

**To:** Jackson, Ryan[jackson.ryan@epa.gov]  
**From:** Morning Transportation  
**Sent:** Wed 9/20/2017 2:03:30 PM  
**Subject:** POLITICO's Morning Transportation, presented by Auto Alliance: The FAA extension waiting game — How do you solve a problem like TSA staffing? — Country roads, take me home

By Brianna Gurciullo | 09/20/2017 10:00 AM EDT

*With help from Stephanie Beasley, Tanya Snyder, Lauren Gardner and Daniel Lippman*

**THE WAITING GAME:** House lawmakers have yet to give any clues about when they might introduce an FAA extension bill, but given that the agency's authority is set to expire at the end of the month, it will have to happen very soon, Sen. [John Thune](#) (R-S.D.) said Tuesday. "Well, they have to do it next week, if we're going to get this done by the 30th, right?" the Senate Commerce chairman said. Thune reiterated that senators would like to see a six-month extension and encouraged the House to "keep it clean." However, when asked if he thought House members might add unrelated measures to the bill, he said that "obviously with a tax title it presents a vehicle and an opportunity."

**HOW DO YOU SOLVE A PROBLEM LIKE TSA STAFFING?** Airports are getting antsy over TSA's staffing policies, with the aviation director of one major airport calling the agency's approach "broken." "As we start to see improvements in the customer experience ... TSA pulls down staff," said Brent Cagle of Charlotte Douglas International Airport. As Steph reports for Pros, some airports are turning to new technology to make up for fewer bodies. But TSA hasn't promoted that technology for use across the country, which makes other airports slower to try it. Meanwhile, Airports Council International says more federal funding is the best long-term fix to the agency's staffing problems. Check out the full story [here](#).

**IT'S WEDNESDAY:** Thanks for tuning in to POLITICO's Morning Transportation, your daily tipsheet on all things trains, planes, automobiles and ports. Be sure to send tips, feedback and lyrics my way: [bgurciullo@politico.com](mailto:bgurciullo@politico.com) or [@brigurciullo](https://twitter.com/brigurciullo).

"I was riding shotgun / With my hair undone / In the front seat of his car / He's got a one-hand feel / On the steering wheel / The other on my heart."

**GET LISTENING:** Follow MT's [playlist](#) on Spotify. What better way to start your day than with songs (picked by us and readers) that are all about flying, driving, commuting and sailing?

**COUNTRY ROADS, TAKE ME HOME:** An impressive lineup of automotive star power is heading to West Virginia today for a forum on self-driving cars hosted by Rep. [David McKinley](#) (R-W.Va.). McKinley was one the more skeptical members of the Energy and Commerce Committee when it came to driverless car safety and pushed for what he called "independent verification and validation" - more or less the "premarket approval" concept that makes industry recoil. Thanks to McKinley's efforts, the final House bill, [H.R. 3388 \(115\)](#), includes a mandate for a new Highly Automated Vehicle Advisory Council to study the issue of IV&V, as well as the testing and deployment of self-driving cars in rural areas.

**Who's going?** Bigwigs from General Motors, Toyota, Tesla, Uber and Ford will be there, plus academics, lawyers and more. You can watch the [morning](#) and [afternoon](#) sessions via livestream, or if you happen to find yourself in Morgantown, you can [attend](#) in person.

**TAKING EXCEPTION WITH EXEMPTIONS:** The RAND Corporation has issued a [challenge](#) to lawmakers who have asked how many Federal Motor Vehicle Safety Standards exemptions should be offered to automakers but haven't asked whether that's a sensible way to ensure driverless car safety. In a new [report](#), RAND says the House bill's attempt to exempt vehicles from some standards while still maintaining safety doesn't make sense. RAND asks: How can you evaluate a driverless car using traditional methods that only look at hardware and not software?

**RAND's idea:** Loosen the focus on FMVSS and think about performance-based benchmarks for safety. As automakers show they're meeting those benchmarks - through a more demanding process than what's laid out in the House bill - exemptions can be allowed and, eventually, the cap can be lifted and FMVSS can be rewritten. The authors leave open the possibility that independent certification may be needed - a proposal McKinley would surely like, but not so much the auto world.

**PREPARING FOR MARIA:** Following on Sen. [Bill Nelson's](#) call for airlines to cap ticket prices ahead of Hurricane Maria's rampage through the Caribbean, several U.S. carriers disclosed their plans Tuesday for managing fares, adding capacity and handling other fees. Lauren has the [details](#) on the initial information the Florida Democrat's office provided about American and United (both of which are setting ceilings for fares).

**Not to be outdone:** Delta has temporarily [capped](#) main cabin fares for nonstop, one-way tickets from certain Caribbean destinations, including San Juan. The airline waived fees for bags and pets for passengers flying from the region, as well as change fees for certain dates for customers flying from San Juan, St. Maarten, St. Thomas, and Turks and Caicos. It also added flights for residents and tourists looking to leave Puerto Rico ahead of the storm.

**\*\* A message from Auto Alliance:** Federal action is needed for self-driving cars. [Learn More](#)  
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**SENATE PASSES MAHAN AIRLINE SURVEILLANCE MEASURE:** The Senate passed an annual defense policy bill, [H.R. 2810 \(115\)](#), on Monday night with an amendment that would crack down on Iran's Mahan Air. The measure was co-sponsored by Sen. [John Cornyn](#) (R-Texas), who has accused the airline of aiding terrorist groups like the Islamic Revolutionary Guard Corps. Among other items, the measure would require DHS to establish a list of all airports where Mahan operates and make recommendations for increasing security at those facilities.

**While we're at it:** Cornyn also echoed President Donald Trump's call for the United States to take stronger actions to prevent terrorism in the wake of last week's subway bombing in London. He urged senators to reauthorize surveillance programs included in the Foreign Intelligence Surveillance Act. "As President Trump said last week, in this era in which attacks like London

are the new normal, we have to be proactive," Cornyn said on the floor Tuesday.

**DAMAGE CONTROL:** After a series of wildfires, Oregon can now access \$1 million in emergency funding from the Federal Highway Administration to start fixing bridges and roads, the agency said Tuesday.

**IT'S ON(LINE):** The U.S. Travel Association has a new website dedicated to Open Skies. The group compiled letters from other trade associations, consumers, businesses and government officials about the issue. Pros know well that U.S. Travel opposes American Airlines, United Airlines and Delta Air Lines when it comes to the debate over alleged breaches of the Open Skies deals between the United States and the United Arab Emirates and Qatar.

**A NEW CHAIRMAN FOR ARTBA:** Matt Cummings, an executive vice president at AECOM, is now the American Road & Transportation Builders Association's chairman. Cummings wants ARTBA to keep concentrating on "ensuring a long-term Highway Trust Fund fix," urge the enactment of a federal infrastructure package and longer term FAA bill, and start a "Transportation Construction Safety Center," among other goals, according to a release from the group.

**MEANWHILE AT ACI-NA:** Candace McGraw is taking Bill Vanecek's place as chair of Airports Council International-North America. McGraw is the Cincinnati/Northern Kentucky International Airport's chief executive.

**FLYING HIGHER:** Vaughn Jennings at Airlines for America was promoted from managing director for government and regulatory communications to vice president for communications, our friends at POLITICO Influence report.

**SO LONG AND THANKS FOR ALL THE FLIGHTS:** Susan McDermott, DOT's deputy assistant secretary for aviation and international affairs, will retire at the end of the year. McDermott previously worked at the Civil Aeronautics Board.

**OTHER FOLKS SHIFTING GEARS:** Tyler Houlton, Americans for Prosperity's former director of federal affairs, is now serving as deputy press secretary at DHS, our friends at POLITICO Playbook report. ... Max Fenkell left Ford, where he held the title of legislative analyst/coordinator, to be a legislative assistant to Rep. Mark Sanford (R-S.C.), a member of the Transportation Committee. Fenkell began his new gig this week. ... Chris Marchand was named Jaguar Land Rover's vice president of government and industry relations for the Americas. Marchand is currently executive vice president of operations. ... Eric Fanning, who was secretary of the U.S. Army during the Obama administration, will be the Aerospace Industries Association's president and CEO starting Jan. 1, Greg Hellman reports for Pro Defense. ... Sally Veith, previously the director of government affairs for Delta and, before that, Northwest Airlines, is the Air Medical Operators Association's new executive director.

**THE AUTOBAHN:**

- "International tourism to the U.S. declined in early 2017." The New York Times.

- "Touch screens in cockpits would improve airliner safety, research shows." [The Wall Street Journal](#).
- "Price's private-jet travel breaks precedent." [POLITICO](#).
- "Officials fault charter bus industry after fatal Queens crash." [The New York Times](#).
- "Cyber attack, hurricane weigh on FedEx quarterly profit." [Reuters](#).
- "What if an Irma-like hurricane hit the New York City metro area?" [Bloomberg](#).
- "You can now earn a degree in 'self-driving cars' courtesy of Lyft and Udacity." [The Verge](#).
- "Dockless bike-share companies race to Washington." [The Washington Post](#).
- "Lawmakers subpoena New Jersey Transit over rail-safety project." [Bloomberg](#).
- "Fliers may soon board more international flights with a picture rather than a passport." [USA Today](#).

**THE COUNTDOWN:** DOT appropriations run out in 80 days. The FAA reauthorization expires in 11 days. Highway and transit policy is up for renewal in 1,107 days.

**\*\* A message from Auto Alliance:** Automakers have a vision for transforming mobility: save lives with automated vehicles. [Learn More](#) \*\*

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