



July 23, 2026

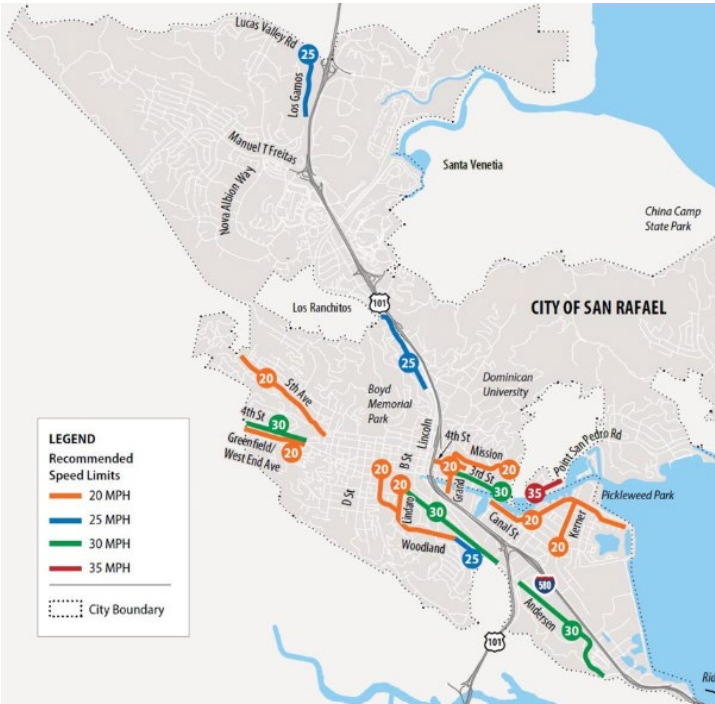
TO: Transportation Authority of Marin Board of Commissioners

FROM: Anne Richman, Executive Director

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

Local

Speed Limit Reductions



The City of San Rafael is advancing the second phase of speed limit reductions under Assembly Bill 43, which provides local agencies additional flexibility to set lower speed limits in business and residential areas to improve roadway safety. The effort builds on Phase 1, completed in 2025, which reduced speed limits on 24 street segments with a focus on areas with higher collision histories and significant bicycle and pedestrian activity.

Phase 2 proposes speed reductions on 18 additional street segments based on updated engineering and traffic surveys and AB 43 safety criteria. Proposed changes include reducing speeds from 40 to 35 mph on Point San Pedro Road, from 35 to 30 mph on segments of Andersen Drive, Fourth Street, and Third Street, and additional reductions to 25 mph and 20 mph

on segments of Lincoln Avenue, Los Gamos Drive, Woodland Avenue, B Street, Fifth Avenue, Grand Avenue, Greenfield Avenue, Kerner Boulevard, Lindaro Street, and Mission Avenue.

The speed limit updates are intended to improve safety for all roadway users by reducing vehicle speeds in areas with higher pedestrian and bicycle activity, supporting safer travel conditions, and aligning posted speeds with current state requirements and local roadway conditions.

US-101 Interchange Improvement Projects – PA&ED Consultant RFQ Issued

TAM has issued a Request for Qualifications (RFQ) for professional engineering and environmental services to prepare Project Approval and Environmental Documents (PA&ED) for three US-101 interchange improvement projects:

- Alameda Del Prado/Nave Drive
- Manuel T. Freitas Parkway/Civic Center Drive
- Tiburon Boulevard/East Blithedale Avenue

The RFQ builds on TAM's US-101 Interchange Planning Study, which evaluated 12 interchanges along the US-101 corridor and identified priority locations for multimodal improvements to enhance safety, accessibility, traffic operations, and connections for people walking, biking, driving, and taking transit. The next phase will advance three prioritized interchanges through environmental review and project development toward future funding and implementation. Consult [TAM's website](#) for more information about the RFQ timeline and process.

Regional

Final Paving for Marin-Sonoma Narrows B-7 Underway



Final paving for the B7 Marin-Sonoma Narrows (MSN) project is underway. This work represents a major milestone and the last remaining construction activity to complete the MSN corridor improvements. Caltrans has scheduled overnight paving work on Southbound US-101 from July 20 through July 24, with temporary ramp and lane closures near San Antonio Road, Atherton Avenue, and De Long Avenue. The work is weather dependent.

MASCOTS Pilot Update

Early results from the Marin-Sonoma Coordinated Transit Service Plan (MASCOTS) are encouraging, with SMART ridership increasing 20 percent compared to the period prior to implementation, and transfers between SMART, Marin Transit, and Golden Gate Ferry/Transit increasing 45 percent. The coordinated service changes, launched in April 2026, are improving regional connections, reducing duplication, enhancing transit access along the Highway 101 corridor, and supporting ridership growth. The three-year pilot will continue through June 2029, with additional schedule refinements planned for fall 2026 and an initial pilot evaluation scheduled for spring 2027.



Call for Projects: Regional Measure 3 Safe Routes to Transit and Bay Trail Program



On June 24, 2026, MTC released the Call for Projects for the second cycle of the Regional Measure 3 (RM3) Safe Routes to Transit and Bay Trail Program (SR2TBT). The second cycle of the SR2TBT Program covers five fiscal years from 2026/27 through 2030/31, with \$75 million available for programming. Program guidelines and application information are linked below.

- [Program Guidelines](#)
- [SR2TBT Program Cycle 2 Application Forms](#)

The Safe Routes to Transit component funds bicycle and pedestrian access improvements on and in the vicinity of the state-owned toll bridges connecting to rail transit stations and ferry terminals. The Bay Trail component funds bicycle and pedestrian improvements to complete the San Francisco Bay Trail network.

Applications are due to MTC on October 5, 2026. The Call for Projects notification was circulated to local jurisdictions and transit agencies on June 30, 2026.

Caltrans District 4 Releases Transit Needs Assessment



On July 17th, Caltrans District 4 released the final transit needs assessment identifying areas along the State highway system where increased investment in transit-supportive facilities could be the most impactful to transit service. This Assessment was conducted as part of the Bay Area Transit Plan developed by Caltrans in 2025, and included participation from TAM, Marin Transit and Golden Gate Transit. The Caltrans Bay Area Transit Plan identifies infrastructure improvements and district-level best practices and strategies that can increase transit reliability and access to transit and encourage more transit use. This

plan will be used in the development of projects on the state highway system. [Learn more about the Transit Plan and Needs Assessment.](#)

Bay Area Council AI and Traffic Seminar

The Bay Area Council hosted an AI and Traffic Seminar at the Metropolitan Transportation Commission headquarters in San Francisco on July 10th. The event convened leading artificial intelligence companies, municipal leaders and traffic engineers to explore AI advances in transportation. The first panel included private companies (such as NVIDIA, NoTraffic, Ouster, and Inchor.ai) as well as the Institute of Transportation Studies at UC Berkeley. Panelists emphasized that the technology is ready to help alleviate congestion and improve operational efficiency, while encouraging public agencies to invest in data infrastructure and strategic planning.



The second panel provided real and local examples of AI implementation including Supervisor Colbert as a featured speaker providing information on the Hub in San Anselmo. The City of San Jose presented its cloud-based Transit Signal Priority network, and Caltrain explained how it improved safety at at-grade crossings. Commissioner Moulton-Peters, Anne Richman and Audrey Veyssiere attended the event with approximately 80 others.

State

Active Transportation Program



On March 19, 2026, the California Transportation Commission (CTC) released the Call for Projects for Cycle 8 of the Active Transportation Program (ATP). The ATP funds infrastructure projects and non-infrastructure programs that promote walking, bicycling, and other active modes of transportation.

ATP includes a Statewide Program administered by the CTC, and a Regional Program administered by MTC for the Bay Area. Applications were due to CTC and MTC

in June, with awards anticipated in December.

TAM retained a consultant to support select jurisdictions in developing competitive ATP applications. Statewide and Regional applications for the following were successfully submitted by the deadline:

- Larkspur – Redwood Highway Westside Active Transportation Bike Path
- Mill Valley – Safe Routes to Schools/Safe Routes for Seniors
- Novato – Redwood Blvd Sidewalk Gap Closures
- San Anselmo – Creek Park Contraflow Bike Lane Project
- San Rafael – Manuel T. Freitas Parkway Multi-Use Pathway

San Rafael separately submitted an application for the Merrydale Road Active Transportation Connectivity Project for the Statewide Program but not for the Regional Program.

Call for Projects: Highway Safety Improvement Program (HSIP) Cycle 13

On July 1, 2026, Caltrans released the Call for Projects for HSIP Cycle 13. HSIP programs federal funds to projects that achieve a significant reduction in traffic fatalities and serious injuries on public roads. Applications are due to Caltrans on November 2, 2026. Program information and applications can be found on Caltrans' [HSIP website](#). The Call for Projects notification was circulated to local agencies on July 8, 2026.

Below is a list of awarded Marin projects from Cycles 11 and 12 as examples of prior successful HSIP applications.

Cycle	Agency	Project	Approved Funding
11	Marin County	Install Radar Signs, in various locations of County of Marin	\$204,750
11	Marin County	Install RRFB's & RDFS at Las Gallinas/Roundtree and Panoramic Hwy, between Edgewood and Pan Toll Rd.	\$371,340
11	Marin County	Install active Chevron Warning signs along Sir Francis Drake Blvd, Tomales Petaluma Road and Panoramic Highway.	\$1,071,450
11	Marin County	Replace and upgrade guardrails and end treatments at various locations.	\$852,030
11	Mill Valley	Upgrade existing timber and post guard rail at four locations between 700 and 759 E. Blithedale Ave.	\$803,430
11	San Rafael	Add intersection safety improvements, curb extensions, at Lincoln Avenue between Brookdale Avenue and Wilson Court.	\$250,000
Cycle 11 Total			\$3,553,000
12	Marin County	Improve pedestrian crossing at Irving Drive and Butterfield Road.	\$314,550
12	Marin County	Install radar feedback signs and deploy portable radar feedback trailer at North San Pedro Road in San Rafael, Pinehill Road in Mill Valley, and variable location for portable trailer.	\$208,980
12	Mill Valley	Install pedestrian crossing; install sidewalk; install/upgrade pedestrian crossing; install rectangular rapid flashing beacons at various locations.	\$350,000
12	San Rafael	Eight intersections on the Lincoln Avenue corridor between Second Street and Paloma Avenue, install protected left turn lane striping and signal phases, add intersection safety improvements with traffic signal upgrades, intersection lighting, rectangular rapid flashing beacons (RRFBs), and pedestrian crossing upgrades.	\$2,839,900
Cycle 12 Total			\$3,713,430

Federal

Federal Legislative Consultant Weekly Updates



TAM's Federal Legislative Consultant disseminates regular 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 2, 9, and 17, 2026.

TAM Milestones

Congratulations to Emily Tong on her promotion to Principal Accountant! This recognition reflects Emily's leadership and proficiency in managing TAM's accounting, auditing, and financial reporting functions. In addition to her financial responsibilities, Emily plays a key role in administering TAM's employee benefits and insurance programs. Thank you, Emily, for bringing your expertise to TAM.

We also congratulate Audrey Veyssiere on her promotion to Associate Project Delivery Manager. This advancement recognizes Audrey's continued growth and valuable contributions to TAM's project delivery efforts. Audrey also achieved another important professional milestone by successfully completing the Professional Engineering – Transportation exam, a key step toward obtaining her California Professional Engineer license. Way to go, Audrey!

TAM in the Community

COC Vacancies Offer Opportunities for Community Engagement

TAM currently has several [vacant positions on the Community Oversight Committee \(COC\)](#), offering an opportunity for community members to become more involved in local transportation issues and help provide meaningful oversight of TAM's programs and expenditures. Qualified residents who are interested in contributing their perspectives, experience, and community knowledge may [apply here](#).

Date	Meeting	Topic
5.1.2026	MarinHealth Wellness Fair	Marin Commutes
5.14.2026	Bike to Work Day	Marin Commutes/Redwood Bikeshare/General
5.27.2026	101-580 Community Working Group	101-580 Project/Bellam Blvd
6.3.2026	CALCOG Legislative Day	State Legislation
6.24.2026	Marin County Council of Mayors and Councilmembers (MCCMC)	Sea Level Rise/Bikeshare
9.9.2026	Clean Fleet Expo	Alternative Fuels
9.15.2026	Novato Wellness Fair	Marin Commutes/General
9.16.2026	San Rafael Wellness Fair	Marin Commutes/General



**This edition covers actions from June 19 – July 2.*

July 2, 2026

THIS WEEK IN CONGRESS

Senate Subcommittee Holds Hearing on Safety of the National Airspace System. On June 23, the Aviation, Space, & Innovation Subcommittee of the Commerce, Science, and Transportation Committee held a hearing titled “Close Calls: Improving Safety Across the National Airspace System”. Witnesses included representatives from Airlines for America (A4A), American Association of Airport Executives (AAAE), the General Aviation Manufacturers Association, and the Air Line Pilots Association (ALPA). During his opening statement, Subcommittee Chair Jerry Moran (R-KS) emphasized that aviation safety remains the subcommittee’s highest priority and said recent close calls across the National Airspace System underscore the need for continued vigilance. He pointed to a recent incident at Boston Logan International Airport as a reminder that while pilots, air traffic controllers, airport personnel, and existing safety systems have prevented tragedies, close calls should still be treated as warnings that require action before an accident occurs. Moran said the hearing would examine runway incursions, surface safety incidents, workforce and controller staffing challenges, aging infrastructure, operational complexity, training needs, and opportunities for technology modernization. He also highlighted the potential role of emerging tools, including artificial intelligence, to improve situational awareness and identify risks earlier, and announced his intent to introduce the Runway SAFE-T Act to improve airport driver training and support technologies aimed at reducing runway incursions and other surface safety incidents.

[MORE INFORMATION](#)

Senate Committee Holds Nominations Hearing. On June 24, the Commerce, Science, and Transportation Committee held a hearing on several transportation-related nominations, including:

- Edward Eppler, to be Chief Financial Officer, DOT
- Thomas Chapman, to be a Member of the National Transportation Safety Board (NTSB)
- Karen Hedlund, to be a Member of the Surface Transportation Board (STB)

During his opening statement, Committee Chair Ted Cruz (R-TX) highlighted the transportation-related nominees before the Committee, including Thomas Chapman for another term on the National Transportation Safety Board, Edward Eppler to serve as Chief Financial Officer of the Department of Transportation, and Karen Hedlund for another term on the Surface Transportation Board. Cruz noted Chapman's tenure on the NTSB, his focus on highway and traffic safety, and his prior work as minority aviation counsel for the Committee, including on bipartisan FAA, TSA, and NTSB reauthorization legislation. He said Eppler's decades of private-sector experience, including as Global Head of Aerospace and Defense at Goldman Sachs, would be an asset as DOT's CFO in managing the Department's more than \$100 billion annual budget. Cruz also highlighted Hedlund's current service on the STB, her work on railroad economic issues, and her prior experience advising on transportation infrastructure projects, as well as her service at the Federal Railroad Administration and Federal Highway Administration.

MORE INFORMATION

House Committee Approves Transportation-Related Bills. On June 24, the Homeland Security Committee approved the following transportation-related bills:

- **H.R. 5109, the TWICE Act** – requires TSA to develop guidelines to improve returning citizens' access to the TWIC program, to assist individuals in custody of federal, state, and local prisons in pre-applying or preparing applications for TWIC cards, and to assist individuals in requesting an appeal or waiver of preliminary determination of ineligibility.
- **H.R. 8870, the SAFEGUARDS Act of 2026** – reinvests certain revenues from the 9/11 Passenger Security Fee to aviation security technologies, instead of being diverted to other purposes.
- **H.R. 8897, the Improving Travel for American Families Act** – authorizes a pilot program to implement dedicated screening lanes for families traveling with children under the age of 12, with priority to implement at airports that see the highest volume of family travelers.
- **H.R. 9328, the Improving Travel for Military Members Act** – authorizes a pilot program to implement priority security screening lanes and screening procedures for traveling active-duty military personnel and accompanying family members, with priority given to airports located near large military installations.
- **H.R. 9388, the One-Stop Pilot Program Extension Act** – extends a program to permit screened passengers and their property arriving on direct flights or flight segments originating at certain foreign last point of departure airports to continue on additional flights or flight segments originating in the United States without additional screening.
- **H.R. 9391, the Reimbursable Screening Services Program Extension Act of 2026** – authorizes an extension and expansion of TSA's reimbursable screening services program.

These bills now move to the full House for consideration.

House Subcommittee Holds Hearing on Airline Industry. On June 24, the Administrative State, Regulatory Reform, and Antitrust Subcommittee of the Judiciary Committee held a hearing titled “The 30,000 Foot View: Competition and Regulation in the U.S. Airline Industry”. Witnesses included representatives from Airlines for America (A4A), the International Center for Law and Economics, Tressler LLP, and the U.S. Department of Justice (DOJ). During his opening statement, Subcommittee Chair Scott Fitzgerald (R-WI) argued that airline deregulation has expanded consumer choice and lowered prices, but that government-imposed barriers still limit competition in the airline industry. He pointed to FAA slot controls, long-term gate lease agreements, and federal antitrust actions as examples of policies that can favor incumbent carriers and make it harder for new or smaller airlines to compete. Fitzgerald also cited the blocked Spirit-JetBlue merger as a cautionary example, arguing that regulators may have prevented the market from producing a stronger competitor to the largest domestic airlines. He said the goal should be to remove unnecessary barriers to entry, promote robust competition, and ensure consumers—not regulators—benefit from airline policy.

[MORE INFORMATION](#)

THIS WEEK AT THE DEPARTMENT OF TRANSPORTATION

DOT Issues Procedures in Regulating and Enforcing Unfair or Deceptive Practices Final Rule. DOT has issued a final rule amending its regulations regarding the hearing procedures available when the Department proposes a discretionary aviation consumer protection rulemaking declaring a practice to be unfair or deceptive. This final rule revises the hearing procedures established in 2022 to align them with the more robust due process protections originally set forth in 2020, ensuring the use of neutral hearing officers and the issuance of formal findings of fact. Further, this rule rescinds the 2023 Clarification of Formal Enforcement Procedures, which specified that the Department is not limited to administrative proceedings before an Administrative Law Judge, but may also initiate civil enforcement actions in United States District Court. The Department now finds this clarification unnecessary and redundant because its authority to seek judicial enforcement is established clearly by statute. The rule is effective on July 31, 2026.

[MORE INFORMATION](#)

DOT Issues Increasing Flexibility on Disclosure of Airline Ancillary Fees Final Rule. DOT has issued a final rule implementing the Fifth Circuit's vacatur of the Department's 2024 Final Rule, Enhancing Transparency of Airline Ancillary Service Fees. Because the legal effect of the court's decision is to reinstate the rules previously in force, this action revises the Code of Federal Regulations (CFR) to restore the Department's regulations on the disclosure of fees for ancillary services as they existed before publication of the 2024 Rule, returning to the standards established in a rule issued in 2011. The rule is effective on July 2, 2026.

[MORE INFORMATION](#)

DOT Publishes Enhancing Flexibility on Air Fare Price Advertising NPRM. DOT has published a notice of proposed rulemaking (NPRM) that amends its rule on air fare advertising to allow the total fare, including taxes and fees, to be displayed with the same prominence as any individual components. The current rule states that individual components of air fare, like

taxes and fees, may not be displayed prominently. The Department is also proposing to eliminate an advertising regulation stating that components of a fare may not be presented in the same or larger size as the total price. These proposed changes would ensure greater flexibility in how air fare is displayed while ensuring information is presented clearly to consumers, and in conformity with the intent of Congress as articulated in a provision of the Internal Revenue Code establishing standards for the display of taxes in advertisements for air transportation. In addition, the NPRM proposes to rescind nine air fare price advertising guidance documents. Comments are due by July 31, 2026.

[MORE INFORMATION](#)

DOT Announces Virtual Public Meeting of the Beautifying Transportation Infrastructure Council. DOT has announced the next public meeting of the Beautifying Transportation Infrastructure Council (Council) on July 29, 2026, to be held from 10:00am to 2:30pm ET.

[MORE INFORMATION](#)



FAA Announces AIP Grant Awards. FAA has announced \$1.091 billion in Airport Improvement Program (AIP) entitlement and discretionary grant awards to airports across the country. AIP helps to fund airside infrastructure at the nation's airports.

[MORE INFORMATION](#)

FAA Announces AIG Grant Awards. FAA has announced \$684.32 million through the Airport Infrastructure Grant (AIG) program. The funding is used for runway, taxiway, safety and sustainability projects, as well as terminal, airport transit connections, and roadway projects.

[MORE INFORMATION](#)

FAA Publishes Enabling Supersonic Overland Flight NPRM. FAA has published a notice of proposed rulemaking (NPRM), consistent with the Executive Order of June 6, 2025, *Leading the World in Supersonic Flight*, the NPRM would enable operation of civil supersonic aircraft in the United States. Current regulations prohibit flight operations of civil aircraft at a true flight Mach number greater than 1 in the U.S., except under the conditions and limitations of an operation-specific authorization from FAA, to protect the public from sonic boom. FAA has determined the general ban on civil supersonic flight is outdated and no longer appropriate due to advancements in technology, flight techniques that prevent sonic booms from reaching the surface, and increased interest in civil supersonic flight. FAA proposes to repeal this outdated and unnecessary prohibition and establish a corresponding interim noise-based certification standard to allow supersonic flights without an operation-specific special authorization clearing the way for next-generation supersonic flight. The NPRM removes regulatory barriers, provides clear pathways for testing and early commercial operations. Comments are due by August 17, 2026.

[MORE INFORMATION](#)



FHWA Publishes Competitive Highway Bridge Program NOFO. FHWA has published a notice of funding opportunity (NOFO) for the availability of \$350 million through the Competitive Highway Bridge Program (CHBP). Eligible states with greater than 14 percent of total bridges classified in poor condition are to receive no less than \$32.5 million, provided the state submits eligible application(s) with a total value that meets or exceeds \$32.5 million. There is no minimum award amount for states that do not meet this condition. No State shall be awarded more than \$55 million. Applications are due by July 27, 2026.

[MORE INFORMATION](#)

FHWA Publishes ATTAIN NOFO. DOT has published a NOFO for the availability of \$120 million through the Advanced Transportation Technology and Innovation (ATTAIN) competitive grants program. The program will provide funding to deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment. Applications are due by July 27, 2026.

[MORE INFORMATION](#)



U.S. Department
of Transportation

Federal Motor
Carrier Safety
Administration

FMCSA Issues Completed Inspection Report Disposition Final Rule. FMCSA has issued a final rule amending regulations to revise the requirement that motor carriers and intermodal equipment providers sign and return a completed roadside inspection form to the issuing state agency. FMCSA is aware that not all issuing state agencies require the return of these reports, and that requiring motor carriers and intermodal equipment providers to submit these reports to a State that does not require, or even request, the return of the form creates an unnecessary burden. Through this change, completed forms will only be returned to those states that request them. The rule is effective on July 22, 2026.

[MORE INFORMATION](#)

FMCSA Issues Electronic Logging Device Final Rule. FMCSA has issued a final rule that rescinds the requirement for a copy of the electronic logging device (ELD) operator's manual to be kept in a commercial motor vehicle (CMV). Drivers are required to understand the operation of the ELD on the vehicle to ensure the accuracy of their electronic records of duty status and to present this information during inspections by enforcement officials. There is no

readily apparent benefit to continuing to require that the user's manual be in the CMV given the use of ELDs since December 2019. The rule is effective on July 22, 2026.

[MORE INFORMATION](#)

FMCSA Issues Self-Reporting Requirement Final Rule. FMCSA has issued a final rule that amends the regulations requiring commercial driver's license (CDL) holders to self-report motor vehicle violations to their State of domicile. With the implementation of the exclusive electronic exchange (EEE) of violations between State Drivers Licensing Agencies (SDLAs) in 2024, self-reporting is no longer necessary. The rule is effective on July 22, 2026.

[MORE INFORMATION](#)



FTA Publishes Bus Testing NPRM. FTA has published a notice of proposed rulemaking (NPRM) that amends its Bus Testing Program rules by creating a 10-year expiration date for full and partial bus testing reports, requiring retesting for older models, and revising reliability and testing standards. The proposal also would clarify program procedures, including use of FTA's Bus Testing Portal, fee rules for retesting buses that were previously withdrawn, and flexibility to adapt testing protocols for emerging bus technologies. Comments are due by August 25, 2026.

[MORE INFORMATION](#)



NHTSA Publishes FMVSS Light Vehicle Brake Systems NPRM. NHTSA has published a notice of proposed rulemaking that amends Federal Motor Vehicle Safety Standard (FMVSS) No. 135, "Light vehicle brake systems." The proposed modifications would distinguish how regulations apply to vehicles with and without manually operated driving controls. The proposed modifications would clarify definitions, telltale requirements, performance requirements, and test procedures in the standard and remove sections that are no longer relevant. The stopping distance performance requirements, which address the primary safety purpose of the standard, would still apply to all subject vehicles. Comments are due by July 27, 2026.

[MORE INFORMATION](#)

NHTSA Withdraws AV STEP NPRM. NHTSA has withdrawn the notice of proposed rulemaking (NPRM) published in the Federal Register on January 15, 2025, which proposed

to establish the Automated Driving System-Equipped Vehicle Safety, Transparency, and Evaluation Program (AV STEP). The proposal would have created a voluntary program for vehicle manufacturers, developers of Automated Driving Systems (ADS), and fleet operators or system integrators of such vehicles. The NPRM is withdrawn as of June 26, 2026.

[MORE INFORMATION](#)

OTHER

FEMA Publishes Transit Security Grant Program NOFO. The Federal Emergency Management Agency (FEMA) has published a notice of funding opportunity (NOFO) for the availability of \$88.35 million through the FY 2026 Transit Security Grant Program (TSGP). The TSGP provides funds to transit agencies to protect critical surface transportation infrastructure and the traveling public from acts of terrorism. Applications are due by July 24, 2026.

[MORE INFORMATION](#)

FEMA Publishes Intercity Bus Security Grant NOFO. FEMA has published a NOFO for the availability of \$1.9 million through the FY 2026 Intercity Bus Security Grant Program (ICBSGP). The ICBSGP provides funds to intercity bus companies to protect critical surface transportation infrastructure and the travelling public from acts of terrorism. Applications are due by July 24, 2026.

[MORE INFORMATION](#)

GAO Publishes Report on Airline Competition. The Government Accountability Office has published a report titled [Airline Competition: Indicators Suggest Increased Competition in the Past Two Decades, but Lower-Cost Airlines Face Challenges](#).



*As a Partner at Carpi & Clay, **Channon Hanna**, brings 20 years of hard-won federal transportation policy expertise to clients navigating the intersection of politics, policy, and infrastructure.*



July 9, 2026

NEXT WEEK IN CONGRESS

Senate Committee to Hold Markup on Transportation-Related Bills. On June 15, the Commerce, Science, and Transportation Committee will hold a markup to consider the following transportation-related bills:

- **[S. 1759, the Supersonic Aviation Modernization Act](#)** – requires FAA to issue or revise regulations to allow for the operation of civil aircraft at speeds greater than Mach 1 in the national airspace system without a special authorization, so long as no sonic boom reaches the ground in the United States.
- **[S. 3258, the Aviation Medication Transparency Act](#)** – requires FAA to publish the list of medications that the agency has compiled for purposes of the medical certification of airmen and air traffic control specialists.
- **[S. 3885, the Aviation Innovation and Global Competitiveness Act](#)** – requires FAA to develop and publish a plan to reform the type-certification process for new aircraft, streamlining the issue paper process, exploring use of industry consensus standards, and establishing more predictable certification policies, to support innovation in areas like advanced air mobility.
- **[S. 4429, the Connected Vehicle Security Act of 2026](#)** – prohibits the importation, manufacture, sale, resale, or introduction into interstate commerce, of connected vehicles and related software and hardware associated with foreign adversaries.

[MORE INFORMATION](#)

THIS WEEK AT THE WHITE HOUSE

OMB Publishes Unified Agenda and Regulatory Plan. The White House's Office of Management and Budget (OMB) released the 2026 Regulatory Plan and Unified Agenda of Federal Regulatory and Deregulatory Actions on July 3, an unusually late date for a document that is typically published twice a year. The delay means this single release effectively covers what would normally have been two separate editions, combining the Fall 2025 and Spring 2026 agendas into one, since the last edition came out in September 2025 as the "Spring 2025" agenda. It appears to be the only edition we should expect this year. The agenda lists expected regulatory actions and timelines across all federal departments.

[MORE INFORMATION](#)

THIS WEEK AT THE DEPARTMENT OF TRANSPORTATION

DOT Announces BUILD Grant Awards. DOT has announced \$1.73 billion to help fund 127 projects in 52 states and territories through the Better Utilizing Investments to Leverage Development (BUILD) grant program. BUILD grants allow project sponsors, including state and local governments, counties, Tribal governments, transit agencies, and port authorities, to pursue multi-modal and multi-jurisdictional projects that are more difficult to fund through other grant programs.

[MORE INFORMATION](#)

DOT Extends Pause on Enforcement Discretion for Airline Refunds and Other Consumer Protections. DOT has announced it is extending its current enforcement discretion, announced on December 5, 2025, regarding specific refund regulations. Under current regulations, a flight assigned a different flight number than was active at the time of ticket purchase is considered a "cancelled flight," making the consumer eligible for a prompt refund and related notifications. The Department is extending its discretion to not enforce these requirements for renumbered flights, provided that the passenger is rebooked on a flight with a new number and the flight operates without any "significant change or delay" as defined in its regulations. This extension provides the Department with the necessary time to complete the pending rulemaking addressing the definition of a flight cancellation. This enforcement discretion is extended for 1-year from the date of this publication, expiring on July 7, 2027.

[MORE INFORMATION](#)



FAA Requests ANAC Nominations. FAA is requesting nominations for membership to serve on the Aircraft Noise Advisory Committee (ANAC), which is intended to provide independent advice and recommendations on issues facing the aviation community related to aircraft noise exposure and existing FAA noise policies and regulations. ANAC will focus on (1) the evaluation of existing research on aircraft noise impacts and annoyance; (2) the assessment of alternative noise metrics that could be used to supplement, modify, or replace the existing Day Night Level standard, in consultation with the National Academies; (3) the evaluation of the current 65-decibel exposure threshold, including the impact to land use compatibility around airports if such threshold was lowered; (4) the evaluation of current noise mitigation strategies and the community engagement efforts by FAA with respect to changes in airspace utilization, such as the integration of new entrants and usage of performance-based navigation; and (5) other duties determined appropriate by the FAA Administrator. FAA is seeking at least one representative from each of the following stakeholder groups: engine manufacturers, air carriers, airport owners or operators, aircraft manufacturers, advanced air mobility manufacturers or operators, institutions of higher education, and representatives of airport-adjacent communities from geographically diverse regions. Nominations are due by August 10, 2026.

[MORE INFORMATION](#)

FAA Requests NPOAG Nominations. FAA and the National Park Service (NPS) are requesting nominations to fill two current and three upcoming vacancies on the National Parks Overflights Advisory Group (NPOAG). The current vacancies are for a representative of Native American tribes and a representative of general aviation. The upcoming openings are for two representatives of environmental concerns and one representative of commercial air tour operators. Applications are due by August 10, 2026.

[MORE INFORMATION](#)



FTA Publishes ICAM NOFO. FTA has published a notice of funding opportunity (NOFO) for the availability of \$11.95 million through the Innovative Coordinated Access and Mobility (ICAM) pilot program. Funds awarded will finance innovative capital projects for the transportation-disadvantaged, with the goal to improve the coordination of transportation services and non-emergency medical transportation services for older adults, people with disabilities, and people of low income. Applications are due by September 9, 2026.

[MORE INFORMATION](#)



NHTSA Warns AV Developers About Interference With First Responders. NHTSA Administrator Jonathan Morrison has sent a letter to automated vehicle (AV) developers warning that the agency has identified a pattern of AVs interfering with law enforcement and first responders, including entering emergency scenes, blocking ambulances and firefighters, and failing to respond to lights, flares, smoke, fire, or traffic cones. The letter says NHTSA views these failures as a “functional insufficiency,” not an edge case, and is calling on developers to immediately prioritize fixes, with meetings planned by the end of the month and potential enforcement action if significant safety concerns are not addressed.

[**MORE INFORMATION**](#)



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TRANSPORTATION WEEKLY UPDATE

July 17, 2026

NEXT WEEK IN CONGRESS

Senate Committee to Hold Markup on Transportation-Related Bills and Nominations. On July 22, the Commerce, Science, and Transportation Committee will hold a markup to consider the following transportation-related bills and nominations:

- **[S. 1759, the Supersonic Aviation Modernization Act](#)** – requires FAA to issue or revise regulations to allow for the operation of civil aircraft at speeds greater than Mach 1 in the national airspace system without a special authorization, so long as no sonic boom reaches the ground in the United States.
- **[S. 3258, the Aviation Medication Transparency Act](#)** – requires FAA to publish the list of medications that the agency has compiled for purposes of the medical certification of airmen and air traffic control specialists.
- **[S. 3885, the Aviation Innovation and Global Competitiveness Act](#)** – requires FAA to develop and publish a plan to reform the type-certification process for new aircraft, streamlining the issue paper process, exploring use of industry consensus standards, and establishing more predictable certification policies, to support innovation in areas like advanced air mobility.
- **[S. 4429, the Connected Vehicle Security Act of 2026](#)** – prohibits the importation, manufacture, sale, resale, or introduction into interstate commerce, of connected vehicles and related software and hardware associated with foreign adversaries.
- Thomas Chapman, to be Member of the National Transportation Safety Board (NTSB)
- Edward Eppler, to be Chief Financial Officer, DOT

- Karen Hedlund, to be Member of the Surface Transportation Board (STB)
- David Cummins, to be Administrator of the Transportation Security Administration (TSA)

MORE INFORMATION

THIS WEEK IN CONGRESS

House Releases Draft CR. Today, the House released a [draft continuing resolution \(CR\)](#) that would fund the government at FY 2026 levels until December 4, 2026. House Speaker Mike Johnson has said he wants the House to act on a CR next week, prior to chamber leaving for August recess.

House Approves Transportation-Related Bills. This week, the House approved the following transportation-related bills:

- [H.R. 8870, the SAFEGUARDS Act of 2026](#) – reinvests certain revenues from the 9/11 Passenger Security Fee to aviation security technologies, instead of being diverted to other purposes.
- [H.R. 8897, the Improving Travel for American Families Act](#) – authorizes a pilot program to implement dedicated screening lanes for families traveling with children under the age of 12, with priority to implement at airports that see the highest volume of family travelers.
- [H.R. 9328, the Improving Travel for Military Members Act](#) – authorizes a pilot program to implement priority security screening lanes and screening procedures for traveling active-duty military personnel and accompanying family members, with priority given to airports located near large military installations.
- [H.R. 9388, the One-Stop Pilot Program Extension Act](#) – extends a program to permit screened passengers and their property arriving on direct flights or flight segments originating at certain foreign last point of departure airports to continue on additional flights or flight segments originating in the United States without additional screening.
- [H.R. 9391, the Reimbursable Screening Services Program Extension Act of 2026](#) – authorizes an extension and expansion of TSA's reimbursable screening services program.

The bills now move to the Senate for consideration.

Senate Committee Holds Hearing on TSA Nomination. On July 16, the Commerce, Science, and Transportation Committee held a hearing to consider the nomination of David Cummins, to be the Administrator of the Transportation Security Administration (TSA). In his opening

statement, Chair Ted Cruz (R-TX) described David Cummins's nomination to lead the Transportation Security Administration as coming at a critical time, citing workforce losses and morale challenges following recent government shutdowns. Cruz highlighted Cummins's private-sector management experience and said he is well positioned to improve TSA operations, modernize screening and identity-verification technologies, strengthen cybersecurity and drone security efforts, streamline procurement, and improve the traveler experience. He also called for Congress and the administration to evaluate TSA's performance and organizational agility as the nation approaches the 25th anniversary of the September 11 attacks.

[MORE INFORMATION](#)

THIS WEEK AT THE DEPARTMENT OF TRANSPORTATION



FAA Announces eVTOL Medical Transport Test Flights. FAA announced that BETA Technologies and United Therapeutics, working with the Pennsylvania Department of Transportation, conducted test flights to evaluate the use of electric aircraft for transporting donor organs between airports in Virginia and Maryland. The flights were conducted through the eVTOL Integration Pilot Program, which is testing advanced air mobility operations in real-world settings. FAA will use data from these and future flights to assess operational limitations, refine procedures, and inform policies and training for integrating the aircraft into the national airspace system.

[MORE INFORMATION](#)



FTA Publishes Fact Sheet for Reducing Assaults on Transit Workers. FTA has published a fact sheet that discusses the four most commonly used strategies transit agencies reported in their responses: de-escalation training, operator area barriers, policies and procedures, and

patrols strategies. Within the fact sheet, there are separate sections covering the challenges and effectiveness of each strategy.

[MORE INFORMATION](#)



NHTSA Seeks NEMSAC Nominations. NHTSA is seeking nominations or membership to serve as the State/Local 911 Officials representative on the National Emergency Medical Services Advisory Council (NEMSAC). The purpose of NEMSAC is to serve as a nationally recognized council of Emergency Medical Services (EMS) representatives and consumers to provide advice and recommendations regarding EMS to DOT. Through NHTSA, NEMSAC's advice is provided to the Secretary of Transportation and the Federal Interagency Committee on Emergency Medical Services (FICEMS). Nominations are due by August 17, 2026.

[MORE INFORMATION](#)

OTHER

GAO Publishes Report on Aviation Cybersecurity. The Government Accountability Office (GAO) has published a report titled [Aviation Cybersecurity: FAA and TSA are Collaborating on Cybersecurity but Need to Address Key Shortfalls](#). The report found that FAA and TSA collaborate effectively on aviation cybersecurity, but TSA's 2018 Cybersecurity Roadmap is outdated and does not clearly assign responsibility for carrying out its goals or overseeing airport and aircraft-operator cybersecurity programs. GAO also found that FAA did not report all cybersecurity activities and costs to OMB, its zero-trust implementation plan did not fully address every operating environment or align with all relevant federal practices, and only three of seven objectives supporting its cybersecurity strategy had been fully implemented. GAO recommended that TSA update its roadmap to define roles and responsibilities and that FAA improve cybersecurity budget reporting, revise its zero-trust plan, and ensure its Cybersecurity Steering Committee monitors implementation and incorporates lessons learned.

GAO Publishes Report on DOT Office Space Consolidation. GAO has published a report titled [Federal Real Property: Further Consolidating DOT Office Space Could Save Hundreds of Millions of Dollars](#). The report found that 89 percent of DOT's 189 office buildings, including the DOT and FAA headquarters complexes, were underutilized during the period reviewed, costing hundreds of millions of dollars annually to lease, operate, and maintain. Although DOT had reinstated full-time in-office requirements for most employees, GAO found that office utilization remained low; it also noted that an earlier consolidation study excluded more than 2,000 remote employees and therefore no longer fully reflected current

return-to-office requirements, workforce levels, or space needs. DOT's planned consolidation of FAA offices remains incomplete because the department has not finalized relocation plans for approximately 950 employees or developed detailed savings estimates, and DOT has not established a broader strategy for consolidating other underused offices. GAO recommended that DOT complete its FAA headquarters consolidation plan and develop a department-wide consolidation strategy incorporating measures such as shared workspaces and desk-reservation systems.



*As a Partner at Carpi & Clay, **Channon Hanna**, brings 20 years of hard-won federal transportation policy expertise to clients navigating the intersection of politics, policy, and infrastructure.*