



NEXT WEEK

As of today, there are no transportation hearings or votes that have been scheduled in either the House or Senate.

THIS WEEK

House

Floor Debate: FY 2024 THUD Appropriations. On November 7, the House again tried to pass H.R. 4820, the FY 2024 Transportation, Housing and Urban Development (THUD) appropriations bill. However, risking defeat due to Amtrak funding cuts in the bill, the bill was again pulled off the House floor. The Committee summary of the bill is [here](#) and Committee report is [here](#).

- President Biden has threatened to veto H.R. 4820 over reduced funding levels, rescissions to the Inflation Reduction Act, and provisions affecting the Department of Housing and Urban Development. The Statement of Administration Position is [here](#).

Senate

Hearing: Roadway Safety. On November 7, the Environment and Public Works Committee held a hearing entitled “Understanding Roadway Safety: Examining the Causes of Roadway safety Challenges and Possible Interventions.” Witnesses included representatives from Cityfi, LLC, the Iowa Motor Truck Association, and North Dakota DOT. A portion of the hearing focused on the need for additional truck parking, at a time when accidents involving commercial motor vehicles is on the rise. Information on the hearing is [here](#).

Hearing: Aviation Close Calls. On November 9, the Commerce, Science and Transportation Committee held a hearing entitled “Addressing Close Calls to Improve Aviation Safety.” The hearing examined serious close calls across the National Airspace System and efforts to improve the aviation system's safety culture, processes and technologies. Witnesses included the Chair of the National Transportation Safety Board, the CEO of the FAA Air Traffic Organization, a former FAA Administrator, and representatives from the National Air Traffic Controller Association and Air Line Pilots Association. Issues discussed included controller staffing and fatigue, as well as pilot training and mental health. Testimony and video of the hearing is [here](#).

Department of Transportation

FTA: Sustainable Transit Challenge. FTA has invited transit agencies to participate in the third phase of the [Sustainable Transit for a Healthy Planet Climate Challenge](#), which encourages bold action to further reduce greenhouse gas emissions from public transportation. Launched in April 2023, Phase 3 focuses on incorporating resilience into transit agencies' climate action plans, helping to protect infrastructure, while improving mobility. Challenge participants will continue to receive technical assistance from FTA in developing their plans and strategies. FTA is encouraging those who have not yet signed up to participate in the Challenge. Agencies of all sizes are welcome, and new or existing sustainability, climate action, electrification or zero-emission transition plans are accepted. New, existing, or updated plans submitted by March 1, 2024, are eligible for recognition during FTA's Earth Day celebratory event scheduled for April 2024.

FRA: Northeast Corridor Grants Awarded. On November 6, FRA announced the award of more than \$16 to passenger rail projects along the Northeast Corridor under the Northeast Corridor Federal-State Partnership for Intercity Passenger Rail Grant Program. The project descriptions are [here](#).

DOT: ADA Standards for Transportation Facilities. On November 6, DOT issued a Request for Information (RFI) on accessibility improvements for transportation facilities. The Department is asking for suggestions from all transportation stakeholders on enhancements that DOT could consider with regard to the ADA standards for transportation buildings and facilities. DOT invites comment on any other aspects of the current accessibility requirements for transportation facilities under the ADA contained in DOT's regulations governing transportation services for individuals with disabilities. The RFI is [here](#).

Government Accountability Office

Report: RAISE Grant Evaluations. On November 6, the Government Accountability Office (GAO) released a report entitled "DOT Should Better Align Its Application Evaluation Process with Federal Guidance." GAO conducted a survey of grant applicants and found that 69 percent found the Benefit-Grant requirements to be challenging. GAO also found that DOT's application evaluation process did not align with federal guidance in several areas—for example, it did not consistently document how decisions were made.

- GAO made five recommendations to DOT regarding the RAISE program: (1) address applicant challenges with developing a benefit-cost analysis, (2) implement additional oversight of evaluation teams, (3) consistently document specific evaluation decisions, (4) identify all selection factors, and (5) document specific rationales for selection decisions.

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