



TAI GINSBERG & ASSOCIATES, LLC

TO: Contra Costa Transportation Authority Board and Staff
 FROM: TG&A Staff
 RE: Monthly Board Report for MAY 2025
 DATE: May 14, 2025



THE TRUMP ADMINISTRATION/EXECUTIVE BRANCH

May 2, 2025. President Donald Trump released his proposed [FY 2026 Budget Request](#)ⁱ (aka skinny budget), [via a 46-page letter to House and Senate Appropriations Committee leaders](#)ⁱⁱ. Overall, the proposed base discretionary Defense/Non-Defense request is \$1.450 trillion. Within the overall budget request defense spending increases by 13 percent, and appropriations for the Department of Homeland Security increases by nearly 65 percent, while in contrast non-defense spending (education, transportation and public health et al.) is reduced to \$557.4 billion from \$720.5 billion (a reduction of \$163 billion or 22.6 percent). It is hoped that a fully more fleshed-out budget will be released soon.

	2025 Enacted ¹	2026 Request	2026 Request Less 2025 Enacted	
			Dollar	Percent
Base Discretionary Funding.....	1,613.1	1,450.0	-163.1	-10.1%
<i>Defense</i>	892.6	892.6	---	---
<i>Non-Defense ²</i>	720.5	557.4	-163.1	-22.6%

Regarding transportation the President's letter notes the following funding proposals:

- A Federal Aviation Administration (FAA) increase to "Operations" by \$13.8 billion (an increase of \$359 million over FY 2025) for air traffic controller hiring and salary increases;
- A FAA increase of \$4 billion for National Airspace System upgrades;
- An Infrastructure for Rebuilding America Program (INFRA) increase of \$770 million, on top of the \$1.5 billion provided by the IJA;
- A Rail Safety and Infrastructure Grants proposal of \$500 million to improve the safety and efficiency of the passenger and freight rail network;
- A Shipbuilding and Port Infrastructure program proposal of which \$105 million is for the Assistance to Small Shipyards Program and \$550 million for the Port Infrastructure Development Program;
- An Essential Air Service Program reduction of \$300 million from FY 2025 (the EAS program subsidizes commercial air service to rural airports);
- A Harbor Maintenance Trust Fund spending reduction of \$1.071 billion;
- A Corps WIFIA Program is reduction of \$7 million;
- Cuts funding for the Transportation Security Administration by \$247 million;
- Ends tax incentives for [electric vehicle and battery manufacturers](#)ⁱⁱⁱ/cancels \$6 billion in IJA funds for EV charger programs; and,
- Cuts \$15 billion cuts to renewable energy, carbon capture.

Note: Politico reports that US DOT Secretary Sean Duffy has confirmed that the department will conduct a mass layoff, known as a reduction in force or RIF — but the earliest it will occur is late May. Update 5/9/25: A federal judge in California blocked US DOT from carrying out reductions in force, or RIFs for 14 day through May 23.

April 28, 2025. President Donald J. Trump signed an Executive Order (E.O.) “[Enforcing Commonsense Rules of the Road for America’s Truck Drivers](#)^{iv}.” The E.O. ensures that anyone behind the wheel of a commercial vehicle is properly qualified and proficient in English. A White House [Fact Sheet](#)^v states that, “Federal law mandates that commercial vehicle drivers read and speak English sufficiently, yet this requirement has not been enforced pursuant to Obama Administration guidance, compromising roadway safety as trucking fatalities have increased since this guidance was issued.” President Trump previously signed an [E.O. 14224](#)^{vi} designating English as the official language of the United States.

April 15, 2025. President Donald Trump issued a [Presidential Memorandum](#)^{vii} (and [here](#)^{viii}) “to ensure the United States is leveraging modern technology to effectively and efficiently conduct environmental reviews and evaluate permits. Permitting reform is a top priority for the Trump Administration and this action will accelerate the process, improve the transparency and predictability of project timelines....” The Memorandum directs executive departments and agencies to “make maximum use of technology in environmental review and permitting process for infrastructure projects of all kinds,” including power plants.

TRUMP - 2025 TRANSPORTATION-RELATED NOMINATIONS/CONFIRMATIONS

Since the April 2025 report, the following are the only relevant changes in status (in **RED TYPE**) to transportation-related nominees. **A full 2025 listing of “Nominations” is available from TG&A.**

NOMINEE	US DOT ADMINISTRATOR / TRANSPORTATION-RELATED	STATUS
Stephen Carmel	Nominee to be Administrator of the Maritime Administration	Received in the Senate and referred to the Committee on Commerce, Science, and Transportation on 5/6/25.
Robert Gleason	Nominee to be Director of the Amtrak Board of Directors for a term of 5-years.	Nominated: received in the Senate and referred to the Committee on Commerce, Science, and Transportation on 3/10/25. Hearing in Commerce Comm. on 5/13/25.
Sean McMaster	Nominee to be Administrator of the Federal Highway Administration.	Received in the Senate and referred to the Committee on Environment & Public Works on 3/10/25. Hearing in S. E&PW Comm. on 5/14/25.
David Fink	Nominee to be Administrator of the Federal Railroad Administration.	Received in the Senate and referred to the Committee on Commerce on 1/20/25. Hearing in Commerce Comm. on 5/13/25.

Note: On May 5, 2025, the Trump Administration removed the **Alvin Brown (Democrat)**, the Vice Chair of the [National Transportation Safety Board](#)^{ix}. The Chairman and Vice Chairman are both designated by the president and serve for three years; although, NTSB terms are for five years. No more than three of the five members may be from the same political party. Brown joined the board in March 2024 and his term was slated to run through 2026.

Note: On May 1, 2025, [Drew Feeley](#)^x was appointed FRA Deputy Administrator and will serve as Acting Administrator until the President Trump’s nominee (David Fink) is confirmed. Feeley was most recently staff director at the House Transportation and Infrastructure Committee’s Subcommittee on Railroads, Pipelines, and Hazardous Materials.

Note: On April 28, 2025, the Trump Administration named [Ha Nguyen McNeill](#)^{xi} as Deputy Administrator of the Transportation Security Administration. In January, President Trump forced the resignation of TSA Administrator David Pekoske. The [TSA Administrator](#)^{xii} position remains vacant.

APPROPRIATIONS/BUDGET - [HOUSE/SENATE THUD APPROPRIATIONS STATUS](#)

Recall, the Senate/House passed a [Budget Resolution](#)^{xiii} (H. Con. Res. 14) on April 5, and April 10, 2025, respectively. It was necessary that the House and Senate pass the same version of the Budget Resolution before they could launch into the reconciliation process. **[\[Reconciliation is a complicated budget tool that gives Congress a fast-track mechanism to avoid the Senate filibuster and pass partisan legislation, meaning it requires only a simple majority \(50 + 1 vote\)\].](#)**

As of the weeks of May 5 and May 12, 2025, both the House and Senate Appropriations Committee (and other Committees) are actively engaged in hearings to discuss and debate appropriations, the POTUS's budget and reconciliation (haggling over their portion of the reconciliation bill's spending cuts, e.g. [Energy and Commerce Committee is tasked with identifying \\$880 billion of net deficit reduction through 2034](#)^{xiv}). The Energy and Commerce proposal (as of May 13) is said to cut up to \$912 billion, partially by imposing new restrictions on Medicaid beneficiaries. Democrats point to a [Congressional Budget Office analysis](#)^{xv}, "estimate[ing] that the legislation would reduce the number of people with health insurance by at least 8.6 million in 2034."

On May 12, the House Committee on Ways and Means released their 389-page bill ([here](#)^{xvi}). In that centerpiece bill, it makes permanent President Trump's 2017 tax cuts and specifies marginal tax rates of 10%, 12%, 24%, 32%, 35%, and 37%. The highly contentious State and Local Tax (SALT) deduction cap is raised to 30,000, from 10,000 for single and joint filers, and it also includes a no taxes on tips provision. The Ways and Means bill also proposed to increase the debt ceiling by \$4 trillion, and phases-out several electric vehicle tax credits (2 different \$7,500 tax credits and a \$4,000 tax credit) by the end of 2025/2026. The [Committee for a Responsible Federal Budget](#)^{xvii} notes that the preliminary draft would "increase deficits by \$3.8 trillion through 2034, or 1.1 percent of Gross Domestic Product (GDP); if all of its expiring policies are extended permanently, we estimate it would add \$5.3 trillion to deficits, or 1.5% of GDP."

The reconciliation bill is a big complex bill and is not likely now to get congressional approval by Memorial Day as earlier touted by House Speaker Mike Johnson (R-LA). In fact, on May 7, 2025, Congressman Lloyd Smucker (R-PA) [pushed a letter signed by over 30 congressional members](#)^{xviii} stating that "the reconciliation bill must not add to the deficit." There are resurgent discussions about breaking the "one big, beautiful bill" into two bills. In the end, the overall concerns have to be agreed upon in a final House/Senate package. The federal debt limit is projected to be reached in August or September (see Treasury Secretary Bessent May 9, letter below), so Republicans are aiming to enact the legislation at the latest by mid-summer.

See Fact Sheet [here](#)^{xix} on Budget Reconciliation 101, and see Committee for a Responsible Federal Budget press release of the Budget Resolution [here](#)^{xx}. [\[The nonpartisan Committee for a Responsible Federal Budget released analysis detailing that the Budget Resolution would allow up to \\$5.8 trillion to the deficit over the next decade.\]](#)^{xxi} For reference, see the Congressional Budget Office Reconciliation page [here](#)^{xxii}. See a May 9, 2025, Congressional Research Service (CRS) report on [H.Con.Res. 14: The Budget Resolution for FY 2025](#)^{xxiii} for a good summary of the House/Senate adopted resolution. [Congressional Budget Office Reconciliation Page](#)^{xxiv} (and [here](#)^{xxv})

May 9, 2025. Department of the Treasury Secretary Scott Bessent [sent a letter](#)^{xxvi} to House Speaker Mike Johnson (R-LA) regarding an update on the debt limit situation. The letter stated that after reviewing April receipts, "there is a reasonable probability that the federal government's cash and extraordinary measures will be exhausted in August while Congress is scheduled to be in recess. Therefore, I respectfully urge Congress to increase or suspend the debt limit by mid-July, before its scheduled break, to protect the full faith and credit of the United States."

May 12, 2025. The US Department of Treasury issued its [Monthly Treasury Statement Receipts and Outlays of the United States Government For FY 2025 Through April 30, 2025](#)^{xxvii}. The government scored a **\$258 billion surplus in the month of April 2025** (the seventh month of FY 2025) with **total April receipts reaching \$850 billion** against **April outlays of \$592 billion**. The cumulative FY deficit through FY 2025 as of April 30, (7 months of FY 2025) was \$1.049 trillion. [The impact of large individual tax deposits resulted in budget receipts of \\$850 billion and a surplus of \\$258 billion.](#)

As of May 12, 2025, the Public Debt Held by the Public was \$28.873 trillion and Intergovernmental Holdings (intragovernmental holdings are primarily composed of the Medicare trust funds, the Social Security Trust Fund, and Federal Financing Bank securities) were \$7.339 trillion for a total Public Debt Outstanding of \$36.212 trillion^{xxviii}.

May 8, 2025. The Congressional Budget Office (CBO) issued their “Monthly Budget Review: April 2025”^{xxix}. The CBO estimated that the federal budget deficit totaled \$1.1 trillion in the first seven months of FY 2025. That amount is \$196 billion more than the deficit recorded during the same period last FY. Revenues increased by \$146 billion (or 5 percent), and outlays rose by \$342 billion (or 9 percent).

SELECTED CONGRESSIONAL HEARINGS/BUSINESS

May 15, 2025. The House Appropriations Committee, Subcommittee on Homeland Security is scheduled to hold a hearing to discuss and receive testimony pertaining to, “Oversight Hearing – The Transportation Security Administration.” TSA Acting Administrator Ha Nguyen McNeill is a witness. Committee Link and Testimony^{xxx}.

May 14, 2025. The House Committee on Transportation and Infrastructure is scheduled to hold a Member Day hearing (Committee on Transportation and Infrastructure Member Day) for Members of the House of Representatives to testify on priorities that are important to their individual districts. Committee Link^{xxxi}

May 14, 2025. The Senate Committee on Environment and Public Works is scheduled to hold a Full Committee hearing to consider several nominations, including: Sean McMaster to be Administrator of the Federal Highway Administration, and Adam Telle to be Assistant Secretary of the Army for Civil Works. Committee Link^{xxxii}.

May 14, 2025. The Senate Committee on Commerce, Science, & Transportation is scheduled to hold a Full Committee hearing to discuss and receive testimony pertaining to, “FAA Reauthorization One Year Later: Aviation Safety, Air Traffic, and Next Generation Technology.” Committee Link and Testimony^{xxxiii}.

May 14, 2025. The House Committee on Appropriations, Subcommittee on Transportation and Housing is scheduled to hold a hearing to discuss and receive testimony pertaining to, “Budget Hearing – US Dept. of Transportation.” US DOT Secretary Seand Duffy is a witness. Committee Link and Testimony^{xxxiv}.

May 13, 2025. The Senate Committee on Commerce, Science, & Transportation convened a nominations hearing for nominees of the Federal Railroad Administration, Amtrak Board of Directors, and the Department of Commerce. Nominees include: Mr. David Fink^{xxxv}, of New Hampshire, to be Administrator of the Federal Railroad Administration, and Mr. Robert Gleason^{xxxvi}, of Pennsylvania, to be Director of the Amtrak Board of Directors. Committee Link^{xxxvii}.

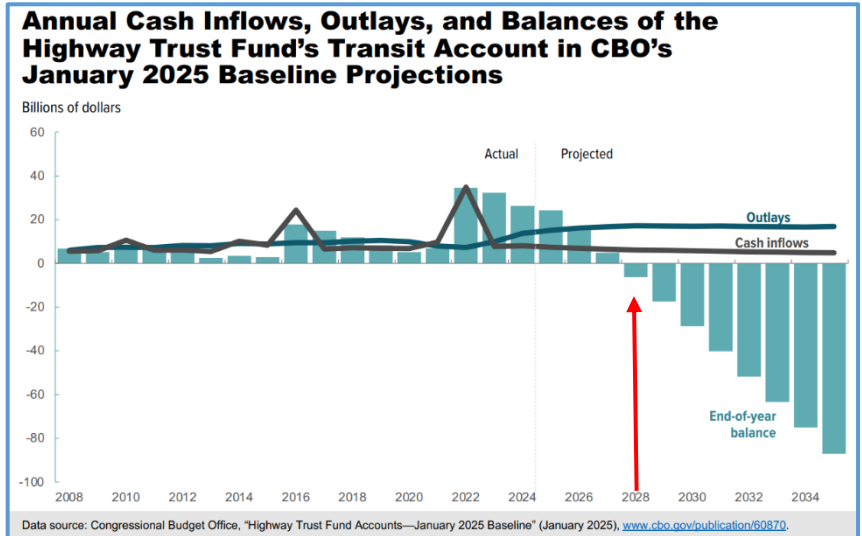


May 8, 2025. The Senate Committee on Appropriations held a hearing to discuss and receive testimony pertaining to, “A Review of the President's Fiscal Year 2026 Budget Request for the Department of Homeland Security.” Committee Link and Testimony^{xxxviii}.

May 7, 2025. The Congressional Budget Office (CBO) released a slide deck entitled, “The Federal Environment for Surface Transportation Infrastructure”^{xxxix}. Noted nearby is a slide detailing projected balances of the Highway Trust Fund. The Congressional Budget Office projects that the balance in both the highway and transit accounts of the Highway Trust Fund will be exhausted in 2028.

The slide deck also details public spending for transportation and water infrastructure.

May 7, 2025. Thirty-two Members of the House of Representatives [sent a letter](#)^{xl} to House leadership laying out their conditions for supporting a reconciliation bill, reiterating that it should “adhere to the House framework” by including at least \$2 trillion in budgetary savings or fewer tax cuts. The Committee for a Responsible Federal Budget issued a statement saying, “Both the House and Senate have come up with plans to pass tax cuts and defense and border security spending increases without requiring equal amounts of offsets. They would allow \$3 to \$7 trillion in new debt—making it one of the largest deficit increases in history—while relying on unrealistic economic growth assumptions and budget gimmicks to paper over the extent of the additional borrowing.” The statement continued, “We absolutely should not pass any legislation that adds to the debt, and we encourage lawmakers to focus instead on a plan to reduce the national debt while fully offsetting any tax cuts or spending increase.”



May 6, 2025. The House Committee on Transportation and Infrastructure, Subcommittee on Railroads, Pipelines, and Hazardous Materials held a hearing to discuss and receive testimony pertaining to, “[America Builds: Improving the Efficiency and Effectiveness of Federal Rail Assistance](#).” The hearing focused on ways to improve the efficiency and effectiveness of federal rail assistance. Members will examine the opportunities and challenges that grant applicants encounter in utilizing Federal Railroad Administration (FRA) and other Department of Transportation (DOT) rail discretionary grant programs and the potential for reform in the upcoming surface transportation reauthorization bill. [Committee Link and Testimony](#)^{xli}.

April 30, 2025. The Commuter Rail Coalition (CRC) [dispatched a letter](#)^{xlii} to House Committee on Transportation and Infrastructure Chairman Sam Graves (R-MO) and Ranking Member Rick Larsen (D-WA) presenting a list of policy principles for consideration during deliberations of the upcoming surface transportation reauthorization. CRC priorities include: re-evaluating (extending) the time allowed for commuter railroads to meet the federal liability cap adjustment; an allowance for commuter rail agencies seeking a federal source of discretionary revenue under the Consolidated Rail Infrastructure and Safety Improvement Program (CRISI), and to evaluate the Surface Transportation Board’s authority over Amtrak agreements with commuter rail, i.e. so that the STB can adjudicated disputes between the commuter railroads and Amtrak. See the letter for additional CRC policy priorities.

April 29-30, 2025. On April 30, the House Transportation and Infrastructure Committee held a Full Committee markup that considered their portion of the reconciliation package. The proposal is just one part of a larger budget package that Congressional Republicans are drafting under an expedited legislative process known as reconciliation. [The approved package](#)^{xliii} included: ■ a \$250 annual registration fee on electric cars and light trucks; ■ a \$100 annual registration fee on hybrid cars and light trucks (both fees indexed to inflation and paid into the Highway Trust Fund), ■ a \$12.5 billion allocation to the Federal Aviation Administration (FAA) for the modernization of ATC technology, and ■ a rescission of unobligated funds and elimination of seven unnecessary Green New Deal style programs (\$4 billion) created in the Inflation Reduction Act (IRA).

An earlier version of the bill included a \$20 fee on all other cars and light trucks; that fee is no longer in the bill. The American Road & Transportation Builders Association (ARTBA) reports that, if enacted, it will mark the first time in over 20 years the HTF will be augmented by user-fee revenues. ARTBA also noted that \$275 billion in General Fund transfers have been needed over the last 17 years to sustain the HTF. The House T&I’s measure will be combined with legislation from other committees into a larger reconciliation package, which is scheduled for consideration by the full House in late-spring or early summer. Committee Democrats did not vote for the measure and in a press-release stated, “T&I Democrats could not vote for today’s legislation, which is part of a larger package to cut hundreds of millions of dollars for Medicaid, slash food assistance for children and raise the debt by more than \$14 trillion to give billionaires like Elon Musk \$7 trillion in tax cuts.” **[Earlier, on April 29, 2025, the House T&I Committee Chairman Sam Graves (R-MO) released details of their proposed revenue and spending package^{xliv} ([Budget Reconciliation Proposal^{xlv}](#)) – [Committee Print^{xlvi}](#) and [Amendment in the Nature of the Substitute to the Committee Print^{xlvii}](#)].** Update 5/13/25. The Congressional Budget Office (CBO) released a cost estimate of the House Comm. on Transportation and Infrastructure ([here^{xlviii}](#)) stating, “In CBO’s estimation, the reconciliation recommendations of the House Comm. on T&I would decrease deficits by \$36.6 b. over 2025-2034.”

April 25, 2025. The Alliance for Automotive Innovation [sent a letter^{xlix}](#) to House Speaker Mike Johnson (R-LA) and House Minority Leader Hakeem Jeffries (D-NY) urging the “House to repeal the Environmental Protection Agency rule permitting California and affiliated states to ban the sale of new gas vehicles – and mandate 100 percent electric vehicle sales by 2035.” The letter continues with rationale stating, “Allowing these gas vehicle bans (something never attempted before in the United States) to proceed will increase automobile prices and reduce vehicle choices for consumers across the country at precisely the same time they are adjusting to the marketplace shock of 25 percent tariffs on imported vehicles and auto parts.”

SELECTED CONGRESSIONAL “TRANSPORTATION-RELATED” BILLS – MAY

SENATE BILLS – MAY			
S 1711 Press Release	J. Cornyn (R-TX) “Safeguarding Transit Operations to Prohibit (STOP) China Act.” Protects domestic transit operations & supply chains from malign Chinese influence by preventing any appropriated funds to the US DOT from being awarded to grantees for the purchase of Chinese govt. transit buses/rail cars. Introduced 5/12/25.	S 1696	S. Daines (R-MT) A bill to prohibit the Administrator of the Federal Motor Carrier Safety Administration from issuing a rule or promulgating a regulation requiring certain commercial motor vehicles to be equipped with speed limiting devices. Introduced 5/8/25.
SJRES 49 Article	R. Wyden (D-OR) “National Emergency Designation on Global Tariffs.” Resolution that would effectively end the reciprocal and 10 percent baseline tariffs put in place by President Donald Trump in early April. Failed by a vote of 50-49 upon Vice President voting yea on 4/30/25.	S 191	C. Lummis (R-WY) “Licensing Individual Commercial Exam-takers Now Safely and Efficiently Act of 2025” or the “LICENSE Act of 2025.” Requires the FMCSA to allow states or certain third-party examiners to administer the commercial driver’s license test. Introduced 1/22/25. Senate Comm. on Commerce reported the bill with an amendment in the nature of a substitute from a 4/30/24 hearing.
HOUSE BILLS - MAY			
HR TBA Press Release & Bill Summary	S. Graves (R-MO) “Fixing Emergency Management for Americans (FEMA) Act of 2025.” The bill restores FEMA’s original status as an independent agency, reporting directly to the President and overseen by its own Inspector General. Introduced 5/8/25.	HR 3232 Press Release	S. Cohen (D-TN) To authorize appropriations for the Federal-State partnership for intercity passenger rail grant program. The bill would reauthorize both the FSP program and the Corridor ID program with \$7.5 billion between Fiscal Years 2027 and 2031. Introduced 5/7/25.
HR 3194 Press Release	J. Moolenaar (R-MI) “Lifting Overburdensome Commerce Obstructions and Motives Actor or the LOCOMOTIVES Act.” Revises Sect. 209 of the CAA to close a loophole, that allowed the CA Air Resources Bd. to request waivers from the EPA, requiring interstate trains to abide by environmental standards stricter than those of the fed. Govt. Introduced 5/5/25.	HJ RES 88 Article	J. Joyce (R-PA) Provides congressional disapproval (Cong. Review Act) regarding EPA’s decision (Advanced Clean Cars II (ACC2) – Approved in December 2024) to approve a waiver granted to CA allowing the State to ban the sale of gas-powered vehicles by 2035. Passed the House by a vote of 246-164 on 5/1/25. The Senate can pass HJ Res 88 with a simple majority of 51 votes.

HJ RES 89	J. Obernolte (R-CA) Provides congressional disapproval regarding EPA's decision (Omnibus Low-NOx Emissions Rule – Approved in December 2024) to allow California to implement its most recent nitrogen oxide (NOx) engine emission standards. Passed the House by a vote of 225-196 on 4/30/25. The Senate can pass HJ Res 88 with a simple majority of 51 votes.	HJ RES 87 Article	J. James (R-MI) Provides congressional disapproval regarding EPA's decision (Advanced Clean Trucks (ACT) – Approved in March 2023) to approve a waiver granted to California allowing the State to mandate the sale of zero-emission trucks. Passed the House by a vote of 231-191 on 4/30/25. The Senate can pass HJ Res 88 with a simple majority of 51 votes.
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FEDERAL REGISTER NOTICES OF FUNDING OPPORTUNITY (NOFOs)/GRANT AWARDS 2024/2025

See Addendum A. - Calendar Year NOFO/AWARDS SCORECARD – at end of report.

Valuable Transportation-Related Notice of Funding Opportunity (NOFO) Links (Active URL in Blue Highlight)	
URL/Link	Comments
IIJA (Bipartisan Infrastructure Law - BIL) Airtable	Fields Are Sortable
IIJA Funding Status	Report on amount of IIJA Obligated
IIJA Spending (State by State)	Search Award Data/DEFC/Select Z & 1
US DOT Discretionary Grants Dashboard	Sortable Fields via ALL Government Dept.
FHWA BIL Competitive Grant Pgms. Matrix	Multiple Columns of Information
Pedestrian/Bicycle Funding Opportunities Matrix	Activity Type to Tie With Program Type
FTA Competitive/Formula Grant Programs	FTA IIJA Grant Opportunities
Project Readiness Checklist/Disc. Grants	Support for Grant Applicants
FRA Competitive Discretionary Grant Pgms.	FRA Page – List of Opportunities
Inflation Reduction Act Tracker	Database for Funding Opportunities
Trails as Resilient Infrastructure	Guidebook December 2023
FRA Upcoming Publications - CY 2025	See Page One

Month Est.	Notice of Funding Opportunity (NOFO)	Operating/Admin. Office
Spring 2025	Bus Programs: Bus Facilities/Low or No Emission Grants	FTA
Spring 2025	All Stations Accessibility Program	FTA
Spring 2025	Reduction of Truck Emissions at Port Facilities	FHWA
Spring 2025	Ferry Programs: Electric or Low Emitting Ferry, Ferry Service for Rural Communities, and Passenger Ferrey Boat Program	FTA
Summer 2025	Pilot Program for Transit Oriented Development	FTA
Summer 2025	Congestion Relief Program	FHWA
Summer 2025	Strengthening Mobility & Revolutionizing Transportation (SMART)	Office of the Sec.
Fall 2025	Charging & Fueling Infrastructure Grants (Community/Corridor Charging)	FHWA

May 8, 2025. The US DOT Office of Under Secretary for Policy **re-issued** a **Notice of Funding Opportunity (NOFO)** making available \$20 million under the **FY 2024 (Tier 2) Regional Infrastructure Accelerator (RIA) Program**^{li}. RIA grants assist entities in developing improved infrastructure priorities and financing strategies for the accelerated development of a project that is eligible for funding under the Transportation Infrastructure Finance and Innovation Act (TIFIA) Credit Program. The size of individual awards will be determined by the number of RIAs selected and the funding needed for each to meet the Program objectives. The Bureau anticipates providing cooperative agreements in the range of \$975,000 to \$2 million to establish between six and ten new RIAs. Eligible applicants include, U.S. public entities including state, multi-state, county, municipalities, MPOs, regional transportation planning organizations, Tribal governments, and others. There is no requirement for cost sharing or matching the cooperative agreement funds. The NOFO has been revised to remove references to rescinded Executive Orders and align it with new Executive Orders. **The application due date is June 16, 2025.**

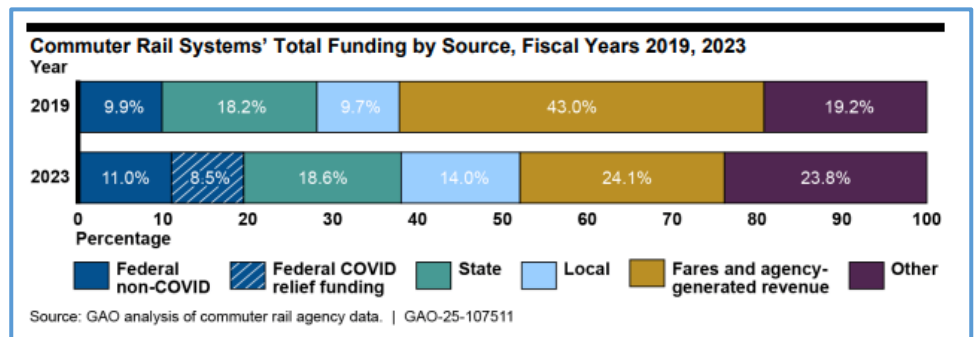
OTHER TRANSPORTATION-RELATED FEDERAL REGISTER NOTICES

April 17, 2025. The Federal Highway Administration (FHWA) issued a [Final Rule](#)^{lii} repealing a requirement that State DOT's and metropolitan planning organizations (MPOs) establish declining carbon dioxide (CO₂) targets for the greenhouse gas (GHG) measure and report on progress toward the achievement of the target. The overturned greenhouse gas emission (GHG) rule would have required state transportation departments to measure and establish declining targets for carbon dioxide emissions on federally supported highways. The agency's decision to repeal the 2023 GHG performance measure rule follows [two successful legal challenges brought by 22 states](#)^{liii}. See US DOT press release [here](#)^{liv}. **The Final Rule becomes effective on May 19, 2025.**

GOVERNMENT NOTICES/REPORTS/NEWS ARTICLE

May 7, 2025. ARTBA's Board of Directors unanimously approved a consensus/forward-looking set of policy recommendations to shape the next federal surface transportation bill. Developed over eight months by a Reauthorization Task Force representing all eight ARTBA membership divisions and several state chapter affiliates, the report presents a unified and outcome-focused vision for modernizing America's highways, bridges, and transit systems. Download the report, "[Moving America Forward: A Blueprint for Strategic Highway & Public Transit Investment](#)"^{lv}."

May 7, 2025. The Government Accountability Office (GAO) published a report entitled, "[Commuter Rail: Most Systems Struggling to Recover Ridership Following the COVID-19 Pandemic](#)"^{lvi}." During the COVID-19 pandemic, many riders stopped using public transit.



Commuter rail, an alternative to driving between suburbs and city centers, was hit particularly hard. As of December 2024, a majority of the nation's 31 commuter rail systems were running at close to pre-pandemic levels. But most systems continued to face lower ridership and higher operating costs. Increases in federal funding since 2019 helped offset lower fare revenue. Data from GAO's survey of commuter rail systems show that fare revenue from riders was 31 percent lower in fiscal year 2023 for all systems, compared to 2019. See Highlights Paper [here](#)^{lvii}.

May 6, 2025. The US DOT [announced](#)^{lviii} that the department has approved another 180 infrastructure grants. The press release noted, "The latest grants, which total more than \$3.2 billion, are part of the unprecedented backlog of more than 3,200 projects the previous administration announced but did not execute. Since assuming office, Secretary Duffy and the US DOT have approved a total of 329 grants, or roughly 10 percent of the Biden–Buttigieg backlog." The latest series of 180 grants approved are outlined below. A more detailed breakdown of each grant can be found [here](#)^{lix}.

May 6, 2025. The Government Accountability Office (GAO) published a report entitled, "[Highway Funding: Information on Variables for Potential New Formula Grant Programs](#)"^{lx}." As Congress develops new surface transportation legislation, it could create new formula programs. The GAO surveyed current recipients (31 selected highway program funding recipients) and others, who suggested multiple variables that Congress could consider using to distribute funding in potential formula programs. Highlights paper [here](#)^{lxi}.

May 5, 2025. A new report from the Mineta Transportation Institute was released entitled, “[Using Toll Revenues for Transit: It Can and Should be Done](#)^{lxii}.” Roadway pricing is a widely used strategy to manage congestion and its associated impacts including increased travel times and pollution. When implemented efficiently, tolling not only improves traffic flow but also generates revenue that exceeds the costs of operating the toll facility. The report addresses both the policy rationale and legal framework for using toll revenues to fund transit operations.

May 5, 2025. The American Association of State Highway and Transportation Officials (AASHTO) [submitted comments to US DOT](#)^{lxiii} regarding the US DOT **Request for Information (RFI)** to assist DOT in identifying existing regulatory obligations “that can be modified or repealed...to ensure that DOT administrative actions do not undermine the national interest and that DOT achieves meaningful burden reduction while continuing to meet statutory obligations and ensure the safety of the U.S. transportation system.” AASHTO noted in the letter, “USDOT should consider the impact of regulations that are redundant, create duplicative processes, and do not reflect the intent of Congress as written in statute.” AASHTO article [here](#)^{lxiv}. Likewise, the Commuter Rail Coalition (CRC) [submitted a letter](#)^{lxv} to the docket detailing their priorities in reducing regulations.

May 5, 2025. The Federal Transit Administration (FTA) [announced](#)^{lxvi} the availability of FY 2025 full-year funding detailed in apportionment tables that specify funding to states, urbanized areas, et al. based on statutory formulas. The tables reflect funding made available via the Full-Year Continuing Appropriations and Extensions Act, at the FY 2025 funding levels from October 1, 2024 through September 30, 2025. In total, \$20 billion in FY 2025 funds were made available to support public transportation.

April 28, 2025. The Federal Transit Administration (FTA) is alerting transit agencies that the National Highway Traffic Safety Administration (NHTSA) issued two recall notifications regarding certain [Gillig, LLC \(Gillig\) 2023-2024 Low Floor](#)^{lxvii} and [2022-2023 Nova Bus Low Floor Series \(LFS\) transit buses](#)^{lxviii}. The hardware for high voltage batteries poses a risk of a short circuit leading to fire. Gillig and Nova Bus will replace the batteries, free of charge. Owner notification letters are expected to be mailed April 30, 2025 by Gillig, and May 27, 2025 by Nova Bus. Owners may contact Gillig customer service at 1-800-735-1500 and Nova Bus customer service at 1-800-350-6682.

April 23, 2025. The US DOT Office of Inspector General (OIG) issued an audit entitled, “[FMCSA’s Procedures To Oversee IIJA-Funded Motor Carrier Safety Assistance Program Grants Are Insufficient](#)^{lxix}.” The OIG reviewed FMCSA’s (1) policies and procedures for monitoring MCSAP grant recipients, (2) annual risk assessments and monitoring plans for MCSAP recipients, and (3) tracking of recipients’ achievement of safety goals. The audit found: FMCSA’s Division Offices do not always follow the Agency’s MCSAP monitoring policies and procedures; FMCSA’s annual risk assessments and monitoring plans do not sufficiently account for MCSAP related grant risks; and FMCSA faces challenges prioritizing Commercial Vehicle Safety Plan goals and performance tracking. The OIG made several recommendations to improve FMCSA’s oversight of MCSAP grants.

April 25, 2025. The National Highway Traffic Safety Administration (NHTSA) unveiled a new Automated Vehicle (AV) Framework as part of their transportation innovation agenda. NHTSA’s AV Framework has three principles: 1.) Prioritize the safety of ongoing AV operations on public roads, 2.) Unleash innovation by removing unnecessary regulatory barriers, and 3.) Enable commercial deployment of AVs to enhance safety and mobility for the American public. According to a US DOT press release, “The first actions under this framework will help accelerate work toward modernizing Federal Motor Vehicle Safety Standards (FMVSS) to blaze a path for the safe commercial deployments of AVs while improving both safety and mobility for the American people.” See an Open Letter [here](#)^{lxx} to AV developers. See AASHTO article [here](#)^{lxxi}.

April 24, 2025. US DOT Secretary Sean Duffy [released a letter](#)^{lxxii} directed, “To All Recipients of US DOT Funding.” The letter reads, in part, “As recipients of such DOT funds, you have entered into legally enforceable agreements with the United States Government and are obligated to comply fully with all applicable Federal laws and regulations. These laws and regulations include the United States Constitution, Federal statutes, applicable rules, and public policy requirements, including, among others, those protecting free speech and religious liberty and those prohibiting discrimination and enforcing controls on illegal immigration.” The letter states that recipients must cooperate with U.S. Immigration and Customs Enforcement (ICE) and other components of the Department of Homeland Security. On DEI programing, the letter states the following: “Whether or not described in neutral terms, any policy, program, or activity that is premised on a prohibited classification, including discriminatory policies or practices designed to achieve so-called 'diversity, equity, and inclusion,' or 'DEI,' goals, presumptively violates federal law.”

UPCOMING CONGRESSIONAL CALENDAR – JUNE

June						
Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19 Juneteenth	20	21
22	23	24	25	26	27	28
29	30					

- Senate only in session
- Both chambers in session
- House only in session

UPCOMING DEADLINES/EVENTS

2025

FY 2025	Transit Training Schedule ;
May 12-15	AASHTO Spring Meeting (Hartford, CT);
May 12-16	Infrastructure Week
May 13-15	High-Speed Rail Conference (Ronald Reagan Bldg. – Washington, D.C.);
May 14-16	Celebration of Construction on the National Mall 2025 (Washington, D.C.)
May 16-17	NCSL (Nat’l. Conf. State Legislatures) Executive Committee Meeting (San Antonio, TX);
May 17	ACEC Annual Convention (Washington, D.C.);
May 18-20	APTA Legislative Conference (Washington, D.C.);
May 28-31	Designing Cities 2025 (Washington, D.C.);
June 11	Congressional Baseball game;
June 19-22	US Conference of Mayors – Summer Meeting (Tampa, FL);
June 27-28	High-Speed Rail Seminar (San Francisco, CA);
June 29-July 2	APTA Rail Conference (San Francisco, CA);
July 14-15	12th Annual Nat’l. Workshop for State/Local Transportation Advocates (Wash., D.C.);
July 15-17	ARTBA 37 th Annual Public-Private Partnerships Conference (Washington, D.C.);
July 19-22	Transit Board Members & Board Administrators Seminars (Kansas City, MO);
August 3-6	APTatech 2025 (Miami, FL);
August 3-7	NCSL Legislative Summit (Boston, MA);
August 10-13	Sustainability/Operations Planning & Scheduling Workshop (Denver, CO);
August 17-20	American Public Works Association PWX 2025 (Chicago, IL);
August 19-22	American Traffic Safety Services Assoc. (ATSSA) Midyear Meeting (Milwaukee, WI);

August 23-27 [Governors Highway Safety Association 2025 Annual Meeting](#) (Pittsburgh, PA);
September 14-19 NCSL Legislative Leaders Symposium (Iceland);
November 17-20 AASHTO Annual Meeting (Salt Lake City, UT).

SCUTTLEBUTT/ICYMI

May 12, 2025. The [Transportation Investment Advocacy Center](#)^{lxxiii} (TIAC) posted that, “Thirty-nine states introduced 154 bills related to transportation investment in the first four months of 2025, according to the latest analysis from ARTBA’s Transportation Investment Advocacy Center (ARTBA-TIAC). Twelve bills have already been signed into law.” While these numbers will likely grow throughout the year, many states have reached introduction and crossover deadlines. The number of new bills will slow while progress is made on existing measures. Seventeen states have advanced legislation out of the first chamber.

May 7, 2025. Amtrak is eliminating 450 positions as it aims to cut annual costs by \$100 million. The “reduction-in-force process” eliminated 250 current positions and closed another 200 open ones that Amtrak had been looking to fill, representing about 10 percent of its managerial staff.

May 7, 2025. California and 16 other Democratic-led States [Filed a Complaint](#)^{lxxiv} against the Trump Administration (US DOT/FHWA) “[for unlawfully withholding billions of dollars in funding approved by bipartisan majorities in Congress for electric vehicle \(EV\) charging infrastructure](#)”^{lxxv}.” A provision of the IIJA appropriated \$5 billion for National Electric Vehicle Infrastructure (NEVI) formula program to facilitate a national network of electric vehicle charging infrastructure across the states, making clean cars accessible and convenient for more consumers and markets. On February 6, 2025, the FHWA notified States via letter (“FHWA Letter”) that it had taken three actions to categorically and indefinitely “suspend” the NEVI Formula Program. The FHWA informed the States that “no new obligations may occur under the NEVI Formula Program until the updated final NEVI Formula Program Guidance is issued and new State Plans are submitted and approved. See a copy of the preliminary injunction to preserve the status quo ad litem [here](#)”^{lxxvi}.

May 1, 2025. The Department of Labor [announced](#)^{lxxvii} (and [here](#)^{lxxviii}) it is reviewing the Biden administration’s 2024 worker classification guidance, which directs employers on how to determine whether a worker is an employee or independent contractor (gig workers). In the meantime, the agency will not be enforcing the previous guidance. A number of lawsuits are pending in federal courts challenging the legality of the rule entitled Employee or Independent Contractor Classification Under the Fair Labor Standards Act (FLSA), 89 Fed. Reg. 1638, (“2024 Rule” - [Final Biden Rule](#)^{lxxix}), which outlined the framework for determining employee or independent contractor status under the FLSA. In light of the DOL’s announcement that it will no longer enforce the Biden Rule, these pending lawsuits may be dismissed. Gig workers are primarily found in sectors like ridesharing, food delivery, and other freelance or temporary work arrangements.



Addendum A. – Calendar Year NOFO/AWARDS SCORECARD. An Excel spreadsheet with “hot-links” is available from TG&A upon request, as are previous year calendars.

<div> <div>TG&A</div> <div> SELECTED TRANSPORTATION NOTICE OF FUNDING OPPORTUNITIES (NOFOs) &/OR AWARDS (TG&A SCORECARD for CY 2025) </div> </div>										
DEPT/AGENCY	NOFO TITLE	TYPE (NOFO / AWARD)	NOFO ISSUANCE DATE	NOFO URL	NOFO \$s MADE AVAILABLE	APPLICATION DEADLINE	NOFO \$ AWARDS	AWARDS URL	AWARDED - DATE	COMMENTS
USDA	FY 2025 Rural Transportation Systems Grant Program	NOFO	1/6/2025	NOFO URL	750,000	4/7/2025	TBD	TBD	TBD	
	Higher Blends Infrastructure Incentive Program (HBIIIP)	NOFO	6/28/2023	NOFO URL		9/30/2024	537,000,000	AWARD URL	3/31/2025	Rolling application for 5-6 quarters.
ARMY CORPS										
DOE										
EPA										
FAA	FY 2025 Aircraft Pilots Workforce Development Grant Program	NOFO	1/7/2025	NOFO URL	9,000,000	2/5/2025	TBD	TBD	TBD	
	FY 2025 Aviation Maintenance Technical Workers Workforce Development Pgm.	NOFO	1/7/2025	NOFO URL	9,000,000	2/5/2025	TBD	TBD	TBD	
FHWA	FY 2023 Active Transportation Infrastructure Investment Program (ATIIIP)	NOFO/AWARD	3/19/2024	NOFO URL	44,550,000	6/17/2024	44,500,000	AWARD URL	1/7/2025	List of Awardees
	FY 2024 – 2026 Garrett A. Morgan Technology/Transportation Education Pgm.	NOFO	1/7/2025	NOFO URL	300,000	1/10/2025	TBD	TBD	TBD	
	Charging and Fueling Infrastructure Discretionary Grant Opportunity (Round 2) Pgm.	NOFO/AWARD	5/30/2024	NOFO URL	1,321,200,000	9/11/2024	635,000,000	AWARD URL	1/10/2025	List of Awardees
	FY 2024 Competitive Highway Bridge Program	NOFO	1/14/2025	NOFO URL	250,000,000	3/13/2025	TBD	TBD	TBD	
	FY 2025 Innovation Management Pgm. (AIM)	NOFO	1/15/2025	NOFO URL	1,800,000	2/3/2025	TBD	TBD	TBD	
FRA	FY 2025 Supplemental State-Amtrak Intercity Passenger Rail Committee	NOFO	12/31/2024	NOFO URL	9,000,000	1/9/2025	TBD	TBD	TBD	NNEPRA is the only eligible entity.
	FY 2023-2024 Railroad Crossing Elimination Program (RCE)	NOFO/AWARD	7/9/2024	NOFO URL	1,148,809,580	9/23/2024	1,100,000,000	AWARD URL	1/10/2025	List of Awardees
	FY 2021-2024 Restoration and Enhancement Grant Program	NOFO/AWARD	7/12/2024	NOFO URL	153,845,680	9/30/2024	146,000,000	AWARD URL	1/10/2025	List of Awardees
DEPT. OF LABOR										
FTA										
MARAD	FY 2025 Port Infrastructure Development Program (PIDP)	NOFO	1/31/2025	NOFO URL	450,000,000	4/30/2025	TBD	TBD	TBD	
	FY 2025 Small Shipyard Grants Program (SSG)	NOFO	4/2/2025	NOFO URL	8,750,000,000	5/15/2025	TBD	TBD	TBD	
NHTSA / FMCSA	FY 2025 High Priority Program-Commercial Motor Vehicle (HP-CMV)	NOFO	1/8/2025	NOFO URL	46,600,000	3/7/2025	TBD	TBD	TBD	
	FY25 High Priority Program – Innovative Technology Deployment (HP-ITD)	NOFO	1/8/2025	NOFO URL	40,000,000	3/7/2025	TBD	TBD	TBD	
OPERATION LIFESAVER										
DHS / FEMA	FY 2024 Building Resilient Infrastructure and Communities (BRIC) Program	NOFO	1/7/2025	NOFO URL	750,000,000	4/18/2025	TBD	TBD	TBD	
	FY 2024 Flood Mitigation Assistance Program	NOFO	1/7/2025	NOFO URL	600,000,000	4/18/2025	TBD	TBD	TBD	
US DOT	FY 2024-FY 2026 Reconnecting Communities Pilot (RCP) Program	NOFO/AWARD	7/3/2024	NOFO URL	607,000,000	9/30/2024	544,000,000	AWARD URL	1/10/2025	List of Awardees
	FY 2025/2026 MPDG - Rural Surface Transportation Grant Program (Rural)	NOFO/AWARD	3/26/2024	NOFO URL	780,000,000	5/6/2024	785,000,000	AWARD URL	1/10/2025	List of Awardees
	FY 2025 Rebuilding American Infrastructure w/Sustainability/Equity Grant Pgm.-RAISE	NOFO	11/1/2024	NOFO URL	1,500,000,000	N/A	N/A	N/A	N/A	
	Round 1:	NOFO/AWARD				12/2/2024	1,320,000,000	AWARD URL	1/10/2025	List of Awardees
	Round 2:					1/30/2025	TBD	TBD	TBD	2 Rounds to utilize the \$1.5 b. pot.
	FY 2024 Rural and Tribal Assistance Pilot Program (RTA) - US DOT	NOFO	12/18/2024	NOFO URL	27,000,000	4/17/2025	TBA	TBD	TBD	
	FY 2025 Safe Streets and Roads for All Funding (SS4A) Program	NOFO	3/29/2025	NOFO URL	982,260,493	6/26/2025	TBA	TBD	TBD	
	FY 2024 (Tier 2) Regional Infrastructure Accelerator (RIA) Program (Re-issued)	NOFO	5/8/2025	NOFO URL	20,000,000	6/16/2025	TBA	TBD	TBD	Re-issued to conform to Exec. Orders

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Text highlighted in blue is an active URL.

xlix <https://www.autosinnovate.org/association-update/J%20Bozzella%20Letter%20to%20Congress%20on%20CRA%20EPA%20Waiver%20April%202025.pdf>

l <https://www.grants.gov/search-results-detail/358865>

li <https://www.transportation.gov/buildamerica/technical-assistance/regional-infrastructure-accelerators-program>

lii https://public-inspection.federalregister.gov/2025-06664.pdf?utm_campaign=pi+subscription+mailing+list&utm_medium=email&utm_source=federalregister.gov

liii https://www.artba.org/news/artba-scores-legal-victories-over-regulatory-overreach/?mc_cid=eb44277e2b&mc_eid=5569c7262e

liv <https://www.transportation.gov/briefing-room/trumps-transportation-secretary-sean-p-duffy-slashes-biden-era-greenhouse-gas-rule>

lv https://www.artba.org/advocacy/transportation-infrastructure-in-america/reauthorization/?mc_cid=359e3ee441&mc_eid=5569c7262e

lvi <https://www.gao.gov/assets/gao-25-107511.pdf>

lvii <https://www.gao.gov/assets/gao-25-107511-highlights.pdf>

lviii <https://www.transportation.gov/briefing-room/us-transportation-secretary-sean-p-duffy-approves-another-180-grants-get-america>

lix <https://www.transportation.gov/infrastructure-investment-and-jobs-act/grants-press-release>

lx <https://www.gao.gov/assets/gao-25-107097.pdf>

lxi <https://www.gao.gov/assets/gao-25-107097-highlights.pdf>

lxii https://transweb.sjsu.edu/sites/default/files/2528-Schank-Toll-Revenues-For-Transit_0.pdf

lxiii <https://transportation.org/policy/wp-content/uploads/sites/56/2025/05/AASHTO-Comments-to-USDOT-on-Reducing-Regulations-2025-05-05-FINAL.pdf>

lxiv <https://aashtojournal.transportation.org/aashto-offers-regulatory-feedback-to-usdot/>

lxv <https://static1.squarespace.com/static/64308e1bd95e74741ca4f52a/t/681ccf0db7aa07161d0857d9/1746718478543/CRC+Submission+to+DOT.pdf>

lxvi <https://www.transit.dot.gov/funding/apportionments/current-apportionments>

lxvii <https://www.nhtsa.gov/recalls?nhtsald=25V203>

lxviii <https://www.nhtsa.gov/recalls?nhtsald=25V184>

lxix https://www.oig.dot.gov/sites/default/files/library-items/FMCSA%20Oversight%20of%20IIJA%20Funded%20MCSAP%20Grants%20Final%20Report_4.23.25.pdf

lxx <https://www.nhtsa.gov/sites/nhtsa.gov/files/2025-04/automated-vehicle-exemption-program-domestic-exemptions-2025.pdf>

lxxi <https://aashtojournal.transportation.org/nhtsa-introduces-new-automated-vehicle-framework/>

lxxii <https://www.transportation.gov/sites/dot.gov/files/2025-04/Follow%20the%20Law%20Letter%20to%20Applicants%204.24.25.pdf>

lxxiii <https://transportationinvestment.org/2025/05/12/thirty-nine-states-introduce-transportation-funding-legislation-by-may-2025/>

lxxiv <https://oag.ca.gov/system/files/attachments/press-docs/COMPLAINT%20NEVI.pdf>

lxxv <https://oag.ca.gov/news/press-releases/attorney-general-bonta-trump-administration-must-make-u-turn-illegal-withholding>

lxxvi <https://oag.ca.gov/system/files/attachments/press-docs/PI%20MOTION%20NEVI.pdf>

lxxvii <https://www.dol.gov/newsroom/releases/whd/whd20250501>

lxxviii <https://www.dol.gov/sites/dolgov/files/WHD/fab/fab2025-1.pdf>

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