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## NEXT WEEK

### House

The House is scheduled to be in recess next week, although the Speaker has said that if a deal on the debt limit is reached, Members of the House will have to return to vote on that legislation. However, no transportation or aviation events are expected.

### Senate

As of today, no transportation or aviation events have been scheduled.

## THIS WEEK

### House

**Markup: Drone and Advanced Air Mobility R&D Legislation.** On May 25, the House Science, Space and Technology Committee held a markup of [H.R. 3560 \(118\)](#), the “National Drone and Advanced Air Mobility Research and Development Act.” The bill is intended to provide for a coordinated federal initiative across research and mission agencies to support unmanned aerial systems (UAS) research and development activities and ensure U.S. leadership in UAS and advanced air mobility technologies (AAM). A fact sheet on the bill is [here](#).

**Markup: Supply Chain Bills.** On May 24, the Transportation and Infrastructure Committee approved a number of bills related to supply chain issues, as well as other transportation bills, listed below.

- *H.R. 3399, the Soo Locks Security and Economic Reporting Act of 2023*, introduced by Rep. John James (R-MI), directs a federal study of potential security risks of the Soo Locks in Sault Ste. Marie, Michigan and the economic ramifications in the event of their operational failure.

- H.R. 1836, the Ocean Shipping Reform Implementation Act of 2023, introduced by Rep. Dusty Johnson (R-SD), builds upon the *Ocean Shipping Reform Act of 2022*, including by allowing the Federal Maritime Commission to review complaints about market manipulation and anti-competitive operations of maritime exchanges.
- H.R. 2367, the Truck Parking Improvement Act, introduced by Rep. Mike Bost (R-IL), addresses the lack of truck parking by increasing resources for the construction of new Commercial Motor Vehicle (CMV) parking, additional parking at current CMV parking areas, and improvements to existing CMV parking. It also requires CMV parking spaces constructed to be accessible to all CMVs without charge.
- H.R. 3013, the Licensing Individual Commercial Exam-takers Now Safely and Efficiently (LICENSE) Act of 2023, introduced by Rep. Darin LaHood (R-IL), eliminates regulatory barriers and addresses truck driver shortages by making permanent two waivers issued by the Federal Motor Carrier Safety Administration during the COVID-19 pandemic to allow for more efficient Commercial Driver's License testing.
- H.R. 3318, establishing a 10 percent axle weight variance for dry bulk, introduced Rep. Rick Crawford (R-AR), allows for a 10 percent axle variance for dry bulk, without any increase in the overall federal gross vehicle weight limit. The bill makes an allowance for the fact that dry bulk – nonliquid cargos such as grains, plastic pellets, aggregates, etc. – can shift during transportation and redistribute a truck's weight.
- H.R. 3316, streamlining the environmental review process for major projects, introduced by Rep. Rick Crawford (R-AR), extends One Federal Decision (OFD) environmental review streamlining provisions – such as combining environmental documents among agencies, concurrent agency reviews, creating reasonable page limits for documents, and reasonable time limits for reviews – to port, aviation, and pipeline projects, as applicable. OFD was already approved in law for highway projects under the Infrastructure Investment and Jobs Act.
- H.R. 3365, the Supply Chain Improvement Act, introduced by Rep. John Duarte (R-CA), ensures that priority consideration is given to projects that would improve or build resiliency into the supply chain under the INFRA and MEGA discretionary grant programs.
- H.R. 1500, the Intelligent Transportation Integration Act, introduced by Rep. Garret Graves (R-LA), directs DOT to create and implement a program to bolster transportation management and the efficiency of Federal-aid highways by leveraging third-party data.
- H.R. 915, the Motor Carrier Safety Selection Standard Act, introduced by Rep. Mike Gallagher (R-WI), increases efficiency and highway safety in the supply chain network by requiring the Federal Motor Carrier Safety Administration to develop a new Safety Fitness Determination process to change the way a motor carrier is rated.

- H.R. 3317, the Rolling Stock Protection Act, introduced by Rep. Rick Crawford (R-AR), closes a legal loophole and prohibits four public transportation agencies from continuing to use Federal Transit Administration (FTA) funds to procure rolling stock from State Owned Enterprises, including a Communist Chinese-controlled manufacturer.
- H.R. 3372, establishing a safety data collection program for certain 6-axle vehicles, introduced by Rep. Dusty Johnson (R-SD), establishes a voluntary 10-year pilot program for states to increase truck weights on federal interstates up to 91,000 lbs. on six axles.
- H.R. 2948, the Carrying Automobiles Responsibly and Safely (CARS) Act, introduced by Rep. Lance Gooden (R-TX), ensures continued efficiency in the supply chain by allowing automobile transporters to continue carrying the same number of vehicles as they currently do. The bill addresses the increasing weight of newer vehicles, allowing a 10 percent weight increase for certain types of automobile transporters.
- H.R. 3395, the U.S. Supply Chain Security Review Act of 2023, introduced by Rep. Jake Auchincloss (D-MA), directs the Federal Maritime Commission to enter into an agreement with a federally funded research and development center to evaluate foreign ownership of marine terminals at the 15 largest United States container ports.
- H.R. 3447, providing a Weight Exemption for Hydrogen Powered Commercial Motor Vehicles, introduced by Rep. Greg Stanton (D-AZ), authorizes a hydrogen powered vehicle to exceed certain weight limits on the Interstate Highway System.

#### Department of Transportation

**Justice40 Webinars.** DOT announced that it will hold two webinars on updates to the Justice40 initiative and the recently launched Equitable Transportation Community (ETC) Explorer. The webinar dates and registration links are as follows:

- Friday, June 2<sup>nd</sup>, 2023, 1:00-2:00 PM EST. Please use this [link](#) to register
- Monday, June 5<sup>th</sup>, 2023, 2:30-3:30 PM EST. Please use this [link](#) to register.

Both webinars will cover the same material. The presentation will include general updates on Justice40, how the ETC Explorer was updated based on the recent public comment period, and how the tool's data can be utilized in the project development process. Questions can be submitted in advance through registration.

**FHWA: Advanced Transportation Technology and Innovation Grant Awards.** On May 25, FHWA announced \$52 million in grants for eight states from the Advanced Transportation Technology and Innovation (ATTAIN) program. These grants are intended to promote advanced technologies to improve safety and reduce travel times. Program information and grant recipients can be found [here](#).

**FAA: Runway Incursion Safety Grant Awards.** On May 22, FAA awarded more than \$100 million to 12 airports to reduce runway incursions. Projects will reconfigure taxiways that may cause confusion, install airfield lighting or construct new taxiways to provide more flexibility on the airfield. Grant recipients can be found [here](#).

**FHWA: Bike/Pedestrian Project Guidance.** On May 19, FHWA issued guidance to support bicycle, pedestrian, and micro-mobility projects. The [new guidance](#) provides updated information on federal legislation, policies, and reference materials related to bicycle, pedestrian, and shared micro-mobility programs and projects.

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