



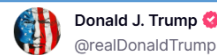
TAI GINSBERG & ASSOCIATES, LLC

TO: Contra Costa Transportation Authority Board and Staff
 FROM: TG&A Staff
 RE: Monthly Report for APRIL 2025
 DATE: April 10, 2025



THE TRUMP ADMINISTRATION/EXECUTIVE BRANCH

April 2, 2025. President Donald Trump announced a new tariff plan, via an Executive Order on “Liberation Day”, ([Regulating Imports with a Reciprocal Tariff to Rectify Trade Practices that Contribute to large and Persistent Annual United States goods Trade Deficits](#)ⁱ) that consists of a new baseline tariff on goods from all countries plus reciprocal “discounted” tariffs on those countries that have high barriers to US imports. No new tariffs were placed on Mexico and Canada, the United States' two largest trading partners, sparing them from the minimum 10 percent baseline tariff added to most countries. Existing tariffs on their goods remain in place and new levies on automotive products are set to take effect. Overall, the across-the-board levies on all imports are to become effective April 5, 2025. The original poster-sized charts used by President Trump during the Rose Garden announcement are shown “slimmed-down” on **Addendum A.** at the end of the report. **Update 4/9/25:** President Trump indicated that he is pausing, for 90 days, reciprocal tariffs on more than 75 countries, but will increase tariffs on goods from China to 125 percent. See nearby Truth Social box and comments from President Trump.



Based on the lack of respect that China has shown to the World's Markets, I am hereby raising the Tariff charged to China by the United States of America to 125%, effective immediately. At some point, hopefully in the near future, China will realize that the days of ripping off the U.S.A., and other Countries, is no longer sustainable or acceptable. Conversely, and based on the fact that more than 75 Countries have called Representatives of the United States, including the Departments of Commerce, Treasury, and the USTR, to negotiate a solution to the subjects being discussed relative to Trade, Trade Barriers, Tariffs, Currency Manipulation, and Non Monetary Tariffs, and that these Countries have not, at my strong suggestion, retaliated in any way, shape, or form against the United States, I have authorized a 90 day PAUSE, and a substantially lowered Reciprocal Tariff during this period, of 10%, also effective immediately. Thank you for your attention to this matter!

March 27, 2025. President Donald Trump withdrew the nomination of Representative Elise Stefanik (R-NY) to be US Ambassador to the United Nations. The rationale for the pullback is the [razor-thin House majority](#)ⁱⁱ. Stefanik's resignation would trigger a special election and her seat would likely remain vacant for most of 2025. President Trump had already earlier narrowed the Republican House majority by choosing former Representatives Mike Waltz (R-FL) and Matt Gaetz (R-FL) to serve as National Security Advisor and Attorney General, respectively. Matt Gaetz's nomination was withdrawn and Pam Bondi was confirmed as US Attorney General.

TRUMP - 2025 TRANSPORTATION-RELATED NOMINATIONS/CONFIRMATIONS

Since the March 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
Michael Rutherford	Nominee to be an Assistant Secretary of Transportation.	Received in the Senate and referred to the Committee on Commerce, Science, and Transportation on 3/24/25.

NOMINEE	US DOT ADMINISTRATOR / TRANSPORTATION-RELATED	STATUS
Derek Barrs	Nominee to be Administrator of the Federal Motor Carrier Safety Administration.	Received in the Senate and referred to the Committee on Commerce, Science, and Transportation on 3/24/25.
Marcus Molinaro	Nominee to be Administrator of the Federal Transit Administration.	Received in the Senate and referred to the Committee on Banking, Housing, and Urban Affairs on 2/3/25. Confirmed by the Senate Banking Comm. on 4/3 by a vote of 20 to 4. No date has been set for the full Senate confirmation hearing.

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

Since the last CCTA report, President Donald Trump signed into law (P.L. 119-TBA) the [Full-Year Continuing Appropriations and Extensions Act, 2025 \(HR 1968ⁱⁱⁱ\)](#) on March 15, 2025, after the Senate, had on March 14, approved the identical House-passed bill (the House passed their bill earlier on March 11, 2025 by a vote of 217-213). Enactment of the full-year FY 2025 Continuing Resolution (CR) heads off a partial

Program	FY 2021 Final	FY 2022 Final	FY 2023 Final	FY 2024 Final	FY 2025 Final
Highways					
IJA Highway Program (HTF & GF)	\$46.365 billion	\$66.927 billion	\$68.219 billion	\$69.55 billion	\$70.77 billion
Supplemental Highway Investment via Appropriations (GF)	\$2 billion	\$2.445 billion	\$3.418 billion	\$2.22 billion	\$341 million
Total Highway Investment	\$48.36 billion	\$69.372 billion	\$71.637 billion	\$71.749 billion	\$71.111 billion
Airports					
Airport Improvement Program (AATF)	\$3.35 billion	\$3.35 billion	\$3.35 billion	\$3.35 billion	\$4 billion
Mandatory Airport Spending in IJA (GF)		\$5 billion	\$5 billion	\$5 billion	\$5 billion
Supplemental Airport Investment via Appropriations (GF)	\$400 million	\$554 million	\$559 million	\$532 million	\$50 million
Total Airport Capital Investment	\$3.75 billion	\$8.904 billion	\$8.909 billion	\$8.88 billion	\$9.05 billion
Mass Transit					
IJA Capital Investment Grants (GF)	\$2.14 billion	\$3.848 billion	\$4.235 billion	\$3.805 billion	\$3.805 billion
IJA Transit Formula Grants (HTF & GF)	\$10.15 billion	\$16.005 billion	\$16.284 billion	\$16.64 billion	\$17 billion
Supplemental Transit Investment via Appropriations (GF)	\$458 million	\$504 million	\$542 million	\$252 million	\$46 million
Total Transit Investment	\$12.75 billion	\$20.357 billion	\$21.061 billion	\$20.697 billion	\$20.851 billion
BUILD/RAISE/TIGER Grants via Appropriations (GF)	\$1 billion	\$775 million	\$800 million	\$345 million	\$345 million
Mandatory Multi-Modal Grant Spending in IJA (GF)		\$3.8 billion	\$3.8 billion	\$3.8 billion	\$3.8 billion
Total Multimodal Capital Investment	\$1 billion	\$4.575 billion	\$4.6 billion	\$4.145 billion	\$4.145 billion

government shutdown and provides federal funding for government agencies through September 30, 2025 (the remaining 6+ months of FY 2025) at FY 2024 funding levels, albeit with some exceptions. The full-year Continuing Resolution (CR) “basically” funds federal agencies at their current levels through September 2025, but there are a few anomalies. **A full-year CR purges the previously partially-negotiated \$1.8 billion in non-defense earmarks and programmatic report language, but the CR fully funds core highway, public transportation and airport construction programs at previously authorized FY 2025 levels (per an ARTBA Washington Newsline Alert – see nearby Hwy./A.P./& Transit funding chart).**

As of April 9, 2025 (Deliberations Remain Fluid). The Senate passed their [Budget Resolution^{iv}](#) (H. Con. Res. 14) on April 5, 2025 [by a vote of 51 to 48^v](#), losing votes from Senate Republicans Rand Paul (KY) and Susan Collins of Maine. No Democrat voted for the resolution. The Budget Resolution will serve as a roadmap to guide the fiscal decision-making process in the upcoming budget reconciliation process. The agreed-to House/Senate Budget Resolution that unlocks the reconciliation process, will be used to evade the 60-vote hurdle in the Senate **[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).

SENATE

The Senate-passed Budget Resolution (endorsed by President Trump):

- Allows President Trump’s 2017 tax cuts (Tax Cuts and Jobs Act) to become permanent (without the traditional needs for offsets after the initial 10 years – 2025 thru 2034), otherwise the tax cuts are set to expire by the end of the year;
- Provides an additional \$5 trillion in new [tax cuts](#) over a decade, and locks in \$4 billion in [spending cuts](#) (although, Senators are aiming for up to \$2 trillion in spending cuts – President Trump is requesting a minimum of \$1 trillion in spending cuts). President Trump has indicated that Medicare will not be cut; however, some cuts in Medicaid may occur;

- Instructs the Senate Finance Committee to report changes in law to raise the debt limit by \$5 trillion ([the debt limit now stands at \\$36.215 trillion](#)^{vi}) by May 16, 2025;
- Provides a \$150 billion increase to military spending;
- Provides a \$175 billion increase for immigration enforcement/deportation plan;
- The budget resolution gives the committees in the House and Senate until May 9, 2025 to put forth their recommendations to their respective chamber's Budget Committee.
- *[The nonpartisan [Committee for a Responsible Federal Budget](#)^{vii} released analysis detailing that the Budget Resolution would allow up to \$5.8 trillion to the deficit over the next decade.]*

HOUSE

Meanwhile, the Senate-passed Budget Resolution moved to the House for consideration. *[An update going to press – the House adopted the Senate-passed Budget Resolution by a vote of 216 to 214 on April 10, 2025. Senate Majority Leader John Thune (R-SD) said his chamber would adhere to the House's much-higher floor for spending cuts in the eventual budget reconciliation package].* Earlier, House Speaker Mike Johnson (R-LA) dispatched a [House Leadership Dear Colleague Letter](#)^{viii} urging his members to vote for the Senate-passed Budget Resolution package in advance of a scheduled two-week congressional recess. House Speaker Johnson has intimated that he wants the reconciliation process completed by Memorial Day. Republicans hold a slim majority of 220 to 213, meaning they could not afford to lose more than three of their own members if all Democrats vote no, which was the case. Republicans Thomas Massie of Kentucky and Victoria Spartz of Indiana also voted “no.” The House and Senate had to pass the same version of the Budget Resolution before they could launch into the reconciliation process. If the House had made changes to the Budget Resolution, it would have required additional votes in the Senate further delaying the tax reform package. Upon adoption of the Budget Resolution, Committees will now begin work on a Reconciliation Bill. See Fact Sheet [here](#)^{ix} on Budget Reconciliation 101, and see Committee for a Responsible Federal Budget press release of the Budget Resolution [here](#)^x.

End of March CBO Report. The Congressional Budget Office (CBO) issued a report ([Final Sequestration Report for FY 2025](#)^{xi}) to report on whether appropriations enacted for the current fiscal year have exceeded the statutory caps on discretionary funding. In CBO's estimation, they have not, and a sequestration will not be required for 2025.

April 8, 2025. The Congressional Budget Office (CBO) released their “[Monthly Budget Review: March 2025](#)^{xii}.” The report noted that, “The federal budget deficit totaled \$1.3 trillion in the first half of FY 2025. That amount is \$245 billion more than the deficit recorded during the same period last fiscal year. Revenues increased by \$71 billion (or 3 percent), and outlays rose by \$317 billion (or 10 percent).”

March 27, 2025. The Congressional Budget Office (CBO) issued their “[The Long-Term Budget Outlook: 2025 to 2055](#)^{xiii}” report projecting that the federal debt held by the public, boosted by sustained deficits, will grow far beyond any previously recorded level over the next 30 years if current laws generally remain unchanged. Regarding the debt, the report states that Federal debt held by the public will rise from 100 percent of Gross Domestic Product (GDP) in FY 2025 to 156 percent of GDP by 2055 – 50 percentage points above the prior record. If policymakers extend provisions in the 2017 Tax Cuts and Jobs Act (TCJA), it could boost debt by \$40 trillion over 30 years, to above 200 percent of GDP. Other changes could boost debt further. Read [Committee for a Responsible Federal Budget](#) analysis [here](#)^{xiv}.

March 26, 2025. The Congressional Budget Office (CBO) issued a report entitled, “[Federal Debt and the Statutory Limit, March 2025](#)^{xv}.” On June 3, 2023, lawmakers suspended the debt limit through January 1, 2025. On January 2, 2025, that limit was reinstated at \$36.1 trillion—the amount of debt outstanding on the previous day. The Congressional Budget Office estimates that if the debt limit remains unchanged, the government's ability to borrow using extraordinary measures will probably be exhausted in August or September 2025. Related document: CBO – [Federal Debt – A Primer](#)^{xvi}.

SELECTED CONGRESSIONAL HEARINGS/BUSINESS

April 9, 2025. The House Committee on Appropriations held a Member Day hearing (Transportation, Housing and Urban Development – Member Day) for members to address issues important to them. [Committee Link](#)^{xvii}.

April 9, 2025. The House Committee on Transportation and Infrastructure, Subcommittee on Highways and Transit held a hearing to discuss and receive testimony pertaining to, “America Builds: A Review of Our Nation’s Transit Policies and Programs.” The hearing examined the policies and programs within the US DOT’s Federal Transit Administration. [Committee Link and Testimony](#)^{xviii}.

On Tuesday, April 1, there was a Special Election in Florida to fill two Congressional seats vacated by Representative Matt Gaetz (R-FL) who resigned on November 13, 2024, and Representative Michael Waltz (R-GL) who resigned on January 20, 2025. The two Republican candidates *[Jimmy Patronis (R) defeated Gay Valimont (D) in Florida’s 1st District, and Randy Fine (R) defeated Joshua Weil (D) to secure Florida’s 6th District.]* secured those two Congressional seats boosting the Republican House majority to 220 seats to the Democrats 213 seats. See nearby [House/Senate Balance of Power Box](#). There remain two vacant seats from the deaths of Representative Sylvester Turner (D-TX) who died on March 5, 2025, and Representative Raul Grijalva (D-AZ) who died on March 13, 2025. A Special Election to fill Turner’s seat is has been [scheduled for November 4, by Texas Governor Greg Abbott](#)^{xix}, while a General Election to fill Grijalva’s seat will follow on September 23, 2025. Note: Angus King (I-ME) and Bernie Sanders (I-VT) are the two US Senators that caucus with Senate Democrats.

House/Senate Balance of Power			
(April 2, 2025)			
119 th House		119 th Senate	
Republican	220	Republican	53
Democratic	213	Democratic	45
Vacant Offices	2	Independent	2
Total:	435	Total:	100

April 2, 2025. The Senate Committee on Environment & Public Works held a Full Committee hearing to discuss and receive testimony pertaining to, “Constructing the Surface Transportation Reauthorization Bill: United States Secretary of Transportation’s Perspective.” The key witness is US DOT Secretary Sean Duffy. [Committee Link and Testimony](#)^{xx}.

SELECTED CONGRESSIONAL “TRANSPORTATION-RELATED” BILLS – APRIL

SENATE BILLS – APRIL			
H Con Res 14	Establishing the congressional budget for the US Government for FY 2025 and setting forth the appropriate budgetary levels for FY 2026 through 2034. Passed the Senate by a vote of 51-48 on 4/5/25.	S J Res 47 S J Res 46 S J Res 45 Press Release	S. Capito (R-WA) Joint resolution(s) of disapproval under the Congressional Review Act to repeal California’s EV waivers that prohibit the sale of new gas-powered light-duty vehicles by 2035, and set requirements for heavy-duty trucks and heavy-duty diesel engines. Introduced 4/4/25.
HOUSE BILLS - APRIL			
HR 2685	N. Malliotakis (R-NY) To prohibit the Administrator of the Transportation Security Administration from accepting warrants for the arrest of aliens as valid proof of identification at aviation security checkpoints. Introduced 4/7/25.	HR 188	R. Nehls (T-TX) “ <u>The Amtrak Transparency and Accountability for Passengers and Taxpayers Act.</u> ” Increases transparency and accountability at Amtrak by applying the Government in the Sunshine Act’s federal open meetings requirements to meetings of Amtrak’s board of directors. Approved by the House Comm. on T&I on 4/2/25.
HR 252	K. Calvert (R-CA) “Secure Our Ports Act of 2025.” bolsters our national security by prohibiting certain foreign entities, including state-owned enterprises of China, Russia, North Korea, and Iran, from entering into contracts for the ownership, leasing, or operation of U.S. port facilities that are subject to security plans. Approved by the House Comm. on T&I on 4/2/25.	HR 2424 Press Release	D. LaMalfa (R-CA) “Modern, Clean and Safe Trucks Act.” Legislation to repeal the 12% federal excise tax on heavy trucks. Some lawmakers argue the tax can add \$15,000 to \$30,000 to the cost of new heavy trucks, trailers and semitrailer chassis. Re-introduced 3/27/25.

FEDERAL REGISTER NOTICES OF FUNDING OPPORTUNITY (NOFOs)/GRANT AWARDS 2024/2025

See Addendum B. - 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
US DOT - Key Notices of Funding Opportunity ^{xxi}	NOFOs/Closing Dates
IIJA (Bipartisan Infrastructure Law - BIL) Airtable ^{xxii}	Fields Are Sortable
IIJA Funding Status ^{xxiii}	Report on amount of IIJA Obligated
IIJA Spending (State by State) ^{xxiv}	Search Award Data/DEFC/Select Z & 1
US DOT Discretionary Grants Dashboard ^{xxv}	Sortable Fields via ALL Government Dept.
FHWA BIL Competitive Grant Pgms. Matrix ^{xxvi}	Multiple Columns of Information
Pedestrian/Bicycle Funding Opportunities Matrix ^{xxvii}	Activity Type to Tie With Program Type
FTA Competitive/Formula Grant Programs ^{xxviii}	FTA IIJA Grant Opportunities
Project Readiness Checklist/Disc. Grants ^{xxix}	Support for Grant Applicants
Inflation Reduction Act Tracker ^{xxx}	Database for Funding Opportunities
Trails as Resilient Infrastructure ^{xxxi}	Guidebook December 2023

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	Safe Streets and Roads for All – NOFO on 3/28/25 .	Office of the Sec.
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


March 29, 2025. The [US DOT, Office of the Under Secretary for Policy](#)^{xxxii} issued a [Notice of Funding Opportunity \(NOFO^{xxxiii}\)](#) (and [here](#)^{xxxiv}) making available up to \$982,260,494 for FY 2025 grants, with splits of \$580,000,000 for Implementation Grants (expected No. of awards = 40 to 70), and \$402,260,494 for Planning and Demonstration Grants (expected No. of awards = 400 to 700) under the [FY 2025 Safe Streets and Roads for All Funding \(SS4A\) Program](#). Grant funding will be awarded to support planning, infrastructure, and behavioral and operational initiatives to prevent fatalities and serious injuries on roads and streets involving all roadway users, including pedestrians, bicyclists, public transportation, motorists, and commercial vehicle operators. Eligible applicants include: MPOs, political subdivisions of a State or territory (e.g., cities, towns, counties), et al. The Federal share of an SS4A grant may not exceed 80 percent of total eligible SS4A project costs. Recipients are required to contribute a local matching share of no less than 20 percent of total eligible project costs. US DOT will host several webinars: 4/15 [here](#)^{xxxv}, 4/17 [here](#)^{xxxvi} and 4/23 [here](#)^{xxxvii}. **The application deadline is June 26, 2025.**

March 25, 2025. The American Society of Civil Engineers (ASCE) released their [2025 Report Card for America’s Infrastructure](#)^{xxxviii} (and [here](#)^{xxxix}).

Almost half of the 18 assessed categories saw increased grades and contributed to an overall grade improvement from C- to C. The 2025 grades range from a B in ports to a D in stormwater and transit. For the first time since 1998, no Report Card categories were rated D-. Among the 18 categories assessed, eight saw grade increases. For all 11 infrastructure categories in ASCE's [2024 Bridging the Gap](#) study, ASCE estimated \$2.9 trillion of additional investment would be necessary to achieve good repair. See Executive Summary [here](#)^{xl}.

The 2025 Report Card for America's Infrastructure

3/25/2025



Infrastructure Mode	Grade	Infrastructure Mode	Grade
Aviation	D+	Ports	B
Bridges	C	Public Parks	C-
Broadband	C+	Rail	B-
Dams	D+	Roads	D+
Drinking Water	C-	Schools	D+
Energy	D+	Solid Waste	C+
Hazardous Waste	C	Stormwater	D
Inland Waterways	C-	Transit	D
Levees	D+	Wastewater	D+

GOVERNMENT NOTICES/REPORTS/NEWS ARTICLE

April 8, 2025. The National Highway Traffic Safety Administration (NHTSA) [released](#)^{xli} its, "[Early Estimate of Motor Vehicle Traffic Fatalities in 2024](#)." The estimates project that 39,345 people died in traffic crashes. That represents a decrease of about 3.8 percent compared to the 40,901 fatalities reported in 2023 and marks the first time since 2020 that the number of fatalities fell below 40,000. NHTSA also released its [final 2023 Fatality Analysis Reporting System and Crash Reporting Sampling System traffic crash data and analysis](#)^{xlii}. There were 1,820 fewer people killed in motor vehicle traffic crashes on U.S. roads during 2023, a 4.3 percent decrease from 42,721 in 2022 to 40,901 in 2023.

April 7, 2025. The board of directors for the American Association of State Highway and Transportation Officials (AASHTO) unanimously adopted its "[AASHTO's 2026 Vision and Core Policy Principles for Reauthorization](#)"^{xliii} as Congress begins drafting a surface transportation reauthorization package for when current reauthorization legislation – contained within the Infrastructure Investment and Jobs Act or IIJA – expires in September 2026.

April 2, 2025. The Congressional Research Service (CRS) issued an updated report entitled, "[Electric Bicycles \(E-Bikes\) on Federal Lands](#)"^{xliiv}. E-bikes also have become a popular mode of recreation across the nation's parks, forests, and trails. However, some persons have raised concerns regarding potential environmental and safety issues posed by the usage of e-bikes in areas intended for traditional, nonmotorized bicycles and/or pedestrians

March 27, 2025. The Congressional Research Service (CRS) released a report entitled, "[The Highway Trust Fund's Highway Account](#)"^{xlv}. The Highway Trust Fund is a federal accounting mechanism that receives revenue mainly from transportation-related excise taxes and provides a dedicated source of funding for surface transportation. The Highway Trust Fund has two accounts: the Highway Account and the Mass Transit account. Since FY2001, expenditures from the highway account have exceeded revenue. Based on current trends, the Congressional Budget Office (CBO) projects that in FY2028, the highway account will not have sufficient funds to fulfill federal obligations to states and local governments for transportation projects. CBO projects that in FY 2029, HTF expenditures will exceed revenue by about \$40 billion.

March 27, 2025. The American Road & Transportation Builders Association (ARTBA) and other industry allies urged the White House Council on Environmental Quality (CEQ), in a [letter](#)^{xlvi}, to finalize National Environmental Policy Act (NEPA) procedures and take an active advisory role as agencies revise their environmental review regulations. The coalition argues that Streamlined and consistent reviews are critical for ARTBA members to avoid costly delays and keep transportation projects moving forward

March 25, 2025. The American Association of State Highway and Transportation Officials (AASHTO) sent a [letter](#)^{xlvii} to Ms. Katherine Scarlett, Chief of Staff, of the Council on Environmental Quality (CEQ) commenting on the February 25, 2025 [Interim Final Rule regarding Removal of National Environmental Policy Act Implementing Regulations](#)^{xlviii}.

AASHTO said that while it supports Congress and the Trump administration’s intent to implement actions that result in “more efficient, cost-effective, and timely project delivery,” the organization and the state departments of transportation it represents are “concerned that, without a regulatory foundation for implementation, the review and implementation of NEPA at the individual federal agency level could introduce uncertainties and open the door to unnecessary litigation.” AASHTO also offered several recommendations to the CEQ.

UPCOMING CONGRESSIONAL CALENDAR – MAY

May						
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	20	21	22	23	24
25	26 Memorial Day	27	28	29	30	31

Senate only in session

Both chambers in session

House only in session

UPCOMING DEADLINES/EVENTS

2025

FY 2025	Transit Training Schedule ;
May 6-8	2025 ARTBA Federal Issues Program and TCC Fly-In (Washington, D.C.);
May 12-15	AASHTO Spring Meeting (Hartford, CT);
May 12-16	Infrastructure Week
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.);
June 12	Congressional Baseball game;
June 19-22	US Conference of Mayors – Summer Meeting (Tampa, FL);
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.);
August 3-7	NCSL Legislative Summit (Boston, MA);
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).

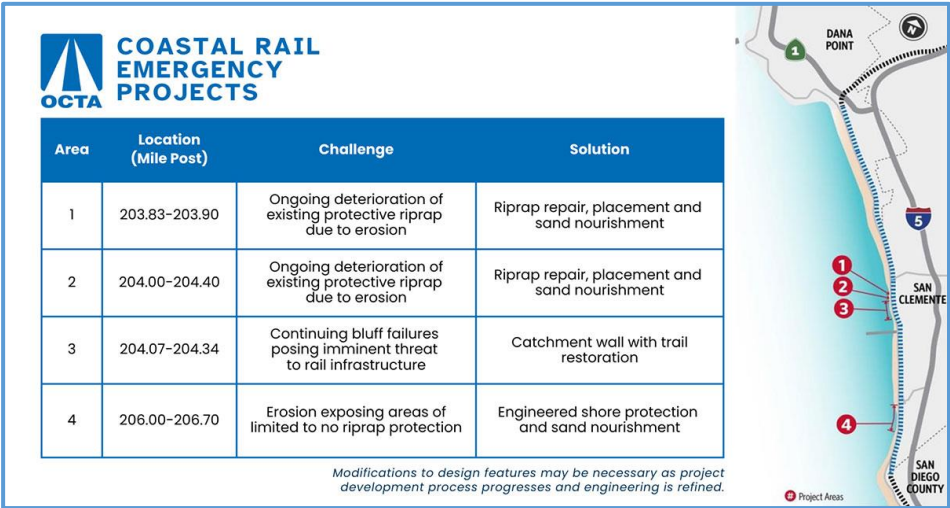
SCUTTLEBUTT/ICYMI

April 8, 2025. The American Transportation Research Institute (ATRI) released research that highlights insights and strategies for expanding truck parking at public rest areas. The research was a collaborative effort between ATRI and the American Association of State Highway and Transportation Officials (AASHTO), representing the 50 state Departments of Transportation, Washington, D.C. and Puerto Rico. The lack of available truck parking is a perennial industry issue and one that is receiving increased attention at the state and federal levels. It is estimated that there is just one truck parking space nationally for every 11 truck drivers. A free copy of the full report can be obtained [here](#)^{xlix}.

April 4, 2025. The [Transportation Investment Advocacy Center \(TIAC\) reported](#)¹ that thirty-seven states introduced 130 bills related to transportation investment in the first quarter of 2025. Highlights include: Mississippi signed into law a nine cents-per-gallon state gas tax increase, with future automatic adjustments every other year, and a Wyoming bill to allocate sales and use taxes collected on motor vehicles and trailers from the general fund to the highway fund was signed into law on March 3, 2025. View the ARTBA-TIAC State Legislation dashboard for live updates of transportation funding measures and follow the blog for new state and local developments.

March 31, 2025. The [Orange County Transportation Authority submitted an Emergency Coastal Development Permit](#)^{li} to the

California Coastal Commission to expedite work to stabilize four areas most vulnerable to failure above the railroad track through San Clemente. A series of landslides near Mariposa Point have occurred over the past year and debris and mud are nearing the top of the 12-foot-high temporary catchment wall constructed a year ago when a slope failure forced rail service to shut down. On April 14, the OCTA Board is expected to consider an action that will allow the CEO to enter into emergency contracting agreements to expedite work on the four Coastal Rail Stabilization Priority Projects that were identified in 2024 as most vulnerable. The emergency work is consistent with the \$305 million in state and federal grant funds OCTA received in late 2024 for the effort.



Addendum A. - President Trump's Reciprocal Tariffs on Countries.

Reciprocal Tariffs		
Country	Tariffs Charged to the U.S.A. (Including Country Regulations and Trade Barriers)	U.S.A. Discounted Reciprocal Tariffs
China	67%	34%
European Union	39%	20%
Vietnam	90%	46%
Taiwan	64%	32%
Japan	46%	24%
India	52%	26%
South Korea	50%	25%
Thailand	72%	36%
Switzerland	61%	31%
Indonesia	64%	32%
Malaysia	47%	24%
Cambodia	97%	49%
United Kingdom	10%	10%
South Africa	60%	30%
Brazil	10%	10%
Bangladesh	74%	37%
Singapore	10%	10%
Israel	33%	17%
Philippines	34%	17%
Chile	10%	10%
Australia	10%	10%
Pakistan	58%	29%
Turkey	10%	10%
Sri Lanka	88%	44%
Colombia	10%	10%

Reciprocal Tariffs		
Country	Tariffs Charged to the U.S.A. (Including Country Regulations and Trade Barriers)	U.S.A. Discounted Reciprocal Tariffs
Peru	10%	10%
Nicaragua	36%	18%
Norway	30%	15%
Costa Rica	17%	10%
Jordan	40%	20%
Dominican Republic	10%	10%
United Arab Emirates	10%	10%
New Zealand	20%	10%
Argentina	10%	10%
Ecuador	12%	10%
Guatemala	10%	10%
Honduras	10%	10%
Madagascar	93%	47%
Myanmar (Burma)	88%	44%
Tunisia	55%	28%
Kazakhstan	54%	27%
Serbia	74%	37%
Egypt	10%	10%
Saudi Arabia	10%	10%
El Salvador	10%	10%
Côte d'Ivoire	41%	21%
Laos	95%	48%
Botswana	74%	37%
Trinidad and Tobago	12%	10%
Morocco	10%	10%

Reciprocal Tariffs		
Country	Tariffs Charged to the U.S.A. (Including Country Regulations and Trade Barriers)	U.S.A. Discounted Reciprocal Tariffs
Algeria	59%	30%
Oman	10%	10%
Uruguay	10%	10%
Bahamas	10%	10%
Lesotho	99%	50%
Ukraine	10%	10%
Bahrain	10%	10%
Qatar	10%	10%
Mauritius	80%	40%
Fiji	63%	32%
Iceland	10%	10%
Kenya	10%	10%
Liechtenstein	73%	37%
Guyana	76%	38%
Haiti	10%	10%
Bosnia and Herzegovina	70%	35%
Nigeria	27%	14%
Namibia	42%	21%
Brunei	47%	24%
Bolivia	20%	10%
Panama	10%	10%
Venezuela	29%	15%
North Macedonia	65%	33%
Ethiopia	10%	10%
Ghana	17%	10%

Reciprocal Tariffs		
Country	Tariffs Charged to the U.S.A. (Including Country Regulations and Trade Barriers)	U.S.A. Discounted Reciprocal Tariffs
Moldova	61%	31%
Angola	63%	32%
Democratic Republic of the Congo	22%	11%
Jamaica	10%	10%
Mozambique	31%	16%
Paraguay	10%	10%
Zambia	33%	17%
Lebanon	10%	10%
Tanzania	10%	10%
Iraq	78%	39%
Georgia	10%	10%
Senegal	10%	10%
Azerbaijan	10%	10%
Cameroon	22%	11%
Uganda	20%	10%
Albania	10%	10%
Armenia	10%	10%
Nepal	10%	10%
Sint Maarten	10%	10%
Falkland Islands	82%	41%
Gabon	10%	10%
Kuwait	10%	10%
Togo	10%	10%
Suriname	10%	10%
Belize	10%	10%


Reciprocal Tariffs		
Country	Tariffs Charged to the U.S.A. (Including Country Regulations and Trade Barriers)	U.S.A. Discounted Reciprocal Tariffs
Papua New Guinea	15%	10%
Malawi	34%	17%
Liberia	10%	10%
British Virgin Islands	10%	10%
Afghanistan	49%	10%
Zimbabwe	35%	18%
Benin	10%	10%
Barbados	10%	10%
Monaco	10%	10%
Syria	81%	41%
Uzbekistan	10%	10%
Republic of the Congo	10%	10%
Djibouti	10%	10%
French Polynesia	10%	10%
Cayman Islands	10%	10%
Kosovo	10%	10%
Curaçao	10%	10%
Vanuatu	44%	22%
Rwanda	10%	10%
Sierra Leone	10%	10%
Mongolia	10%	10%
San Marino	10%	10%
Antigua and Barbuda	10%	10%
Bermuda	10%	10%
Eswatini (Swaziland)	10%	10%

Reciprocal Tariffs		
Country	Tariffs Charged to the U.S.A. (Including Country Regulations and Trade Barriers)	U.S.A. Discounted Reciprocal Tariffs
Marshall Islands	10%	10%
Saint Pierre and Miquelon	99%	50%
Saint Kitts and Nevis	10%	10%
Turkmenistan	10%	10%
Grenada	10%	10%
Sudan	10%	10%
Turks and Caicos Islands	10%	10%
Aruba	10%	10%
Montenegro	10%	10%
Saint Helena	15%	10%
Kyrgyzstan	10%	10%
Yemen	10%	10%
Saint Vincent and the Grenadines	10%	10%
Niger	10%	10%
Saint Lucia	10%	10%
Nauru	59%	30%
Equatorial Guinea	25%	13%
Iran	10%	10%
Libya	61%	31%
Samoa	10%	10%
Guinea	10%	10%
Timor-Leste	10%	10%
Montserrat	10%	10%
Chad	26%	13%
Mali	10%	10%

Reciprocal Tariffs		
Country	Tariffs Charged to the U.S.A. (Including Country Regulations and Trade Barriers)	U.S.A. Discounted Reciprocal Tariffs
Maldives	10%	10%
Tajikistan	10%	10%
Cabo Verde	10%	10%
Burundi	10%	10%
Guadeloupe	10%	10%
Bhutan	10%	10%
Martinique	10%	10%
Tonga	10%	10%
Mauritania	10%	10%
Dominica	10%	10%
Micronesia	10%	10%
Gambia	10%	10%
French Guiana	10%	10%
Christmas Island	10%	10%
Andorra	10%	10%
Central African Republic	10%	10%
Solomon Islands	10%	10%
Mayotte	10%	10%
Anguilla	10%	10%
Cocos (Keeling) Islands	10%	10%
Eritrea	10%	10%
Cook Islands	10%	10%
South Sudan	10%	10%
Comoros	10%	10%
Kiribati	10%	10%

Reciprocal Tariffs		
Country	Tariffs Charged to the U.S.A. (Including Country Regulations and Trade Barriers)	U.S.A. Discounted Reciprocal Tariffs
São Tomé and Príncipe	10%	10%
Norfolk Island	58%	29%
Gibraltar	10%	10%
Tuvalu	10%	10%
British Indian Ocean Territory	10%	10%
Tokelau	10%	10%
Guinea-Bissau	10%	10%
Svalbard and Jan Mayen	10%	10%
Heard and McDonald Islands	10%	10%
Reunion	73%	37%

Addendum B. – 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>  <div>TG&A</div> <div>Tal Ginsberg & Associates, LLC</div> </div> <div> SELECTED TRANSPORTATION NOTICE OF FUNDING OPPORTUNITIES (NOFOs) &/OR AWARDS (TG&A SCORECARD for CY 2025) </div> </div>										
4/10/2025		TYPE	NOFO		NOFO \$s	APPLICATION	NOFO \$			
DEPT/AGENCY	NOFO TITLE	(NOFO / AWARD)	ISSUANCE DATE	NOFO URL	MADE AVAILABLE	DEADLINE	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	

Endnotes:

- i <https://www.whitehouse.gov/presidential-actions/2025/04/regulating-imports-with-a-reciprocal-tariff-to-rectify-trade-practices-that-contribute-to-large-and-persistent-annual-united-states-goods-trade-deficits/>
- ii <https://pressgallery.house.gov/member-data/party-breakdown>
- iii <https://www.congress.gov/119/bills/hr1968/BILLS-119hr1968eh.pdf>
- iv <https://www.congress.gov/119/bills/hconres14/BILLS-119hconres14eas.pdf>
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- vi <https://fiscaldata.treasury.gov/americas-finance-guide/national-debt/>
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- viii <https://www.speaker.gov/wp-content/uploads/2025/04/House-GOP-Leadership-Budget-Resoluton-Dear-Colleague.pdf>
- ix <https://www.aha.org/system/files/media/file/2025/02/Fact-Sheet-Budget-Reconciliation-101-20250207.pdf>
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- xviii https://transportation.house.gov/calendar/eventsingle.aspx?EventID=408355&utm_campaign=198233-345
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- xxi <https://www.transportation.gov/infrastructure-investment-and-jobs-act/key-notices-funding-opportunity>
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- xxiii <https://www.transportation.gov/mission/budget/infrastructure-investment-and-jobs-act-iija-funding-status>
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- xlvi <https://truckingresearch.org/2025/04/expanding-truck-parking-at-public-rest-areas/>
- i <https://transportationinvestment.org/research/state-legislation-monthly-report/>
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