



Policy Update

April 20, 2023

Congress – Congress has returned to Washington this week. The most pressing issue Congress is facing is resolving its differences between the chambers and the President on how to avoid a government default on its obligations by increasing the borrowing limit of the Federal government. President Biden and Democrats want a simple, clean increase in the debt limit while Republicans make the case that lifting the \$31.5 trillion debt limit should be offset by reductions in Federal spending. The actual “X-date,” when the Treasury Department can no longer pay interest on its debt, will depend on the flow of federal money in and out of the government over the next few months. Economists at the Congressional Budget Office (CBO) are predicting that date will come sometime in July or August, while other economists are predicting sooner, June. The recently released Republican plan would bring the federal budget back to levels adopted in the 2022 fiscal year, which could amount to \$130 billion in spending cuts for 2024. Additionally, the plan would include policy provisions such as a permitting reform, and spending provisions that would claw back unspent COVID funding, repeal many of the tax provisions in the Inflation Reduction Act, and other measures to bring down the debt over the next 10 years. Now that the House Republicans have proposed a plan, they still need to pass it through the House. The impact on the IIJA is not clear at this point since a large amount was guaranteed funding. The advanced appropriations were declared emergencies, and not subject to any caps, so they are not impacted. If the House can pass the bill, the Senate will need to engage, as will the President. A deal should come together in the next couple of months to avoid a default.

Hearings

On Tuesday, April 18th, the House Transportation and Infrastructure held a **2023 Member Day hearing** where members were provided an opportunity to present their transportation priorities for the 118th Congress.

On Wednesday, April 19th the House Transportation and Infrastructure’s Subcommittee on Aviation held a hearing on **FAA reauthorization and aerospace workforce challenges**. One of the most talked about issues was the 1500-hour rule for pilot training, which some in the industry and on Capitol Hill feel is too long and has contributed to the shortage of pilots.

On Thursday, April 20th, the House Appropriation’s Subcommittee on Transportation and Housing held its annual hearing on the **FY 2024 USDOT budget request** where Secretary Buttigieg testified in support of the President’s budget request to Congress for the Department of Transportation.

Grants

[Key Notices of Funding Opportunity | US Department of Transportation](#)

[Updated NOFO Schedule](#)

[Grants | US Department of Transportation](#)

[Bipartisan Infrastructure Law | FTA \(dot.gov\)](#)

[Bipartisan Infrastructure Law - FHWA | Federal Highway Administration \(dot.gov\)](#)

[Bipartisan Infrastructure Law Grant Programs | US Department of Transportation](#)

* NEW – FRA Calendar of upcoming publications - [PowerPoint Presentation \(dot.gov\)](#)

Links to FTA and FHWA Program Fact Sheets

FTA - [FTA Program Fact Sheets under the Bipartisan Infrastructure Law | FTA \(dot.gov\)](#)

FHWA - [Bipartisan Infrastructure Law - Fact Sheets | Federal Highway Administration \(dot.gov\)](#)