

July 24, 2025

TO: Transportation Authority of Marin Board of Commissioners

FROM: Anne Richman, Executive Director

RE: Executive Director's Report – Agenda Item 3 (Discussion)

Local

New Lanes, New Gains: Join the HOV Diamond Dozen Challenge

With the Marin-Sonoma Narrows HOV lanes scheduled to open later this summer and Transit & Rideshare months approaching, Marin Commutes is celebrating with our longest seasonal challenge ever: the HOV Diamond Dozen Challenge. From September 1 through October 31, there will be more chances than ever to rack up rewards and discover the benefits of commuting together! The Diamond Dozen Challenge will be conducted in coordination with [Sonoma County Transportation and Climate Authorities](#) and their trip reduction program [Go Sonoma](#).

How it works:

- Transit Month (Sept. 1 – 31): Log 12 transit trips to enter to win one of six \$100 gift cards
- Rideshare Month (Oct. 1 – 31): Log any combination of 12 transit, carpool, or vanpool trips to get another shot at winning one of six \$100 gift cards

With 52 miles of new HOV lanes between Marin and Sonoma, there's never been a better time to discover how shared transportation can transform a commute! Stay tuned for more details at: marincommutes.org/rewards.



US-101 HOV Lane Sign Replacement and Construction Update



In support of the final phase of the Marin-Sonoma Narrows (MSN) B-7 project, crews will soon begin replacing HOV signs along a 52-mile stretch of US-101 to reflect new, uniform carpool lane hours.

The new HOV hours will be Monday through Friday, from 5:00 to 10:00 a.m. and 3:00 to 7:00 p.m., in both directions, in both Marin and Sonoma Counties. **Sign replacement work in Sonoma County is scheduled to begin on Monday, July 28, followed by Marin County on Tuesday, August 5.**

Because the signs are located in the median, **the far-left lane in both directions of US-101 will be closed during installation.** Drivers are advised to use caution in the work zone.

The MSN B7 HOV lane construction adds 3.5 miles of northbound lanes from North Novato to the county line and 6.3 miles of southbound lanes from De Long Avenue to the county line. The HOV lane in Marin is scheduled to open in late August or early September. A ribbon cutting celebration is planned for October; the date will be announced once the location is confirmed.

HOV lanes reduce traffic by moving more people in fewer vehicles, encouraging carpooling and transit to improve freeway efficiency. Once completed, the MSN project will provide for continuous carpool lanes from the Richardson Bay Bridge in Marin County to Windsor in Sonoma County.

Resilient Neighborhoods – Free Online Climate Action Workshops – September 11th & 17th

Beginning September 11 and September 17, Resilient Neighborhoods will host free online workshops to provide community members with tools to combat the climate crisis. The workshops focus on small shifts in our personal choices and actions to lead to significant change. An analysis by [Drawdown Solutions](#) reveals that individual and household efforts can account for 25–30% of the necessary emission reductions to prevent climate change. Join a fun and engaging [Resilient Neighborhoods](#) workshop, and explore the actions you can take, from quick wins to big shifts. They make it easy by helping you craft a personalized Climate Action Plan and providing free, ongoing support to implement it. Choose from two workshops, starting on Thursday, September 11, or Wednesday, September 17. Sign up for a workshop today at <http://tinyurl.com/RNProgram>.

State

State Funding to Increase Transportation Options, Strengthen Resiliency and Improve Safety



On June 27, 2025, the CTC allocated \$3.5 billion in funding to strengthen road resiliency, increase pedestrian and bicycle travel, and improve highway safety. The funds included nearly \$993 million from Senate Bill (SB) 1, the Road Repair and Accountability Act of 2017, and \$944 million from the federal Infrastructure Investment and Jobs Act of 2021 (IIJA). In addition, the CTC awarded \$1.45 billion for new projects that will receive SB 1 funding over the next two years, through 2027.

Projects in Marin County receiving State Highway Operations and Protection Program (SHOPP) funds include:

- \$45,072,000 allocation near Novato at the Petaluma River Bridge (SR-37) for bridge rehabilitation, including deck upgrades, railing replacements, fender system improvements, and scour mitigation to enhance bridge safety and longevity
- \$1,340,000 allocation near Woodville (Dogtown) on SR-1 from 1.3 to 1.7 miles north of Horseshoe Hill Road, to repair slope failures and restore drainage due to early 2025 storm damage, improving road reliability
- \$920,000 allocation near Marin City, 0.5 mile north of Rodeo Avenue (US-101), to remove landslide debris and repair drainage systems caused by February 2025 storms, restoring slope stability and highway safety

In a separate allocation of funds, the CTC approved MTC's project nominations for Regional Active Transportation Program (ATP) funds that include \$4.355 million for San Rafael's Downtown San Rafael North-South Greenway Gap Closure to install a two-way bicycle facility, enhanced pedestrian crossings, wider sidewalks, and signage on Mission Avenue.

Federal

TAM's Federal Legislative Consultant disseminates Weekly Updates on federal transportation issues to keep the agency informed, including activities in Congress, the Executive Administration, and relevant federal agencies, such as the Department of Transportation. Attached are Carpi & Clay's Transportation Weekly Updates for July 11 and July 18, 2025.

Federal EV Tax Credit Ending September 30, 2025

The federal EV tax credit – offering up to \$7,500 for new electric vehicles and up to \$4,000 for used ones – will expire on September 30, 2025. Ride and Drive Clean is hosting a series of webinars and sharing information on how to access the EV tax credit before it expires in September <https://rideanddriveclean.org/events/>.

Other rebates currently available to the public and relevant to Marin residents include:

RIDE & DRIVE
=CLEAN

Urgent EV Alert

Now is the time to go EV!

Federal \$7,500 EV Tax
Credit ends Sept. 30, 2025



Incentive Program	Benefit	Eligible For
MCE New EV Rebate	\$3,500 instant rebate	MCE customers buying/leasing a new EV or PHEV
MCE Pre-Owned EV Rebate	\$2,000 instant rebate	MCE customers buying used EV or PHEV
PG&E Pre-Owned EV Rebate	\$1,000 standard / up to \$4,000 income-qualified	PG&E electric customers
BAAQMD Clean Cars for All	Full EV/e-bike/transit subsidy	Bay Area low-income residents replacing old car

Celebrating Milestones at TAM

TAM is proud to recognize a few significant staff anniversaries during FY2024-25:

Derek McGill, Director of Planning, marked 10 years with TAM this past August. Since 2014, Derek has brought invaluable planning expertise and a deep commitment to our mission.

In October, I marked five years serving as Executive Director of TAM. It has been an honor to lead such a dedicated team in advancing transportation solutions for Marin County since 2019.

And in March, Melanie Purcell, Director of Finance and Administration, completed her first full year at TAM.

Congratulations to Derek, Melanie and to all TAM staff for another successful year of service to the people of Marin County. I'm proud of what we've accomplished together and look forward to what's ahead.

TAM in the Community

Date	Meeting	Topic
6.2.2025	Mill Valley Council Meeting	Ramp Metering
7.1.2025	101-580 Community Working Group	101-580 and Bellam Blvd.
7.17.25	San Rafael Chamber of Commerce - Green Biz Committee	Marin Commutes/VMT Study/Bikeshare
8.14.25	San Rafael Climate Change Action Committee	Marin Commutes/VMT Study/Bikeshare/Alt. Fuels
8.21.2025	West Marin Community Services Food pantry	Measure AA Review/General
8.23.2025	Larkspur Farmers' Market	Measure AA Review/General
8.24.2025	Sausalito Farmers' Market	Measure AA Review/General
8.26.2025	Novato Farmer's Market	Measure AA Review/General
10.8.2025	Clean Fleet Expo	Alt. Fuels



TRANSPORTATION WEEKLY UPDATE

**This edition covers actions June 28th – July 11th.*

July 11, 2025

NEXT WEEK IN CONGRESS

House Committee to Consider FY 2026 THUD Appropriations Bill. The Appropriations Committee will consider the FY 2026 Transportation, Housing and Urban Development Appropriations bill. The Subcommittee will hold its markup on Monday, July 14 and the full Committee will hold its markup on Thursday, July 17.

[MORE INFORMATION](#)

House Committee to Hold Hearing on FY 2026 DOT Budget Request. On July 16th, the Transportation and Infrastructure Committee will hold a hearing on DOT's FY 2026 budget request. DOT Secretary Sean Duffy will testify.

[MORE INFORMATION](#)

Senate Committee to Hold Hearing on Transportation Nominations. On July 16th, the Commerce, Science, and Transportation Committee will hold a hearing on the following transportation-related nominations:

- Derek Barrs, to be Administrator of the Federal Motor Carrier Safety Administration (FMCSA)
- Jonathan Morrison, to be Administrator of the National Highway Traffic Safety Administration (NHTSA)

[MORE INFORMATION](#)

Senate Committee to Hold Hearing on Surface Transportation Reauthorization. On July 16th, the Environment and Public Works Committee will hold a hearing titled "Constructing the Surface Transportation Reauthorization Bill: Stakeholders' Perspectives". Witnesses will include North Dakota Governor Kelly Armstrong, Phoenix Mayor Kate Gallego, and Austin Ramirez, CEO of Husco International.

[MORE INFORMATION](#)

THIS WEEK IN CONGRESS

Congress Approves One Big Beautiful Bill. On July 3rd, Congress approved, on a party-line vote in both chambers, [H.R. 1, the One Big Beautiful Bill Act](#). The bill permanently extends the 2017 tax cuts, cuts Medicaid and nutrition assistance, phases out the clean energy tax credits included in the Inflation Reduction Act, and provides additional funds for immigration and border security. The bill included the following transportation-related items:

- \$12.5 billion for FAA to improve air traffic control technology, including \$4.8 billion to replace telecom infrastructure.
- Establishes FAA licensing and permitting fees for space launches and reentry.
- Increases lease rates for Washington, DC airports from approximately \$7.5 million to \$15 million annually beginning in FY 2027. Requires lease to be renegotiated at least once every 10 years to ensure the amount is not less than \$15 million in 2027 dollars.
- Rescinds unobligated balances for FAA Alternative Fuel and Low-Emission Aviation Technology Program, which includes the Fueling Aviation's Sustainable Transition (FAST)
- Eliminates civil penalties for automakers that violate CAFE standards.
- Reduces funding for Brand USA from \$100 million to \$20 million.

Senate Confirms FAA Administrator. On July 9th, the Senate confirmed, by a vote of 53 to 43, Bryan Bedford as the Administrator of the Federal Aviation Administration (FAA).

THIS WEEK AT THE DEPARTMENT OF TRANSPORTATION

DOT BAB Updates TIFIA Policies. DOT's Build America Bureau (BAB) has updated the Transportation Infrastructure Finance and Innovation Act (TIFIA) credit program to allow all eligible transportation infrastructure projects, both public and private, to finance up to 49% of project costs (up from a 33% cap), in line with legislation. This change is intended to accelerate project delivery, reduce reliance on federal grants, simplify underwriting, and leverage flexible, low-interest loans.

[MORE INFORMATION](#)

DOT Secretary Sends Letter to All Grantees About Enforcement of EOs. DOT Secretary Sean Duffy has sent [a letter](#) to all DOT grant recipients that informs them of Federal financial assistance that several longstanding policy requirements previously enforced by the Department of Transportation under the previous Administration have been rescinded and are no longer mandatory. Effective immediately, recipients are released from obligations under those policies, and any previously withheld funds tied to compliance with those requirements will now be released. The Department expects recipients to update relevant documents and practices accordingly to reflect this change.

DOT Secretary Sends Letter to All Governors on SAFE ROADS Initiative. DOT Secretary Sean Duffy has sent [a letter](#) to all 50 governors asking that they support the SAFE ROADS initiative, aiming to enhance safety and mobility on non-freeway arterial roads—where over half of U.S. traffic fatalities occur—by standardizing traffic controls, reducing distractions, and improving roadway design. He requests that each State DOT, in collaboration with metropolitan planning organizations, identify high-priority arterial segments and intersections using data-driven analysis and submit these within 60 days, targeting improvements by the end of fiscal year 2026. FHWA will provide technical assistance, track statewide progress, and expect regular updates to ensure effective implementation of these proven safety strategies.

DOT IG Publishes Report on FAA’s Progress on BVLOS Drone Operations. DOT’s Office of Inspector General (DOT IG) has published a report titled [FAA Has Made Progress in Advancing BVLOS Drone Operations but Can Do More To Achieve Program Goals and Improve Data Analysis](#). The report finds that the FAA has significantly increased approvals for beyond-visual-line-of-sight (BVLOS) drone operations, growing from just over 1,200 in 2020 to nearly 27,000 by 2023. While the FAA has used various regulatory tools and partnership programs to expand complex drone operations, most participants in the BEYOND program did not meet key performance goals, such as conducting flights without visual observers. The FAA also lacks reliable and consolidated data on these operations and discontinued the collection of societal, economic, and community engagement metrics, limiting its ability to inform future policy decisions. The report makes seven recommendations to improve key performance indicators, data collection and validation, and program diversity.

DOT IG Publishes Report on NHTSA’s Special Crash Investigations Program. DOT IG has published a report titled [NHTSA’s Special Crash Investigations Program Lacked Adequate Procedures in Key Program Areas](#). The report finds that NHTSA’s Special Crash Investigations (SCI) Program lacks formal procedures for key functions such as selecting and prioritizing crashes, collecting and retaining detailed crash data, and using investigation findings to improve vehicle safety. The audit found missing documentation, delays in completing reports—averaging over two years instead of the 3–6 month goal—and noncompliance with federal records retention standards. While SCI investigations have helped support safety regulations in the past, NHTSA does not have a formal process to track or evaluate the impact of its reports. The report makes three recommendations to address these issues by establishing clear procedures, improving data retention practices, and creating a structured approach to assess and communicate safety outcomes.



FAA Publishes Rescission of Order 1050.1F, Availability of Order 1050.1G. FAA is rescinding FAA Order 1050.1F, Environmental Impacts: Policies and Procedures in light of Executive Order 14154, *Unleashing American Energy*. The FAA is issuing new streamlined National Environmental Policy Act (NEPA) procedures, FAA NEPA Order 1050.1G, to align

with amendments to the NEPA, 42 U.S.C. 4321 *et seq.*, and to reflect the February 25, 2025, Interim Final Rule issued by the Council on Environmental Quality (CEQ) rescinding its regulations implementing NEPA. The new procedures maintain environmental amenities and protection and reduce regulatory delays that may impede aviation safety improvements and infrastructure development as well as integration of new entrant technologies. The Order is immediately effective upon publication and applies to all FAA actions that require environmental review and commence on or after the publication of this Notice. This Order does not apply to or alter any decisions made or final environmental documents issued prior to the effective date of this Order. Order 1050.1G promotes collaboration and efficiencies in the implementation of NEPA and modernizes the procedures for environmental reviews. This update is intended to provide clear, consistent, and simplified guidance for complying with the amended directives set forth in NEPA, and to the extent applicable, CEQ guidance that remains valid following the rescission of CEQ's NEPA implementing regulations. This rescission notice and the Order are immediately effective upon publication in the Federal Register July 3, 2025. Comments on the Order must be received not later than August 4, 2025.

[MORE INFORMATION](#)



FHWA, FRA, and FTA Publishes Revision of NEPA Regulations. FHWA, FRA, and FTA have published an interim final rule (IFR) to modify the regulations implementing the National Environmental Policy Act (NEPA) that apply to all three agencies to be consistent with the removal of regulations previously issued by the Council on Environmental Quality (CEQ), the amendments to NEPA included in the section of the Fiscal Responsibility Act of 2023 known as the Building United States Infrastructure through Limited Delays and Efficient Reviews (BUILDER) Act of 2023, and amendments regarding efficient environmental reviews included in the Infrastructure Investment and Jobs Act of 2021. The IFR is effective on July 3, 2025 and comments must be received by August 4, 2025.

[MORE INFORMATION](#)



U.S. Department of Transportation

Federal Railroad Administration

FRA Publishes Definition of Person Final Rule. FRA has published a final rule that updates the definition of “person” in FRA's regulations to provide for regulatory consistency. FRA is making these clarifying changes to better align with FRA's safety jurisdiction and to conform definitions in FRA's older regulations with the definition of “person” that FRA has used in its

most recent rulemakings. In one section where “person” is defined, FRA is also replacing references to specific penalty amounts with general references to FRA's minimum civil monetary penalty, ordinary maximum civil monetary penalty, and aggravated maximum civil monetary penalty amounts, consistent with FRA's current practice. The rule is effective on July 31, 2025.

[**MORE INFORMATION**](#)

FRA Publishes Modernizing Dispatcher’s Final Rule. FRA has published a final rule that modernizes requirements related to a dispatcher's record of train movements. Specifically, it will eliminate the reference to the telegraph and the need for rail carriers to record weather conditions at 6-hour intervals, as outdated and redundant, respectively. The rule is effective on July 31, 2025.

[**MORE INFORMATION**](#)

FRA Publishes Repealing a Redundant Reporting Requirement Final Rule. FRA has published a final rule that removes one requirement from its regulations governing positive train control (PTC) systems. This rule repeals a redundant regulatory requirement for railroads to file a Report of PTC System Performance (Form FRA F 6180.152) biannually, as the Passenger Rail Expansion and Rail Safety Act of 2021 requires railroads to submit that exact report to FRA quarterly. The rule is effective on July 31, 2025.

[**MORE INFORMATION**](#)

FRA Proposes to Repeal Certain Bridge Load Capacity Evaluation Requirements. FRA has published a notice of proposed rulemaking (NPRM) that eliminates the Federal requirement that defines the process a track owner must follow when scheduling the evaluation of bridges with no load capacity determination. The requirement was intended as a transitional measure to phase in compliance after the bridge safety regulations became effective. The restrictions on the track owner's discretion to determine the process for evaluation of bridge load capacity are no longer necessary because the regulations have been in effect for almost fifteen years and the transitional period for compliance has ended. Comments are due by September 2, 2025.

[**MORE INFORMATION**](#)

FRA Publishes Expanding Certain Locomotive Wheel Set Diameter Variations NPRM. FRA has published an NPRM that amends its locomotive safety regulations to expand the maximum permitted variation in diameter for locomotive wheel sets using alternating current technology, in response to a Class I railroad's May 2019 petition for rulemaking and innovations in traction motor control. Comments are due by September 2, 2025.

[**MORE INFORMATION**](#)

FRA Publishes Regulatory Relief to Allow Speeds Up to 45 MPH for Non-Traversable Curbs NPRM. FRA has published an NPRM that revises the definition of a non-traversable curb in FRA's train horn regulation in conformance with five longstanding FRA Safety Board waivers that allow highway speeds up to 45 miles per hour (mph) where these highway curbs are present. Comments are due by September 2, 2025.

[**MORE INFORMATION**](#)

FRA Publishes Removal of Unnecessary and Outdated Paperwork Reduction Act References NPRM. FRA has published an NPRM that would remove thirteen sections

throughout its regulations that unnecessarily recite the approval of information collection requirements by the Office of Management and Budget (OMB), state the assigned OMB control number associated with the entire CFR part, and list the sections in that part with information collection requirements. Comments are due by September 2, 2025.

[MORE INFORMATION](#)

FRA Publishes Removing Stenciling Requirement for Freight Cars Used for Tourist, Historic, Excursion, Educational, Recreational, or Private Purposes and Not Interchanged NPRM. FRA has published an NPRM that would exclude railroad freight cars used exclusively for tourist, historic, excursion, educational, recreational, or private purposes and that are not interchanged from the requirement that all restricted freight cars, including cars more than 50 years old, be stenciled with specific information. Comments are due by September 2, 2025.

[MORE INFORMATION](#)

FRA Publishes Regulatory Relief from Locomotive Horn Sounding Pattern at Public Highway-Rail Grade Crossings NPRM. FRA has published an NPRM that would provide greater flexibility for compliance with FRA's train horn regulation. Specifically, this proposed rule would allow for regulatory relief from the required pattern of sounding the locomotive horn in two long blasts, one short blast, and one long blast where trains, locomotive consists, and individual locomotives have stopped in close proximity to a public highway-rail grade crossing location. This proposed rule would instead allow locomotive to vary the pattern of sounding the locomotive horn to only one single blast of the horn as they enter onto and cross over these grade crossing locations. Comments are due by September 2, 2025.

[MORE INFORMATION](#)

FRA Publishes Regulatory Relief for End of Car Cushioning Units NPRM. FRA has published an NPRM that amends regulations concerning freight car draft arrangement and end-of-car cushioning units (EOCCs) to make regulatory relief now provided by waiver permanent. The amendments would allow a freight car to remain in service if the EOCC is operative and equipped with a unit condition indicator (UCI) that indicates a non-discharged EOCC. This change would permit those EOCCs to remain in service despite the presence of clearly formed oil droplets on the unit. The amendments, if finalized, preserve the requirement to repair or replace an EOCC with clearly formed oil droplets if the unit does not have a UCI. Comments are due by September 2, 2025.

[MORE INFORMATION](#)

FRA Publishes Repealing a Track Surface Requirement NPRM. FRA has published an NPRM that proposes to repeal the runoff parameter from its track surface requirements for track Classes 1 through 5. FRA has found that other geometry requirements in FRA's regulations already capture the same safety concerns. Comments are due by September 2, 2025.

[MORE INFORMATION](#)

FRA Publishes Locomotive Engineers Qualifications and Certification NPRM. FRA has published an NPRM that updates FRA's locomotive engineer certification requirements by reducing the information that is required on an engineer's certificate and allowing certificates to be electronic. FRA is also proposing changes to the certification revocation process and the Administrative Hearing Officer (AHO) process. Lastly, FRA is proposing other administrative

updates including revising definitions and correcting errors in the regulatory text. Comments are due by September 2, 2025.

[**MORE INFORMATION**](#)

FRA Publishes Repealing Special Approval Requirement for Freight Cars More Than 500 Years Old NPRM. FRA has published an NPRM that amends its freight car safety regulations to repeal the requirement for special approval to place or continue a freight car in service if it is more than 50 years old or equipped with any design or type component listed in appendix A to this part. Instead, railroads would be able to continue or place such “overage” cars in service after complying with uniform safety requirements. Those requirements would include comprehensive shop inspections by a designated inspector, single-car air brake testing, recordkeeping, and, as appropriate, stenciling. The proposed requirements are consistent with the most important conditions that FRA now requires through the existing special approval process. Repealing the special approval process and replacing it with the proposed, uniform requirements would provide equivalent safety outcomes while reducing burdens on railroads and eliminating the added delay involved in petitioning FRA for a special approval. Comments are due by September 2, 2025.

[**MORE INFORMATION**](#)

FRA Publishes Repealing Outdated Railroad Workplace Safety Requirements NPRM. FRA has published an NPRM that repeals several roadway workplace safety requirements that have become obsolete. In addition, FRA proposes to establish a new special approval procedure to enable regulated entities, after public notice and FRA approval, to utilize an alternative approach to bridge worker safety that provides for an equivalent or better level of safety. Also, this rule proposes to clarify that the required training for operators of roadway maintenance machines equipped with a crane includes specific aspects such as maintaining vertical clearance. Comments are due by September 2, 2025.

[**MORE INFORMATION**](#)

FRA Publishes Brake System Maintenance and Inspection Requirements NPRM. FRA has published an NPRM that amends its mechanical equipment safety standards related to brake inspections for passenger and freight rail equipment. The proposed changes focus on the incorporation of longstanding waivers for locomotive brake system maintenance and inspection requirements. The amendments are consistent with the mandates of the Infrastructure Investment and Jobs Act (IIJA), which require FRA to review and analyze certain longstanding waivers to determine whether incorporating the waivers into FRA's regulations is justified, and the Executive Order for Ensuring Lawful Governance and Implementing the President's “Department of Government Efficiency” Deregulatory Initiative. Comments are due by September 2, 2025.

[**MORE INFORMATION**](#)

FRA Publishes Retiring Form FRA F 6180.107 and Form FRA F 6190.150. FRA has published an NPRM that would retire Form FRA F 6180.107, “Alternative Record for Illnesses Claimed to be Work-Related” (Form 6180.107), and Form FRA F 6180.150, “Highway User Injury Inquiry Form” (Form 6180.150). The proposed rule would also change the record retention period required under FRA's accident reporting regulations and make other technical corrections. Comments are due by September 2, 2025.

[**MORE INFORMATION**](#)

FRA Publishes Prosecutorial Discretion of Enforcement Attorneys NPRM. FRA has published an NPRM that clarifies that FRA's Office of the Chief Counsel has discretion to decline or dismiss a violation, such as a technical violation where challenged conduct does not raise a practical safety issue. Comments are due by September 2, 2025.

[MORE INFORMATION](#)

FRA Publishes Enhancing Railroad Discretion in Sounding Locomotive Horns at Passenger Stations NPRM. FRA has published an NPRM that amends its safety standards related to the use of the locomotive horn to clarify that no Federal regulation requires a railroad to sound a locomotive horn because of the presence of a passenger station. The proposed rule would clarify that a railroad has discretion to determine policies for sounding a locomotive horn at a passenger station through railroad operating rules. The proposed rule would also provide that if a railroad decides to sound a locomotive horn at a passenger station, the minimum sound level requirements in FRA's *Railroad Locomotive Safety Standards* would not apply to the sound produced by the horn. Comments are due by September 2, 2025.

[MORE INFORMATION](#)

FRA Publishes Procedures for Service of Documents in Railroad Safety Enforcement Proceedings NPRM. FRA has published an NPRM that updates FRA's railroad safety enforcement procedures and rules of practice to require electronic service of documents. This proposed rule would also establish procedures to implement new authority regarding civil penalties for alleged Federal railroad safety violations. Finally, this proposal would make other necessary administrative updates, such as correcting addresses. Comments are due by September 2, 2025.

[MORE INFORMATION](#)

FRA Publishes Qualification and Certification of Locomotive Engineers and Conductors NPRM. FRA has published an NPRM that amends its regulations governing the qualification and certification of locomotive engineers and conductors, to codify longstanding waivers that have granted relief from certain certification requirements for railroads that participate in the FRA-sponsored Confidential Close Call Reporting System (C³RS). FRA does not intend this NPRM to be a disincentive to railroads implementing alternative close call reporting programs outside C³RS, which the agency believes can still positively impact safety culture. FRA would still entertain waiver requests to implement alternative close call reporting programs, as necessary. Comments are due by September 2, 2025.

[MORE INFORMATION](#)

FRA Publishes Accident Reporting Regulations NPRM. FRA has published an NPRM that makes various miscellaneous amendments to FRA's accident reporting regulations. Specifically, these amendments would promote submitting documents to FRA electronically, would eliminate redundant regulations, and would allow railroads with additional time to complete certain forms. Comments are due by September 2, 2025.

[MORE INFORMATION](#)

FRA Publishes Electronic Posting of Reportable Injuries and Occupational Illnesses NPRM. FRA has published an NPRM that allows railroads to satisfy the requirement of electronically posting a listing of all injuries and occupational illnesses at an establishment. This proposed rule also removes some of the requirements for what information railroads must include in these listings. Comments are due by September 2, 2025.

[MORE INFORMATION](#)

FRA Publishes Use of Virtual Simulation for Periodic Refresher Training on Brake Systems NPRM. FRA has published an NPRM that allows railroads to use three-dimensional virtual simulation to satisfy the hands-on portion of periodic refresher training under FRA's brake system training requirements, consistent with waivers FRA has granted to date. FRA has found that such virtual training provides employees with randomized scenarios that may not be readily available for hands-on training and real-time feedback on performance of duties. Comments are due by September 2, 2025.

[MORE INFORMATION](#)

FRA Publishes Conductors Qualification and Certification NPRM. FRA has published an NPRM that updates FRA's conductor certification requirements by reducing the information that is required on a conductor's certificate and allowing certificates to be electronic. FRA is also proposing changes to the certification revocation process and the Administrative Hearing Officer (AHO) process. Lastly, FRA is proposing other administrative updates including revising definitions and correcting errors in the regulatory text. Comments are due by September 2, 2025.

[MORE INFORMATION](#)

FRA Publishes Track Safety Standards Final Rule. FRA has published a final rule that makes administrative updates to FRA's track safety standards. The rule is effective on July 1, 2025.

[MORE INFORMATION](#)

FRA Publishes Critical Incident Stress Plans Final Rule. FRA has published a final rule that makes administrative updates to FRA's critical incident stress plans regulations. The rule is effective on July 1, 2025.

[MORE INFORMATION](#)

FRA Publishes Railroad Safety Appliance Standards Regulation Final Rule. FRA has published a final rule that makes administrative updates to FRA's railroad safety appliance standards regulations. The rule is effective on July 1, 2025.

[MORE INFORMATION](#)

FRA Publishes State Safety Participation Final Rule. FRA has published a final rule that makes administrative updates to FRA's state safety participation regulations. The rule is effective on July 1, 2025.

[MORE INFORMATION](#)

FRA Publishes Risk Reduction Final Rule. FRA has published a final rule that makes administrative updates to FRA's risk reduction program regulations. The rule is effective on July 1, 2025.

[MORE INFORMATION](#)

FRA Publishes System Safety Program Final Rule. FRA has published a final rule that makes administrative updates to FRA's system safety program regulations. The rule is effective on July 1, 2025.

[MORE INFORMATION](#)

FRA Publishes Grade Crossing Safety Regulations Final Rule. FRA has published a final rule that makes administrative updates to FRA's grade crossing safety regulations. The rule is effective on July 1, 2025.

[MORE INFORMATION](#)

FRA Publishes Use of Horns at Public Highway-Rail Grade Crossings Regulations Final Rule. FRA has published a final rule that makes administrative updates to FRA's use of locomotive horns at public highway-rail grade crossings regulations. The rule is effective on July 1, 2025.

[MORE INFORMATION](#)

FRA Publishes Steam Locomotive Inspection and Maintenance Standards Regulations Final Rule. FRA has published a final rule that makes administrative updates to FRA's steam locomotive inspection and maintenance standards regulations. The rule is effective on July 1, 2025.

[MORE INFORMATION](#)

FRA Publishes Safety Integration Plans Governing Railroad Consolidations Final Rule. FRA has published a final rule that makes administrative updates to FRA's safety integration plans regulations. The rule is effective on July 1, 2025.

[MORE INFORMATION](#)

FRA Publishes Rules of Practice Final Rule. FRA has published a final rule that makes administrative updates to FRA's rules of practice regulations. The rule is effective on July 1, 2025.

[MORE INFORMATION](#)

FRA Publishes Railroad Accidents/Incidents: Reports Classification, and Investigations Regulations Final Rule. FRA has published a final rule that makes administrative updates to FRA's railroad accidents/incidents: reports classification, and investigations reporting regulations. The rule is effective on July 1, 2025.

[MORE INFORMATION](#)

FRA Publishes Locational Requirement for Dispatching of Rail Operations Final Rule. FRA has published a final rule that makes administrative updates to FRA's U.S. locational requirement for dispatching of U.S. rail operations regulations. The rule is effective on July 1, 2025.

[MORE INFORMATION](#)

FRA Publishes Workplace Safety Regulations Final Rule. FRA has published a final rule that makes administrative updates to FRA's railroad workplace safety regulations. The rule is effective on July 1, 2025.

[MORE INFORMATION](#)

FRA Publishes Administrative Updates to the Railroad Locomotive Safety Standards Regulations Final Rule. FRA has published a final rule that makes administrative updates to FRA's railroad locomotive safety standards regulations. The rule is effective on July 1, 2025.

[MORE INFORMATION](#)

FRA Publishes Passenger Equipment Safety Standards Final Rule. FRA has published a final rule that makes administrative updates to FRA's passenger equipment safety standards regulations. The rule is effective on July 1, 2025.

[MORE INFORMATION](#)

FRA Publishes Railroad Communications Final Rule. FRA has published a final rule that makes administrative updates to FRA's railroad communications regulations. The rule is effective on July 1, 2025.

[MORE INFORMATION](#)

FRA Publishes Signal Systems Reporting Requirements Final Rule. FRA has published a final rule that makes administrative updates to FRA's signal systems reporting requirements regulations. The rule is effective on July 1, 2025.

[MORE INFORMATION](#)

FRA Publishes Signal and Train Control Regulations Final Rule. FRA has published a final rule that makes administrative updates to FRA's signal and train control regulations. The rule is effective on July 1, 2025.

[MORE INFORMATION](#)

FRA Publishes Operating Practices Final Rule. FRA has published a final rule that makes administrative updates to FRA's railroad operating practices regulations. The rule is effective on July 1, 2025.

[MORE INFORMATION](#)

FRA Publishes Passenger Train Emergency Preparedness Final Rule. FRA has published a final rule that makes administrative updates to FRA's passenger train emergency preparedness regulations. The rule is effective on July 1, 2025.

[MORE INFORMATION](#)

FRA Publishes Safety Glazing Standards Regulations Final Rule. FRA has published a final rule that makes administrative updates to FRA's safety glazing standards regulations. The rule is effective on July 1, 2025.

[MORE INFORMATION](#)

FRA Publishes Instructions Governing Applications for Approval of a Discontinuance or Material Modification of a Signal System Relief Final Rule. FRA has published a final rule that makes administrative updates to FRA's instructions governing applications for approval of a discontinuance or material modification of signal system regulations. The rule is effective on July 1, 2025.

[MORE INFORMATION](#)

FRA Publishes Bridge Safety Standards Final Rule. FRA has published a final rule that makes administrative updates to FRA's bridge safety standards regulations. The rule is effective on July 1, 2025.

[MORE INFORMATION](#)

FRA Publishes Railroad Track, Locomotive, and Equipment Final Rule. FRA has published a final rule that makes administrative updates to FRA's special notice and emergency order procedures: railroad track, locomotive and equipment. The rule is effective on July 1, 2025.

[MORE INFORMATION](#)

FRA Publishes Occupational Safety and Health in the Locomotive Cab Final Rule. FRA has published a final rule that makes administrative updates to FRA's locomotive cab occupational safety and health regulations. The rule is effective on July 1, 2025.

[MORE INFORMATION](#)

FRA Publishes Rear End Marking Device Final Rule. FRA has published a final rule that makes administrative updates to FRA's rear end marking device regulations. The rule is effective on July 1, 2025.

[MORE INFORMATION](#)

FRA Publishes Training for Safety-Related Railroad Employees Final Rule. FRA has published a final rule that makes administrative updates to FRA's training, qualification, and oversight regulations. The rule is effective on July 1, 2025.

[MORE INFORMATION](#)

FRA Publishes Passenger Train Employee HOS Final Rule. FRA has published a final rule that makes administrative updates to FRA's passenger train employee hours of service and recordkeeping regulations. The rule is effective on July 1, 2025.

[MORE INFORMATION](#)

FRA Publishes Brake System Safety Standards for Freight and Non-Passenger Trains Final Rule. FRA has published a final rule that makes administrative updates to FRA's brake system safety standards regulations. The rule is effective on July 1, 2025.

[MORE INFORMATION](#)

FRA Publishes Reflectorization of Rail Freight Rolling Stock Regulations Final Rule. FRA has published a final rule that makes administrative updates to FRA's reflectorization regulations. The rule is effective on July 1, 2025.

[MORE INFORMATION](#)

FRA Publishes Railroad Freight Car Safety Standards Final Rule. FRA has published a final rule that makes administrative updates to FRA's railroad freight car safety standards regulations. The rule is effective on July 1, 2025.

[MORE INFORMATION](#)

FRA Publishes Control of Alcohol and Drug Use Final Rule. FRA has published a final rule that makes administrative updates to FRA's control of alcohol and drug use regulations. The rule is effective on July 1, 2025.

[MORE INFORMATION](#)



FTA Publishes Notice on NTD Reporting Changes and Clarifications for 2025 and 2026. FTA has finalized National Transit Database (NTD) reporting requirements, some changes will apply in calendar year 2025 while others will apply in report year 2025 or 2026.

[MORE INFORMATION](#)

FTA Publishes School Bus Operations Final Rule. FTA has published a final rule that revises its regulations governing school bus operations to update outdated information and harmonize the regulation with current statutory language and existing practice. The rule is effective on July 1, 2025.

[MORE INFORMATION](#)

FTA Publishes Charter Service Final Rule. FTA has published a final rule that amends regulations that govern the provision of charter service by recipients of Federal financial assistance. This final rule removes the Federal financial assistance programs listed in an appendix and the guidance in additional appendices and makes non-substantive technical edits throughout to remove outdated citations and provide clarity. The rule is effective on July 31, 2025.

[MORE INFORMATION](#)

FTA Publishes Major Capital Investment Projects Final Rule. FTA has published a final rule that revises its major capital investment projects regulation to remove Appendix A, which provided outdated descriptions of the measures used for the evaluation of Capital Investment Grant (CIG) projects. This rulemaking also adopts minor conforming changes to reflect the removal of the Appendix. The rule is effective on July 1, 2025.

[MORE INFORMATION](#)

FTA Publishes Organization, Function, and Procedures Final Rule. FTA has published a final rule that revises its regulations on the agency's organization, functions, and procedures to update outdated information and increase clarity. The rule is effective on July 1, 2025.

[MORE INFORMATION](#)

FTA Publishes Transportation for Elderly and Handicapped Persons Final Rule. FTA has published a final rule that rescinds the FTA regulation on Transportation for Elderly and Handicapped Persons, as FTA finds that the regulation is obsolete and unnecessary. The final rule is effective on July 1, 2025.

[MORE INFORMATION](#)

FTA Publishes Transit Asset Management Final Rule. FTA has published a final rule that revises the Transit Asset Management (TAM) regulation to remove the initial TAM Plan implementation deadline, as this deadline has passed. The rule is effective on July 1, 2025.

[MORE INFORMATION](#)

FTA Publishes Public Transportation Safety Certification Training Program NPRM. FTA has published a notice of proposed rulemaking (NPRM) that makes changes to the reporting requirements for the Public Transportation Safety Certification Training Program (PTSCTP). The proposed revisions would reduce reporting burdens for rail transit agencies and State Safety Oversight Agencies (SSOA). Comments are due by September 2, 2025.

[MORE INFORMATION](#)

FTA Publishes Project Management Oversight NPRM. FTA has published an NPRM that modifies the applicability of project management oversight by raising the total cost and Federal investment thresholds to align with the statutory thresholds for Small Starts projects under FTA's Capital Investment Grant program. Comments are due by September 2, 2025.

[MORE INFORMATION](#)

FTA Publishes Emergency Relief Program NPRM. FTA has published an NPRM that reduces the regulatory burden on grant recipients by extending the baseline period to establish a waiver of certain administrative requirements related to FTA's Public Transportation Emergency Relief Program. Comments are due by September 2, 2025.

[MORE INFORMATION](#)

FTA Publishes Rail Transit Roadway Worker Protection NPRM. FTA has published an NPRM that seeks to reduce the regulatory burden on State Safety Oversight Agencies (SSOAs) in conducting oversight of the Roadway Worker Protection (RWP) programs within the jurisdiction of a State. FTA proposes to extend the time period for reporting RWP programs to FTA and to allow SSOAs to complete annual audits simultaneously with other required audits. Comments are due by July 31, 2025.

[MORE INFORMATION](#)

FTA Publishes Private Investment Project Procedures NPRM. FTA has published an NPRM that seeks to reduce the regulatory burden on recipients subject to FTA's private investment procedures by removing an unnecessary reporting requirement. Comments are due by July 31, 2025.

[MORE INFORMATION](#)



NHTSA Releases Q1 2025 Traffic Fatality Data. NHTSA has released new data estimating that traffic fatalities declined 6.3% in the first quarter with 8,055 lives lost. This is the 12th consecutive quarterly decline in fatalities, and the estimated quarterly fatality rate is the lowest in six years.

[MORE INFORMATION](#)

NHTSA Publishes Recission of 1976 Procedures for Considering Environmental Impacts IFR. NHTSA has published an interim final rule (IFR) that rescinds the 1975 Procedures for Considering Environmental Impacts from the Code of Federal Regulations because they are outdated, because they were promulgated on the basis of authorities that have been rescinded, and because the Department of Transportation has promulgated updated Department-wide National Environmental Policy Act (NEPA) procedures that will guide NHTSA's NEPA process. The IFR is effective on July 3, 2025. Comments are due by August 4, 2025.

[MORE INFORMATION](#)

NHTSA Publishes Notice of Enforcement Discretion; FMVSS Child Restraint Systems. NHTSA has announced that it will not take enforcement action against regulated entities for failing to comply with Federal Motor Vehicle Safety Standard (FMVSS) No. 213a, Child restraint systems—side impact protection until the publication of any final rule finalizing NHTSA's May 30, 2025, proposal. The notice of enforcement discretion is effective from June 30, 2025, until the date of publication of any rule finalizing NHTSA's May 30, 2025, proposal.

[MORE INFORMATION](#)

OTHER

TSA Ends ‘Shoes-Off’ Travel Policy. The Transportation Security Administration (TSA) has announced that it will allow passengers traveling through domestic airports to keep their shoes on while passing through security screening at TSA checkpoints. The new policy is effective immediately.

[MORE INFORMATION](#)

TSA Announces New PreCheck “Serve with Honor, Travel with Ease” Benefits for the Military and Uniformed Service Community. TSA has announced a new multi-faceted initiative to enhance the travel experience for members of the U.S. military community. Starting this summer, TSA and its TSA PreCheck enrollment providers, CLEAR, IDEMIA and Telos, will honor Gold Star family members by waiving the enrollment fee for TSA PreCheck. To increase access to these benefits, TSA is collaborating with its TSA PreCheck enrollment providers to host mobile enrollment events near major U.S. military installations, making it easier for eligible individuals to enroll.

[MORE INFORMATION](#)

GAO Publishes Report on FAA’s Aviation Research and Development. The Government Accountability Office (GAO) has published a report titled [Aviation Research and Development: FAA Could Improve Its Reporting on Safety Programs](#). In the report, GAO reviewed how the FAA identifies and reports its funding for safety-related research and development (R&D) and found gaps in transparency and consistency. While the FAA has taken steps to document its processes and select projects that support aviation safety, it does not clearly report how much of its R&D funding is allocated specifically to safety. This makes it difficult for stakeholders, including Congress, to assess how FAA is prioritizing safety-related research. The report also notes that FAA's internal systems do not consistently track or

categorize safety-related R&D spending. GAO makes one recommendation: that the FAA should annually disclose the percentage of its appropriated R&D funds devoted to safety, including associated program areas and funding amounts.



***Channon Hanna**, Partner at Carpi & Clay Government Relations, brings over 20 years of expertise in navigating federal transportation policy complexities to advance priorities for public and private sector clients across all modes of transportation.*



July 18, 2025

NEXT WEEK IN CONGRESS

Senate Subcommittee to Hold Hearing on the Trucking and Commercial Bus Industries.

On July 22nd, the Surface Transportation, Freight, Pipelines, and Safety Subcommittee of the Commerce, Science, and Transportation Committee will hold a hearing titled “Shifting Gears: Issues Impacting the Trucking and Commercial Bus Industries”. Witnesses will include representatives from the American Trucking Associations, the Owner-Operator Independent Drivers Association, the American Bus Association, and the International Brotherhood of Teamsters.

[MORE INFORMATION](#)

Senate Committee to Hold Hearing on Transportation Nominations. On July 23rd, the Commerce, Science, and Transportation Committee will hold a hearing on the following transportation-related nominations:

- Seval Oz, to be the Assistant Secretary of Transportation for Research and Technology
- Michael Rutherford, to be Assistant Secretary of Transportation for Multimodal Freight
- Gregory Zerzan, to be General Counsel of DOT

[MORE INFORMATION](#)

THIS WEEK IN CONGRESS

House Committee Approves FY 2026 THUD Appropriations Bill. On July 17th, the Appropriations Committee approved, by a vote of 35 to 28, the FY 2026 Transportation, Housing and Urban Development Appropriations bill. The bill provides:

- \$23.296 billion for FAA, \$2.307 billion above FY 2025
- \$64.366 billion for FHWA, \$1.972 billion above FY 2025
- \$3.123 billion for FRA, \$198 million above FY 2025
- \$14.910 billion for FTA, \$1.77 billion below FY 2025
- \$927 million for FMCSA, \$21 million above FY 2025

- \$865 million for the Office of the Secretary

[BILL TEXT](#)
[BILL REPORT](#)
[BILL SUMMARY](#)
[COMMUNITY PROJECTS](#)

House Committee Holds Hearing on FY 2026 DOT Budget Request. On July 16th, the Transportation and Infrastructure Committee held a hearing on DOT's FY 2026 budget request. DOT Secretary Sean Duffy testified. In his opening statement, Chair Sam Graves (R-MO) thanked Secretary Duffy for appearing before the Committee and highlighted the importance of the Department of Transportation's FY26 budget request, particularly the \$12.5 billion down payment included in the One Big Beautiful Bill Act to modernize the nation's air traffic control system. He also underscored the need for effective implementation of the FAA Reauthorization Act of 2024 and previewed the Committee's ongoing work on the next surface transportation bill, emphasizing the urgency of reforming infrastructure delivery and restoring solvency to the Highway Trust Fund. In his opening statement, Secretary Duffy emphasized that safety remains the Department's foremost priority—underscored by a tragic mid-air collision shortly after he took office—and highlighted the launch of a three-year plan to completely overhaul America's outdated air traffic control system. He pointed to the "One Big Beautiful Bill" providing roughly \$12 billion for modernizing infrastructure, including successful upgrades at Newark Liberty International, and noted expedited efforts to streamline hiring for 2,500 new air traffic controllers in 2026. He also praised the Department's strides in clearing a backlog of grant projects and establishing a national framework for automated vehicles, all part of a broader agenda to usher in a golden age of transportation.

[MORE INFORMATION](#)

Senate Committee Holds Hearing on Transportation Nominations. On July 16th, the Commerce, Science, and Transportation Committee held a hearing on the following transportation-related nominations:

- Derek Barrs, to be Administrator of the Federal Motor Carrier Safety Administration (FMCSA)
- Jonathan Morrison, to be Administrator of the National Highway Traffic Safety Administration (NHTSA)

In his opening statement, Chair Ted Cruz (R-TX) emphasized that safety is the cornerstone of America's transportation system and a top priority for both President Trump and Secretary Duffy. He introduced Mr. Derek Barrs and Mr. Jonathan Morrison as experienced and committed nominees to lead FMCSA and NHTSA, respectively, highlighting their professional backgrounds in law enforcement and transportation safety, as well as their prior federal and state service. Cruz expressed confidence in their ability to modernize regulations and ensure that safety standards keep pace with innovation.

[MORE INFORMATION](#)

Senate Committee Holds Hearing on Surface Transportation Reauthorization. On July 16th, the Environment and Public Works Committee held a hearing titled "Constructing the Surface Transportation Reauthorization Bill: Stakeholders' Perspectives". Witnesses included

North Dakota Governor Kelly Armstrong, Phoenix Mayor Kate Gallego, and Austin Ramirez, CEO of Husco International. In her opening statement, Chair Shelley Moore Capito (R-WV) outlined three priorities for the next Surface Transportation Reauthorization Bill: improving safety and reliability, streamlining federal programs by reducing duplication and red tape, and giving states the flexibility to meet their unique infrastructure needs. She stressed the importance of building on lessons learned from the Infrastructure Investment and Jobs Act, including addressing grant implementation delays and strengthening highway formula funding. Capito emphasized the need to complete the legislation before the current law expires in September 2026.

[MORE INFORMATION](#)

Senators Send Letter to FAA to Expedite AIP and AIG. On July 14th, a bipartisan group of Senators led by Senator Kevin Cramer (R-ND) and Gary Peters (D-MI) sent a letter to FAA calling for earlier disbursement of Airport Improvement Program (AIP) and Airport Infrastructure Grant (AIG) entitlement funds, which are frequently delayed until late June or July. They warn that this timing hampers summer construction schedules—particularly at smaller and rural airports—leading to project delays, cancellations, and increased costs. The senators also urge improved coordination with Block Grant states to ensure smoother, more efficient delivery of federal airport funding.

[MORE INFORMATION](#)

THIS WEEK AT THE DEPARTMENT OF TRANSPORTATION

DOT Announces BUILD Grant Awards. DOT has announced \$488 million in awards from the Better Utilizing Investments to Leverage Development (BUILD) grant program, formerly known as RAISE, for 30 projects across the country.

[MORE INFORMATION](#)

DOT Publishes National Freight Strategy RFI. DOT has published a request for information (RFI) seeking information from the public, including stakeholders, to aid in the development of an updated National Freight Strategic Plan (NFSP). Comments are due by August 14, 2025.

[MORE INFORMATION](#)

DOT Announces Advisory Board Appointments. DOT has announced the appointment of 12 members to the DOT Advisory Board. The Advisory Board was established in May 2025 and assists in (1) developing strategic recommendations for infrastructure modernization and expansion; (2) identifying key investments opportunities in transportation technology and innovation; (3) providing insights into regulatory and policy improvements to enhance efficiency and reduce bureaucratic obstacles; and (4) advising on public-private partnerships to maximize funding impact.

[MORE INFORMATION](#)



U.S. Department of Transportation

Federal Railroad Administration

FRA Announces Termination of Cooperative Agreements for California HSR. FRA has announced that it will terminate cooperative agreements that would have provided \$4 billion of federal funding for the California High-Speed Rail Authority (CHSRA). The termination is effective immediately.

[**MORE INFORMATION**](#)

OTHER

GAO Publishes Report on FAA Enforcement. The Government Accountability Office (GAO) has published a report titled [**FAA Enforcement: Waivers of Rights to Recover Attorney's Fees in Settlements**](#). In the report, GAO reviewed the FAA's enforcement practices regarding waivers that settle claims and prevent awardees from recovering attorney fees. GAO found that while such waivers may help expedite settlements, they can undermine the FAA's ability to ensure settlements are reasonable and fair. It also noted that FAA policies are inconsistent, with some regional offices routinely using these waivers without clear criteria or documentation. GAO further highlighted that the FAA lacks comprehensive guidance to assess whether accepting such waivers aligns with public interest. GAO recommended that the FAA establish clear, uniform policies and strengthen oversight mechanisms for the use of attorney-fee waivers



Channon Hanna, Partner at Carpi & Clay Government Relations, brings over 20 years of expertise in navigating federal transportation policy complexities to advance priorities for public and private sector clients across all modes of transportation.