives to address impaired driving. I consider it important to engage industry and make use of all appropriate tools to ensure that the safest technologies are being employed in our transportation system.



**Supporting Testing for V2X.** The flagship V2X effort of the U.S. Department of Transportation is the Connected Vehicle Pilot Deployment Program, which I worked to authorize and include as part of the 2016 FAST Act. This program currently funds important deployments in my state of Michigan, as well as places as diverse as New York City, Tampa and Wyoming.

*Question 6.* If confirmed, do you intend to provide additional funding so the pilot V2X locations and projects can complete their work?

Answer. If confirmed as Secretary, I commit to making sure innovations make our transportation system safer, more equitable, and more sustainable, and lead to good-paying jobs. I look forward to becoming more familiar with the Connected Vehicle Pilot Deployment Program, and working with you to invest in programs and initiatives that allow us to pilot and learn more about the impact of emerging innovations.

**Fuel Economy.**

*Question 7.* If confirmed as Secretary, how will you work with the EPA to establish Federal fuel economy standards that increase fuel efficiency, improve automotive safety, address carbon emission reduction needs, and support new U.S. highly skilled manufacturing jobs in lightweight plastic and polymer composite automotive materials?

Answer. As you know, this is a priority of the President, and, if confirmed, I would work with EPA and the White House to strengthen fuel economy standards and make up for lost time in the last four years.

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RESPONSE TO WRITTEN QUESTIONS SUBMITTED BY HON. TAMMY DUCKWORTH TO  
PETER BUTTIGIEG

**Congestion.** Many observers predict a spike in roadway congestion in the months to come, exacerbating highway conditions that existed before the COVID-19 pandemic.

*Question 1.* As Secretary, how will you address roadway congestion that plagues many of our metropolitan areas? What role do you see pricing and innovation playing in congestion relief?

Answer. As a former mayor, I recognize that to truly address congestion in our communities, we must take a holistic and multimodal approach that prioritizes how people can move more safely and reliably around our communities. Strategies and tools like congestion pricing, complete streets, and other innovative community-based transit and mobility options have been successful for communities around the world to reduce gridlock, improve safety, and strengthen economic and regional competitiveness. If confirmed, look forward to working with you on this important issue, and I would direct all relevant components of the Department to develop funding recommendations, guidance and proposals to address congestion.

**Passenger Rail.** President Biden has long supported increased investment in our Nation's passenger rail system.

*Question 2.* As Secretary, do you support dedicated funding for passenger rail investment, separate and distinct from the Highway Trust Fund? Do you support the creation of a separate Passenger Rail Trust Fund as part of any infrastructure package? How will you ensure that investments in passenger rail will not only improve our transportation system but also help the Nation meet its renewed commitments to racial and social equity and to addressing the global climate crisis?

Answer. Moving over 32 million passengers a year (pre-COVID-19) on more than 300 Amtrak trains a day, Amtrak is a vital component to America's passenger transportation network, and should be at the heart of the renaissance of passenger rail transportation in the Nation. Before COVID, Amtrak had turned a corner on its operational budget, and I look forward to working with Congress to establish predictable, dedicated funding sources for Amtrak maintenance and expansion, if confirmed. I will also prioritize examining how service cuts have impacted communities and exploring opportunities to help Amtrak return to financial stability and pre-pandemic service levels.

**School Bus Safety.** According to the National Highway Traffic Safety Administration (NHTSA), between 2009 and 2018, 1,207 people were killed in school-transportation-related crashes—an average of 121 fatalities per year. To help prevent or mitigate the severity of these tragedies the National Transportation Safety Board (NTSB) recommends schools buses be equipped with 3-point safety belts, automatic emergency braking, event data recorders, electronic stability controls, fire-resistant materials and fire suppression systems.

*Question 3.* Do you agree with these recommendations? Would you support legislation that included these recommendations? As Secretary, how will you improve school transportation safety?

Answer. Safety is my top priority for the Department of Transportation, and especially for our children. School bus safety is critical for our Nation's children and we should ensure these vehicles meet the highest safety standards. If confirmed, I look forward to reviewing the NTSB recommendations and proposed legislation and to working with you on this issue.

**Underride Protection.** Hundreds of individuals across the Nation are lost to underride collisions every year. However, after more than 60 years of studying the issue, comprehensive underride protection is long overdue.

*Question 4.* As Secretary, will you commit to improving the safety of our roadways by finally enacting comprehensive underride standards all trucks and trailers?

Answer. If confirmed, I will work with all safety components of the Department to prioritize our safety rulemakings, including truck rear underride. In 2017, there were 450,000 police-reported crashes involving 18-wheelers, of which 4,237 were fatal. Any technology that can be implemented to improve safety around truck trailers should be carefully considered, and I look forward to working with you on this issue.

**Contract Towers.** The Federal Aviation Administration's (FAA) Contract Tower Program enhances aviation safety at smaller airports around the country. There are 257 airports that participate in this successful program including six in Illinois, and a seventh in Joliet is in the works.

*Question 5.* What assurances can you give me that this program will continue to be a top priority for the Department and FAA?

Answer. The most important thing to me, when it comes to air traffic control, will be the safety of our aviators, crews and passengers. If confirmed, I assure you that any evaluation of air traffic operations will take the Contract Tower Program fully into account, including staffing challenges.

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RESPONSE TO WRITTEN QUESTIONS SUBMITTED BY HON. JON TESTER TO  
PETER BUTTIGIEG

**COVID-19's Impact on Amtrak.** As COVID-19 continues to sweep the nation, Amtrak has been forced to reduce staff and routes to reflect lower ridership. If confirmed, you will be installed as a Member of the Amtrak Board of Directors.

*Question 1.* How will you prioritize the revitalization of robust long-distance service across America as the Nation emerges from the pandemic? After the pandemic, how will you work to further expand the national network?

Answer. Moving over 32 million passengers a year (pre-COVID-19) on more than 300 Amtrak trains a day, Amtrak is a vital component to America's passenger transportation network, and should be at the heart of the renaissance of passenger rail transportation in the Nation. Americans should expect a high standard for long distance passenger rail. Before COVID, Amtrak had turned a corner on its operational budget, and I look forward to working with Congress to establish predictable, dedicated funding sources for Amtrak maintenance and expansion, if confirmed. I will also prioritize examining how service cuts have impacted communities and exploring opportunities to help Amtrak return to financial stability and pre-pandemic service levels.

**Rural Railroad Crossings.** In the last year, Montana experienced an increase in the number of vehicle-rail collisions—tragic accidents that deeply impacted rural communities. To minimize these collisions, last Congress I introduced the *Right Track Act*, which aims to improve safety at very rural grade crossings.

*Question 2.* If confirmed, how will you work to improve grade crossing safety?

Answer. Safety is my top priority for the Department of Transportation and, if confirmed, I would pursue a comprehensive strategy to reduce and eliminate deaths on our transportation system. These tragic incidents that result from conflicts between rail and other modes of travel are unacceptable and preventable. I will utilize all the existing resources at the Department of Transportation to address safety issues and look forward to working with you to identify additional resources that will be needed to promote multimodal safety and improve safety for all who travel.

**Contract Towers.** The Federal Aviation Administration's Contract Tower Program is extremely successful, and helps support three major Montana airports.

However, some of the airports participating in this program face difficulty in fully staffing the towers.

*Question 3.* How will you work to address staffing challenges at contract tower airports?

Answer. The most important thing to me, when it comes to air traffic control, will be the safety of our aviators, crews and passengers regardless of ownership. If confirmed, I assure you that any evaluation of air traffic operations will take the Contract Tower Program fully into account, including staffing challenges.

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RESPONSE TO WRITTEN QUESTIONS SUBMITTED BY HON. KYRSTEN SINEMA TO  
PETER BUTTIGIEG

***Amtrak Southwest Chief and Sunset Limited.*** In my home state, the Southwest Chief provides service to Flagstaff, Kingman, and Winslow, Arizona. The Sunset Limited serves Tucson, Benson, Maricopa, and Yuma, Arizona. In these communities, Amtrak service is a significant financial driver. For example, over 50,000 riders disembark in Flagstaff each year and provide more than \$12 million in tourism dollars to the city. The current service cuts to three times per week on long-distance routes, such as the Southwest Chief and the Sunset Limited, impacts both local workers and local economies.

*Question 1.* Can you commit to supporting long-distance Amtrak service such as the Southwest Chief and the Sunset Limited?

Answer. Moving over 32 million passengers a year (pre-COVID-19) on more than 300 Amtrak trains a day, Amtrak is a vital component to America's passenger transportation network, and should be at the heart of the renaissance of passenger rail transportation in the Nation. Americans should expect a high standard for long distance passenger rail. Before COVID, Amtrak had turned a corner on its operational budget, and I look forward to working with Congress to establish predictable, dedicated funding sources for Amtrak maintenance and expansion, if confirmed. I will also prioritize examining how service cuts have impacted communities and exploring opportunities to help Amtrak return to financial stability and pre-pandemic service levels.

***Phoenix Amtrak Service.*** Phoenix is the fifth largest city in the United States and the largest city in the country not served by Amtrak passenger service. Arizona is also one of the fastest growing states in the country. Amtrak service to Phoenix ended in 1996, and the closest current Amtrak service to the Phoenix region is in Maricopa, about thirty-five miles south. At a September presentation to the Rail Passenger Association, Amtrak included Los Angeles—Palm Springs—Phoenix—Tucson as an option for corridor expansion.

*Question 2.* What factors would you consider when deliberating about future proposals to expand Amtrak service, such as returning service to Phoenix?

Answer. The opportunity to expand intercity passenger rail in fast-growing and underserved regions such as Arizona is one that I look forward to exploring further, if confirmed. I stand ready to work with you, as well as our partners at the state and local level, the private sector, and Amtrak to improve and expand our passenger rail system in order to advance these important goals.

***Contract Tower Program.*** The Contract Tower Program has a strong track record of enhancing aviation safety at more than 250 airports in the country including seven in Arizona. Phoenix Mesa-Gateway—one of the busiest contract towers in the country—is in the process of building a new tower that will help address complex airspace management challenges.

*Question 3.* Can we count on the Department and the FAA to work with us to ensure contract towers will continue to play a critical role in our national air traffic control system?

Answer. The most important thing to me, when it comes to air traffic control, will be the safety of our aviators, crews and passengers. If confirmed, I assure you that any evaluation of air traffic operations will take the Contract Tower Program fully into account, including staffing challenges.

***Research and Development.*** There has been bipartisan support for reinvigorating Department of Energy Research and Development (R&D) programs to accelerate clean energy technology deployment and reduce emissions. The Department can enable this effort on our roads as well through R&D programs. The Department regularly invests hundreds of millions of dollars into research and technology programs each year, such as the Federal Highway Administration's (FHWA's) Re-

search, Technology, and Education Program. To date, the Department has engaged in limited activities relating to sustainability and direct carbon emissions research.

*Question 4.* Will you commit to exploring how the Department's R&D programs can better support sustainability and emission reductions?

Answer. The transportation sector has a key role to play in addressing climate change. As a first step, let me assure you that if I am confirmed, the DOT will listen to the Federal scientists who are working on climate change issues. If confirmed, I will ensure that the Department works with you and other external stakeholders in the clean technology and fuel industries, including unions, industry, and local, state, and tribal governments, to determine how to develop new programs and use existing programs to create innovative solutions to climate change. American innovation will indeed be critical to combating climate change.

**Autonomous Vehicles.** Automated driving system technology is rapidly evolving.

*Question 5.* How will the Department ensure that its workforce has the appropriate expertise to develop and enforce rigorous safety standards for the continued development and eventual safe deployment of AV technologies?

Answer. We know that autonomous vehicles are part of the future of this Nation's transportation infrastructure. Autonomous vehicles can make our transportation system safer and more efficient. If confirmed, I am eager to work with you and your colleagues in Congress to ensure that the Federal government is leading the way on ensuring safe autonomous vehicle operations nationwide, and I would work with industry, American workers, safety organizations, environmental groups, and other stakeholders to determine how to create American jobs and advance American technological leadership through this industry.

**Occupantless Vehicles.** During the COVID-19 crisis, autonomous vehicles have been completing contactless deliveries of groceries, medicine, and other essential goods.

*Question 6.* Should autonomous, occupantless vehicles be considered a viable solution and part of our future pandemic response?

Answer. If confirmed as Secretary, I'm committed to leveraging the Department's resources to responding to the COVID-19 pandemic, including supporting the President's American Rescue Plan and broader response. I'm committed to advancing innovations that show results in terms of making our transportation system more safe, equitable, sustainable, and create good-paying jobs—including those that allow us to more effectively respond to the pandemic.

**Unmanned Aircraft Systems (UAS).** In the past year, we have seen UAS (or drones) provide significant benefits to society, particularly during the pandemic. Drones have provided contactless delivery of food, medicine and other essential items. They have helped small businesses reach customers, engineers evaluate bridge safety, insurance agents evaluate storm damage, and inspectors to review infrastructure. Drones have done this all while increasing safety and reducing environmental impacts.

*Question 7.* If confirmed as Secretary of Transportation, will you prioritize advancing drones and ensure the regulatory framework in the United States keeps pace with evolving drone technology?

Answer. The main focus of the FAA is safety, and if I am confirmed, I look forward to working with Congress to help the Department meet these goals with regards to UAS. I look forward to examining further opportunities within the regulatory framework to ensure that the unmanned aircraft industry can both integrate safely into the National Aviation System (NAS) and efficiently develop new technologies.

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RESPONSE TO WRITTEN QUESTIONS SUBMITTED BY HON. JACKY ROSEN TO  
PETER BUTTIGIEG

**Domestic EV Supply Chain.** Nevada is home to important critical mineral resources, including lithium, which is integral for battery technology in electric vehicles.

*Question 1.* As this Administration works towards achieving its climate goals that include developing a zero-emission transportation sector, how do you plan to work with other Federal agencies and stakeholders to encourage a secure and robust domestic supply chain that supports the manufacturing of electric vehicles that depends on lithium supply and batteries?

Answer. As you note in your question, we must ensure that we have a manufacturing supply chain that supports the innovations we will need to achieve the President's goals on climate change. If confirmed, I look forward to working with Congress and my counterparts at the Department of Energy and external stakeholders, including unions, industry, and local, state, and tribal governments to determine how to develop new programs and use existing programs to create innovative solutions to climate change.

**Affordable House.** As a former Mayor, you've seen firsthand the pressures on American families to find housing that is affordable. Too often, our infrastructure, transportation, and housing planning happen in silos that do not account for the unique interconnectedness of all three and their potential impact on improving economic opportunity in communities across the country.

*Question 2.* What policies would you implement to ensure that transportation planning is better integrated with housing planning to remove barriers to housing production, which can ultimately help lower housing costs, support our transportation systems, and promote more inclusive and livable communities?

Answer. There are many compelling opportunities to link transportation and housing policy, and I am eager to work with you to do so, in partnership with my colleagues at the Department of Housing and Urban Development. For too many households, housing and transportation costs alone can exceed over 45 percent of household monthly income. If we want to ensure all Americans can reside in livable communities, we must ensure that Federal entities working in collaboration with state and local partners, are better coordinated and aligned to meet this challenge. Through our policies, we can work to affirmatively further fair housing and prevent practices with unjustified discriminatory effect. If confirmed, I look forward to learning more about opportunities to leverage the Department's resources to help encourage greater coordination and investment to promote housing and transportation affordability.

**Aviation Booking Data.** The Department may receive requests to reinstate its Request for Information (RFI) concerning the display and distribution of airfares (Docket No. DOT-OST-2016-0204). Consumers now have more information on airline fares, schedules, and availability than ever before and can easily shop and book their own flights. In fact, Bureau of Transportation Statistics data shows record-low ticket prices in 2019 and early 2020, which further contradicts the argument that there is a market justification for the Department to require data sharing or business-to-business relationships between airlines and third-party, for-profit intermediaries.

*Question 3.* Will you commit to carefully studying this issue, including whether evidence exists of a market failure that would prompt interference in the relationship between airlines and airline intermediaries, before considering any requests to republish the RFI?

Answer. Yes. I understand that aviation consumer advocates and industry stakeholders may have differing views on this particular issue. If confirmed, I would carefully evaluate the concerns of all parties to this rulemaking before making a decision on whether to republish the RFI.

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RESPONSE TO WRITTEN QUESTIONS SUBMITTED BY HON. ROGER WICKER TO  
PETER BUTTIGIEG

### **Regulatory Barriers**

*Question 1.* In order to keep pace with a growing economy, we must continue to find ways to improve the safety and efficiency of our transportation system. Unfortunately, our outmoded regulatory framework can make it difficult to advance innovative technologies and deploy swift infrastructure improvements. For example, automated technologies have the ability to save lives and improve mobility. Additionally, as we rebuild our infrastructure, an improved permitting process could save both time and taxpayer dollars. If confirmed, how do you plan to improve the regulatory framework and remove barriers that impede upon the growth of our transportation system?

Answer. If I am confirmed, I will look forward to working with Congress to create a safer, more efficient transportation system and am committed to carefully evaluating regulations and making regulatory decisions based on the best available data and science. I commit to ensuring that we make investments and implement programs that enable our transportation system to support economic growth and opportunity for all Americans.

### **Infrastructure Improvements**

*Question 2.* As a former Mayor, did you find the use of advance refunds on tax-exempt municipal bonds helped improve infrastructure? Do you agree that providing additional financing tools for local governments, through authorizing a new class of taxable infrastructure bonds, would also be helpful to improving infrastructure across America?

Answer. When I was mayor, we took advantage of the opportunity to create taxpayer savings through bond refunds, and I recognize how important this tool is to cities and major transit agencies. If I am confirmed as Secretary of Transportation, I commit to working with Congress to consider a variety of financing options and to leveraging the Department's resources to realize President Biden's vision for a transformational investment in American infrastructure; to make it safer, more equitable, more sustainable; and create millions of good-paying jobs. That includes using the funding and financing resources of the Department to work with state, local, and other partners and consider other innovative solutions that may be proposed by Congress.

### **Connected infrastructure and data**

*Question 3.* Across the world, countries have found ways to harness data and adopt innovation into their transportation systems to better connect people to jobs, education, and health care. Our transportation network is evolving with increased data availability and innovative technologies that are being developed. If confirmed as Secretary, how would you integrate data and technology to improve safety and mobility in our transportation system? Given your background as Mayor, are there any initiatives with respect to data collection and integration that you intend to undertake to help rural communities?

Answer. Connected infrastructure and access to innovation has the potential to create a transportation system that better serves all communities. As Mayor, I prioritized South Bend's evolution to a "Beta City," a national model for innovative practices where we can "Beta Test" new ideas and approaches. This included creating a Department of Innovation, establishing an open data policy for the City, and building on a "Smart Sewers" system to divert excess stormwater and save money on potential sewer upgrade projects. If confirmed, I am eager to work with you and rural communities to determine where they can use new measurement tools and data analysis techniques to save taxpayer dollars and improve quality of life, as my administration did in South Bend.

### **DOT Modes**

*Question 4.* DOT oversees a number of modal administrations—what are your top priorities for each mode?

Answer. President Biden has been clear that we must Build Back Better. He has laid out the four simultaneous crises that we are facing as a nation that each mode within the Department will have a role in addressing: COVID-19, economic recovery, racial inequity, and climate change. These challenges are daunting and multifaceted, and if I am confirmed, will be priorities for me to address across all the modes of the Department of Transportation. We also need to focus on our core mission of safety. This includes investing in our Nation's transportation infrastructure to repair crumbling roads and bridges and ensuring our transit systems can continue to meet our mobility needs. We must ensure our investments create a more sustainable, resilient economy that is on a path to achieve net-zero emissions by 2050. The challenge of crumbling roads and obsolete bridges has obviously long predated the COVID crisis, as has the challenge of infrastructure funding. Investments in infrastructure are a force multiplier and generally the return on infrastructure investment is repaid to communities many times over.

### **Pipeline Safety**

*Question 5.* The Senate Committee on Commerce, Science, and Transportation worked on a bipartisan basis last Congress to provide new funding and technology programs within the PIPES Act of 2020, which reauthorized the Pipeline and Hazardous Materials Safety Administration (PHMSA) pipeline safety program through Fiscal Year 2023. A key provision included in the PIPES Act of 2020 established a pilot program to test innovative safety technologies. If confirmed, will you commit to comprehensively implementing this important legislation, including such provisions? Additionally, what are your plans for PHMSA and for ensuring that Americans will continue to have safe and reliable energy infrastructure?

Answer. My number one commitment at DOT will be safety. If confirmed, I will review PHMSA's efforts to issue regulations in response to Congressional mandates and ensure a safe and reliable energy infrastructure.

### **Autonomous Vehicles (AV)**

*Question 6.* Automated vehicles have the potential to significantly reduce traffic fatalities, increase mobility for the elderly and disabled, and improve efficiency. The U.S. is currently a leader in developing this life-saving technology but other nations are advancing quickly. Many outmoded rules on our books may hamper the safe testing and deployment of this technology. What steps should the Department take to advance the safe testing and deployment of automated vehicles in the U.S. and to ensure that the benefits of this technology—and the jobs and innovation associated with it—are realized here?

*Answer.* We know that autonomous vehicles are part of the future of this Nation's transportation infrastructure. Autonomous vehicles can make our transportation system safer and more efficient. If confirmed, I am eager to work with you and your colleagues in Congress to ensure that the Federal government is leading the way on ensuring safe autonomous vehicle operations nationwide, and I would work with industry, American workers, safety organizations, environmental groups, and other stakeholders to determine how to create American jobs and advance American technological leadership through this industry.

### **Gulf Coast**

*Question 7.* Are you committed to working to restore Amtrak service to the Gulf Coast?

*Answer.* I am committed to improving passenger rail and understand the importance of making sure our infrastructure projects are resilient to extreme weather events like Hurricane Katrina. If confirmed, I look forward to learning more about this project and discussing it with you, and working with you and your Congressional colleagues to establish predictable, dedicated funding sources for Amtrak maintenance and expansion.

### **Trucking**

*Question 8.* The Electronic Logging Device (ELD) rule required commercial drivers to record their hours-of-service (HOS) electronically rather than on paper. Since in effect, it has become more evident that the existing HOS regulations may not be appropriate for certain types of trucking operations, such as agricultural commodity and livestock haulers. With that in mind, do you commit to taking a comprehensive look at requirements with the aim of providing appropriate relief and flexibility for drivers as you work to advance the safe and efficient transportation of goods?

*Answer.* If confirmed, I commit to taking a hard look at the Hours of Service regulations and how such regulations intersect with the varied complexities of truckers' daily work, including those who transport time-sensitive cargo such as livestock and agricultural commodities.

### **COVID Relief**

*Question 9.* Surface transportation sectors, such as buses, rental cars, airport parking, are struggling in response to the COVID-19 pandemic. I sent letters to several freight and passenger transportation trade associations on the steps they are taking in response to the pandemic. Would you commit to hear the concerns and work with these industries as they respond and recover from COVID-19 impacts?

*Answer.* If confirmed, I commit to hearing the concerns of industry stakeholders, workers, state governors, and local officials so that we can work together to contain the pandemic, protect the transportation industry, and keep employees and passengers safe.

### **COVID Relief**

*Question 10.* The recently enacted COVID relief package included flexibilities for states to implement the highway traffic safety grants at NHTSA and the motor carrier safety grants at FMCSA. Will you commit to working with the Committee to ensure states have the flexibilities needed to respond to the pandemic?

*Answer.* If confirmed, I commit to working with the Committee to provide communities with the flexibility and support they need, especially during these difficult times facing the COVID-19 crisis.

### **Approach to Regulatory Compliance and Enforcement**

*Question 11.* The aviation sector is heavily regulated at many levels. In recent years, the Department and the FAA have taken similar approaches to their respective jobs in terms of how to ensure that regulated entities adhere to the rules. At FAA, there is the Compliance Program, wherein the agency focuses on fostering compliance with regulations rather than immediately punishing violations. The Office of Aviation Consumer Protection often does the same for many cases of violations.

Can you please explain how, if confirmed, DOT under your leadership would approach working with industry participants on compliance with the regulations versus enforcement of the regulations?

Answer. A core mission of DOT is to ensure the safety of the traveling public by setting standards and enforcing them faithfully. With regards to aviation, a compliance program focused on transparency and a collaborative exchange of information ensures that underlying safety issues are brought to light. If there are concerns with regards to safety, FAA should encourage disclosure so that appropriate remedial and corrective actions are quickly taken. If confirmed, I also look forward to working with the FAA in reviewing and implementing the recently enacted bipartisan Aircraft Certification, Safety, and Accountability Act, which includes key whistleblower protections, so that those who report any violations in the certification process are indeed protected.

#### **Federal Aviation Administration (FAA) NextGen Program**

*Question 12.* If confirmed, how will you ensure that our national airspace realizes tangible, material and real operational progress from the FAA's NextGen program in order to achieve the long-promised safety, efficiency and emissions benefits of modernization?

Answer. If confirmed, I will ensure that the FAA operationalizes NextGen technology as quickly and safely as we possibly can and ensures that aircraft are equipped and suited for NextGen. I will also work with Congress to ensure that the FAA has the resources necessary to complete deployment of NextGen.

#### **Safety Data**

*Question 13.* Aviation Safety continues to be an important focus for this Committee, particularly with the enactment of the Aircraft Certification, Safety, and Accountability Act late last year. I am encouraged to hear Administrator Dickson speak to the importance of big data and analytics in order to ensure that the FAA has the right information during the aviation safety oversight process. What are your views on the benefits of using data analytics tools to achieve our safety objectives?

Answer. We have seen in the past few years the importance of safety information, particularly in oversight of our aircraft manufacturing process, and especially in light of the tragic crashes of the Boeing 737 MAX over Indonesia in 2018 and Ethiopia in 2019 that took the lives of 346 people. The use of data through analytics is a fundamental way to identify safety problems, carry out DOT's safety responsibilities, and measure the effectiveness of solutions. If confirmed, I will support the FAA as the agency continues to enhance its ability to use safety data, and will encourage the aviation industry to do the same. For example, the bipartisan Aircraft Certification, Safety, and Accountability Act directs FAA to implement a rulemaking requiring that all aviation manufacturers adopt safety management systems that we hope will allow for safer design and production of aircraft and prevent future tragedies. Given the consequences of failure, FAA needs to move deliberately and the relationship between regulator and industry needs to protect the public every time. For FAA to continue to advance its mission of aviation safety, all available data and methods of analysis are essential in helping to identify safety problems and measure the effectiveness of solutions.

#### **Alliance for System Safety of UAS through Research Excellence (ASSURE)**

*Question 14.* The FAA's Alliance for System Safety of UAS through Research Excellence, known as ASSURE is a Center of Excellence, comprised of 24 renowned research institutions, including Mississippi State University, which conducts important research on integrating UAS into the National Airspace. Will you familiarize yourself with ASSURE as you get up to speed on UAS issues?

Answer. Yes, I look forward to learning more about it.

#### **FAA National Airspace System Commercial Space Integration**

*Question 15.* The number and frequency of space launches and re-entries from U.S. spaceports has increased dramatically. As this trend continues, integrating these launches into the national airspace system will be critical to maintaining safety and maximizing airspace use. The FAA is working on tools such as the Space Data Integrator and Hazard Risk Assessment and Mitigation framework. Can you commit to ensuring that this important work continues?

Answer. I am committed to working with FAA and industry to ensure safe operations in our national airspace system, should I be confirmed. I look forward to further exploring these tools and determining how they can play a key role in improving safety.



### **FAA Commercial Space Licensing**

*Question 16.* Last year, the FAA's Office of Commercial Space Transportation issued a final rule to streamline space launch and reentry licensing. What steps would you take to ensure our nation's commercial space launch and reentry licensing structure is best positioned to be the world leader in promoting transparency, sustainability, and fostering innovation and growth?

Answer. If confirmed, I am looking forward to working with the FAA and our private spaceflight operators to help build this remarkable new industry in the United States. I know there are several states, including some represented by Senators on this panel, who have taken a leading role in creating spaceports. I will work with Congress to find ways to improve, and, where necessary, expand existing space transportation infrastructure consistent with safe operations.

*Question 17.* Will you will work with industry to ensure optimal outcomes for the safety and growth of America's space enterprise?

Answer. If confirmed, I am very interested in working with all stakeholders, including industry stakeholders, to make informed decisions on the safety and growth of America's space enterprise.

*Question 18.* The Office of Commercial Space Transportation is a small office within FAA with roughly 120 employees. Given the significant work ahead to implement the new launch and reentry rule, do you believe that it would be prudent to prioritize resources for these immediate implementation activities?

Answer. If confirmed, I am interested in engaging with the Office of Commercial Space Transportation and I look forward to working with you to help promote safety, continue the innovation being shown by American companies, creating rewarding jobs here in the United States.

### **Space Infrastructure**

*Question 19.* The broad and deep improvement in U.S. space transportation rests upon historical Federal and ongoing state, local, and private investments in infrastructure. There are 12 licensed launch and reentry sites around the country. As space launch and reentry activity grows, site capacity will need to grow proportionally. Do you see space transportation as an important albeit emerging mode of transportation, and will space infrastructure be part of the Biden-Harris infrastructure investment plan?

Answer. I am enthusiastic about the potential of space transportation to improve our aviation system and create more transportation options. If confirmed, I look forward to working with the FAA and private spaceflight operators to help build this incredible new industry in the United States and create more jobs for the American people in the process.

### **Commercial Human Spaceflight Safety/Learning Period**

*Question 20.* In the last week, we've had two successful launches by two American companies with ambitions to fly paying spaceflight participants to Low Earth Orbit. As these companies work to establish a flight record and build consensus about safety standards and practices, Congress has deemed it prudent to implement a "learning period" or "moratorium" on common-carrier-type participant safety regulations.

What are your views on the current state of commercial human spaceflight activities with respect to safety?

Answer. I am encouraged by the recent successes of this exciting new industry, and ensuring their continued safe operations is essential. I look forward to learning more about these companies and the opportunities they represent in the coming months, if confirmed. As with all modes of transportation, safety will be my top priority when evaluating initiatives that concern commercial human spaceflight.

*Question 21.* As the learning period is currently set to expire in 2023, will you commit to working with us in Congress to evaluate the best path forward to maintain safety as well as foster the growth of this emerging industry?

Answer. Yes, if confirmed, I look forward to working with Congress on these issues.

### **Maritime Administration (MARAD)—COVID-19 Vaccination of U.S. Merchant Mariners**

*Question 22.* America's merchant mariners are an essential workforce with a key role in national security and the national supply chain. If confirmed, will you commit to direct the Maritime Administration and the Department of Transportation to work with your interagency partners to promote the expedient vaccination of U.S. mariners and other front-line maritime transportation workers?

Answer. If confirmed, I will ensure that DOT takes all measures necessary to ensure the timely, efficient, and safe transport and delivery of COVID-19 vaccines, in

coordination with other relevant agencies. This will help effectuate CDC's recommendation to support critical infrastructure workers, like those in the maritime industry.

#### **Strategic Sealift Recapitalization**

*Question 23.* Do you believe that strategic sealift recapitalization is a national security priority in which the Secretary of Transportation plays an important role?

Answer. Yes, recapitalization of our strategic sealift capacity is a national security priority. If confirmed, I will support DOT's continued active support of the Department of Defense requirements by providing a reserve fleet of sealift ships from those owned by the Department and maintained by MARAD.

*Question 24.* If so, what opportunities do you see recapitalization presenting for the domestic maritime industrial base?

Answer. If I am confirmed, I would assess the opportunities for the domestic industrial base, including service life extension, used ship acquisition, and some new construction.

#### **Tanker Security Program**

*Question 25.* Within the Department of Transportation, the Maritime Administration serves an important national security role by supporting U.S.-flagged ships for strategic sealift. The National Defense Act for Fiscal Year 2021 authorized a Tanker Security Program to support strategic sealift, so that the U.S. military is not forced to rely on foreign-flagged vessels for fuel logistics during national emergencies.

Will you commit to standing up the Tanker Security Program in a timely manner so that our U.S. troops can rely on fuel from U.S.-flagged vessels?

Answer. If confirmed, I commit to learning more about the goals of the Tanker Security Program, consistent with our authority and available resources.

#### **U.S. Merchant Marine Academy (USMMA) Recapitalization**

*Question 26.* The U.S. is significantly short of the mariners needed for sustained strategic sealift in a national emergency. A prime source for training of these mariners is the U.S. Merchant Marine Academy. However, the Academy desperately needs improvements to its campus to meet the training needs of a 21st century merchant marine.

Will you commit to making the recapitalization and modernization of the U.S. Merchant Marine Academy a priority?

Answer. Congress and the Department of Transportation have been strong supporters of the U.S. Merchant Marine Academy recapitalization efforts. If confirmed, I look forward to continuing this important work.

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#### RESPONSE TO WRITTEN QUESTIONS SUBMITTED BY HON. JOHN THUNE TO PETER BUTTIGIEG

*Question 1.* The nation's trucking industry is the backbone of our economy, and I have advocated for a regulatory framework that provides the flexibility truckers need to safely deliver goods across the country, which is why I was pleased by the Federal Motor Carrier Safety Administration's publication of a final rule in June 2020 to increase hours of service flexibility. I will continue to advocate for increased flexibility for agricultural and livestock haulers, who face unique circumstances associated with the goods they transport.

- a. Do you believe it is important to recognize the essential service that truckers continue to provide—especially during this pandemic—by listening to their concerns about current regulations?

Answer. We need to ensure that truck drivers operate under conditions that guarantee their safety and the safety of everyone on our roadways. I am eager to engage truckers and better understand their concerns, if I am confirmed as Secretary.

- b. Can you describe how—if confirmed—you would build on the past Administration's work to improve the livelihoods of truckers—including those hauling livestock and agricultural commodities—through changes to the current regulatory framework?

Answer. If confirmed, I will take a hard look at the Hours of Service regulations and how they intersect with the varied complexities of truckers' daily work, including those who transport time-sensitive cargo such as livestock and agricultural commodities.

*Question 2.* I remain committed to working with my colleagues to introduce and advance automated vehicle legislation this Congress, and I have been pleased to see NHTSA's recent actions to improve the testing and deployment of autonomous vehi-

cles through the granting of exemption petitions and updates to relevant regulations.

If confirmed, will modernizing motor vehicle safety standards and working with Congress to create a uniform regulatory framework for automated vehicles be a priority for the Administration?

Answer. We know that autonomous vehicles are part of the future of this Nation's transportation infrastructure. Autonomous vehicles can make our transportation system safer and more efficient. If confirmed, I am eager to work with you and your colleagues in Congress to ensure that the Federal government is leading the way on ensuring safe autonomous vehicle operations nationwide, and I would work with industry, American workers, safety organizations, environmental groups, and other stakeholders to determine how to create American jobs and advance American technological leadership through this industry.

*Question 3.* Over 95 percent of rail-related deaths in the United States involve drivers going through a grade crossing or a person walking on or along the tracks. Sadly, nearly all of these deaths are preventable. The Section 130 Railway-Highway Crossings Program and other grant programs at the Department have provided funding to state and local governments for grade crossing improvement and separation projects.

As Secretary, would you commit to advocating for increased funding and needed programmatic flexibilities for grade crossing projects in order to meet the significant, widespread demand for these vital safety and highway mobility improvement projects?

Answer. Safety is the top priority for the Department of Transportation and I will pursue a comprehensive strategy to reduce and eliminate deaths on our transportation system. These tragic incidents that result from conflicts between rail and other modes of travel are unacceptable and preventable. If confirmed, I look forward to working with you to identify additional resources that will promote multimodal safety and improve safety for all who travel.

*Question 4.* Understanding that you will have a host of pressing issues should you be confirmed as the next Secretary of Transportation, one issue that I believe warrants your attention is the potential for cybersecurity vulnerabilities in motor vehicles. A few of my colleagues sent a letter to the National Highway Traffic Safety Administration last November regarding this issue, and remain interested in a response.

If confirmed, can you ensure that we receive an official response from the agency in an expeditious manner?

Answer. Yes, this is a critical issue and, should I be confirmed, I will make sure you receive a response.

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RESPONSE TO WRITTEN QUESTIONS SUBMITTED BY HON. ROY BLUNT TO  
PETER BUTTIGIEG

*Question 1.* As Congress debates the next surface transportation authorization bill, inevitably there will be a conversation on proposals for new financing tools. Those tools can be very helpful for certain projects, but it most likely cannot replace all direct Federal funding.

What financing proposals are the Biden Administration considering, and what funding sources should be utilized to ensure that they could be successful?

Answer. If I am confirmed as Secretary of Transportation, I am committed to using the Department's resources to realize President Biden's vision for a transformational investment in American infrastructure, to make it safer, more equitable, more sustainable, and create millions of good-paying jobs. That includes leveraging the considerable funding and financing resources of the Department to work with Congressional, state, local, and other partners to help build compelling projects that achieve these goals. The Department of Transportation is committed to making the funding and financing pipeline for transportation projects as streamlined and transparent as possible.

*Question 2.* Mr. Buttigieg, one of the last things approved by the Obama administration before leaving office was a foreign air carrier permit for a European airline that used a "flag of convenience" business model to gain a competitive advantage over U.S. airlines. This application was opposed by Airline management as well as Airline labor because this business model violates specific terms of the U.S.-EU Open Skies agreement, namely Article 17. As Secretary of Transportation, would you strongly support and enforce our trade agreements as written and not allow them to be misinterpreted to the detriment of our own airlines?

Answer. The aviation industry is critical to American competitiveness. We need to ensure that U.S. airlines have a fair and level playing field from which to operate and do not experience competitive disadvantages. If confirmed, I will support and enforce aviation trade agreements and policies that advance the interests of the American public, American businesses, and American workers.

*Question 3.* The COVID Relief and Response Act provided \$2 billion in funding for grants for the motorcoach, school bus and U.S. flagged passenger vessel industries which is to be administered by the Department of Treasury in consultation with the Department of Transportation. Guidance has not yet been released for this program and we have been informed it could be several weeks before it us up and running. Can you commit to making this new program a priority by reaching out to the Treasury Department directly to determine what measures are necessary to ensure this funding gets out the door as soon as possible?

Answer. Yes, absolutely. I look forward to working with Treasury to ensure that this helps our essential industries as soon as possible.

*Question 4.* Mayor Buttigieg, as a former Mayor of South Bend, Indiana, you have an intimate knowledge of infrastructure planning and the positive impacts infrastructure investment has on your community and local economy. 2021 will be a big year for infrastructure policy as the FAST Act expires at the end of the Fiscal Year, the Highway Trust Fund is on the brink of insolvency, and President Biden has signaled his desire to utilize infrastructure investment to jump start our economy as we continue to deal with the economic fallout of the COVID-19 pandemic. As a long supporter of highway investment and its role in Missouri's economy, I understand the great impacts such Federal investment can achieve and will be working closely with my colleagues to deliver a robust authorization bill that advances infrastructure investment for years to come. If confirmed, can you share with the Committee your detailed proposal for a highway reauthorization? And how do you see the Department of Transportation supporting these efforts and continuing healthy investment into our over-utilized but underfunded highway, road and bridge network?

Answer. President Biden has been clear that we must Build Back Better. He has laid out the four simultaneous crises that we are facing as a nation that each mode within the Department will have a role in addressing: COVID-19, economic recovery, racial inequity, and climate change. These challenges are daunting and multifaceted, and if I am confirmed, will be priorities for me to address across all the modes of the Department of Transportation. We also need to focus on our core mission of safety. This includes investing in our Nation's transportation infrastructure to repair crumbling roads and bridges and ensuring that our transit systems can continue to meet our mobility needs. We must ensure our investments create a more sustainable, resilient economy that is on a path to achieve net-zero emissions by 2050. The challenge of crumbling roads and obsolete bridges has obviously long predated the COVID crisis, as has the challenge of infrastructure funding. Investments in infrastructure are a force multiplier and generally the return on infrastructure investment is repaid to communities many times over. If I am confirmed, I will work closely with this Committee and with the other key Committees to craft a multi-year reauthorization, including addressing our long-standing funding challenges.

*Question 5.* Mayor Buttigieg, while some often think of transit systems as being more urban in nature, the fact is that public transit is incredibly important to Americans in rural areas who depend on transit to get to work, school, supermarkets, medical appointments and other destinations. As a general rule, smaller systems are more reliant on Federal funds as a percentage of capital budgets than larger systems. If confirmed, how will you support robust and reliable Federal funding for transit operators in rural America?

Answer. If I am confirmed, I will ensure that the DOT implements a balanced investment program that meets the needs of all communities, including rural communities. I understand that rural communities have unique needs. I also know that infrastructure investments in rural America are key to supporting economic growth and to ensuring that residents in rural communities are not isolated and can access both employment and essential basic services like health care. I look forward to working with you on additional support for transit agencies—both urban and rural—that are deeply impacted by COVID-19.

*Question 6.* High octane biofuels, such as mid-level ethanol blends, can maximize fuel efficiency and reduce emissions. As the Department of Transportation considers regulatory action to address climate change and reduce emissions, any action must incentivize and account for engine optimization for low-carbon, higher octane fuels. Last year, the Trump Administration's final fuel economy standards rule failed to account for a transition to low-carbon, high octane fuels. This was clearly a missed opportunity to drive the market for biofuels and reduce emissions. Mid-level ethanol

blends are a technology available today that offer higher octane and can immediately help auto manufacturers meet and comply with increasing fuel economy standards. As the Biden Administration and DOT consider strengthening fuel economy standards, what opportunities do you see for changes to the Federal program that would allow biofuels to be used to their full potential to provide octane for highly fuel efficient engines?

Answer. The transportation sector has a key role to play in addressing climate change. As a first step, let me assure you that if I am confirmed, the DOT will again respect science and the Federal scientists who are working on climate change issues. The Department will continue to support the advancement of clean fuel technologies. The Department will work with you and other external stakeholders in the clean fuel industry, including unions, industry, and local, state, and tribal governments to determine how to create new programs and use existing programs to create innovative solutions to climate change. The Department will also work closely with our partners in the government to provide regulatory certainty. American innovation will indeed be critical to combating climate change. We will make sure our regulatory actions are smart, forward-leaning, and recognize and enable innovation and effective new technologies.

*Question 7.* Mr. Buttigieg, on the campaign trail you expressed your support for biofuels, including support for higher ethanol blends like E-15. To realize these benefits, we need to ensure we have the infrastructure that can get these low-carbon fuels to consumers. Parity in clean energy technology and infrastructure investment is vital to ensuring that all low-carbon options are available to consumers regardless of income or geography. Distribution systems, pump infrastructure, and biofuel-dedicated pipelines are all needed to drive low-carbon transportation options. As Congress and the Biden Administration consider significant clean energy and infrastructure investment, including significant investments in charging infrastructure, will you ensure equally substantial action is taken to invest in biofuel infrastructure?

Answer. If confirmed, I look forward to working with you and my colleagues at the Department of Energy to learn more about the opportunities for biofuel distribution systems across the various modes of transportation.

*Question 8.* As we look at advancing an infrastructure proposal, it is imperative we understand where the resources to construct these projects are coming from. Stone, sand, and gravel are key materials needed to build infrastructure. They are imperative to expanding our highways construction, building new transit networks and in supporting development and delivery of new energy sources like wind power. I am concerned with the lack of sustainable aggregate resources in many communities across the Nation and the impact this has on infrastructure investment and the environment. Eliminating access to these building materials leads to higher costs, increased congestion and emissions on our roads. As Secretary, what steps will you take to ensure a sustainable supply of aggregates is available to build our infrastructure?

Answer. Access to aggregates and construction materials is critically important for the maintenance and development of our infrastructure system. There are a limited number of existing aggregate resource sites in our nation, and we need to take coordinated efforts to understand how to ensure the availability and reasonable price of these resources without compromising our commitments to safety or environmental protection. If confirmed, I look forward to working with you, your colleagues, and other stakeholders to explore what actions can be taken to sustain our supply of aggregates.

*Question 9.* If confirmed, how would the Department of Transportation lay the foundation for the continued development of autonomous vehicle technology to ensure the future of this technology stays in the United States?

Answer. We know that autonomous vehicles are part of the future of this Nation's transportation infrastructure. Autonomous vehicles can make our transportation system safer and more efficient. If confirmed, I am eager to work with you and your colleagues in Congress to ensure that the Federal government is leading the way on ensuring safe autonomous vehicle operations nationwide, and I would work with industry, American workers, safety organizations, environmental groups, and other stakeholders to determine how to create American jobs and advance American technological leadership through this industry.

RESPONSE TO WRITTEN QUESTIONS SUBMITTED BY HON. DEB FISCHER TO  
PETER BUTTIGIEG

*Question 1.* Currently, truck drivers between the ages of 18 and 21 can move freight in intrastate commerce, but not interstate commerce. In effect, a 19 year old can drive a truck the 450 miles from Scottsbluff to Omaha, but can't cross the border from Omaha to Council Bluffs. I included in the FAST Act a pilot program that requires FMCSA to examine the safety of certain military and veteran drivers between 18 and 21 to transport freight in interstate commerce. FMCSA started the pilot program in February 2020, and the program will go for three years. However, the program has faced driver recruitment challenges because of the pandemic. Will you ensure the success of this pilot program so we can examine the safety benefits of these drivers?

Answer. Providing career pathways for our younger Americans is essential to building a stronger economy and stronger communities. If confirmed, I look forward to working with you and FMCSA on ways to increase opportunities within the trucking industry without compromising our safety standards.

*Question 2.* Last year, I was glad to work with Senator Duckworth and the chair and ranking member of the Senate Commerce Committee on the bipartisan PIPES Act of 2020. This bill included many provisions that will enhance pipeline safety, ensure ways PHMSA has the well-trained staff and resources it needs, and examine state of the art safety technologies. If confirmed, will you ensure PHMSA expeditiously implements the provisions of the PIPES Act consistent with PHMSA's safety mission?

Answer. My number one commitment at DOT will be safety. If confirmed, I will review PHMSA's efforts to issue regulations in response to Congressional mandates and ensure a safe and reliable energy infrastructure.

RESPONSE TO WRITTEN QUESTIONS SUBMITTED BY HON. JERRY MORAN TO  
PETER BUTTIGIEG

*Question 1. ELD Mandate*

Kansas brings in thousands of head of feeder cattle from across the country each year to be grazed and finished. It is critical these cattle be safely and humanely transported. The Department's hours of service rules must not create unintended situations that would cause harm or death to these animals, such as requiring a livestock hauler to pull off the side of the road with a load of cattle or requiring the off-loading of the cattle mid-trip.

The electronic logging device mandate highlighted the overly restrictive hours of service rules for livestock haulers, and is an issue I have worked on as a member of the Appropriations Committee by supporting an exemption for livestock haulers from ELD's.

- Will you and your agency commit to working with me to address the underlying hours of service issue so livestock haulers are able to safely and humanely transport live animals?

Answer. If confirmed, I will take a hard look at the Hours of Service regulations and how they intersect with the varied complexities of truckers' daily work, including those who transport time-sensitive cargo such as livestock and agricultural commodities.

*Question 2. Long-distance Amtrak routes*

Congress purposely created Amtrak's national network of long-distance service throughout the nation, in recognition of the importance of a transportation system that reaches every community, regardless of how rural it may be.

However, last October, Amtrak's long-distance trains were reduced from daily service in places like Kansas, to service 3-times per week. Amtrak has confirmed this change was in sole response to the COVID-19 pandemic and daily service will once again return.

- The Secretary of Transportation overserves the Federal Railroad Administration, which administers Federal grants to Amtrak. If confirmed, what are your thoughts for supporting the National Network, and what are your plans for addressing the recent reductions in frequencies on long-distance routes?

Answer. Moving over 32 million passengers a year (pre-COVID-19) on more than 300 Amtrak trains a day, Amtrak is a vital component to America's passenger transportation network, and should be at the heart of the renaissance of passenger rail transportation in the Nation. Americans should expect a high standard for long distance passenger rail. Before COVID, Amtrak had turned a corner on its operational budget, and I look forward to working with Congress to establish predictable, dedi-

cated funding sources for Amtrak maintenance and expansion, if confirmed. I will also prioritize examining how service cuts have impacted communities and exploring opportunities to help Amtrak return to financial stability and pre-pandemic service levels.

*Question 3. Contract Towers*

Today, more than 250 airports participate in the FAA’s Contract Tower Program, including eight in Kansas. I have been a longtime advocate of this critical program, which enhances aviation safety at smaller airports around the country. Last Congress, I joined Senators Inhofe and Murray to introduce a bipartisan bill that would remove an unnecessary barrier in the hiring pipeline for controllers at contract tower airports.

- Will you commit to supporting the Contract Tower Program, and working with us as we aim to address the staffing challenges presented at contract towers?

Answer. The most important thing to me, when it comes to air traffic control, will be the safety of our aviators, crews, and passengers. If confirmed, I assure you that any evaluation of air traffic operations will take the Contract Tower Program fully into account, including staffing challenges.

*Question 4. Aviation Manufacturing*

Aviation Manufacturing is an iconic industry, not only to Wichita, Kansas, the ‘Air Capitol of the World’ but to the entire nation. In 2019, the U.S. aerospace industry employed 2.2 million workers and accounted for 1.8 percent of total U.S. GDP. Unfortunately, aviation manufacturing has not been immune to the impact of COVID-19 as well as facing other challenges.

- Mr. Buttigieg, I know you have had a strong focus on manufacturing during your public life. As DOT Secretary, will you, in collaboration with the FAA Administrator, focus on ensuring U.S. aviation manufacturing has the support and resources needed to help it fully recover and retain its leadership role?

Answer. If confirmed, I look forward to working with the FAA to support domestic manufacturing in the aviation industry. I am eager to ensure that President Biden’s Build Back Better approach positions U.S. aviation manufacturing for the future of flight, including such innovations as sustainable aviation fuels (SAF), electric aircraft, and new light-weighting and efficiency technologies.

*Question 5. Advanced Air Mobility*

Secretary Nominee, you have been quoted recently stressing the importance of planning for soon arriving technologies and their impact on transportation options, stating a “Jetsons future” is but three to seven years away.

I agree with the development of this evolving technology, and as you know, the FAA already has application to certify air vehicles. However, to really secure the opportunities of advanced air mobility and meet presenting challenges, the Federal government with the U.S. Department of Transportation in a leadership role must move forward with planning and collaboration across government in infrastructure, investment and security, especially to meet the above timeline.

- If confirmed, how do you intend to facilitate the planning and collaboration to meet these technological advances? Will you commit to working with Congress to do so?

Answer. The main focus of the FAA is safety, and if I am confirmed, I look forward to working with Congress to help the Department meet these goals with regards to innovations like Advanced Air Mobility. I look forward to examining further opportunities within a strong regulatory framework to ensure that the unmanned aircraft industry can both integrate safely into the National Aviation System (NAS) and efficiently develop new technologies.

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RESPONSE TO WRITTEN QUESTIONS SUBMITTED BY HON. DAN SULLIVAN TO  
PETER BUTTIGIEG

*Question 1. Jobs:*

- During your nomination hearing, when I asked you about your how you would respond to the men and women in the building trades following the President’s Executive Order on Keystone XL, you responded:

“I believe that the President’s climate vision will create more jobs on net, and I think it’s gonna be very important to work with him and work with Congress to make sure that we can deliver on that promise that, on net, more good-paying union jobs will be created in the context of the climate and infrastructure work that we have before us than has been impacted by other decisions.”

On January 20, 2021, following the announcement of the Executive Order on Keystone XL by President Biden, the Laborers' International Union of North America released a statement, in which Terry O'Sullivan, General President, stated:

"The Biden Administration's decision to cancel the Keystone XL pipeline permit on day one of his presidency is both insulting and disappointing to the thousands of hard-working LIUNA members who will lose good-paying, middle class family-supporting jobs. By blocking this 100 percent union project, and pandering to environmental extremists, a thousand union jobs will immediately vanish and 10,000 additional jobs will be foregone.

We had hoped the new Administration would make a decision based on the facts as they are today, not as they were perceived years ago. The Keystone XL pipeline of today is dramatically different than the pipeline rejected while President Biden was in the Obama Administration. In an agreement with North America's Building Trades Unions, the project owner, TC Energy, had committed \$1.7 billion to operate the pipeline with renewable energy and achieve net-zero emission within two years—all using union workers. Their commitment amounted to the equivalent of taking 650,000 cars off the road, one of the largest renewable energy investments ever.

We support the President's campaign to "build back better." But for union members affected by this decision, there are no renewable energy jobs that come even close to replacing the wages and benefits the Keystone XL project would have provided. Killing good union jobs on day one with nothing to replace them, is not building back better. Hopefully, the Biden Administration will not continue to allow environmental extremists to control our country's energy agenda at the expense of union construction workers being forced to the unemployment lines."

- How do you address the comments made by Mr. Sullivan that "Killing good union jobs on day one with nothing to replace them, is not building back better."?

Answer. We need to build infrastructure that is in our national interest and boosts the U.S. economy, creates good-paying union jobs here in America, and advances our climate and clean energy goals. We know how to do that; it's the plan the President ran on, and it's the progress he will deliver. In the weeks and months ahead, the Biden-Harris administration will take additional actions to fulfill his commitments to tackle climate change and create good union jobs.

*Question 2. LNG/Electronic Vehicle Charging Stations:*

- A recent study conducted by ICF International points out that increased exports of clean and abundant U.S. natural gas in the form of liquefied natural gas or LNG could support between 220,000 and 452,000 additional American jobs and add up to \$73 billion to the U.S. economy by 2040. Greater use of natural gas across the world is estimated to reduce global greenhouse gas emissions, just as natural gas in U.S. power generation has helped reduce U.S. greenhouse gas emissions to near 25-year lows.

President Biden campaigned on a vision of installing 500,000 new electric vehicle charging stations by 2030, and, as a candidate, your infrastructure plan called for spending \$6 billion on charging infrastructure. As domestic LNG is increasingly relied upon as a fuel stock for power generation, it is worth noting where the energy to power electric vehicles is derived. For example, if you are operating an electric vehicle in Indiana, the vehicle will primarily be powered by fossil fuels. As more gas fired power plants have come online in Indiana, consumption of natural gas has increased—4 times greater than in 2010.

- Do agree that LNG is an increasingly dominant and clean burning power source to energize our electric vehicles?
- Additionally, as Secretary, in your suggestion to Congress for infrastructure investment, will you ensure electric vehicles contribute into the Highway Trust Fund in a comparable manner as those who contribute via the fuel tax?

Answer. As you know, the President has pledged to put our Nation on an irreversible path to achieve net-zero emissions, economy-wide, by no later than 2050. As a first step, let me assure you that if I am confirmed, the Department will listen to the Federal scientists who are working on climate change issues. The transportation sector has a key role to play in achieving these commitments given how significant it is as a source of greenhouse gas emissions. The Department will continue to support the advancement of clean fuel technologies, fuel economy improvements, and



transportation emissions reductions. This means finding ways to accelerate the adoption of electric vehicles and to power them with minimal emissions.

In addition, I know that transportation systems need stable, predictable, multi-year funding in order to thrive and boost our national economic competitiveness. I want to work with this Committee to identify those predictable, multi-year funding sources that adjust to the evolving needs of our transportation system.

*Question 3. U.S. Flag LNG Export Fleet:*

- Our U.S.-flag international fleet, made up of commercial vessels documented under the laws of the U.S. and owned and operated by U.S. citizens, has been in a state of decline. As the fleet has dwindled, our ability to build these vessels has eroded, along with thousands of manufacturing jobs. With the increased domestic natural gas production, the U.S. has seen an increase in export of this strategic energy asset. ALL exported American LNG is transported by ship travel on foreign-built and foreign-flag vessels operated by foreign crews.
  - Will you work to support the launch an LNG shipbuilding program in the U.S., ramping up over time so that a certain percentage of exported American LNG is required to travel on U.S.-built and -flagged vessels?

Answer. If confirmed, I will work to assess the progress that has been made in the domestic construction of small vessels (such as barges) capable of carrying Liquefied Natural Gas (LNG), as well as larger LNG-powered vessels. I also look forward to better understanding what additional measures may be necessary to position U.S. shipyards to compete for commercial work against global counterparts, particularly foreign yards that have a high degree of subsidization.

*Question 4. Highway Trust Fund:*

- As a former Mayor of South Bend, Indiana, you have an intimate knowledge of infrastructure planning and the positive impacts infrastructure investment has on your community and local economy. 2021 will be a big year for infrastructure policy as the FAST Act expires at the end of the Fiscal Year, the Highway Trust Fund is on the brink of insolvency, and President Biden has signaled his desire to utilize infrastructure investment to jump start our economy as we continue to deal with the economic fallout of the COVID-19 pandemic. As a long supporter of highway investment and its role in Alaska's economy, I understand the great impacts such Federal investment can achieve and will be working closely with my colleagues to deliver a robust authorization bill that advances infrastructure investment for years to come. How do you see your agency supporting these efforts and continuing healthy investment into our overutilized but underfunded highway, road and bridge network? In order to pass a long-term infrastructure bill, sustainable funding is needed.
- Will the Administration present to Congress a sincere proposal to pay for infrastructure, based on user fees?

Answer. President Biden has been clear that we must Build Back Better. This includes investing in our Nation's transportation infrastructure to repair crumbling roads and bridges and ensuring that our transit systems can continue to meet our mobility needs. We must also ensure that our investments create a more sustainable, resilient economy that is on a path to achieve net-zero emissions by 2050. The challenge of crumbling roads and obsolete bridges has obviously long pre-dated the COVID-19 crisis, as has the challenge of infrastructure funding. I appreciate the leadership that this Committee has shown on this issue. I know that President Biden is eager to work with Congress on a bipartisan basis to identify funding options and craft legislation that will make the investments our communities so urgently need while creating good-paying jobs. Investments in infrastructure are a force multiplier and generally the return on infrastructure investment is repaid to communities many times over. If I am confirmed, I will work closely with this Committee and with the other key Committees to craft a multi-year reauthorization, including addressing our long-standing funding challenges. We must ensure that infrastructure funding is predictable and dedicated.

*Question 5. Alaska Uniqueness and Needs:*

- Will you commit to supporting ample funding for Essential Air Service in the Budget that DOT puts forward?

Answer. The Essential Air Service (EAS) program is profoundly important to rural communities throughout the United States. This program ensures that Americans who do not live near a large city have an opportunity to travel and to take part in commerce. I do fear that many communities would have their eligibility to receive EAS threatened by the severe decline in passenger traffic, which makes com-

pliance with per-service-day enplanement requirements lower, and per-passenger subsidy costs higher. If confirmed, I hope to work with Congress to address this to ensure that communities who receive service continue to do so.

- In addition to aviation, 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. Having fewer miles of paved roads than the state of Rhode Island, Alaska's rivers are our highways. Most of the 200 villages in Alaska are only accessible by air, river, or ocean. 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. 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 mechanisms, is the lack of a waterfront program to support our rural communities. An imperfect but vital mechanism to support these communities and projects has been the DOT BUILD Grants and the MARAD Port Grant programs.

- Will you commit to ensuring waterfront projects in Alaska receive consideration for DOT grants?

Answer. The Department's BUILD and Port Infrastructure Development Grant programs have been both popular and successful in large part because they have enabled local jurisdictions to apply directly for funding. If I am confirmed, I will ensure that the DOT implements a balanced investment program that meets the needs of all communities, including rural communities. I understand that Alaskan waterfront communities have unique needs, and should of course be given fair consideration for all grant opportunities for which they are eligible. I also know that infrastructure investments in rural America are key to supporting economic growth and to ensuring that residents in waterfront communities are not isolated and can access both employment and essential basic services like health care. Of course, I will also ensure that discretionary grant programs meet the requirements set forth in annual appropriations measures.

*Question 6. Transportation Equity:*

- There has been attention paid to comments of by President Biden in regards to the need to address transportation equity, as adverse effects—air pollution; mass transit disinvestment—have disproportionately impacted Black and Brown communities and long been overlooked in transportation.

Our remote communities are primarily Alaska Native residents, and there are adverse impacts due to transportation policy that creates a racial disparity that I can put into two buckets: 1. The lack of Federal investment in these communities, and 2. The adverse impacts of environmental crusades that cripple the safety and welfare of our communities, which I discussed with you personally.

For Federal investment, the most pointed example I can share with you under the purview of DOT is the dependence of our residents on aviation, the lack of Federal investment in infrastructure and technology to support rural isolated communities as compared to the rest of the nation, and how this has translated to safety.

A February NTSB report pointed to a recent 10-year period where the total accident rate in Alaska was 2.35 times higher than the rest of the United States. During the same period, the fatal accident rate in Alaska was 1.34 times higher.

Air service and safety is affected by the availability of infrastructure, and the infrastructure varies significantly across Alaska. Weather reporting and forecasts, and air-to-ground communications are needed to support our communities in order to secure better and safer access.

- Will you support and embolden the efforts of the FAA to identify safety improvements and investments for the Alaska Region?
- Will you take a holistic view of DOT programs to ensure the inherent bias no longer inhibits infrastructure investments in our remote Alaska Native communities?

Answer. President Biden has committed his administration to investing at least 40 percent of all infrastructure spending on underserved areas in our country. I look forward to working with you on making good on that promise, and doing it in a way that views equity and inclusivity as critical parts of the decisions we make, should I be confirmed. It is important for all of us to remember that there are underserved

communities all over the country, in cities big and small, and in those less populated areas that you have raised. I am committed to working with you on a holistic approach to this investment and directing the Department to determine how we can better meet the needs of communities like the remote Alaska Native communities. In addition, I am eager to work with you and the FAA to ensure that aviation in Alaska is safe.

*Question 7. Permitting Reform:*

- Given the interest you have expressed in investing in our Nation’s infrastructure, I hope you share my interest in addressing the bottlenecks in the project delivery process. In order to gain bipartisan support for infrastructure funding in congress, it is essential to include permitting reform or project streamlining proposals. If we want to get projects built, it is necessary to examine the current processes and address existing bottlenecks without compromising adequate consideration of project impacts.
  - What was your experience in South Bend working with the Federal resource agencies especially in terms of what works well and what doesn’t work well?

Answer. I’m very interested in making sure that transportation projects are built efficiently and prioritize job creation, safety, and goods movement, but also that they consider the impacts that infrastructure has had historically—and continues to have on communities. If I am confirmed, I look forward to working with the Council on Environmental Quality to review the regulations regarding infrastructure permitting and identify opportunities to improve implementation of the National Environmental Policy Act (NEPA).

In South Bend, I worked on innovative ways to meet wastewater infrastructure requirements through my Smart Sewers initiative. This experience helped me understand the importance of integrated planning. I testified before Congress as Mayor on integrated planning and on the importance of allowing communities to develop integrated plans to meet multiple Federal requirements rather than focusing on individual requirements. I am eager to explore ways to bring this integrated, flexible approach to the Department.

My administration also implemented many projects using Federal funds, including transportation projects, and we encountered the complexity of NEPA and related requirements. This experience motivates me to ensure that all regulatory processes are as straightforward and efficient as possible for our intergovernmental partners, consistent with the intent of the law.

*Question 8. Climate Change:*

- Due to the high cost of construction in Alaska associated with operating in cold weather and remote environments, the formula based allocations are only enough for our State to maintain our the existing road system.
- The National Climate Assessment conducted by the Trump Administration in 2018 identified that infrastructure damage in Alaska from warming could cost the state \$110 million to \$278 million annually.

Excerpt: “Uneven sinking of the ground in response to permafrost thaw is estimated to add between \$3.6 and \$6.1 billion (10 percent to 20 percent) to current costs of maintaining public infrastructure such as buildings, pipelines, roads, and airports over the next 20 years. In rural Alaska, permafrost thaw will likely disrupt community water supplies and sewage systems, with negative effects on human health. . . .

“Permafrost—soil saturated with frozen water—is a key feature of the Alaskan landscape. Frozen permafrost is a suitable base for transportation infrastructure such as roads and airfields. In rapidly warming Alaska, however, as permafrost thaws into mud, road shoulders slump, highway cuts slide, and runways sink. Alaska currently spends an extra \$10 million per year repairing permafrost damage.

A recent study, which examined potential climate damage to Alaskan public infrastructure using results from three different climate models, considered 253 airports, 853 bridges, 131 harbors, 819 miles of railroad, 4,576 miles of paved road, and 5,000 miles of unpaved road that could be affected by climate change. The present value of additional public infrastructure costs due to climate change impacts was estimated at \$5.6 to \$7.6 billion through 2080, or 10 percent to 12 percent of total public infrastructure costs in Alaska. These costs might be reduced by 40 percent with strong adaptation actions.”

- Our communities and our state cannot afford to rebuild this infrastructure through traditional formula allocations. We need the assistance of DOT to

identify new funding streams for both rebuilding vital infrastructure, and to identify adaption strategies for this new reality. As the DOT focuses on climate issues, can you commit to include support for *practical adaptation solutions* in the agenda?

Answer. President Biden has been clear that we must Build Back Better. This includes investing in our Nation's transportation infrastructure to repair crumbling roads and bridges and ensuring that our transit systems can continue to meet our mobility needs. We must also ensure that our investments create a more sustainable, resilient infrastructure that is on a path to achieve net-zero emissions by 2050. As part of building more resilient communities, we must ensure that innovative adaptation approaches can be developed and adopted.

*Question 9. Maritime COVID-19 Funds:*

The COVID-19 pandemic has caused a tremendous loss of revenue for U.S. businesses that support the maritime transportation system or otherwise garner a large percentage of their income from maritime transportation activity and passengers. The vessels, ports, shipyards, longshoremen, and other interrelated U.S. industries have been disproportionately harmed by the shutdowns necessary to limit the spread of this virus.

This is especially damaging in my State of Alaska where 60 percent of our visitors typically arrive by passenger vessel. The summer tourism season normally provides a significant source of economic revenue, over \$1.5 billion, and numerous employment opportunities for Alaska coastal communities. However, COVID-19 has decimated our tourism industry, in part, by completely shutting down the primary transportation system for our visitors.

To help address this, Congress passed the Maritime Transportation System Emergency Relief Act and the Coronavirus Economic Relief for Transportation Services Act, both of which I co-sponsored, in the final days of the 116th Congress. The Maritime Transportation System Emergency Relief Act, in particular, established a comprehensive emergency relief authority for the Maritime Administration to provide financial assistance to stabilize and ensure the reliable functioning of the U.S. maritime transportation system in the event of a national emergency like the COVID-19 public health emergency.

- As Secretary of Transportation, how will you ensure that the U.S. maintains a resilient maritime transportation system in the face of this public health and economic crises?
- Will you ensure that any COVID relief proposals put forward by the administration include financial support for the U.S. maritime transportation system, to include the supporting industries and employees?

Answer. I believe a strong and resilient maritime industry is fundamentally important for the Nation and its industrial base, and is even more so now, as we work to recover from severe health and economic crises. I look forward to engaging with you and other Federal partners to address all pending COVID-19 related concerns of the industry and collaborating with all stakeholders, including labor unions, employers, and other stakeholder groups, to protect our front-line transportation workers.

*Question 10. Maritime Vaccinations:*

- America's merchant mariners are an essential workforce with a key role in national security and the national supply chain, and they are in a unique position: many of them live aboard the vessels on which they work, in very close quarters where COVID-19 can spread quickly. Further, many mariners do not live in the states where they report to work, and are away from home for weeks or months at a time, complicating their ability to secure COVID-19 vaccinations in their states of residence. This suggests that a national strategy for mariner vaccination, or at a minimum, clear Federal guidance for states, is urgently needed to efficiently immunize this important population against COVID-19 and ensure the safety and continuity of waterborne transportation.
  - Will you commit to direct the Maritime Administration and the Department of Transportation to facilitate the vaccination of mariners and other front-line maritime transportation workers?

Answer. If confirmed, I will ensure that DOT takes all measures necessary to ensure the timely, efficient, and safe transport and delivery of COVID-19 vaccines, in coordination with other relevant agencies. This will help effectuate CDC's recommendation to support critical infrastructure workers, like those in the maritime industry.

*Question 11. Safety Decisions Based on Data:*

- The Department of Transportation’s primary mission is to “ensure America has the safest, most efficient and modern transportation system in the world.” In achieving that mission, DOT must thread the proverbial regulatory needle in embracing the use of new technologies and operating models while also ensuring that safety remains the primary priority. Can you assure me that decisions to permit, mandate, or prohibit certain actions via regulation will be based on data ensuring safety and take into the impact of such regulations on stakeholders?

Answer. My first priority is safety, and this includes ensuring the safety of any transportation technologies entering the transportation system. With that in mind, I will be guided by data in establishing any new regulations. Let me assure you that if I am confirmed, the Department will respect science and data and always take stakeholder concerns seriously.

*Question 12. Grade Crossings:*

- Over 95 percent of rail-related deaths in the United States involve drivers going through a grade crossing or a person walking on or along the tracks. Sadly, nearly all of these deaths are preventable. The Section 130 Railway-Highway Crossings Program and other grant programs at the Department have provided funding to state and local governments for grade crossing improvement and separation projects. And thanks to this Federal funding, grade crossing collisions have decreased 36 percent since 2000. As Secretary, would you commit to advocating for increased funding and needed programmatic flexibilities for grade crossing projects in order to meet the significant, widespread demand for these vital safety and highway mobility improvement projects?

Answer. Safety is the top priority for the Department of Transportation and I will pursue a comprehensive strategy to reduce and eliminate deaths on our transportation system. These tragic incidents that result from conflicts between rail and other modes of travel are unacceptable and preventable. If I am confirmed, I look forward to working with you to identify additional resources that will promote multimodal safety and improve safety for all who travel.

*Question 13. All-Cargo Aviation Regulations*

- All-cargo airlines have played a vital role in delivering critical supplies from PPE to the vaccine throughout the pandemic. One of the hallmarks of our economy and its robust supply chain is that the all-cargo segment of the industry operates under rules that uniquely fit their operational distinctiveness. As a large part of the economic engine that supports the global economy, it is important the all-cargo sector is not encumbered with unnecessary and arbitrary regulations that are not based on sound data and science.
- Given the importance and distinctiveness of the all-cargo aviation sector, as Secretary will you commit to maintaining a regulatory framework that does not inhibit growth and that maintains regulations in the all-cargo sector that are based on sound science and data, along with long-standing precedent?

Answer. Any rulemaking issued by DOT will adhere to sound science and data, and, if I am confirmed, I am committed to learning more about the regulatory framework within the all-cargo sector.

*Question 14. Contract Towers*

- As you may know, aviation is a acritical component of the Alaskan economy, and it’s a way of life for communities that depend on aviation for transportation. Four airports in my state rely on the successful Contract Tower Program for cost effective air traffic control services. I strongly support this program, in part, because it enhances aviation safety at smaller airports in Alaska and around the country. Can we count on DOT and the FAA to continue to work with us on Contract Tower-related issues?

Answer. The most important thing to me, when it comes to air traffic control, will be the safety of our aviators, crews, and passengers, regardless of ownership. If confirmed, I assure you that any evaluation of air traffic operations will take the Contract Tower Program fully into account, including staffing challenges.

*Question 15. Chinese State Owned Rail Enterprises*

- The Transit Infrastructure Vehicle Security Act (TIVSA), signed into law as part of the FY2020 NDAA, prevents American taxpayer dollars from being used by transit agencies to purchase railcars or buses manufactured by Chinese

state-owned-enterprises. Would you agree that American taxpayer dollars should not go to Chinese state-owned enterprises? Would you agree that state-owned actors from countries like China have a history of predatory behavior and cybersecurity intrusions, among other actions that run counter to American national security?

Answer. With the passage of the FY 2020 National Defense Authorization Act (NDAA), Congress addressed anti-competitive and cybersecurity concerns identified with respect to Chinese state-owned transit rolling stock manufacturers by limiting the use of Federal dollars by transit agencies in procuring railcars and buses. Congress also created phase-in periods and exceptions to these limitations, however, which the Executive Branch must respect. If confirmed, I will pay close attention to the implementation of this legislation and to the broader concern of Chinese state-owned enterprises in this sector.

- In June 2020, the Department of Defense released a list of 20 companies it says are controlled by the Chinese military. One of these companies is the Chinese Rail Rollingstock Corporation (CRRC). Over the past 5 years, CRRC has made alarming inroads into the U.S. market. This state-owned and directed company has made aggressive advances into the United States by using state-backed financing, below-market pricing, and other anti-competitive tactics to decimate domestic railcar manufacturing with the single end goal of producing all railcars in the PRC. Currently, CRRC also secured more than \$2.6 billion in U.S. taxpayer-supported transit contracts to provide passenger railcars for the cities of Boston, Chicago, Philadelphia, and Los Angeles. As Secretary, what will you do to ensure the Department of Transportation's infrastructure is secure from a Chinese state-owned enterprise, such as CRRC, that has a significant and troubling footprint in the U.S.?

Answer. If confirmed, as Secretary of Transportation I will ensure that the Department implements Federal law consistent with the express statutory language. I am eager to support President Biden in ensuring that we lead the world in manufacturing and innovation. That means making sure American industries have a plan to succeed in the 2020s and beyond. China and Chinese companies must be held accountable for the unfair trade practices in which they so often engage, such as predatory behavior and cybersecurity intrusions. If confirmed, I will work with Congress, American workers and businesses to ensure that our approach to procurement and our contracts support American jobs first and foremost. Transportation investments represent one of the best opportunities to spur American manufacturing and create American jobs, and I will seize this opportunity if confirmed.

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RESPONSE TO WRITTEN QUESTIONS SUBMITTED BY HON. SHELLEY MOORE CAPITO TO  
PETER BUTTIGIEG

*Question 1.* As we discussed last month, there have been times in the past where large, urban projects have consumed Department resources and left rural areas underfunded. Secretary Chao did a very good job recognizing that and making a concerted effort to use the Department's discretionary authority and discretionary grant programs, like BUILD and INFRA, to help rural America. Often we hear about how expensive it is to build in urban areas, but a rural state, like West Virginia, are also very expensive place to build highways, given our terrain.

- Will you commit, if confirmed, to working to address the unique transportation needs of rural parts of our country?
- Will you commit to making sure that eligible projects in rural areas receive significant resources from the Department's discretionary grant programs, such as BUILD and INFRA?

Answer. The INFRA and BUILD programs have been both popular and successful in large part because they have enabled local jurisdictions to apply directly for funding. If I am confirmed, I will ensure that the DOT implements a balanced investment program that meets the needs of all communities, including rural communities. I understand that rural communities have unique needs, including extensive unmet maintenance needs. I also know that infrastructure investments in rural America are key to supporting economic growth and to ensuring that residents in rural communities are not isolated and can access both employment and essential basic services like health care. Of course, I will also ensure that discretionary grant programs meet the requirements set forth by Congress in legislation.

*Question 2.* In West Virginia, there are five airports that rely on Essential Air Service, especially with the significant reduction in passenger demand caused by the

COVID-19 pandemic. I am thankful that the Department made the decision to extend, for the second time, their administration and enforcement of the EAS through December 31, 2020.

- Will you commit, if confirmed, to the Essential Air Service Program (EAS) that guarantees service to small, rural communities?

Answer. The Essential Air Service (EAS) is profoundly important to rural communities throughout the United States. This program ensures that Americans who don't live near a large city have an opportunity to travel and to take part in commerce. I do fear that many communities would have their eligibility to receive EAS threatened by the severe decline in passenger traffic, which makes compliance with per-service-day enplanement requirements lower, and per-passenger subsidy costs higher. If confirmed, I hope to work with Congress to address this to ensure that communities who receive service continue to do so.

*Question 3.* It is my understanding that President Biden plans on implementing "buy American" proposals to spur more Federal purchases of U.S. goods and support U.S producers.

- If confirmed, how do you plan on implementing this a "Buy America" policy at the Department?

Answer. If I am confirmed as Secretary, I am committed to realizing President Biden's national pledge to Buy America. DOT can realize this by closing loopholes, reducing and bringing transparency to waivers, identifying American firms to buy from, and strengthening, enforcing, and expanding requirements in infrastructure, manufacturing, and other industries. I will work across the Department's resources and initiatives to make good on this commitment, and if confirmed, the Department will prioritize implementation of Buy America improvements like these.

*Question 4.* In a growing number of states, billboard-control laws have been invalidated on free speech (First Amendment) grounds. As these laws come down, it has created a vacuum while states enact new laws that can survive legal scrutiny. This has resulted in state DOTs being caught between being noncompliant with Federal court decisions or noncompliant with the Federal Highway Administration (FHWA) regulations and having their formula funding impacted.

- Do you commit, if confirmed, to work with FHWA to clarify its regulations while protecting free speech in light of these court decisions or to reevaluate along a more commercial regulatory approach as some states have done successfully?

Answer. I understand that there has been litigation on this issue. If confirmed, I will work with FHWA and review the court decisions, as well as the Highway Beautification Act and its implementing regulations, to determine the appropriate next steps to assist the states.

*Question 5.* In 2012, when I was in the House of Representatives I worked with my colleague former-Senator Tom Udall in getting the ROADS SAFE Act included in MAP-21. ROADS SAFE supported the creation of new technologies to reduce the number of alcohol-related fatalities on our Nation's roads. With NHTSA support, the Driver Alcohol Detection System for Safety (DADSS) Program has developed the first-of-its-kind alcohols detection technology. To continue their work, the most recent appropriations bill included \$5.3M for the DADSS and encouraged NHTSA, and its collaboration with the Automotive Coalition for Traffic Safety (ACTS), to continue their work of this lifesaving technology.

- If confirmed, do I have your commitment to work with me on alcohol and drug impaired driving policies that will make our Nation's roads safer?

Answer. Absolutely. If I am confirmed, safety will be my top priority at the Department. DADSS has the potential to save thousands of lives each year, and I support the use of technology and other safety initiatives to address impaired driving. I consider it important to engage industry and make use of all appropriate tools to ensure that the safest technologies are being employed in our transportation system.

*Question 6.* Do you commit, if confirmed, to ensure that appropriate Department of Transportation staff promptly and thoroughly respond to questions, information requests, and requests for technical assistance from relevant congressional committees, regardless of whether the question or request is made by the committee's chairman or the committee's ranking member?

Answer. Yes, if confirmed, I will ensure that staff respond to all Congressional inquiries in a timely and appropriate fashion.

*Question 7.* Does the Biden Administration intend to develop and provide to Congress its own proposal to reauthorize Federal surface transportation programs? If so, what is the protected time-frame for that proposal?

Answer. President Biden has been clear that we must Build Back Better. This includes investing in our Nation's transportation infrastructure to repair crumbling roads and bridges and ensuring our transit systems can continue to meet our mobility needs. We must also ensure our investments create a more sustainable, resilient economy that is on a path to achieve net-zero emissions by 2050. The challenge of crumbling roads and obsolete bridges has obviously long pre-dated the COVID-19 crisis, as has the challenge of infrastructure funding. I appreciate the leadership that the Committee has shown on this issue. I know that President Biden is eager to work with Congress on a bipartisan basis to identify funding options and craft legislation that will make the investments our communities so urgently need while creating good-paying jobs. Investments in infrastructure are a force multiplier and generally the return on infrastructure investment is repaid to communities many times over. If I am confirmed, I will work closely with this Committee and with the other key Committees to craft a multi-year reauthorization, including addressing our long-standing funding challenges.

*Question 8.* Do you commit, if confirmed, to ensuring that the policy, regulatory, and funding decisions made by the Department of Transportation will take these differences into account to avoid a one-size-fits-all approach?

Answer. If I am confirmed, I will ensure that the DOT continues to tailor the approach to meet the unique needs of communities facing the COVID-19 crisis. I understand that communities have a variety of needs both in immediate response to the pandemic, as well as extensive unmet maintenance needs. I also know that infrastructure investments are key to supporting economic growth, creating valuable jobs, and ensuring that Americans can access both employment and essential basic services like health care.

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RESPONSE TO WRITTEN QUESTIONS SUBMITTED BY HON. TODD YOUNG TO  
PETER BUTTIGIEG

*Question 1.* Mayor Buttigieg, as you know, Congress will need to reauthorize the Federal highway bill by the end of this Fiscal Year. During our meeting last week, we discussed two of my bipartisan priorities for that legislation. The *DRIVE-Safe Act*—which I introduced with Senator Tester and garnered over 30 bipartisan cosponsors last Congress—would permit younger drivers to operate in interstate commerce provided they receive a higher level of training. My bipartisan *Stop for School Buses Act* would require a comprehensive evaluation of methods to prevent the dangerous and illegal passing of school buses at loading zones.

Will you commit to working with me to include the *DRIVE-Safe Act* and *Stop for School Buses Act* in the highway reauthorization bill?

Answer. If I am confirmed, I will work closely with this Committee and with the other key Committees to craft a multi-year reauthorization, including addressing safety and our long-standing funding challenges. Safety will be my top priority, and I will be eager to determine how safety proposals, such as the *DRIVE-Safe Act* and *Stop for School Buses Act*, may be considered for inclusion in the reauthorization.

*Question 2.* The next few years will prove pivotal for the autonomous vehicle (AV) industry, and as the next Secretary of Transportation you will have a large role in ensuring that the U.S. continues to be the global leader in this technology. What I am most struck by with the development of AVs is the potential second and third order effects on our society—from social integration to new economic opportunities, the impact will be significant. Indiana is the “Crossroads of America,” a logistics, manufacturing, and transportation hub and one of the major challenges in logistics is the last mile—getting fresh food or medicines to homes.

What role do you see for autonomous delivery vehicles in last-mile delivery?

How do you plan to ensure the U.S. does not fall behind in the race to safely put AVs on our roads?

Answer. We know that autonomous vehicles are part of the future of this Nation's transportation infrastructure. Autonomous vehicles can make our transportation system safer and more efficient, including potentially for last-mile delivery. If confirmed, I am eager to work with you and your colleagues in Congress to ensure that the Federal government is leading the way on ensuring safe autonomous vehicle operations nationwide, and I would work with industry, American workers, safety organizations, environmental groups, and other stakeholders to determine how to create American jobs and advance American technological leadership through this industry.



*Question 3.* Over 95 percent of rail-related deaths in the United States involve drivers going through a grade crossing or a person walking on or along the tracks. The Section 130 Railway-Highway Crossings Program and other grant programs at DOT have provided funding to state and local governments for grade crossing improvement and separation projects. And while grade crossing collisions have decreased 36 percent since 2000—over the last three years, Indiana has the third highest rate of highway-rail grade crossing incidents.

As Secretary, would you commit to advocating for robust funding and needed programmatic flexibilities for grade crossing projects in order to meet the demand for these vital safety and highway mobility improvement projects?

Answer. Safety is the top priority for the Department of Transportation and I will pursue a comprehensive strategy to reduce and eliminate deaths on our transportation system. These tragic incidents that result from conflicts between rail and other modes of travel are unacceptable and preventable. If I am confirmed, I look forward to working with you to identify additional resources that will promote multimodal safety and improve safety for all who travel.

*Question 4.* The U.S. automotive industry is a major driver of the economy and supports over 150,000 jobs throughout the U.S. That's why we must maintain and advance our global competitiveness in the industry and support continued investment and innovation. To that end—vehicle manufacturers have been developing an impressive number of advanced safety technologies and as these systems become more complex, development is increasingly more costly with longer time periods before realizing a positive return on investment.

What policies would you put in place to help stimulate investment in such innovation and advanced safety technologies?

Answer. I have been encouraged by the evolving interest in vehicle manufacturers' improving safety outcomes for those inside as well as outside the vehicle. NHTSA is responsible for regulating the safe design and performance aspects of motor vehicles and motor vehicle equipment, and if I am confirmed, I look forward to working with the NHTSA team, industry, and safety advocates to support cross-cutting technology and advanced safety innovations.

*Question 5.* As you may know, currently there is a 12 percent Federal excise tax on the retail sale of most new heavy-duty trucks. This tax depresses heavy-duty truck sales and delays the purchase of cleaner, safer and more fuel-efficient trucks. And because of the fluctuation in truck sales, the excise tax has been the most inconsistent source of revenue to the highway trust fund over the past 20 years.

What are your thoughts on this Federal excise tax on heavy-duty trucks and would you be willing to consider replacing it with a more reliable and equitable funding source?

Answer. I will be further examining the impacts of this tax and, if I am confirmed, will work with Congress to ensure that we are making our transportation funding sources predictable, reliable, and equitable.

*Question 6.* The state of good repair backlog for transit is reaching \$100 billion in deferred maintenance and replacement. The USDOT has found that estimated 40 percent of buses and 23 percent of rail transit assets are in marginal or poor condition. In order for transit agencies to continue providing essential services, our communities need safe and reliable vehicles and infrastructure.

As Secretary, what is your plan to address the \$100 billion in state of good repair needs for transit?

Answer. One of the most important things we can do to keep passengers moving across our transit system is to ensure a state of good repair. If buses, rails, and facilities are not functioning properly, they can be unsafe, or just not work properly. President Biden has been clear that we must Build Back Better. This includes investing in our Nation's transportation infrastructure to repair crumbling roads and bridges and ensuring our transit systems can continue to meet our mobility needs. The challenge of crumbling roads and obsolete bridges has obviously long pre-dated the COVID-19 crisis, as has the challenge of infrastructure funding. I know that President Biden is eager to work with Congress on a bipartisan basis to identify funding options and craft legislation that will make the investments our communities so urgently need while creating good-paying jobs. If I am confirmed, I will work closely with this Committee and with the other key Committees to craft a multi-year reauthorization, including addressing our long-standing funding challenges.

RESPONSE TO WRITTEN QUESTIONS SUBMITTED BY HON. RICK SCOTT TO  
PETER BUTTIGIEG

*Question 1.* DOT has approximately 55,000 employees. What experience do you believe makes you most qualified to lead an agency of this size?

Answer. As Mayor of South Bend, I led the transformation of a city that was characterized by some in the press as “one of America’s top ten dying cities” onto a different and positive trajectory. My team attracted hundreds of millions in private investment to downtown South Bend and gained national recognition for many of our initiatives, including our Smart Streets initiative. As a mayor overseeing a budget of hundreds of millions of dollars a year, and a city with departments offering a variety of services to its residents, I saw the impact of the Federal government’s decisions on local municipalities. I also experienced firsthand how important it was to put strong experts in their field, leaders and managers in positions of influence and power, and rely on the knowledge and expertise of those people in running the organization. I was accustomed to being held accountable by residents of South Bend for delivering the services that they needed and expected every day.

My national engagement on these issues grew deeper when I served as the founding chair of the U.S. Conference of Mayors’ Task Force on Automation, convening mayors and experts from around the country to evaluate the effects of automated transportation technology on the future of American cities. And as a candidate for President, I engaged stakeholders on the policy imperatives facing the United States when it comes to these issues—including safety, equity, climate, and job growth—and was proud to put forward one of the most detailed infrastructure plans in the 2020 presidential campaign. I will draw on these experiences, as well as the leadership lessons learned during my service in uniform, to guide me in setting the course of this department, if confirmed. Serving my country in this capacity would be the honor of my career, and if confirmed, I will work every day to make the Administration and the American people proud of our Department of Transportation.

*Question 2.* For almost a decade, the domestic and global small drone industry has been dominated by Chinese company DJI. DJI was recently placed on the entity list for supporting human rights violations. DJI also presents serious cybersecurity risks, owing to its close relationship with the Chinese Communist Party. DJI’s impact on domestic manufacturers has been equally concerning. According to the Defense Department, DJI has engaged in predatory dumping practices that deflated prices, decimating U.S. competitors in the past and depriving consumers of choice.

- a. First, as Secretary, what steps will you take to support the emerging domestic drone industry?
- b. Second, at least until recently, DJI held a position of influence on the FAA’s Drone Advisory Committee and participated in other DOT and FAA working groups on Remote Identification and other matters. If confirmed, how will you guard against undue influence from companies like DJI that are beholden to the Chinese government and known to support human rights abuses?

Answer. The main focus of the FAA is safety. I am a strong proponent of a regulatory framework in which the unmanned aircraft industry can both integrate safely into the National Aviation System and develop new technologies. If confirmed, I will work with the FAA on an integration structure that will allow for a better understanding of risk and unintended consequences. I will look at expanding the conversation to include representatives from airports, state and local governments, rural communities, and industry. With regards to DJI, as you noted, it is no longer part of the Drone Advisory Committee, and I look forward to working with you and other concerned Members of Congress on this issue, if I am confirmed.

*Question 3.* Last Congress, I introduced legislation called the RIDE Act, with Senator Udall, which would require DOT, through National Highway Traffic Safety Administration (NHTSA), to implement a timeline that would require blood alcohol testing technology in all new vehicles.

- a. The Driver Alcohol Detection System for Safety Program (DADSS) has received around \$50 million from Congress each year since around 2008 to develop technology like this. I believe it’s far past time to let the private sector come up with a solution that could save 9,400 lives a year. What are your thoughts on this?

Answer. If I am confirmed, safety will be my top priority at the Department. DADSS has the potential to save thousands of lives each year, and I support the use of technology and other safety initiatives to address impaired driving. I consider it important to engage industry and make use of all appropriate tools to ensure that the safest technologies are being employed in our transportation system.

RESPONSE TO WRITTEN QUESTIONS SUBMITTED BY HON. MARSHA BLACKBURN TO  
PETER BUTTIGIEG

### **Autonomous Vehicles**

*1. Mayor Buttigieg:* There has been significant work in recent years related to automated vehicles. Despite attention to the issue, progress in advancing measures that would establish a clear framework to encourage and support the safe development, testing, and deployment of automated vehicles has been slow and inconsistent.

- Is the existing exemptions limit of 2,500 vehicles sufficient to allowing the development of this industry?
- Will you support efforts by NHTSA to utilize existing authority to help facilitate the advancement of autonomous vehicles or examine ways to create new authorities that allows for the testing and deployment of automated driving systems?

*Answer.* We know that autonomous vehicles are part of the future of this Nation's transportation infrastructure. Autonomous vehicles can make our transportation system safer and more efficient. If confirmed, I am eager to work with you and your colleagues in Congress to ensure that the Federal government is leading the way on ensuring safe autonomous vehicle operations nationwide, including examining whether the current exemption limits are sufficient. I would work with industry, American workers, safety organizations, environmental groups, and other stakeholders to determine how to create American jobs and advance American technological leadership through this industry.

### **Mineral Definition**

*1. Mayor Buttigieg:* The raw materials provided by the aggregate industry are necessary for virtually every public works project across the country, and these raw material operators adhere to various Federal agencies concerning the rocks they quarry.

- How would you support the need for accurate mineral definitions to maintain an efficient construction supply chain and deliver infrastructure projects in a timely manner?

*Answer.* Access to aggregates and construction materials is critically important for the maintenance and development of our infrastructure system. There are a limited number of existing aggregate resource sites in our Nation and we need to take coordinated efforts to understand how to ensure the availability and reasonable price of these resources without compromising our commitments to safety or environmental protection. If I am confirmed, I look forward to working with you, your colleagues, and other stakeholders to explore what actions can be taken to sustain our supply of aggregates.

### **Transportation Systems**

*1. Mayor Buttigieg:* Many cities have access to a wealth of information and data for planning purposes, but it is often siloed within different city departments and agencies.

- How can DOT help drive efficiencies and work to see that data is adequately and safely shared between different public agencies, the private sector, and stakeholders to ensure delivery of better transportation systems?

*Answer.* Safely sharing data is critical to creating a safe and inclusive transportation system. If I am confirmed, I look forward to working with you and our State and local officials, community stakeholders, and the private sector to support best practices for sharing data safely to deliver a safe and inclusive transportation system. I consider it important to work across silos and break down barriers to information sharing whenever this can benefit the public.

### **Truck Driver Shortage**

*1. Mayor Buttigieg:* The U.S. truck driver shortage is worsened by the industry's struggles to recruit new drivers.

- Will you commit to working with me to fix the regulatory barriers that prevent or deter capable drivers from entering the trucking workforce?

*Answer.* The goal of regulation is to set standards to keep the public and workers safe and able to earn a fair wage. We should always work to ensure that such regulations are delivering on their purpose in a way that it is balanced with other considerations. If I am confirmed, I will work with you to better understand all potential workforce obstacles.

**Drones**

1. *Mayor Buttigieg*: Small electric drones are becoming the tool of choice to inspect critical infrastructure. Utilities use drones to inspect power lines to find flaws before they start fires; railroads inspect tracks for problems that could cause derailments and delays; and state transportation departments inspect bridges without having workers rappel from dangerous heights. These operations make our society safer, and more efficient.

- Will you commit to working with me to fix the regulatory barriers that prevent or deter capable drivers from entering the trucking workforce?

Answer. Safety is our top priority. Efforts to use technology that augment and enhance our workers' safety, including UAS, are of high interest. If confirmed, I will continue to have the FAA work with stakeholders and Congress on this issue.

