



Federal Transportation and Infrastructure Outlook

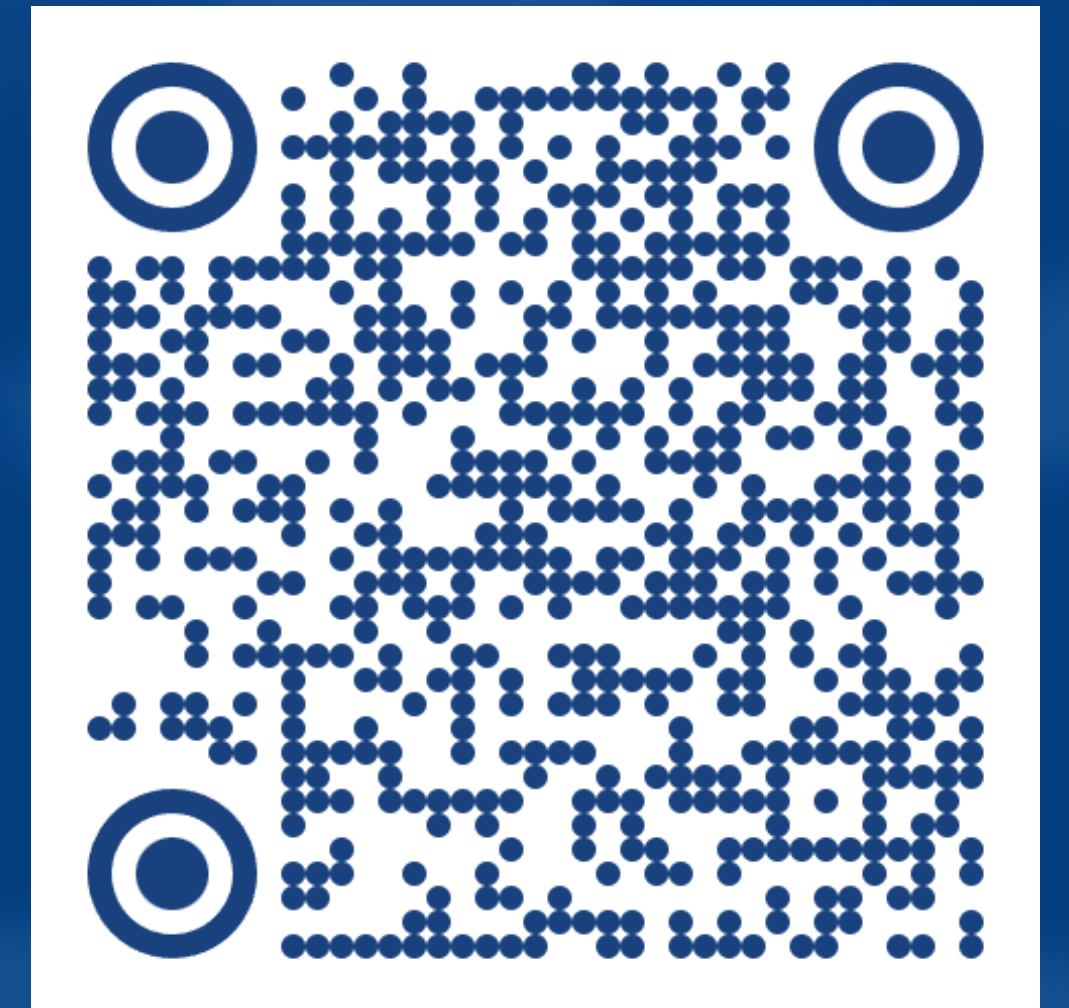
April 2025



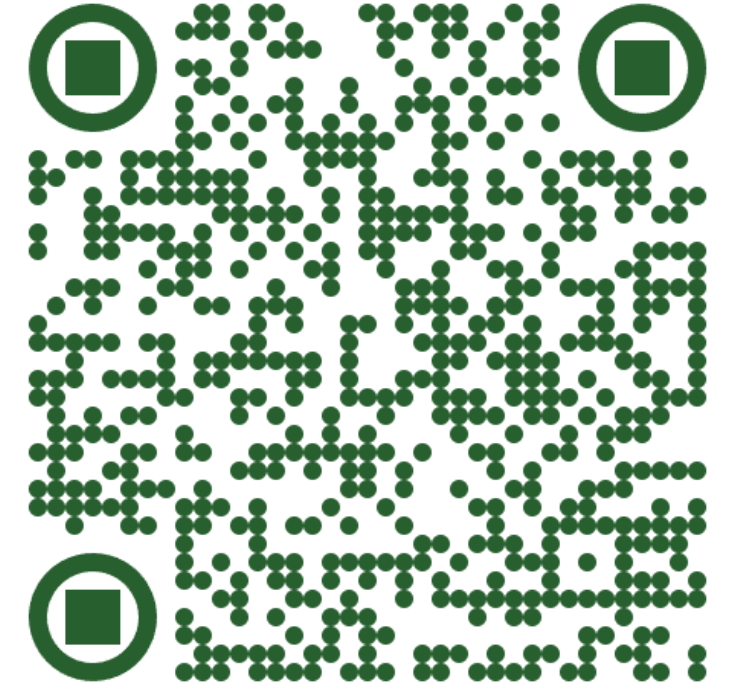
2025 Federal Action Agenda

America's prosperity depends on thriving local economies. By streamlining federal programs and empowering local governments, we can ensure a strong national economy. Local leaders are best positioned to understand the needs of their communities and should be key partners in shaping federal policies that prioritize fiscal responsibility and efficiency.

- **Streamline Federal Programs for All Communities**
- **Increase the Nation's Housing Supply**
- **Promote Public Safety**
- **Solidify Infrastructure Investment**
- **Close the Digital Divide**
- **Build Community Resilience**
- **Reduce Legal and Financial Burdens on Local Governments**



NLC March Key Messages



1. Don't Tax Municipal Bonds – Congress Must Protect Tax-Exemptions for Local Government Essential Services

2. Cities Need a Reliable Federal Partner – Congress and Cities Need Clarity and Commitment to Existing Federal Programs

3. Prevent a Federal Government Shutdown – Congress Must Protect Against Unintended Consequences of Federal Budget Disruption

Protecting Municipal Bonds

Elimination of the tax-exemption for municipal bonds will:

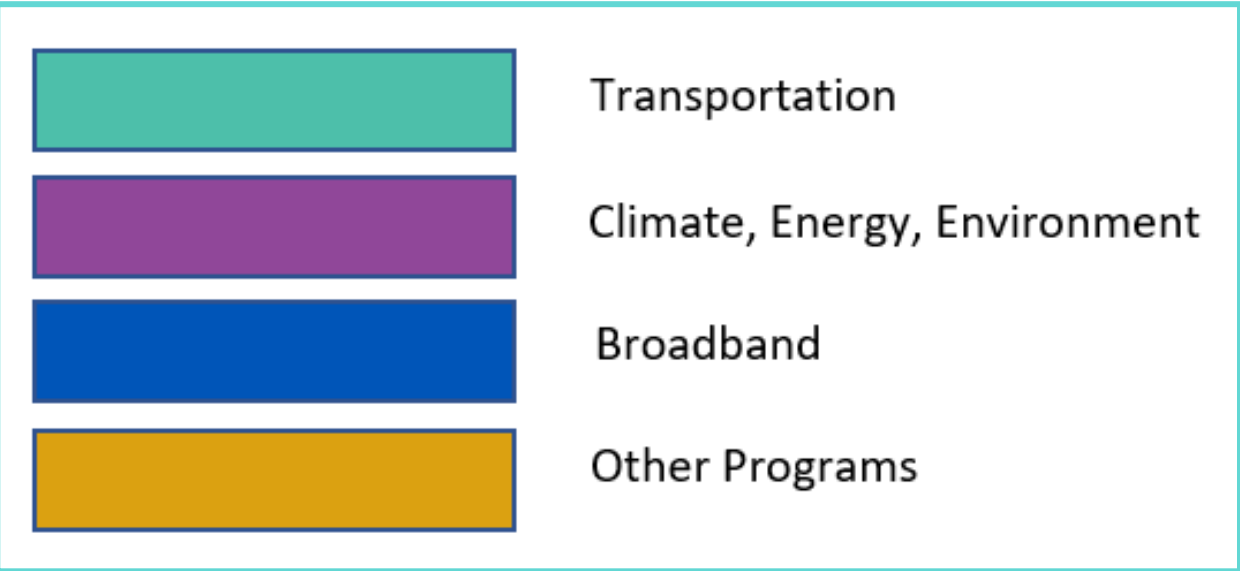
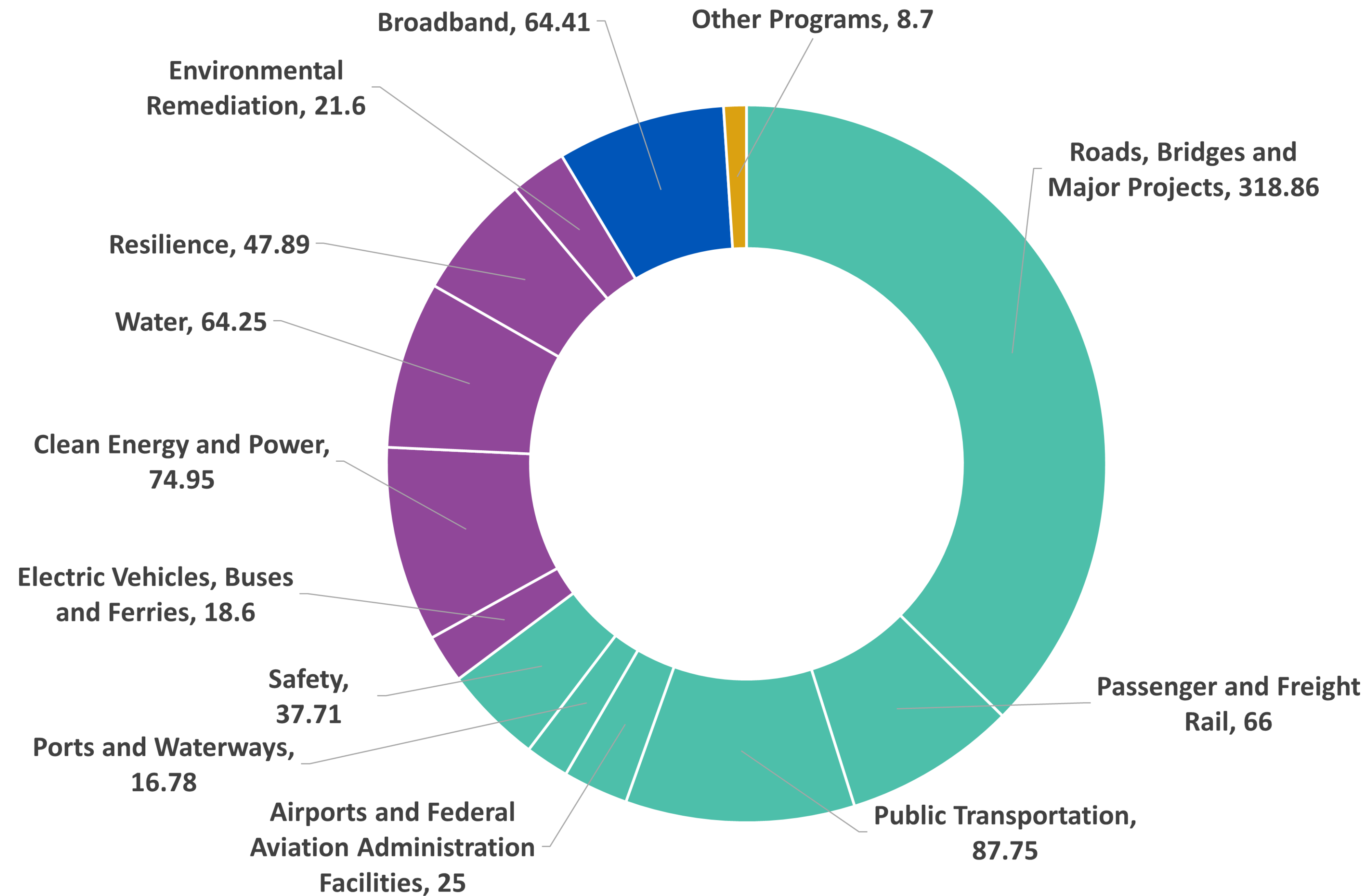
1. significantly increase community borrowing costs that will be passed down to hardworking Americans;
2. narrow market access to our small and rural communities; and
3. spur macroeconomic risks to investors and the broader economy.

- The tax-exemption on municipal bonds generates about \$2.26 in borrowing cost savings to your District's communities for every dollar it costs the federal government and allows us to deliver infrastructure projects across the nation.
- **Rep. Bacon (NE-02) is leading to protect the municipal bonds' tax exemption before Thursday, April 3 at 5:00pm EST.** Contact: Valerie Foy, Chief Counsel, Valerie.Foy@mail.house.gov

Infrastructure Investment and Jobs Act (IIJA): Everything We've Gained and Stand to Lose

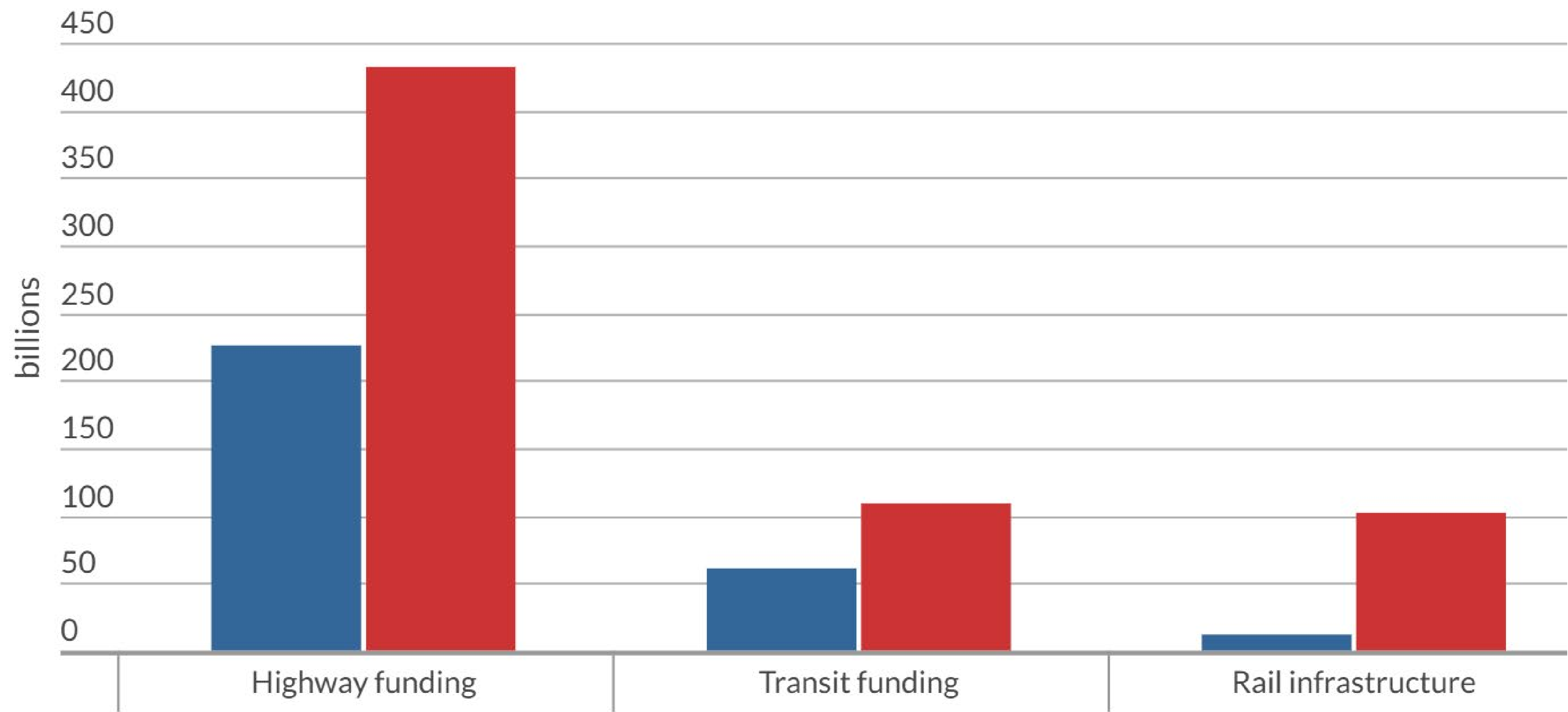


Major Categories of Funding by Amount



FHWA: \$365 billion
FTA: \$107 billion
FRA: \$102 billion
FAA: \$25 billion
NHTSA: \$8 billion
FMCSA: \$5 billion
MARAD: \$2 billion
OST: \$43 billion

FAST Act vs. IIJA



Source: <https://t4america.org/2021/12/15/show-me-the-money-financial-breakdown-of-the-infrastructure-law/>

New Discretionary and Formula Programs



Bridge Formula Program: \$26.7 billion



Bridge Investment Program: \$12.2 billion



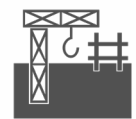
PROTECT formula and discretionary grants: \$8.7 billion



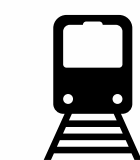
National Electric Vehicle Infrastructure Formula Program: \$5 billion



Safe Streets and Roads for All: \$5 billion



National infrastructure Investments (Megaprojects): \$5 billion



Railroad Crossing Elimination Program: \$3 billion



Charging and Fueling Infrastructure Grants: \$2.5 billion

FHWA Funding Available to a Range of Recipients

Program Examples	State	MPO	Local	Tribe	PA*	Territory	FLMA*
Apportioned FHWA Formula programs	✓						
Bridge Formula Program	✓			✓			
National Electric Vehicle Formula Program	✓		✓				
Safe Streets and Roads for All program		✓	✓	✓			
PROTECT Grants (discretionary)	✓	✓	✓	✓	✓		✓
Charging and Fueling Infrastructure Program	✓	✓	✓	✓	✓	✓	
Congestion Relief Program	✓	✓	✓				
Bridge Investment Program (discretionary)	✓	✓	✓	✓	✓		✓
Reconnecting Communities Pilot Program	✓	✓	✓	✓			
Rural Surface Transportation Grants	✓		✓	✓			
Nationally Significant Multimodal Freight and Highway Projects (<i>INFRA</i>)	✓	✓	✓	✓	✓		✓
National Infrastructure Project Assistance (<i>Mega</i>)	✓	✓	✓	✓	✓		
Local and Regional Project Assistance (<i>RAISE</i>)	✓	✓	✓	✓	✓	✓	

Note: This table does not include all BIL programs or eligible entities, and there are additional nuances not represented in this table. Additional programmatic information is provided in later slides. FHWA will administer most, but not all, programs listed. * "PA" means a special purpose district or public authority with a transportation function; FLMA means Federal Land Management Agency

Infrastructure Investment and Jobs Act (IIJA)

Landscape View

Wins

- Over \$200B in direct grant opportunities for cities, towns and villages as well as MPOs, transit partners, states and even non-profit partners
- New programs like Safe Streets that targeted key safety issues in communities across the country
- Broad infrastructure coverage for transportation, water, broadband, etc.
- Advance appropriations gave rail and grants multi-year certainty

Losses

- No direct formula program to cities
- No increase in the “set-aside” amount of the STBG funding going to MPOs
- No fix to the broken Highway Trust Fund
- Continues to divide most funding for “on-system” vs. “off-system”
- Did not address workforce demands for infrastructure

**NLC Transportation
Chair Fuentes
Testifying Before
House Transportation
and Infrastructure
Committee on 1/15**



What Congress is Hearing from Cities

Local infrastructure projects are moving:

- With Congress' support, more than 72,000 infrastructure projects are moving forward today – including 1,500+ core transportation projects led directly by cities and towns building the safety and performance of our transportation networks, supporting jobs and growing economic development.

Infrastructure's ROI matters to our economy:

- While the 119th Congress will make many national budget decisions, reducing infrastructure investment from IIJA levels would be a \$1 trillion dollar economic mistake.

Keep the infrastructure momentum:

- Cities and towns urge Congress to embrace the positive economic impact of keeping infrastructure funding at IIJA's levels as the Committee negotiates the topline goals of the next package. This is the level of funding the American economy requires and the American people deserve.

Collaborate with locals for results:

- As we renew our infrastructure investment, NLC urges Congress to prioritize continued infrastructure collaboration with America's cities, towns, and villages through direct and regional programs that are positioned to push for performance in transportation for Americans' daily trips and freight movement.

Double-down on safety to save lives:

- Every Congressional district deserves a safe network and direct investment, and America's local governments continue to urge Congress to double-down on safety and ensure we are protecting our most valuable economic generator – our people.

Sec. Duffy Nomination Hearing Statements

“President Trump is a builder. He has told me that this department is a top priority for him & he wants to invest in rebuilding our nation’s crumbling infrastructure. He asked me to focus on big, durable projects that connect our country and people. If confirmed, I will work to reduce the red tape that slows critical infrastructure projects, ensuring funds are spent efficiently.”

“Safety is paramount. Every year, 40,000 lives are lost in roadway accidents. This hits close to home—my wife survived a deadly head-on car crash, which profoundly shaped her life. If confirmed, I will prioritize road safety, ensuring lives and families aren’t forever changed by preventable accidents.”

“Transportation is entering an extraordinary new era. From eVTOLs, drones and autonomous vehicles to space travel, we are in a global race to out-innovate the rest of the world. If confirmed, we will craft clear regulations that balance safety, innovation, and cutting-edge technology.”



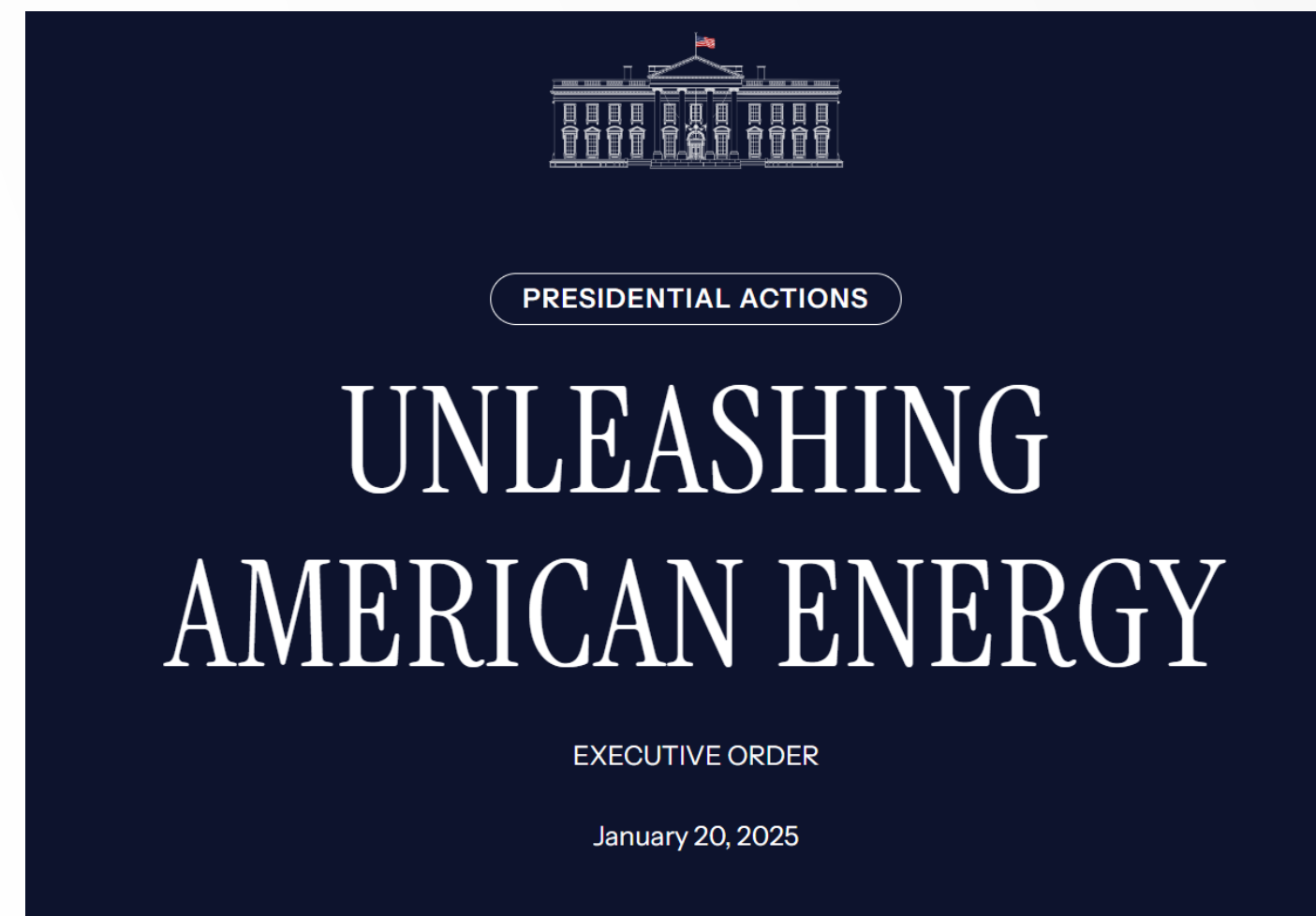
NLC Presidential Actions Summary: Impact to Local Governments



[All Resources](#)

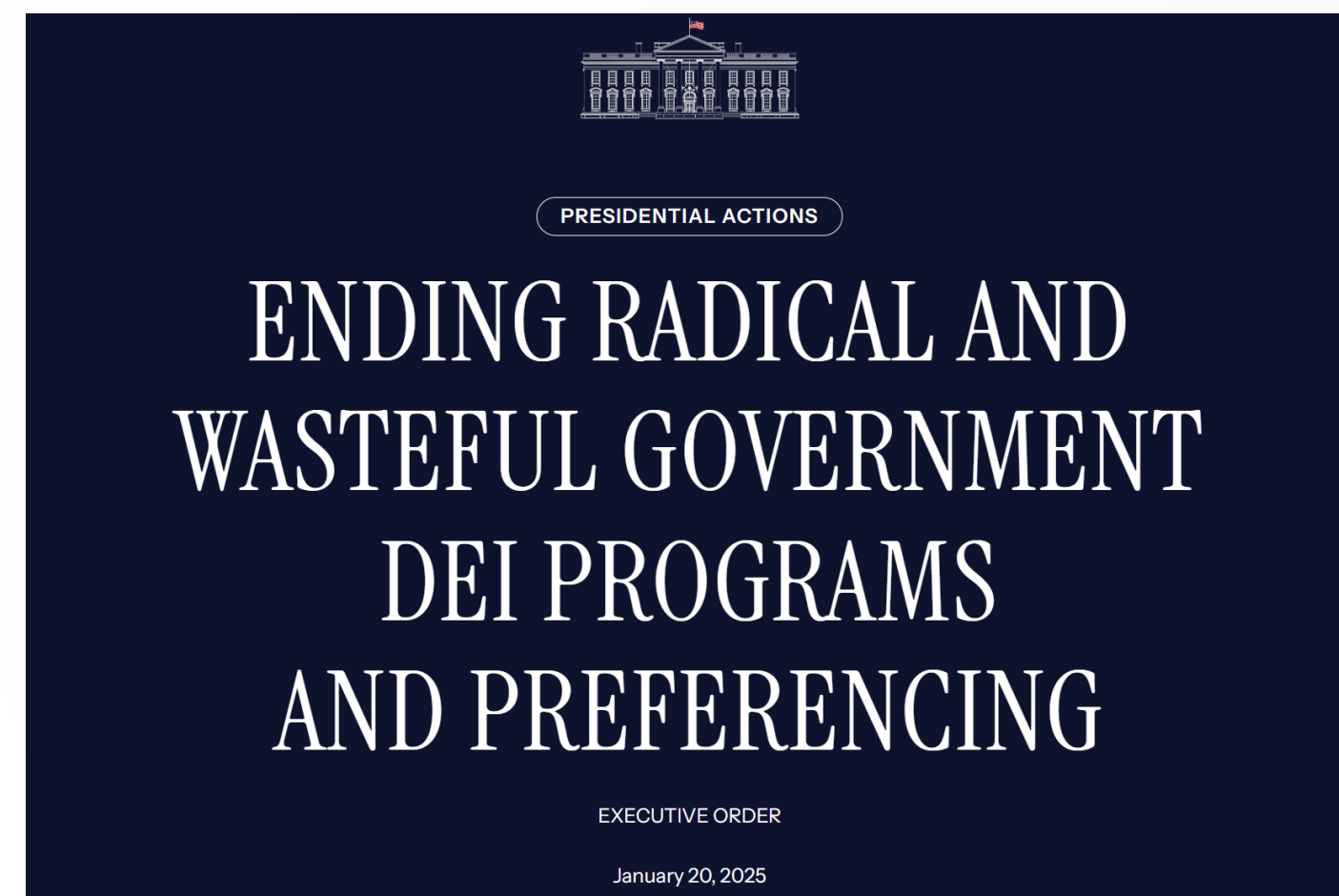
Presidential Actions Summary: Impact to Local Governments

2 Key Presidential Transition Executive Orders and 2 Key USDOT Memos Impacting Transportation Grants and Formula Funding



Rescinding Biden-Harris Administration's "Woke" Policies

The Secretary signed the "Woke Rescission" Memorandum, directing Secretarial Officers and Heads of Operating Administrations to identify and eliminate all Biden-era programs, policies, activities, rules, and orders that promote climate change activism, Diversity, Equity, and Inclusion (DEI) initiatives, racial equity, gender identity policies, environmental justice, and other partisan objectives. This action aligns with several of President Trump's executive orders, including Order 14148 *Initial Rescissions of Harmful Executive Orders and Actions* and Order 14151 *Ending Radical and Wasteful Government DEI Programs and Preferencing*. You can read the Memorandum [here](#).



Lowering Costs Through Smarter Policies, Not Political Ideologies

The Secretary signed an order ensuring that all USDOT policies, grants, loans, and actions are based on sound economic principles, positive cost-benefit analyses, and pro-economic growth priorities. This order aligns USDOT operations with the President's agenda to support economic development and strengthen American families by focusing on real, measurable benefits rather than ideological considerations. You can read the Memorandum [here](#).

Federal Funds Pause: What Happened

White House Releases Flurry of Executive Orders (EOs) on Inauguration Day leading to a freeze of federal funds

- “Unleashing American Energy” Executive Order - Sec. 7 Terminating the Green New Deal: “All agencies shall immediately pause the disbursement of funds appropriated through the Inflation Reduction Act of 2022 (Public Law 117-169) or the Infrastructure Investment and Jobs Act (Public Law 117-58)”



White House issued OMB Memorandum M-25-13 to Clarify Grant Freeze

- “This memorandum requires Federal agencies to identify and review all Federal financial assistance programs and supporting activities consistent with the President’s policies and requirements.”
- Emphasizes that agencies must complete a thorough analysis of their financial assistance programs and temporarily pause all obligations or disbursements, to the extent legally permissible.



Legal challenge resulted in court ordering halting of federal funding freeze

- Coalition of 23 attorneys general in filing a lawsuit to block implementation OMB memo threatening to freeze up to \$3 trillion in federal assistance funding
- Ruling: “Federal agencies cannot pause, freeze, impede, block, cancel, or terminate any awards or obligations on the basis of the OMB Memo, or on the basis of the President’s recently issued Executive Orders.”
- The White House rescinds OMB Memo only; EOs remain in place.



Trump leadership is reviewing federal funding for alignment with EOs

- Agencies still have existing authority to pause access to federal funds based on their own discretion - as long as any current or future program funding freeze is not the direct result of Executive Action.
- EV Charging Paused: USDOT stated that “effective immediately, 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.” Payments will still be made for projects already in progress.



What We Know Now

- For most USDOT programs, grantees report being able to be reimbursed if a grant agreement is in place.
- News reports do show federal funding frozen even after judges temporarily blocked the freeze.
- Several cities with recent grants have reported the cancellation of their scheduled grant meetings.
- Some previously paused programs have had their “stop work” orders rescinded allowing them to move forward.
- Stay tuned...



PRESIDENTIAL ACTIONS

UNLEASHING AMERICAN ENERGY

EXECUTIVE ORDER

January 20, 2025

NLC

“Unleashing American Energy” Executive Order – Sec. 2 Policy

It is the policy of the United States....

(d) to ensure that **all regulatory requirements related to energy are grounded in clearly applicable law**;

(e) to **eliminate the “electric vehicle (EV) mandate”** and promote true consumer choice, which is essential for economic growth and innovation, **by removing regulatory barriers to motor vehicle access**; by ensuring a level regulatory playing field for consumer choice in vehicles; by terminating, where appropriate, state emissions waivers that function to limit sales of gasoline-powered automobiles; and by considering the elimination of unfair subsidies and other ill-conceived government-imposed market distortions that favor EVs over other technologies and effectively mandate their purchase by individuals, private businesses, and government entities alike by rendering other types of vehicles unaffordable;....

(g) to ensure that the global effects of a rule, regulation, or action shall, whenever evaluated, be reported separately from its **domestic costs and benefits**, in order to promote sound regulatory decision making and prioritize the interests of the American people;

(h) to guarantee that all executive departments and agencies (agencies) **provide opportunity for public comment** and rigorous, peer-reviewed scientific analysis; and

(i) to ensure that no Federal funding be employed in a manner contrary to the principles outlined in this section, **unless required by law**.

“Unleashing American Energy” Executive Order - Sec. 7 Terminating the Green New Deal

(a) All agencies shall immediately pause the disbursement of funds appropriated through the Inflation Reduction Act of 2022 (Public Law 117-169) or the Infrastructure Investment and Jobs Act (Public Law 117-58), including but not limited to funds for electric vehicle charging stations made available through the National Electric Vehicle Infrastructure Formula Program and the Charging and Fueling Infrastructure Discretionary Grant Program, and shall review their processes, policies, and programs for issuing grants, loans, contracts, or any other financial disbursements of such appropriated funds for consistency with the law and the policy outlined in section 2 of this order. Within 90 days of the date of this order, all agency heads shall submit a report to the Director of the NEC and Director of OMB that details the findings of this review, including recommendations to enhance their alignment with the policy set forth in section 2. No funds identified in this subsection (a) shall be disbursed by a given agency until the Director of OMB and Assistant to the President for Economic Policy have determined that such disbursements are consistent with any review recommendations they have chosen to adopt.



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Related Documents

- [Signed Secretarial Memo re: Implementation of Executive Orders Addressing Energy Climate Change Diversity and Gender](#)
- [Signed DOT Order re: Ensuring Reliance Upon Sound Economic Analysis in Department of](#)

U.S. Transportation Secretary Sean Duffy Takes Action to Rescind “Woke” DEI Policies and Advance President Trump’s Economic Agenda

Wednesday, January 29, 2025

WASHINGTON – Today, U.S. Transportation Secretary Sean Duffy authorized a series of actions advancing President Donald Trump’s agenda to rescind woke policies, roll back burdensome and costly regulations, restore economic growth, and ensure that all U.S. Department of Transportation (USDOT) policies align with the Administration’s priorities. These actions deliver on the President’s commitment to rescind harmful policies enacted under the Biden-Harris Administration and reaffirm USDOT’s focus on safety, efficiency, economic prosperity, and regulatory reform.

“Today’s actions mark an important step in restoring commonsense governance and merit-based policies at USDOT. Under President Trump’s leadership, we are focused on eliminating excessive regulations that have hindered economic growth, increased costs for American families, and prioritized far-left agendas over practical solutions,” said **U.S. Transportation Secretary Sean Duffy**. “The American people deserve an efficient, safe, and pro-growth transportation system based on sound decision-making, not political ideologies. These actions will help us deliver on that promise.”

NLC

Sec. Duffy Issues USDOT Alignment with EOs on 1/29

On January 29, 2025, USDOT Secretary Duffy authorized a series of actions advancing President Donald Trump's agenda to rescind woke policies, roll back burdensome and costly regulations, restore economic growth, and ensure that all U.S. Department of Transportation (USDOT) policies align with the Administration's priorities... and reaffirm USDOT's focus on safety, efficiency, economic prosperity, and regulatory reform.

1. MEMO - Rescinding Biden-Harris Administration's "Woke" Policies

The Secretary signed the "Woke Rescission" Memorandum, directing Secretarial Officers and Heads of Operating Administrations to identify and eliminate all Biden-era programs, policies, activities, rules, and orders that promote climate change activism, Diversity, Equity, and Inclusion (DEI) initiatives, racial equity, gender identity policies, environmental justice, and other partisan objectives. This action aligns with several of President Trump's executive orders, including Order 14148 *Initial Rescissions of Harmful Executive Orders and Actions* and Order 14151 *Ending Radical and Wasteful Government DEI Programs and Preferencing*.

You can read the Memorandum [here](#).

2. ORDER - Lowering Costs Through Smarter Policies, Not Political Ideologies

The Secretary signed an order ensuring that all USDOT policies, grants, loans, and actions are based on sound economic principles, positive cost-benefit analyses, and pro-economic growth priorities. This order aligns USDOT operations with the President's agenda to support economic development and strengthen American families by focusing on real, measurable benefits rather than ideological considerations.

You can read the Memorandum [here](#).

3. RULEMAKING - Rescinding Greenhouse Gas Measurement Rule

The Secretary approved submission of a Notice of Proposed Rulemaking 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. This rule had been rescinded during the first Trump Administration, only to be reinstated by the Biden Administration and later two federal judges ruled USDOT lacked authority to issue the rule. The rescission reflects the Administration's commitment to unleashing American energy and eliminating unlawful regulatory burdens.

“

“Today’s actions mark an important step in restoring commonsense governance and merit-based policies at USDOT. Under President Trump’s leadership, we are focused on eliminating excessive regulations that have hindered economic growth, increased costs for American families, and prioritized far-left agendas over practical solutions,” said **U.S. Transportation Secretary Sean Duffy**. “The American people deserve an efficient, safe, and pro-growth transportation system based on sound decision-making, not political ideologies. These actions will help us deliver on that promise.”

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USDOT Memo: Implementation of Executive Orders Addressing Energy Climate Change Diversity and Gender

- **Targeted Areas:** “... consistent with law, to identify and eliminate all orders, directives, rules, regulations, notices, guidance documents, funding agreements, programs, and policy statements, or portions thereof, which were authorized, adopted, or approved between noon on January 20, 2021 and noon on January 20, 2025, and which reference or relate in any way to ***climate change, "greenhouse gas" emissions, racial equity, gender identity, "diversity, equity, and inclusion" goals, environmental justice, or the Justice 40 Initiative.***”
- **Internal USDOT Report:** Within 10 days (approximately 2/12) , all DOT Operating Administrations (such as FHWA, FTA, NHTSA, FRA, etc.) and the Office of the Secretary of Transportation (OST) must **identify and develop a report** on all DOT “orders, directives, rules, regulations, notices, guidance documents, funding agreements, programs, and policy statements” relevant to the White House EOs.
- **USDOT Action Coming:** Within 10 days of the report (20 days after the January 29 memo, approximately 2/26), all operating agencies and the **OST shall “initiate all lawful actions necessary to rescind, cancel, revoke, and terminate** all DOT orders, directives, rules, regulations, notices, guidance documents, funding agreements, programs, policy statements, or portions thereof, which are subject to the relevant executive orders and which are not required by clear and express statutory language.”
- **Cancellations:** See next slide.

DOT Order: Ensuring Reliance Upon Sound Economic Analysis in Department of Transportation Policies, Programs and Activities

Scope: USDOT Order is effective immediately and applies to all Operating Administration and the Office of the Secretary

Purpose: To mandate reliance on rigorous economic analysis and positive cost-benefit calculations and ensure that all DOT grants, loans, contract, and DOT-supported or –assisted state contracts bolster the American economy and benefit the American people

COST-BENEFIT FOR EVERYTHING:

- The Department's grantmaking, lending, policymaking, and rulemaking activities shall be based on sound economic principles and analysis supported by **rigorous cost benefit requirements** and **data driven decisions**. This requirement shall apply regardless of whether the activities in question fall below the economic threshold required for review by the Office of Information and Regulatory Affairs.
- **To engage in grantmaking, lending, policymaking, or rulemaking, the benefits must be estimated to outweigh the costs.**
- The calculation of the "social cost of carbon" is marked by logical deficiencies, a poor basis in empirical science, politicization, and the absence of a foundation in legislation....Prior to issuance of that guidance, DOT shall ensure estimates to assess the value of changes in greenhouse gas emissions resulting from agency actions, including with respect to the consideration of domestic versus international effects and evaluating appropriate discount rates, are, to the extent permitted by law, consistent with the guidance contained in OMB Circular A-4 of September 17, 2003 (Regulatory Analysis).

DOT Order: Ensuring Reliance Upon Sound Economic Analysis in Department of Transportation Policies, Programs and Activities (continued)

ADVERSE IMPACT TO FAMILIES:

- c. Statutes governing DOT policies, programs, and activities shall be administered to identify and avoid, to the extent practicable, relevant, appropriate, and consistent with law, adverse impacts on families and communities. Adverse impacts may include, but are not limited to, noise; water pollution; soil contamination; a denial of or a reduction in transportation services; increased difficulty in raising children in a safe and stable environment; and destruction or disruption of community cohesion, safety, or economic vitality.
- d. Statutes governing DOT policies, programs, and activities shall also be administered to maximize, to the extent practicable, relevant, appropriate, and consistent with law, benefits for families and communities. The benefits may include, but are not limited to, economic opportunities, such as increased access to jobs, healthcare facilities, recreational activities, commercial activity, or any actions or project components that will help alleviate poverty, enhance safety, and primarily benefit families and communities by improving the quality of their lives, raising their standard of living, or enabling them to participate more fully in our economy.

DOT Order: Ensuring Reliance Upon Sound Economic Analysis in Department of Transportation Policies, Programs and Activities (continued)

LOCAL POLITICAL OBJECTIVES:

- DOT-supported or -assisted programs and activities, including without limitation, all DOT grants, loans, contracts, and DOT-supported or -assisted State contracts, **shall not be used to further local political objectives or for projects and goals that are purely local in nature and unrelated to a proper Federal interest.** DOT programs and activities should instead prioritize support and assistance for projects and goals that are consistent with the proper role of the Federal government in our system of federalism, have **strong co-funding requirements, adhere faithfully to all Federal statutory Buy America requirements,** and not depend on continuous or future DOT support or assistance for improvements or ongoing maintenance.

DOT Order: Ensuring Reliance Upon Sound Economic Analysis in Department of Transportation Policies, Programs and Activities (continued)

NEW LITMUS TEST:

To the maximum extent permitted by law, DOT-supported or -assisted programs and activities, including without limitation, all DOT grants, loans, contracts, and DOT-supported or -assisted State contracts, shall prioritize projects and goals that:

- i. utilize **user-pay models**;
- ii. direct funding to **local opportunity zones** where permitted;
- iii. to the extent practicable, relevant, appropriate, and consistent with law, mitigate the unique impacts of DOT programs, policies, and activities on families and family-specific difficulties, such as the accessibility of transportation to families with young children, and **give preference to communities with marriage and birth rates higher than the national average** (including in administering the Federal Transit Administration's Capital Investment Grant program);
- iv. prohibit recipients of DOT support or assistance from **imposing vaccine and mask mandates**; and
- v. require **local compliance or cooperation with Federal immigration enforcement and with other goals and objectives specified by the President of the United States or the Secretary.**

DOT Order: Ensuring Reliance Upon Sound Economic Analysis in Department of Transportation Policies, Programs and Activities (continued)

RESPONSIBILITIES:

Office of the General Counsel (OGC)

- OGC “shall provide the legal advice, support, and guidance necessary to implement and effectuate this Order, including via the issuance of additional orders as warranted.”

USDOT Operating Administrations (e.g. FHWA, FTA)

- OAs engaged in grantmaking, lending, policymaking, or rulemaking activities shall, in coordination and consultation with OGC, implement this Order and determine the most effective and efficient way of integrating the principles outlined in this Order with their existing regulations and guidance.
- In undertaking the integration with existing operations, and in coordination and consultation with OGC, OAs shall:
 - Develop and issue guidance necessary to implement and effectuate this order, or review and update any previously issued guidance to ensure consistency with this Order. OAs shall also engage in notice and comment process, as appropriate and in accordance with DOT Order 2100.6B (Policies and Procedures for Rulemakings) and any corresponding regulations, to implement the requirement of this Order.
 - Update and revise all Notices of Funding Opportunity, grant agreements, loan agreements and other program documents as necessary to ensure compliance with federal law and consistency with this Order.
 - Review their existing grant agreements, loan agreements and contracts and, to the extent permitted by law, unilaterally amend the general terms and conditions as necessary to ensure compliance with federal law and consistency with this Order, and **provide corresponding notice of such to recipients.**

DOT Order: Ensuring Reliance Upon Sound Economic Analysis in Department of Transportation Policies, Programs and Activities (continued)

Internal USDOT Reports:

OAs shall prepare a report describing their efforts to comply to this order and the impact of those efforts on their grant making, lending, policy making and rule-making activities. The first of these reports shall be submitted to OGC **no later than six months after the effective date of this order**, and each subsequent report shall be due no later than six months thereafter.

DOT Order: Ensuring Reliance Upon Sound Economic Analysis in Department of Transportation Policies, Programs and Activities (continued)

OPERATING PRINCIPLES:

OAs shall also observe the following principles:

1. This Order should be implemented in a simple, transparent manner that avoids adding unnecessary procedural or regulatory steps or causing undue delay. The Order shall should not be interpreted to impose procedural or regulatory requirements that provide no benefit in the decision-making process. The order should be carried out in a manner that considers the impact that delays in project delivery or rulemaking may have on the economic vitality safety and well-being of the American people, their families, and communities.
2. OAs shall strive to promote the economic opportunities of DOT programs, policies, and activities for families and communities. Procedures shall be established or modified, as necessary, to provide meaningful opportunities for public involvement by families and communities during the planning and development of programs, policies and activities (including the identification of potential effects, alternatives, and mitigation measures.)
3. DOT shall ensure comprehensive public engagement, including with families and community stakeholders, and provide meaningful access to public information concerning both the cost and the benefits of dot programs, policies or activities.
4. Compliance with the terms of this order is an ongoing responsibility. OAs shall continuously monitor their programs, policies, and activities to ensure they are administered in a manner consistent with this Order. This order does not alter existing assignments or delegations of authority to the Operating Administrations or other DOT components.

NLC's Federal Grants Exchange Form Remains Open for Updates

- To track which grant programs are affected, we have **created a form for members to share updates on their grants with us.**
- The federal funding pause may cause delays or some cancellations of projects, particularly those without signed grant agreements.
- Members should carefully review their grant agreements for payment obligations and fulfill any reporting or reimbursements. If you are unable to report due to a federal portal being unavailable, email your federal contact immediately to notify them of the issue and let NLC know.
- Grantees should be in communication with their agency contacts proactively about any issues and document the related costs or losses due to the delay.
- they may want to share this with their Members of Congress).

NLC Federal Grants Exchange

Communities that have received federal grant funding from the Infrastructure Investment and Jobs Act (IIJA) or other programs can provide the National League of Cities relevant information regarding the status of your project here. NLC's Federal Advocacy team is monitoring all responses and will be rapidly following up with respondents as new information is available. We know how important these grants are to your community and will continue to work with Congress and the President's Administration to strengthen the federal partnership.

* Required

1. Name of your project *

Enter your answer

2. City *

Enter your answer

3. State *

Enter your answer

4. Please share your project insights and updates here. *

Enter your answer



House vs. Senate Budget

	House			Senate
Agriculture	-230		Agriculture	-1
Armed Services	100		Armed Services	150
Education and Workforce	-330		Banking, Housing, Urban Development	-1
Energy and Commerce	-880		Commerce, Justice, Science	20
Financial Services	-1		Energy and Natural Resources	-1
Homeland Security	90		Environment and Public Works	1
Judiciary	110		Finance	1500
Natural Resources	-1		HELP	-1
Oversight and Government Reform	-50		HSGAC	175
Transportation and Infrastructure	-10		Judiciary	175
Ways and Means	4500			
Debt limit	4000		Debt limit	5000

NLC Marks Anniversary of East Palestine

🔍 All Articles

Cities Need a Better Answer on Rail Safety from Congress



BY: **Brittney D. Kohler** — FEBRUARY 5, 2025 - (6 MIN READ)



Infrastructure Public Safety & Justice Reform Transportation

America's cities agree with Vice President Vance that America needs ["to do better on rail safety in this country."](#) It has been two years since the tragic derailment in **East Palestine, Ohio**, impacting thousands of residents in Ohio, Pennsylvania and far beyond. Yet, this was not an isolated incident. The Norfolk Southern derailment is just one of more than 4,000 derailments that communities have experienced since 2020.

NLC

Recent Derailments

We continue to see derailments that deserve more national attention. Recently derailments have happened in places like: Matteson, IL; Niagara Falls, NY; Bethlehem, PA; Adrian, OH; Grants, NM and Holbrook, AZ; Springfield, OH; and Big Lake, MN, to name only a few.

NTSB is also investigating incidents in 2024 from **Pecos, TX**, **Bordulac, ND**, and **Easton, PA**.

Easton, PA, March 2, 2024



A train derailed and another struck the railcars in Easton, Pennsylvania near the Allentown Road Subdivision on March 2, 2024. The two derailed locomotives partially submerged in the Lehigh River and discharged locomotive diesel fuel into the water way. (Photo courtesy of Lehigh County Emergency Management, [NTSB](#))

Pecos, TX – Dec. 18, 2024



Dec. 18, 2024 Union Pacific derailment in Pecos, Texas that went right up to the municipal building. (Photo courtesy of the City of Pecos, [NTSB](#))

Bordulac, North Dakota - July 5, 2024



Seventeen tank cars transporting hazardous materials derailed in Bordulac, North Dakota on July 5, 2024, resulting in a hazardous materials release and fire. First responders initiated a voluntary evacuation of two homes for two days. (Photo courtesy of Foster County Emergency Management, [NTSB](#))

See Derailments Near Your Community with NLC's Rail Safety Map

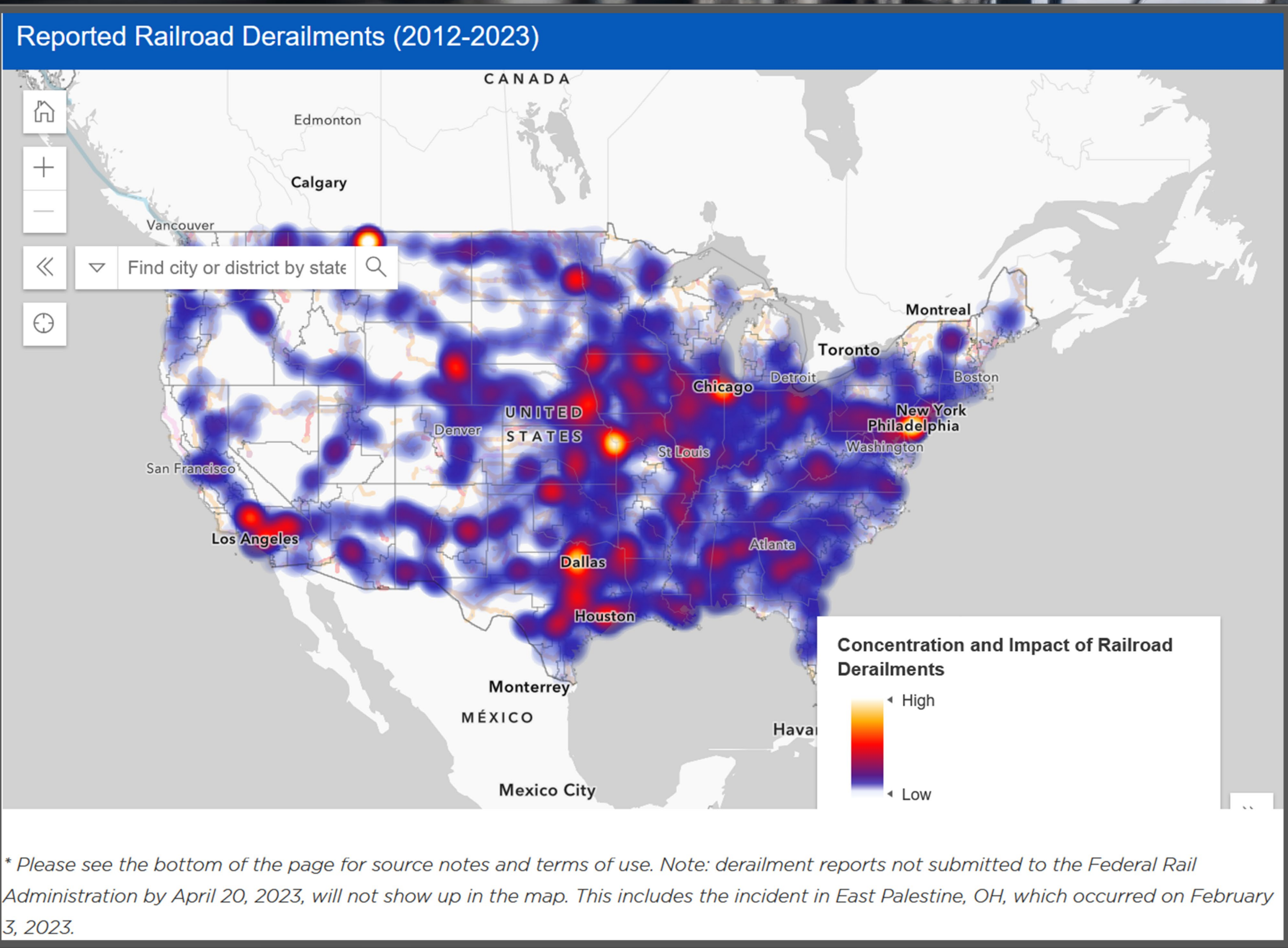


Image: Damage control works in 2023 96 car train derailment in Trinway, Ohio USA; Taken on 2 February, 2023.