



## TAI GINSBERG & ASSOCIATES, LLC

TO: Contra Costa Transportation Authority Board and Staff  
 FROM: TG&A Staff  
 RE: Monthly Report for FEBRUARY 2025  
 DATE: February 13, 2025



### THE TRUMP ADMINISTRATION/EXECUTIVE BRANCH

Executive Orders Landing Page. [2025 Donald J. Trump Executive Orders \(E.O.\)](#)<sup>i</sup>. This page contains documents that have been published in the Federal Register with their official EO numbers and links to the official legal text and cross-links to all of the previous Orders that then new Orders repeal or amend. Here is a good summary of those aforementioned E.O.s – [here](#)<sup>ii</sup>.

February 6, 2025. The Trump Administration sent a [letter](#)<sup>iii</sup> to its Federal Highway Administration (FHWA) Offices informing them that the guidance to the National Electric Vehicle Infrastructure (NEVI) Formula Program has been rescinded. The letter noted that, “The FHWA aims to have updated draft NEVI Formula Guidance published for public comment in the spring. The letter continues, “As result of the rescission of the NEVI Formula Program Guidance, FHWA is also immediately suspending the approval of all State Electric Vehicle Infrastructure Deployment plans for all fiscal years. Therefore, effective immediately, no new obligations [*there will be a pause in the disbursement of funding*] 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.” NEVI funding was appropriated by Congress through the IIJA at [\\$1 billion for each of FYs 2022-2026](#)<sup>iv</sup>. As recently as January 10, 2025 (days prior to the Trump Administration), the [Biden Administration awarded \\$635 million in grants](#)<sup>v</sup> under the [Charging and Fueling Infrastructure Discretionary Grant Program](#)<sup>vi</sup> and the [NEVI formula program](#)<sup>vii</sup>. The Environmental Protection Agency (EPA) similarly issued a freeze on disbursement of climate and EV-related funds from the Inflation Reduction Act during Trump’s first week in office.

January 20, 2025. President Donald Trump signed Executive Order 14154 “[Unleashing American Energy](#)<sup>viii</sup>” (and [here](#)<sup>ix</sup>). Among other provisions, the E.O. significantly shifted current policies and regulations that impact the electric vehicle market place. **1.)** The most consequential action to the transportation and logistics industry contained in the E.O. is a directive for the EPA to revoke certain federal waivers that previously allowed California to enact and enforce stricter greenhouse gas (“GHG”) emissions regulations than what is currently provided under federal law. **2.)** The E.O. suspended the distribution of unspent federal funds that were designated for EV charging infrastructure expansion. Under the IIJA, \$5 billion was previously allocated for the purposes of supporting a nationwide EV charging network. The suspension places those funds under review, potentially leading to budgetary reallocation. **3.)** The E.O. directed the EPA to reassess the “legality and continuing applicability” of its 2009 Endangerment Finding, which classifies GHGs as pollutants that endanger public health and welfare. **4.)** The E.O. halted the disbursement of unspent funds from the Inflation Reduction Act, which provided financial incentives for various clean energy initiatives, including the manufacturing of EVs, lithium battery production, and various emissions reduction programs. The FHWA directive holds unobligated National Electric Vehicle Infrastructure (NEVI) funds until the agency’s new leadership drafts, receives comments on and finalizes revised guidance for the program. An ARTBA analysis indicated that \$306 million in NEVI funds were obligated by states through December 31, which is roughly 10 percent of the dollars available through the program’s initial three\* FYs.

**February 1-13:** The Senate is in the process of holding confirmation hearings for a number of President-elect Donald Trump’s nominees to staff his upcoming Administration. The confirmation hearings will continue into the future, providing the full slate of Trump nominees the opportunity to be vetted/recommended for a full Senate vote by the Committees that oversee the agencies they hope to lead. See the nearby [Trump Cabinet Nominee Scorecard](#) for the first tranche of nominees.

President Trump's Cabinet Nominees - Scorecard				
As of 2/12/2025				
Name	Cabinet Post	Confirmed Not Confirmed	Date Confirmed	Yea-Nay Vote
<a href="#">Bessent, Scott</a>	Treasury, Secretary	Confirmed	1/27/2025	68-29
<a href="#">Bondi, Pamela</a>	Attorney General	Confirmed	2/4/2025	54-46
<a href="#">Burgum, Doug</a>	Interior, Secretary	Confirmed	1/30/2025	79-18
<a href="#">Collins, Doug</a>	Veterans Affairs, Secretary	Confirmed	2/4/2025	77-23
<a href="#">Duffy, Sean</a>	Transportation, Secretary	Confirmed	1/28/2025	77-22
<a href="#">Gabbard, Tulsi</a>	National Intelligence, Director	Confirmed	2/12/2025	52-48
<a href="#">Hegseth, Pete</a>	Defense, Secretary	Confirmed	1/24/2025	51-50
<a href="#">Kennedy, Robert F.</a>	Health and Human Services, Secretary			
<a href="#">Noem, Kristi</a>	Homeland Security, Secretary	Confirmed	1/25/2025	59-34
<a href="#">Ratcliffe, John</a>	Central Intelligence Agency, Director	Confirmed	1/23/2025	74-25
<a href="#">Rubio, Marco</a>	State, Secretary of	Confirmed	1/20/2025	99-0
<a href="#">Turner, Eric Scott</a>	Housing & Urban Development, Secretary	Confirmed	2/4/2025	55-44
<a href="#">Vought, Russ</a>	Office of Management & Budget, Director	Confirmed	2/6/2025	53-47
<a href="#">Wright, Chris</a>	Energy, Secretary	Confirmed	2/3/2025	59-38
<a href="#">Zeldin, Lee</a>	Environmental Protection Agency, Administrator	Confirmed	1/29/2025	56-42

## TRUMP - 2025 TRANSPORTATION-RELATED NOMINATIONS/CONFIRMATIONS

Since the January 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.** President Trump signed two Executive Orders “officially” nominating cabinet and sub-cabinet appointees – found [here](#)<sup>x</sup> and [here](#)<sup>xi</sup>. Another E.O. directs individuals to perform the duties of said cabinet-level positions until the nominees are confirmed – [here](#)<sup>xii</sup>. See the following URLs for the status of nominations, [here](#)<sup>xiii</sup> and [here](#)<sup>xiv</sup>.

NOMINEE	US DOT ADMINISTRATOR / TRANSPORTATION-RELATED	STATUS
Marcus <a href="#">Molinaro</a>	Nominee to be Administrator of the Federal Transit Administration	<b>Received in the Senate and referred to the Committee on Banking, Housing, and Urban Affairs on 2/3/25.</b>

**Note:** On January 30, President Trump chose [Chris Rocheleau](#)<sup>xv</sup> to lead the Federal Aviation Administration on an interim basis. Mike Whitaker resigned as FAA administrator as Trump took office for his second term on January 20, 2025.

## APPROPRIATIONS/BUDGET - HOUSE/SENATE THUD APPROPRIATIONS STATUS

Fiscal Year 2025 appropriations remain in limbo. That is, the work to complete the FY 2025 remains a work in progress. In short, the [American Relief Act, 2025 \(HR 10545\)](#)<sup>xvi</sup>, a second 83-day Continuing Resolution (CR), continues to fund the operations of the federal government into FY 2025, at current levels, through March 14, 2025. Meanwhile, the House and Senate are both working on framework Budget Resolutions to set the stage to advance President Trump’s agenda via a budget reconciliation package. *[The Process: In order for the reconciliation process to begin, the House and Senate must pass a Concurrent Budget Resolution that includes a deficit reduction or cost target for relevant committees. Each committee would then propose policies to meet those targets and compile them into reconciliation legislation. The final package would be eligible to be privileged in the Senate, meaning that it would not be subject to the Senate’s 60-vote threshold for a filibuster. Budget reconciliation allows a simple majority of 51 votes in the Senate to pass legislation that calls for significant changes in government spending, revenues, or the debt ceiling. It was set up to allow lawmakers to change policy on spending or taxes to keep the nation's budget in line.]* At this juncture, the Senate leapfrogged over the House by releasing the text of their FY 2025 Budget Resolution ([here](#)<sup>xvii</sup>, and press release [here](#)<sup>xviii</sup>). The Senate resolution proposal sets the stage for \$342 billion in new spending over four years (\$85.5 billion per year); to be offset by unnamed spending cuts. The resolution sets a March 7, deadline for Senate committee chairs to hand over their plans. The [Senate Budget Committee has scheduled hearing](#)<sup>xix</sup> on February 12-13 to markup the FY 2025 Budget Resolution to be followed by Senate floor votes in the ensuing week(s). The House is working on a more expansive Budget Resolution package that would include a debt ceiling measure, and extend expiring tax cuts.

However, Republican lawmakers are struggling to reach an agreement on the framework, i.e. agreement on the offsets and spending cuts. However, the media is reporting that the House is proceeding ahead with a [Budget Resolution markup on February 13, 2025](#)<sup>xx</sup>. **Because FY 2025 is operating under a CR, there has been no movement on earmarks.** More to come.

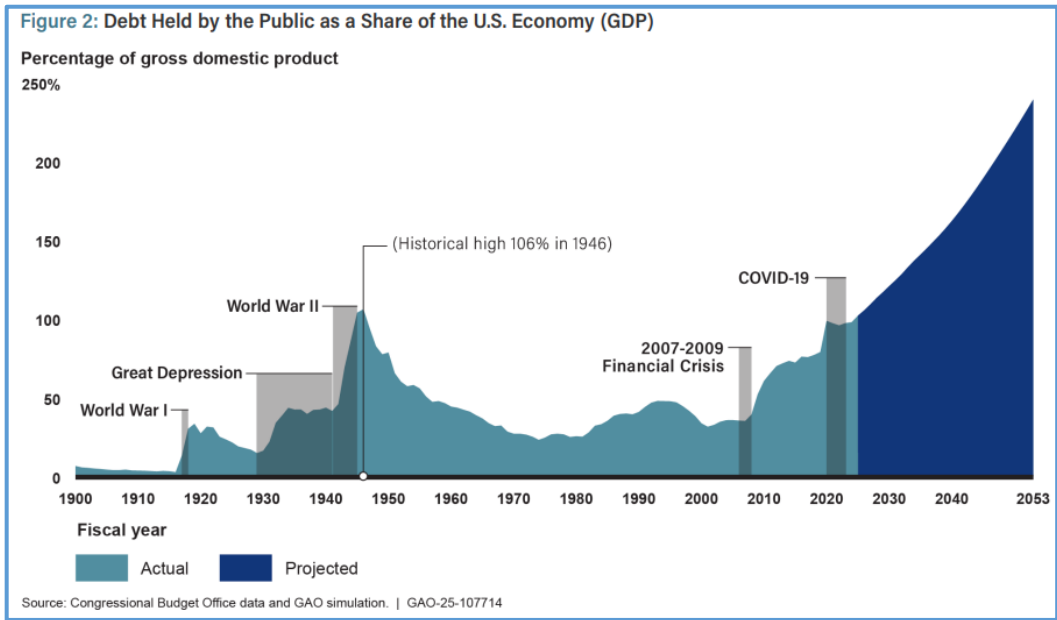
### House/Senate Appropriation THUD Resources

	Bill	Report	Earmarks
House	<a href="#">HR 9028</a> <sup>xxi</sup>	<a href="#">H Rpt. 118-584</a> <sup>xxii</sup>	<a href="#">Community Project Funding</a> <sup>xxiii</sup>
Senate	<a href="#">S 4796</a> <sup>xxiv</sup>	<a href="#">S Rpt. 118-199</a> <sup>xxv</sup>	<a href="#">Congressionally Directed Spending</a> <sup>xxvi</sup>

See Congressional Research Service (CRS) [“FY 2025 Appropriations Status: in Brief](#)<sup>xxvii</sup>”.

[February 5, 2025](#). The Government Accountability Office (GAO) published a report entitled, [“The Nation’s Fiscal Health: Strategy Needed as Debt Levels Accelerate](#)<sup>xxviii</sup>.” The report notes that, the federal government is on an unsustainable fiscal path that poses serious economic, security, and social challenges. The report further notes that, as of September 30, 2024, publicly held debt was \$28.2 trillion, or 98 percent of the size of the economy; publicly held debt is projected to grow more than twice as fast as the economy, reaching 200 percent of the size of the economy by 2047, and government spending on net interest in FY 2024 exceeded federal spending on Medicare and national defense, and is projected to keep growing. The nation’s fiscal outlook is projected to deteriorate as debt accumulates at a faster rate than the economy grows. The GAO’s simulation shows that under current revenue and spending policies: • Debt held by the public will reach its historical high of 106 percent of GDP by 2027 (1 year earlier than we projected last year), • Debt held by the public grows more than twice as fast as the economy over a 30-year period and reaches 200 percent of GDP by 2047 (3 years earlier than we projected last year). **See nearby figure.** The

[Congressional Budget Office](#)<sup>xxix</sup> also published some economic projections for the 2025-2035 projection period. The report noted: • Economic growth cools in calendar years 2025 and 2026 and then averages roughly 1.8 percent a year from 2027 to 2035; and, • Inflation continues to ease over the next two years, reaching the Federal Reserve’s target rate of 2 percent by 2027 and stabilizing thereafter. See [here](#)<sup>xxx</sup> for CBO Monthly Budget Review: January 2025.



[January 29, 2025](#). The Congressional Research Service (CRS) issued an updated report on the, [“Transportation, Housing and Urban Development, and Related Agencies \(THUD\) Appropriations for FY 2025](#)<sup>xxxi</sup>”.

### SELECTED CONGRESSIONAL HEARINGS/BUSINESS

**SELECTED TRANSPORTATION COMMITTEE LEADERSHIP “CHEAT SHEET”**

**[See Addendum A. at the end of the report.](#)**

February 13, 2025. The House Committee on Budget has scheduled a markup of the “Concurrent Resolution on the Budget for Fiscal Year 2025.” [Committee Link](#)<sup>xxxii</sup>. Tables [here](#)<sup>xxxiii</sup>.

February 12, 2025. The Senate Committee on Budget scheduled a Full Committee hearing to “Markup of the FY 2025 Budget Resolution.” The Budget Committee held a second hearing on February 13, to conclude the markup. [Committee Link](#)<sup>xxxiv</sup>. [Draft Budget Resolution](#)<sup>xxxv</sup> [here](#)<sup>xxxvi</sup>, press release [here](#)<sup>xxxvii</sup>, and tables [here](#).

February 12, 2025. The House Committee on Transportation and Infrastructure (T&I), Subcommittee on Highways and Transit has scheduled held a hearing to discuss and receive testimony pertaining to, “America Builds: A Review of Programs to Address Roadway Safety.” [Committee Link and Testimony](#)<sup>xxxviii</sup>.

## SELECTED CONGRESSIONAL “TRANSPORTATION-RELATED” BILLS – FEBRUARY

SENATE BILLS – FEBRUARY			
<a href="#">S Con Res TBA Summary</a>	L. Graham (R-SC) Setting forth the congressional budget for the US Government for FY 2025 and setting forth the appropriate budgetary levels for FYs 2026 thru 2034. Introduced 2/7/25.	<a href="#">S 257</a>	M. Cantwell (D-WA) “Promoting Resilient Supply Chains Act.” The bill would seek to identify areas of potential growth for the manufacturing sector in order to reduce costs for consumers. It would establish a Supply Chain Resilience Working Group tasked with evaluating best practices within the freight industry to help avert connectivity disruptions. Re-introduced 1/27/25. <b>Reported from Senate Commerce Comm. on 2/5/25.</b>
HOUSE BILLS - FEBRUARY			
<a href="#">H Con Res. TBA</a>	J. Arrington (R-TX) Establishing the congressional budget for the US Government for FY 2025 & setting forth the appropriate budgetary levels for FY 2026 through 2034. Introduced 2/12/25.	<a href="#">HR 1135</a>	J. Nadler (D-NY) To impose an assessment related to fossil fuel emissions, to establish the Polluters Pay Climate Fund. Introduced 2/7/25.
<a href="#">HR 1052</a>	E. Burlison (R-MO) To rescind certain unobligated balances relating to charging and fueling grants and national electric vehicle grants. Introduced 2/6/25.	<a href="#">H Res. TBA</a>	B. Thompson (D-MS) “Directs Homeland Security Sec. to provide the Committee documents related to security assessments associated with efforts to freeze payments of critical homeland security programs. <i>[A Resolution of Inquiry is a legislative tool that has privileged parliamentary status, meaning it can be brought to the floor for immediate consideration if the relevant Committee has not reported it within 14 legislative days]</i> Introduced 2/5/25.
<a href="#">H Res TBA</a>	B. Thompson (D-MS) “Directs Homeland Security Sec. to provide the Committee documents related to the impact of President Trump’s Federal hiring freeze on the cyber workforce as well as any of the security policies related to providing DOGE. <i>[A Resolution of Inquiry is a legislative tool that has privileged parliamentary status, meaning it can be brought to the floor for immediate consideration if the relevant Committee has not reported it within 14 legislative days]</i> Introduced 2/5/25.	<a href="#">HR 9464 Press Release</a>	J. Auchincloss (D-MA) “Supporting Transit Commutes Act.” The re-introduced bill encourages employers to subsidize transit for their employees. The bill restores the deductibility of transportation fringe benefits. If an employer offers only a pre-tax option, they are eligible to deduct 50 percent of the amount withheld. Introduced 1/15/25.

## 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
<a href="#">US DOT - Key Notices of Funding Opportunity</a> <sup>xxxix</sup>	NOFOs/Closing Dates
<a href="#">IIJA (Bipartisan Infrastructure Law - BIL) Airtable</a> <sup>xi</sup>	Fields Are Sortable
<a href="#">IIJA Funding Status</a> <sup>xli</sup>	Report on amount of IIJA Obligated
<a href="#">IIJA Spending (State by State)</a> <sup>xlii</sup>	Search Award Data/DEFC/Select Z & 1
<a href="#">US DOT Discretionary Grants Dashboard</a> <sup>xliii</sup>	Sortable Fields via <u>ALL</u> Government Dept.

[FHWA BIL Competitive Grant Pgms. Matrix](#)<sup>xliv</sup>  
[Pedestrian/Bicycle Funding Opportunities Matrix](#)<sup>xlv</sup>  
[Climate / Resilience](#)<sup>xlvi</sup>  
[FTA Competitive/Formula Grant Programs](#)<sup>xlvii</sup>  
[Project Readiness Checklist/Disc. Grants](#)<sup>xlviii</sup>  
[Inflation Reduction Act Tracker](#)<sup>xlix</sup>  
[Trails as Resilient Infrastructure](#)<sup>l</sup>

Multiple Columns of Information  
 Activity Type to Tie With Program Type  
 NOFOs and Awards Landing Page  
 FTA IIJA Grant Opportunities  
 Support for Grant Applicants  
 Database for Funding Opportunities  
 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	Office of the Sec.
Spring 2025	Ferry Programs: Electric or Low Emitting Ferry, Ferry Service for Rural Communities, and Passenger Ferry 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

January 14, 2025. The Federal Highway Administration (FHWA) issued a [Notice of Funding Opportunity](#)<sup>li</sup> (NOFO) making available \$250 million under the [FY 2024 Competitive Highway Bridge Program](#). A State DOT may submit no more than three (3) applications including applications submitted in partnership with a non-State DOT. There is no minimum or maximum award size. The anticipated number of Federal awards is approximately 15. **Applications are due by March 13, 2025.**

### OTHER TRANSPORTATION-RELATED FEDERAL REGISTER NOTICES

Regulatory activity has been slowed. On January 20, 2025, President Trump issued a “[Regulatory Freeze Pending Review](#)<sup>lii</sup>” memorandum. The action paused and enabled a review of recent regulatory activity as administrative agencies transition to new leadership. The Freeze Order directs all “executive departments and agencies” to (1) refrain from proposing or issuing any rule until a department or agency head appointed by President Trump reviews and approves of the rule; (2) immediately withdraw any rules that have been sent to the Office of the Federal Register (OFR) but have not yet been published; and (3) consider postponing for 60 days from the date of the Freeze Order the effective date of any rules that have been published in the Federal Register but have not yet taken effect.

### GOVERNMENT NOTICES/REPORTS/NEWS ARTICLE

January 31, 2025. The U.S. Department of Justice, as counsel for the Federal Highway Administration (FHWA), filed a [Motion for Voluntary Dismissal of Appeal](#)<sup>liii</sup> seeking voluntary dismissal of its appeal of a lower court decision invalidating a [Final Rule](#)<sup>liv</sup> requiring all states with National Highway System mileage to take affirmative steps to set declining CO2 targets, with the goal of reducing greenhouse gas emissions. Earlier, a group of 21 Republican AGs filed a lawsuit in the U.S. District Court for the Western District of Kentucky, arguing that the FHWA and DOT lack Congressional authorization to regulate greenhouse gas emissions and compel states to administer a federal regulatory program, and that the rule violates the major questions doctrine, the Administrative Procedures Act (APA), and the Spending Clause. The District Court agreed, invalidating the rule on the grounds that it exceeds the FHWA’s statutory authority and is arbitrary and capricious. In its motion, the FHWA explained that it did not wish to pursue appellate review of the District Court’s decision and that it would consider what additional administrative steps would be appropriate regarding the final rule. Moreover, in an amicus brief initiated by ARTBA (and joined by AGC of America), the association argued Congress purposefully excluded such a requirement from federal law.



January 29, 2025. US DOT Secretary [Sean Duffy authorized a series of actions](#)<sup>lv</sup> “advancing President Donald Trump’s agenda to rescind woke policies, roll back burdensome and costly regulations, restore economic growth, and ensure that all US DOT policies align with the Administration’s priorities.” The Secretary signed a Memorandum entitled, [“Implementation of Executive Orders Addressing Energy, Climate Change, diversity, and Gender](#)<sup>lvi</sup>.” The Secretary signed a Memorandum entitled, [“Ensuring Reliance Upon Sound Economic Analysis in Department of Transportation Policies, Programs, and Activities](#)<sup>lvii</sup>.” *[US DOT, per the Order, is to implement its preferential plan for high marriage and birth rate communities “to the extent practicable, relevant, appropriate, and consistent with law,” although the Order did not expressly state how much weight DOT would give to those preferences when making future federal transportation funding decisions. The Order prohibits recipients of US DOT funding from imposing vaccine or mask requirements. Similar to Orders and Memoranda from other agencies, such as the February 5 “Sanctuary Cities” memo from the U.S. Depart. of Justice, the Order also requires that recipients cooperate with federal immigration enforcement efforts and “other goals and objectives” of the President or the Secretary as a condition of funding. Lastly, the Order directs DOT to prioritize transportation projects that utilize user-pay models.]* The Secretary also approved submission of a Notice of Proposed Rulemaking (NPRM) to rescind the Biden-Harris Administration’s rule requiring state transportation departments to measure and establish declining targets for carbon dioxide emissions on federally supported highways. See a nice summary of the “directives” [here](#)<sup>lviii</sup>.

January 17, 2025. The Federal Transit Administration (FTA) [posted partial-year funding apportionment tables for FY 2025](#)<sup>lix</sup> (scroll down to tables). The announcement reflects funding available for five months (October 1, 2024, to March 14, 2025) at FY 2024 levels while the federal government operates under a Continuing Resolution. Full-year formula funding will be available once Congress passes an FY 2025 appropriations bill.

January 16, 2025. The US DOT has published a draft [National Multimodal Network Map](#)<sup>lx</sup>. The designation is informed by the comments received on a notice published by DOT on April 12, 2024. Once the Network is designated by DOT, States will have the opportunity to submit additional designations through the “State Input” process required by statute. US DOT is encouraging all stakeholders, including multimodal freight system users, transportation providers, metropolitan planning organizations, local governments, ports, airports, railroads, and States to submit comments with proposed modifications to the draft network. See the Federal Register Notice [here](#)<sup>lxi</sup>. **The US DOT is requesting comments and feedback; proposed comments and modifications are sought by February 27, 2025.**

January 14, 2025. The California Air Resources Board (CARB) sent a [letter](#)<sup>lxii</sup> to the US Environmental Protection Agency (EPA) withdrawing its request for authorization of the Zero-Emission waivers regarding the Heavy-Duty Advanced Clean Fleets regulation that was sent to the [EPA](#)<sup>lxiii</sup> November 15, 2023. That waiver would have allowed the state to enact emissions limits that exceed federal standards as the sun sets on President Joe Biden’s Administration. The withdrawal preempted an expected denial from the incoming Administration of President-elect Donald Trump. One of the rules California pulled after the EPA failed to approve it would have phased out the sale of [new diesel-powered semi-trucks and buses by 2036](#)<sup>lxiv</sup>. The Air Resources Board passed the regulation in 2023. Another rule, which the agency approved the same month, would have [banned locomotive engines more than 23 years old by 2030](#)<sup>lxv</sup> and increased the use of zero-emissions technology to transport freight from ports and throughout railyards.

January 10, 2025. The US Department of Treasury issued a notice of proposed rulemaking for Section 45W Qualified Commercial Clean Vehicle Credits. Eligible vehicles include some battery electric vehicles (BEVs), plug-in hybrid EVs (PHEVs), fuel cell electric vehicles (FCEVs) and plug-in hybrid fuel cell electric vehicles (PHFCEVs). Credits are calculated by the “lesser amount of either 30 percent of the vehicle’s basis (15 percent for PHEV) or the vehicle’s incremental cost in excess of a vehicle comparable in size or use powered solely by gasoline or diesel.”

Section 45W credits are funded by [IRA Section 13403](#)<sup>lxvi</sup> for vehicles purchased between 2023 and 2032. The Treasury Department will take public comment on the proposed rules for 60 days following publication in the Federal Register and hold a public hearing on April 28, 2025.

### UPCOMING CONGRESSIONAL CALENDAR – MARCH

March						
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	27	28	29
30	31					

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

### UPCOMING DEADLINES/EVENTS

#### 2025

FY 2025	<a href="#">Transit Training Schedule</a> ;
February 20-22	National Governors Association Winter Meeting (Washington, D.C.);
February 23-26	<a href="#">APTA Communications &amp; Customer Experience Workshop</a> (Long Beach, CA);
March ??	US DOT's 5th Annual Women's Small Business Transportation Summit;
March 9-11	NHTSA Lifesavers Conference (Long Beach, CA);
March 16-18	<a href="#">APTA Legal Affairs Seminar</a> (Phoenix, AZ);
March 17-20	<a href="#">AASHTO Re:source 2025 TechEx Conference</a> (Bellevue, WA);
March 18-20	<a href="#">18th Annual FTA Drug and Alcohol Conference</a> (Reg. begins in Feb. - Kansas City, MO);
March 21-23	APTA Transit CEOs Seminar (San Antonio, TX);
March 21-23	<a href="#">APTA Transit CEOs Seminar</a> (San Antonio, TX);
April 4-8	<a href="#">APTA Mobility Conference</a> (Austin, TX);
April 4-8	<a href="#">APTA International Bus Roadshow</a> (Austin, TX);
May 6-8	<a href="#">2025 ARTBA Federal Issues Program and TCC Fly-In</a> (Washington, D.C.);
May 12-15	<a href="#">AASHTO Spring Meeting</a> (Hartford, CT);
May 18-20	APTA Legislative Conference (Washington, D.C.);
June 9-12	<a href="#">ITS America Annual Meeting</a> (Detroit, MI);
June 19-22	US Conference of Mayors – Summer Meeting (Tampa, FL);
June 29-July 2	APTA Rail Conference (San Francisco, CA);
July 14-15	12 <sup>th</sup> Annual Nat'l. Workshop for State/Local Transportation Advocates (Wash., D.C.);
July 15-17	ARTBA 37 <sup>th</sup> Annual Public-Private Partnerships Conference (Washington, D.C.);
August 23-27	<a href="#">Governors Highway Safety Association 2025 Annual Meeting</a> (Pittsburgh, PA);
November 17-20	AASHTO Annual Meeting (Salt Lake City, UT).

### SCUTTLEBUTT/ICYMI

February 8, 2025. [Bloomberg reported](#)<sup>lxvii</sup> that Amtrak will halt investing in diversity, equity and inclusion (DEI) programs and policies, and will enforce an in-office work mandate starting next month. The national intercity passenger railroad, a federally chartered corporation, sent an email to employees notifying them it will no longer dedicate funding to DEI initiatives, and is revising its policy to require four days a week of in-office work starting March 3, 2025.

January 28, 2025. The American Transportation Research Institute (ATRI) published its latest “Congestion to the Trucking Industry: 2024 Update.” According to the report, traffic congestion on US highways added \$108.8 billion in costs to the trucking industry in 2022. As a result, the overall cost of congestion increased by 15.0 percent year-over-year. This level of delay is equivalent to more than 430,000 commercial truck drivers sitting idle for one work year and an average cost of \$7,588 for every registered combination truck. The report is free with the submission of contact information [here](#)<sup>lxviii</sup>. In related news, ATRI released its [14th annual list highlighting the most congested bottlenecks for trucks](#)<sup>lxix</sup> in America, with the interchange of Interstate 95 and State Route 4 in Fort Lee, New Jersey, ranking as the most congested freight bottleneck in the country.

Table 2: Top Ten Statewide Congestion Costs, 2022\*

2022 Rank	State	Statewide Costs 2021	Statewide Costs 2022	Percent Change	2021 Rank
1	Texas	\$7,256,430,452	\$9,171,520,948	26.40%	2
2	California	\$9,000,397,702	\$8,774,467,001	-2.50%	1
3	Florida	\$7,157,229,169	\$8,437,202,215	17.90%	3
4	New York	\$4,917,126,628	\$5,795,489,531	17.90%	4
5	Georgia	\$4,021,578,225	\$4,638,414,469	15.30%	6
6	New Jersey	\$3,838,944,444	\$4,424,571,565	15.30%	7
7	Illinois	\$3,379,889,793	\$4,315,102,629	27.70%	8
8	Pennsylvania	\$3,268,381,038	\$3,705,348,642	13.40%	9
9	Louisiana	\$4,217,050,404	\$3,680,837,351	-12.72%	5
10	Tennessee	\$3,154,354,178	\$3,613,265,679	14.50%	10

For the seventh year in a row, the intersection of I-95 and SR 4 near the George Washington Bridge in Fort Lee, New Jersey, is the top freight bottleneck in the country. The remaining Top 10 bottlenecks include:

- |   |                                  |
|---|----------------------------------|
| 2. Chicago: I-294 at I-290/I-88         | 5. Los Angeles: SR 60 at SR 57   |
| 3. Houston: I-45 at I-69/US 59          | 6. Cincinnati: I-71 at I-75      |
| 4. Atlanta: I-285 at I-85 (North)       | 7. Houston: I-10 at I-45         |
| 5. Nashville: I-24/I-40 at I-440 (East) | 8. Atlanta: I-20 at I-285 (West) |
| 6. Atlanta: I-75 at I-285 (North)       |                                  |

January 27, 2025. Carnegie Mellon researchers develop a metric to measure the gaps in EV charging coverage across the country. Findings ([Mind the Gap: Testing the EV Charging Network](#)<sup>lxx</sup>) show the significant work that lies ahead in deploying charging infrastructure, especially among rural areas. See a copy of the abstract [here](#)<sup>lxxi</sup>, and article [here](#)<sup>lxxii</sup>.






## Addendum A. – Selected Transportation Committee Leadership “Cheat Sheet.”

The Senate Committee on Commerce, Science and Transportation have not yet made Subcommittee Chair/Ranking Member assignments.

<div>  <div>HOUSE/SENATE Leadership of Transportation-Related Committees of the 119<sup>th</sup> Congress (1st Session)</div> <div>(NOT YET COMPLETE - Selected Committee Assignments)</div> </div>								
As of 2/11/2025								
House Committees (Republican Majority)	Chairman/Chairwoman		Ranking Member					
<b>APPROPRIATIONS</b>	Tom Cole	R-OK (Σ)	Rosa DeLauro	D-CT	<b>Selected House Republican (Majority) Leadership</b>			
Sub. on Commerce, Justice and Science	Hal Rogers	R-KY	Grace Meng	D-NY	Mike Johnson	House Speaker	R-LA	
Sub. on Energy & Water Development	Chuck Fleischmann	R-TN	Marcy Kaptur	D-OH	Steve Scalise	Majority Leader	R-LA	
Sub. On Homeland Security	Mark Amodei	R-NV	Lauren Underwood	D-IL	Tom Emmer	Majority Whip	R-MN	
Sub. on Transportation/HUD	Steve Womack	R-AR	James Clyburn	D-SC	Lisa McClain	Conference Chairman	R-MI	
					Kevin Hern	Policy Committee Chairman	R-OK	
<b>BUDGET</b>	Jodey Arrington	R-TX	Brendan Boyle	D-PA	Richard Hudson	National Republican Cong. Committee Chairman	R-NC	
					Blake Moore	Conference Vice-Chairman	R-UT	
<b>ENERGY AND COMMERCE</b>	Brett Guthrie	R-KY	Frank Pallone	D-NJ				
Sub. on Energy	Bob Latta	R-OH	Kathy Castor	D-FL				
Sub. on Environment	Morgan Griffith	R-VA	Paul Tonko	D-NY				
<b>FINANCIAL SERVICES</b>	French Hill	R-AR	Maxine Waters	D-CA				
<b>HOMELAND SECURITY</b>	Mark Green	R-TN	Bennie Thompson	D-MS				
Sub. on Emergency Management and Technology	Dale Strong	R-AL	Tim Kennedy	D-NY				
Sub. on Transportation and Maritime Security	Carlos Gimenez	R-FL	LaMonica McIver	D-NJ				
<b>NATURAL RESOURCES</b>	Bruce Westerman	R-AR	Jared Huffman	D-CA				
Sub. on Water, Wildlife and Fisheries	Harriet Hageman	R-WY	Val Hoyle	D-OR				
<b>TRANSPORTATION AND INFRASTRUCTURE</b>	Sam Graves	R-MO (Ω)	Rick Larsen	D-WA				
Sub. on Aviation	Troy Nehls	R-TX	Steve Cohen	D-TN	<b>Selected House Democratic (Minority) Leadership</b>			
Sub. On Coast Guard/Maritime Transportation	Mike Ezell	R-MS	Salud Carbajal	D-CA	Hakeem Jeffries	Minority Leader	D-NY	
Sub. on Highway/Transit	David Rouzer	R-NC	Elanor Holmes Norton	D-DC	Katherine Clark	Minority Whip	D-MA	
Sub. on Railroads/Pipelines/Hazardous Materials	Daniel Webster	R-FL	Dina Titus	D-NV	Pete Aguilar	Caucus Chairman	D-CA	
Sub. on Water Resources/Environment	Mike Collins	R-GA	Frederica Wilson	D-FL	Ted Lieu	Caucus Vice-Chairman	D-CA	
<b>WAYS AND MEANS</b>	Jason Smith	R-MO	Richard Neal	R-MA	Joe Neguse	Assistant Leader	D-CO	
					Debbie Dingell	Policy/Comm. Chair	D-MI	
(Σ) Rep. Mario Diaz-Balart (R-FL) will serve as the Committee's Vice Chairman for the 119th Congress.								
(Ω) Rep. Rick Crawford (R-AR) will serve as the Committee's Vice Chairman for the 119th Congress.								
Senate Committees (Republican Majority)	Chairman/Chairwoman		Ranking Member					
<b>APPROPRIATIONS</b>	Susan Collins	R-ME	Patty Murray	D-WA	<b>Selected Senate Republican (Majority) Leadership</b>			
Sub. on Transportation/HUD	Cindy Hyde-Smith	R-MS	Kirsten Gillibrand	D-NY	John Thune	Majority	R-SD	
Sub. on Homeland Security	Katie Britt	R-AL	Chris Murphy	D-CT	John Barrasso	Majority Whip	R-WY	
Sub. on Energy & Water Development	John Kennedy	R-LA	Patty Murray	D-WA	Tom Cotton	GOP Conference Chair	R-AR	
Sub. On Commerce, Justice, Science	Jerry Moran	R-KS	Chris Van Hollen	D-MD	Shelley Moore	GOP Policy Committee Chair	R-WV	
					James Lankford	Vice Chair, GOP Policy Comm.	R-OK	
<b>BANKING, HOUSING AND URBAN AFFAIRS</b>	Tim Scott	R-SC	Elizabeth Warren	D-MA	Tim Scott	GOP Senatorial Comm. Chair	R-SC	
Sub. on Housing, Transportation & Community Development	Katie Britt	R-AK	Tina Smith	D-MN				
<b>BUDGET</b>	Lindsey Graham	R-SC	Jeff Merkley	D-OR	<b>Senate Presiding Officials</b>			
					J.D. Vance	President of the Senate	Vice-Pres.	
<b>COMMERCE, SCIENCE AND TRANSPORTATION</b>	Ted Cruz	R-TX	Maria Cantwell	D-WA	Chuck Grassley	Senate Pres. Pro Tempore	R-IA	
Sub. on Aviation Safety, Operations and Innovation								
Sub. on Oceans, Fisheries, Climate Change & Manufacturing								
Sub. on Surface Transportation, Maritime, Freight and Ports								
<b>ENERGY AND NATURAL RESOURCES</b>	Mike Lee	R-UT	Martin Heinrich	D-NM				
Sub. on Energy	Dave McCormick	R-PA	Ruben Gallego	D-AZ				
Sub. on Water and Power	John Hoeven	R-ND	Ron Wyden	D-OR				
<b>ENVIRONMENT AND PUBLIC WORKS</b>	Shelley Moore Capito	R-WV	Sheldon Whitehouse	D-RI	<b>Selected Senate Democratic (Minority) Leadership</b>			
Sub. on Transportation and Infrastructure	Kevin Cramer	R-ND	Angela Alsobrooks	D-MD	Chuck Schumer	Minority Leader/Conf. Chair	D-NY	
Sub. on Fisheries, Wildlife, and Water	Pete Ricketts	R-NB	Adam Schiff	D-CA	Dick Durbin	Minority Whip	D-IL	
<b>FINANCE</b>	Michael Crapo	R-ID	Ron Wyden	D-OR	Amy Klobuchar	Chair of Steering/Policy	D-MN	
					Cory Booker	Chair Strategic	D-NJ	
<b>HOMELAND SECURITY &amp; GOVERNMENT AFFAIRS</b>	Rand Paul	R-KY	Gary Peters	D-MI	Elizabeth Warren	Vice-Chair of Conference	D-MA	
					Mark Warner	Vice-Chair of Conference	D-VA	
					Bernie Sanders	Chair of Outreach	I-VT	

**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>SELECTED TRANSPORTATION NOTICE OF FUNDING OPPORTUNITIES (NOFOs) &amp;/OR AWARDS</div> <div>(TG&amp;A SCORECARD for CY 2025)</div> </div> </div>										
2/11/2025		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	<a href="#">NOFO URL</a>	750,000	4/7/2025	TBD	TBD	TBD	
ARMY CORPS										
DOE										
EPA										
FAA	FY 2025 Aircraft Pilots Workforce Development Grant Program	NOFO	1/7/2025	<a href="#">NOFO URL</a>	9,000,000	2/5/2025	TBD	TBD	TBD	
	FY 2025 Aviation Maintenance Technical Workers Workforce Development Pgm.	NOFO	1/7/2025	<a href="#">NOFO URL</a>	9,000,000	2/5/2025	TBD	TBD	TBD	
FHWA	<a href="#">FY 2023 Active Transportation Infrastructure Investment Program (ATIIIP)</a>	NOFO/AWARD	3/19/2024	<a href="#">NOFO URL</a>	44,550,000	6/17/2024	44,500,000	<a href="#">AWARD URL</a>	1/7/2025	<a href="#">List of Awardees</a>
	FY 2024 – 2026 Garrett A. Morgan Technology/Transportation Education Pgm.	NOFO	1/7/2025	<a href="#">NOFO URL</a>	300,000	1/10/2025		TBD	TBD	
	Charging and Fueling Infrastructure Discretionary Grant Opportunity (Round 2) Pgm.	NOFO/AWARD	5/30/2024	<a href="#">NOFO URL</a>	1,321,200,000	9/11/2024	635,000,000	<a href="#">AWARD URL</a>	1/10/2025	<a href="#">List of Awardees</a>
	FY 2024 Competitive Highway Bridge Program	NOFO	1/14/2025	<a href="#">NOFO URL</a>	250,000,000	3/13/2025	TBD	TBD	TBD	
	FY 2025 Innovation Management Pgm. (AIM)	NOFO	1/15/2025	<a href="#">NOFO URL</a>	1,800,000	2/3/2025	TBD	TBD	TBD	
FRA	FY 2025 Supplemental State-Amtrak Intercity Passenger Rail Committee	NOFO	12/31/2024	<a href="#">NOFO URL</a>	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	<a href="#">NOFO URL</a>	1,148,809,580	9/23/2024	1,100,000,000	<a href="#">AWARD URL</a>	1/10/2025	<a href="#">List of Awardees</a>
	FY 2021-2024 Restoration and Enhancement Grant Program	NOFO/AWARD	7/12/2024	<a href="#">NOFO URL</a>	153,845,680	9/30/2024	146,000,000	<a href="#">AWARD URL</a>	1/10/2025	<a href="#">List of Awardees</a>
DEPT. OF LABOR										
FTA										
MARAD	FY 2025 Port Infrastructure Development Program (PIDP)	NOFO	1/31/2025	<a href="#">NOFO URL</a>	450,000,000	4/30/2025	TBD	TBD	TBD	
NHTSA / FMCSA	FY 2025 High Priority Program-Commercial Motor Vehicle (HP-CMV)	NOFO	1/8/2025	<a href="#">NOFO URL</a>	46,600,000	3/7/2025	TBD	TBD	TBD	
	FY25 High Priority Program – Innovative Technology Deployment (HP-ITD)	NOFO	1/8/2025	<a href="#">NOFO URL</a>	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	<a href="#">NOFO URL</a>	750,000,000	4/18/2025	TBD	TBD	TBD	
	FY 2024 Flood Mitigation Assistance Program	NOFO	1/7/2025	<a href="#">NOFO URL</a>	600,000,000	4/18/2025	TBD	TBD	TBD	
US DOT	<a href="#">FY 2024-FY 2026 Reconnecting Communities Pilot (RCP) Program</a>	NOFO/AWARD	7/3/2024	<a href="#">NOFO URL</a>	607,000,000	9/30/2024	544,000,000	<a href="#">AWARD URL</a>	1/10/2025	<a href="#">List of Awardees</a>
	FY 2025/2026 MPDG - Rural Surface Transportation Grant Program (Rural)	NOFO/AWARD	3/26/2024	<a href="#">NOFO URL</a>	780,000,000	5/6/2024	785,000,000	<a href="#">AWARD URL</a>	1/10/2025	<a href="#">List of Awardees</a>
	<a href="#">FY 2025 Rebuilding American Infrastructure w/Sustainability/Equity Grant Pgm.-RAISE</a>	NOFO	11/1/2024	<a href="#">NOFO URL</a>	1,500,000,000	N/A	N/A	N/A	N/A	
	Round 1:	NOFO/AWARD				12/2/2024	1,320,000,000	<a href="#">AWARD URL</a>	1/10/2025	<a href="#">List of Awardees</a>
	Round 2:					1/30/2025	TBD	TBD	TBD	2 Rounds to utilize the \$1.5 b. pot.

## Endnotes:

- i <https://www.federalregister.gov/presidential-documents/executive-orders/donald-trump/2025>
- ii <https://www.mayerbrown.com/en/insights/publications/2025/02/updates-and-summary-of-the-evolving-executive-federal-funding-freeze>
- iii <https://www.fhwa.dot.gov/environment/nevi/resources/state-plan-approval-suspension.pdf>
- iv [https://www.fhwa.dot.gov/infrastructure-investment-and-jobs-act/nevi\\_formula\\_program.cfm](https://www.fhwa.dot.gov/infrastructure-investment-and-jobs-act/nevi_formula_program.cfm)
- v <https://highways.dot.gov/newsroom/investing-america-biden-harris-administration-announces-635-million-awards-ev-charging>
- vi [https://www.fhwa.dot.gov/environment/cfi/?\\_gl=1\\*owuadp\\*\\_ga\\*MTg1Mzk5MTQyMC4xNzlyNzgwNzI0\\*\\_ga\\_VW1SFWJKBB\\*MTczOTExMjQzNi42Ny4xLjE3MzkxMTM2ODEuMC4wLjA](https://www.fhwa.dot.gov/environment/cfi/?_gl=1*owuadp*_ga*MTg1Mzk5MTQyMC4xNzlyNzgwNzI0*_ga_VW1SFWJKBB*MTczOTExMjQzNi42Ny4xLjE3MzkxMTM2ODEuMC4wLjA)
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- viii <https://www.whitehouse.gov/presidential-actions/2025/01/unleashing-american-energy/>
- ix <https://www.govinfo.gov/content/pkg/FR-2025-01-29/pdf/2025-01956.pdf>
- x <https://www.whitehouse.gov/presidential-actions/2025/01/cabinet-and-cabinet-level-appointments/>
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- xii <https://www.whitehouse.gov/presidential-actions/2025/01/designation-of-acting-leaders/>
- xiii [https://www.senate.gov/pagelayout/legislative/one\\_item\\_and\\_teasers/nom\\_conf.htm](https://www.senate.gov/pagelayout/legislative/one_item_and_teasers/nom_conf.htm)
- xiv <https://www.commerce.senate.gov/nominations-details>
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- xvi <https://docs.house.gov/billsthisweek/20241216/ARA%2012.20.pdf>
- xvii [https://www.budget.senate.gov/imo/media/doc/chairmans\\_mark\\_-\\_fy25\\_budget\\_resolution.pdf](https://www.budget.senate.gov/imo/media/doc/chairmans_mark_-_fy25_budget_resolution.pdf)
- xviii [https://www.budget.senate.gov/imo/media/doc/fy\\_2025\\_budget\\_resolution\\_-\\_secure\\_the\\_border\\_revitalize\\_our\\_military\\_unleash\\_american\\_energy\\_production\\_and\\_begin\\_the\\_process\\_of\\_restoring\\_fiscal\\_sanity.pdf](https://www.budget.senate.gov/imo/media/doc/fy_2025_budget_resolution_-_secure_the_border_revitalize_our_military_unleash_american_energy_production_and_begin_the_process_of_restoring_fiscal_sanity.pdf)
- xix [https://www.budget.senate.gov/hearings/markup-of-fiscal-year-2025-budget-resolution\\_-\\_day-1](https://www.budget.senate.gov/hearings/markup-of-fiscal-year-2025-budget-resolution_-_day-1)
- xx <https://docs.house.gov/meetings/BU/BU00/20250213/117894/HMKP-119-BU00-20250213-SD001.pdf>
- xxi <https://www.congress.gov/118/bills/hr9028/BILLS-118hr9028rh.pdf>
- xxii <https://www.congress.gov/118/crpt/hrpt584/CRPT-118hrpt584.pdf>
- xxiii <https://appropriations.house.gov/sites/evo-subsites/appropriations.house.gov/files/evo-media-document/fy25-thud-cpf-table.pdf>
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- xxx <https://www.cbo.gov/system/files/2025-02/61195-MBR.pdf>
- xxxi <https://crsreports.congress.gov/product/pdf/R/R48253>
- xxxii <https://docs.house.gov/Committee/Calendar/ByEvent.aspx?EventID=117894>
- xxxiii <https://docs.house.gov/Committee/Calendar/ByEvent.aspx?EventID=117894>
- xxxiv [https://www.budget.senate.gov/hearings/markup-of-fiscal-year-2025-budget-resolution\\_-\\_day-1](https://www.budget.senate.gov/hearings/markup-of-fiscal-year-2025-budget-resolution_-_day-1)
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- xxxvi [https://www.budget.senate.gov/imo/media/doc/chairmans\\_mark\\_-\\_fy25\\_budget\\_resolution.pdf](https://www.budget.senate.gov/imo/media/doc/chairmans_mark_-_fy25_budget_resolution.pdf)
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- xl iv [https://www.fhwa.dot.gov/infrastructure-investment-and-jobs-act/grant\\_programs.cfm](https://www.fhwa.dot.gov/infrastructure-investment-and-jobs-act/grant_programs.cfm)
- xl v [https://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/funding/funding\\_opportunities.pdf](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.pdf)
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- lxxii [https://transportationtodaynews.com/featured/34857-researchers-at-carnegie-mellon-develop-metric-measuring-gaps-in-ev-charging/?utm\\_source=mailpoet&utm\\_medium=email&utm\\_campaign=transportation-today-s-top-5-articles-of-the-week\\_40](https://transportationtodaynews.com/featured/34857-researchers-at-carnegie-mellon-develop-metric-measuring-gaps-in-ev-charging/?utm_source=mailpoet&utm_medium=email&utm_campaign=transportation-today-s-top-5-articles-of-the-week_40)