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America confronts urgent water infrastructure needs

By Mary Scott Nabers, CEO of Strategic Partnerships, Inc.

The focus on water is extreme in almost every state in America. That's because there are dozens of water infrastructure projects that simply must be addressed. The most critical issues tend to be water resources, aging water treatment plants, flood control, aging dam structures and leaking water pipelines. These types of projects are usually expensive, but the good news is that there is still federal funding available.

In October 2024, the Environmental Protection Agency (EPA) allocated \$3.6 billion for cities, counties and states to upgrade water infrastructure. That allocation brought the total available in fiscal year 2025 to \$6.2 billion. However, in January when the Trump Administration took over, a temporary pause was put on federal grants and loans.

Despite this, funding for water infrastructure projects has largely continued, with significant investments being announced prior to the pause. While there have been temporary funding pauses for certain federal programs, the support for water has continued. Today, water projects are launching throughout the U.S., and there appears to be no slowdown in sight.

Officials in the city of Le Mars, Iowa, announced a \$155 million wastewater plant expansion project that will allow the plant to meet state environmental regulations. Upgrades to the plant will also allow it to meet projected demand increases in residential and industrial wastewater volume.

Project specifications will include the construction of a new lift station, a new anaerobic pretreatment facility to handle high-strength industrial flows and a large biosolids lagoon. An aging industrial plant slated for demolition will also be decommissioned as part of the project. Currently in the pre-construction phase, construction will likely begin in early 2026 with solicitation documents released in late 2025.

A \$75 million creek restoration effort will be launched in San Antonio, Texas, in early 2026. This large project is just one part of a broader Westside Creeks Ecosystem Restoration Program, and its objective is to restore and reconnect several urban waterways across the city. The project will be designed to reverse decades of concrete channelization and enhance stormwater function.

[Click here for more.](#)



Nearly \$1 billion available for road safety improvement grants



The U.S. Department of Transportation (USDOT) will make \$982 million available for the next round of the Safe Streets and Roads for All (SS4A) grant program. Applications for the latest SS4A grant round are due by June 26, 2025.

The Notice of Funding Opportunity (NOFO) provides applicants with the chance to receive federal support for initiatives that include planning, infrastructure, behavioral and operational efforts to mitigate death and injury on roads and streets nationwide.

Entities that are eligible to apply to the program include:

- Metropolitan planning organizations.
- Municipalities.
- Independent school districts.
- Special district governments.
- Counties.
- Tribal governments.
- A multijurisdictional group of entities described in any of the previously mentioned types of entities.

USDOT expects to award \$580 million in implementation grants to between 40 and 70 entities. Funding will range between \$2.5 million and \$25 million. The remaining \$402 million will support planning and demonstration activities. The department will award between 400 and 700 grants for these projects, ranging between \$100,000 and \$5 million.

All projects must work toward preventing fatalities and serious injuries of pedestrians, bicyclists, public transportation users, motorists and commercial vehicle operators. Eligible efforts include:

- Developing comprehensive safety action plans.
- Conducting supplementary safety planning to improve action plans.
- Executing demonstration activities to inform the development or update of action plans.
- Implementing planning, design and development activities for projects and strategies outlined in action plans.
- Initiating projects and strategies detailed in action plans that address roadway safety issues.

Following this request for applications, USDOT expects that a similar amount will be available in 2026 through another funding round.

(Photo courtesy of Missvain.)

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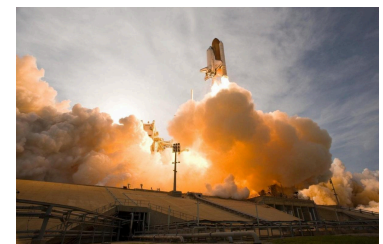
Strategic Partnerships, Inc.

Episode 1: Richard Wade, Deputy Executive Administrator of the TxGIO, on how states are using LIDAR to tackle floods, fires, & climate change.

Federal contracts fuel space industry's \$1 trillion trajectory

A growing number of funding opportunities are in orbit around the aerospace industry, thanks to renewed federal interest in the final frontier. With a government focus on space exploration and projections that the industry is only beginning to lift off toward the stars, companies are positioning themselves to capitalize on federal contracts and grants related to space technologies.

In his inauguration speech, President Trump pledged to send "American astronauts to plant the stars and stripes on the planet Mars." If actualized, the President's interplanetary ambitions have massive implications for both government agencies and



private industry. This political momentum comes as market analysts project the commercial space industry will grow to over \$1 trillion by 2040, outpacing global GDP by more than 150%.

Get the complete breakdown of federal aerospace funding sources

(Photo courtesy of NASA-Imagery from Pixabay.)

Florida announces \$389 million for water quality and infrastructure projects



The state of Florida has distributed a total of \$389 million across five separate grant programs to fund critical water resource protection projects.

Projects receiving funding include efforts to improve water quality infrastructure, ecosystem restoration efforts and production of alternative water supplies by expanding reclaimed water usage, aquifer recharging and water conservation.

The programs receiving funding include:

- The Water Quality Improvement (WQI) Grant Program - \$189 million.
- The Indian River Lagoon Water Quality Improvement (IRLWQI) Grant Program - \$100 million.
- The Alternative Water Supply (AWS) Grant Program - \$55 million.
- The Caloosahatchee Watershed Improvement (CWI) Grant Program - \$25 million.
- The Biscayne Bay Water Quality Improvement (BBWQI) Grant Program - \$20 million.

The WQI program prioritizes projects that address nutrient pollution and water bodies that don't meet water quality standards. The city of Deltona will receive the largest sum—\$22 million—to expand and convert the Deltona Lakes Wastewater Treatment Facility process operations and infrastructure. Haines City will spend \$20 million to expand and upgrade its wastewater treatment plant, and Sarasota County will use \$15.6 million to expand and convert the Venice Gardens Water Reclamation Facility into an advanced wastewater treatment facility.

In comparison, the IRLWQI program focuses on improving water quality in the Indian River Lagoon. Efforts supported through the program will center around wastewater improvements, stormwater management and other related projects. Martin County will receive \$12.5 million to convert Port Salerno/New Monrovia from a septic system to a sewer system. The city of Vero Beach will spend \$11.3 million to build a water reclamation facility, and the Fort Pierce Utilities Authority will begin the first phase of an advanced wastewater treatment plant construction project with \$10 million.

The AWS program provides local governments with the support needed to implement water conservation, reuse and other water supply and resource development projects. The most notable project receiving funding from the state is St. Johns River Water Management District's plan to invest \$12 million to improve the Taylor Creek Reservoir.

The CWI program prioritizes wastewater and stormwater infrastructure efforts in the Caloosahatchee River and Estuary. Fort Myers will receive the most through this program—totaling \$13.5 million—to expand reclaimed water treatment infrastructure at central advanced wastewater treatment facilities. The BBWQI program will deliver the lowest amount in funding, primarily supporting stormwater management infrastructure improvement projects and efforts to convert sewage system infrastructure around Biscayne Bay.

(Photo courtesy of Roen Wainscoat.)

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Idaho's legislative session ends with approval of governor's priority projects

The Idaho Legislature has officially adjourned, resulting in a highly productive session for the state's goals. The Legislature ended the 2025 session approving 95% of the governor's Keeping Promises plan, investing in education, tax relief and infrastructure improvements.



Among the session's highlights, \$1 billion was approved to invest in critical transportation projects over the next three years. The state will use bonding and direct appropriations to advance road, bridge and airport projects, reduce congestion and promote safety and capacity along roadways across Idaho.

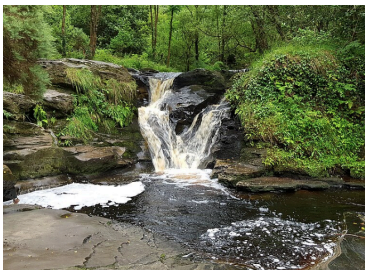
The Legislature will continue investing in the state's public education system, with a \$150 million investment in schools. The state included a \$50 million allocation to support rural school facilities, mental health, school safety and accountability initiatives. Additional funding will go toward increasing teacher pay, retention and literacy rates. The state will also continue championing educational freedom, allocating \$50 million to expand school choice.

The state's water infrastructure received legislative support during the session, including \$30 million to fund critical infrastructure projects. These efforts will help increase the aquifer's water levels and protect Idaho's agriculture sector. However, while some support was given for fire programs, the Legislature did not approve the full \$100 million investment in fire management outlined in the Keeping Promises plan.

The Legislature fully funded the state's LAUNCH grant program, providing students with financial support to cover up to 80% of tuition and fees at eligible institutions. The program has been a resounding success since it was established in 2023. In addition, the state will invest \$10 million in the governor's Career and Technical Education request, creating hundreds of seats at community and technical colleges.

(Photo courtesy of Indies1.)

New York allocates \$80 million for climate resilience projects



In an ongoing effort to combat climate change, New York has made \$80 million available to support local climate resiliency projects. Selected applicants will receive aid from up to three programs to develop nature-based and green infrastructure projects that will reduce flood risk and protect communities from extreme weather. Applications for all three programs are due June 6, 2025.

Funded projects will emphasize proactive methods for emergency preparedness and solutions that reduce damage caused by climate-driven extreme weather. The three grant programs that will distribute the funds are:

- The Resilient Watersheds Grant (RWG) Program.
- The Coastal Rehabilitation and Resilience Projects (CRRP) Program.
- The Inland Flooding and Local Waterfront Revitalization Implementation Projects (IFLWRIP) Program.

The RWG program will allocate \$45 million to support infrastructure enhancements and efforts to protect residents from extreme weather impacts. Projects featured as part of the program will prioritize community resilience for local governments, Indian Nations, County Soil and Water Conservation Districts, state agencies and nonprofits. These may include:

- Reducing and restoring flood risks and ice jams.
- Improving flood and climate resilience.
- Building natural and nature-based features.
- Supporting healthy riparian habitats through ecologically sustainable initiatives.

The CRRP program will make \$20 million available to coastal communities, supporting nature-based solutions to improve community resilience while promoting local environmental, economic and social benefits. Eligible applicants include counties, municipalities, Indian Nations, nonprofits, Soil and Water Conservation Districts and state agencies. Projects that may receive funding include those that:

- Enhance habitat and ecosystem resiliency by restoring habitats, building wildlife barriers and removing dams.
- Improve climate resiliency and risk reduction by reconnecting floodplains and right-sizing culverts with natural stream bottoms.
- Manage stormwater by investing in green infrastructure and retrofitting stormwater projects.

The IFLWRIP program will distribute the remaining \$15 million to kickstart projects centered around improving waterfront and watershed resiliency and reducing climate change-related impacts. Villages, towns and cities located along the state's coasts or inland waterways may apply. Projects that will be eligible for financial support include:

- Preserving, restoring or enhancing natural landscapes that protect water quality and revitalize waterfronts. Examples include stabilizing shorelines with natural and nature-based solutions, living shorelines, vegetated buffers, culvert rightsizing, restoring natural sediment transportation, reducing runoff, reducing watershed imperviousness and preserving groundwater infiltration.
- Stormwater management to reduce localized flooding and increase resiliency by installing green infrastructure and retrofitting stormwater solutions.
- Making public facilities more accessible and resilient to flooding and severe weather.
- Prioritizing restoration efforts that address barriers preventing select species from migrating.

(Photo courtesy of Niall Kearney.)

PROFILES IN POWER

Reyes Medrano, Jr. **City Manager** **Tolleson, Arizona**

My public career highlights and education: I received a master's degree in educational psychology and human relations from Northern Arizona University. One of my greatest professional joys has been collaborating with exceptional colleagues while serving the community where I was raised.

What I like best about public service: I love the satisfaction of seeing how the work that we do directly affects the families and friends we grew up with. There is nothing better than having someone from your family or an old classmate come up to you at a project and saying, "You did it."

The best advice I've received: Tolleson participates in and promotes the Orange Frog program and workshops. They teach you the importance of self-love. Happiness yields success — not the other way around. By choosing to be happy, you reset your perspective, which allows you to be successful.

One thing I wish more people knew about the the city of Tolleson: No one will ever be turned away if they need help. Tolleson is 85% Latino, and people have misconceptions about the people. To serve the community respectfully and effectively, you must love the people you serve.

A project or initiative we're currently working on is: We're in the process of completing the Tolleson Aquatic Center. This will be a regional destination attraction featuring three pools: a long-course pool for competitive swim events, a teaching pool dedicated to water fitness and water safety classes and a recreational pool designed for water play and family fun. This is a commitment from the city government to the people of Tolleson to promote swimming and health. We have an Olympic pole vaulter, Nick Hysong, in our community, and we expect to have future Olympic swimmers.

People might be interested to know that: I am the proud father of 6 children and soon to be 13 grandchildren. That joy is indescribable. I was also a great catcher at St. Mary's High School and a professional Bailarina Mexicana.





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Oregon must act quickly to replace 1,000 aging bridges before 2050, report finds



Bridges across Oregon are getting older, creating a major backlog of transportation infrastructure repair. The Oregon Department of Transportation (ODOT) recently released its 2024 Bridge Condition Report, revealing that approximately 1,000 bridges built during the Interstate Era (1958-1973) are approaching the end of their service lives, creating a looming wave of necessary replacements that current funding cannot adequately address.

During the Interstate Era, ODOT constructed an average of 63 bridges annually, representing over one-third of the state's current bridge inventory. These structures are now between 50 and 65 years old, with expected lifespans of 75-100 years. At the current replacement rate of just three bridges per year, only 75 bridges will be replaced between now and 2050, when most Interstate Era bridges will reach 90 years old.

[Learn what ODOT needs to prevent widespread bridge failures](#)

(Photo courtesy of Gary Halvorson, Oregon State Archives.)

Wisconsin mental health institute investing \$20 million in utility upgrades

The Mendota Mental Health Institute (MMHI) will spend \$19.9 million to improve its facilities, prioritizing upgrades to key utilities. Construction is expected to begin in October 2025.

The project will be located at MMHI and the Central Wisconsin Center (CWC). Due to building additions and remodeling work over the years, the buildings have needed improvements to utilities such as steam, electric and chilled water to keep up with demand. The current systems are outdated and cannot sufficiently handle staff and patient needs without risking failures and extensive maintenance.

The institute will build new utilities for steam, chilled water, electric, telecommunication, storm sewer, sanitary sewer and domestic water.



Electrical improvements will include an electrical yard featuring a switchgear and a new main electrical service to the campus. The improved infrastructure will reinforce power distribution to provide reliable and redundant energy. In addition, the institute will replace the electrical utility distribution to the heating and chiller plants to increase capacity.

To upgrade the domestic water service, plans include replacing outdated water mains at the water tower. The heating and chiller plants will receive extended steam and chilled water services, replacing aging infrastructure.

The project vision calls for full replacement of steam, electrical duct bank and telecommunication duct bank utilities from MMHI and the CWC.

(Photo courtesy of Praiawart.)



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State efficiency programs emerge following federal DOGE model



The drive for state efficiency has swept the nation in the wake of the federal Department of Government Efficiency's (DOGE) efforts to streamline operations and cut costs. While many states have either begun or already launched their own versions of DOGE to reform the government, they are divided between those that are directly inspired by the department and those that are independent programs.

Florida, for instance, has created a direct variation of the federal reform group, establishing its own DOGE task force by executive order Feb. 24, 2025. The group will work to trim state operations, outlining a series of goals to achieve over the next year.

Plans include abolishing 70 boards and commissions, reviewing higher education institutions to identify and cut wasteful spending, auditing local governments to determine bloat, returning unused and surplus money to the state and leveraging AI to advance efforts to cut spending and eliminate bureaucracy.

Iowa has followed suit with its own DOGE initiative, targeting methods to shrink government at all levels. The state plans to integrate and utilize innovation as part of its efforts, including AI, automation and advanced technology to improve government efficiency and reduce costs.

New Hampshire's Commission on Government Efficiency (COGE) recently met for the first time, prioritizing options for interagency collaboration and identifying cost-saving measures. As with other DOGE-centric task forces, COGE will work toward developing recommendations to streamline government while cutting costs. Consolidating technology and enhancing permitting processes are among the commission's leading reform efforts.

Texas has also created its own DOGE committee to leverage AI and other emerging technologies to modernize existing processes while driving innovation and cost reduction methodologies. As part of its establishment, the committee will prioritize ways to address government service inefficiency, review regulations and oversee cybersecurity, AI and other relevant technologies.

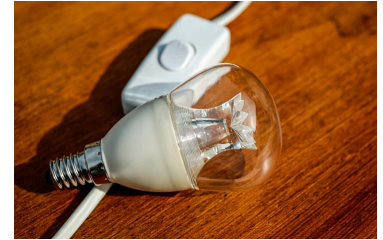
While states continue to establish virtually identical versions of DOGE to help enhance operations, others are passing initiatives that, while similar, are independent efficiency efforts rather than direct offshoots of their federal counterpart. Maryland created its own Government Efficiency Commission in July 2024, designed to streamline permitting and licensing processes to improve efficiency and remove roadblocks preventing individuals and businesses from procuring approvals. A report was filed with the state in December 2024. Additional states, including New York, Alabama, Arkansas and Louisiana have established similar entities.

As the fervor of government efficiency presses onward, an increasing number of states will establish their own reform departments. States including North Dakota, Georgia and Hawaii have introduced legislation to create their own commissions, and other potential commissions introduced to those states have already failed in those states' legislatures.

(Photo courtesy of Maksym Kaharlytskyi on Unsplash.)

Energy efficiency efforts drive record investment and savings nationwide

State efforts to enhance energy efficiency through dedicated programs are having a noticeable effect on cost-saving measures and pollution reduction. According to the American Council for an Energy-Efficient Economy (ACEEE), states collectively invested \$8.8 billion in energy efficiency programs in 2023, a record high level. The record investment doubled support for low-income households over two years, totaling more than \$2 billion.



Currently, the five states leading the nation in energy efficiency are California, Massachusetts, New York, Vermont and Maryland—the latest addition to the leaderboard. As more states advance energy efficiency initiatives, the nation as a whole will simultaneously reduce utility costs while enhancing grid reliability and resilience.

As vehicles continue to be one of the largest contributors to greenhouse gas (GHG) emissions, 12 states and Washington, D.C. have adopted the Advanced Clean Cars II rule to reach 100% zero-emission vehicles by 2035. In addition, 10 states have adopted the Advanced Clean Trucks rule.

Building codes are one of the driving factors behind the upsurge in energy efficiency, impacting new building practices and setting the minimum for acceptable levels of energy efficiency in developments. Colorado, Maryland, Oregon, Washington and Washington, D.C. have adopted building performance standards, contributing to overall energy efficiency goals.

Industrial decarbonization targets are another focus area, prioritizing methods to reduce the percentage of fossil fuels used to power buildings and generate heat. A total of 19 states and Washington, D.C. have set these targets. Notably, Colorado, Maryland, Massachusetts and Vermont are the leading states instituting or creating clean heat standards as a central decarbonization effort.

States are building on existing national policies that have been in place for years to improve appliance and clean lighting standards. A total of 15 states and Washington, D.C. have either newly adopted or updated their energy efficiency standards for the first time within the past two or five years, depending on the state. These standards are anticipated to save U.S. households up to \$100 each year over the next 20 years.

(Photo courtesy of Couleur on Pixabay.)



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OCTA requests emergency permit to protect Southern California rail line



Southern California's rail network is facing ongoing threats that could significantly impact vital rail-based travel and safety across the region. Without emergency action from the Orange County Transportation Authority (OCTA), the rail service will likely be disrupted due to natural disasters such as seismic activity or landslides.

A 12-foot-high temporary catchment wall near Mariposa Point was built a year ago to control and dissipate rockfall energy and debris along a nearby slope. However, landslides over the past year have built up enough debris and mud to threaten the structure, posing the risk of another slope failure shutting down rail service.

OCTA has identified four areas that are at the highest risk of failure, posing a risk to the track running through San Clemente. The authority has submitted an Emergency Coastal Development Permit to the California Coastal Commission to accelerate work stabilizing the areas before they collapse.

In addition to the emergency actions to stabilize the area, OCTA will also need to address erosion issues by repairing and replacing existing riprap, transporting and depositing enough sand to protect the tracks. OCTA has already issued a Request for Information (RFI) to develop dredging and transport options to expedite the sand placement aspect of the project.

The authority's efforts to stabilize the railroad area will help protect nearby communities and property, maintain rail service and ensure public safety. The OCTA Board is expected to consider an action during its April 14 meeting to enter into emergency contracting agreements to accelerate work on the four identified projects. If approved, OCTA would be able to:

- Issue an emergency design-build procurement to build a permanent catchment wall along Mariposa. The project would also restore a pedestrian trail and build a revetment, seawall or similar structure south of a nearby beach.
- Enable Metrolink to repair and replace riprap. The amount will be limited to what's needed to protect the track.

The projects will require thousands of yards of sand and riprap replacement work to complete. OCTA will draw on \$305 million awarded through grants to support the project. Due to the projects' complexity and availability of contractors, they will all operate on different timelines.

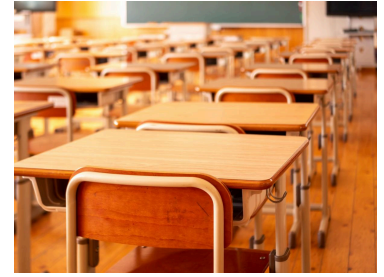
(Photo courtesy of Andrewaronoshn.)

Michigan study reveals \$22 billion school facility needs statewide

Michigan school facilities require more than \$22 billion and more than 2,500 replacements and repairs, a statewide infrastructure and facility study finds.

The Statewide School Facility Study, released by the School Finance Research Collaborative, examines all school facilities throughout Michigan to create a cost-effective method that brings K-12 public school buildings up to standard.

Funded by Section 11y of the State School Aid Act of 1979, Oakland Schools conducted the study, considering the total cost of projects based on new constructions or repairs at existing facilities. For all of the state's school facility repairs and replacements, the study estimates that school districts will require \$22.1 billion over the next nine years to adhere to current student population trends. Critical need repairs account for approximately \$5.3 billion of this funding and will encompass the needs for schools for up to three years.



[View the timeline for addressing \\$5.3 billion in critical school needs](#)

(Photo courtesy of Kohji Asakawa from Pixabay.)

California city's \$113 million budget proposal prioritizes public safety, development



The City of Encinitas, California, is considering a new budget for fiscal year 2025-26, which includes more than \$113 million for the city's operations and maintenance.

The new budget, recently discussed in an Encinitas City Council work session, seeks to ensure the financial and capital stability of the city while maintaining services and public works. The work sessions are designed as a collaborative space for the public, stakeholders and lawmakers to refine the operating and capital budgets before presenting a full budget proposal to city governance.

The \$113.2 million working budget represents a 4.6% increase from the current fiscal year. Concluding the fiscal year, city officials anticipate a surplus of \$6.5 million and a net increase of \$2.1 million to the General Fund.

[Learn more about Encinitas' budget priorities](#)

(Photo courtesy of Visitor7 via Wikimedia Commons.)



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Dr. Fateama Fulmore

Krista Morrison

Dr. Miriam Mickelson

Maricela Cordova

Louisiana – **Brian Cox** has been chosen as the Port of South Louisiana's deputy port director. Cox has been with the port since 2017, serving as its chief operating. He brings decades of port management experience to the role, primarily serving in the private sector as a terminal manager and operations coordinator starting in 1999.

California – The city of San José has appointed **Manuel Pineda** as deputy city manager. Pineda brings 28 years of municipal experience to the position. He left his most recent role with Silicon Valley Power as chief electric utility officer to take on the new role. Pineda also previously served as assistant city manager for Santa Clara and as both director and assistant director of public works for Sunnyvale. His new role will be a return to San José, where he last served from 1997 to 2012 for the Department of Transportation in a variety of roles, culminating a stint as deputy director for three years.

Hawai'i - **Michael O'Keefe** has been selected as the Honolulu Authority for Rapid Transportation's (HART) executive deputy director and COO. O'Keefe most recently served the city and county of Honolulu's Department of Environmental Services. He was with the department for more than 17 years, operating as a recycling specialist, recycling program branch chief, assistant program administrator, executive assistant and finally as deputy director. He will succeed Rick Keene in the role.

Missouri – Kansas City has appointed **Deb Hermann** to the Kansas City Area Transportation Authority (KCATA) Board of Commissioners. Hermann currently works as CEO of a community development corporation, a role held since 2011. She also held two terms on the Kansas City Council from 2003 to 2011. Hermann once served as chair of the Public Improvements Advisory Committee and the Port Authority of Kansas City.

California – The Orange County Transportation Authority (OCTA) has selected **Rose Casey** as the authority's executive director of planning. Casey has been with OCTA for more than 17 years, most recently working as director of programs. She will succeed Kia Mortazavi in the role.

Florida – **Alfred Battle Jr.** has been appointed assistant city manager of Clearwater. Battle brings almost three decades of local government experience to the role. He most recently served as acting director of development services for Fort Lauderdale. His first day will be May 5, 2025.

Alabama – **Randy Morris** has been promoted to city manager of Dothan. He has been with the city since 1998, most recently as assistant city manager. He succeeded Kevin Cowper in the position.

Maryland – **Shanetta Griffin** has been appointed executive director and CEO of the Maryland Aviation Administration (MAA). Griffin most recently served as associate administrator of airports for the Federal Aviation Administration for four years. She also worked for the Columbus Regional Airport Authority as chief commercial officer and chief development officer and as senior director of planning and development for the Indianapolis Airport Authority. She officially stepped into her role April 7, bringing more than four decades of experience in the transportation industry with her.

Louisiana – Dr. Fateama Fulmore has been selected as the permanent superintendent of NOLA Public Schools. Dr. Fulmore has most recently been serving as interim superintendent. Before taking on the interim role, she was deputy superintendent of NOLA Public Schools. She brings more than two decades of PreK through 12th grade education experience to the position.

Colorado – The city of Boulder has chosen **Krista Morrison** to be its chief financial officer. Morrison currently serves as the budget officer for Kansas City, Missouri. She has been with Kansas City for 14 years, operating in various finance positions across multiple departments. Her first day will be April 28.

Oregon – The Eugene 4J School District has chosen **Dr. Miriam Mickelson** as its next superintendent. Dr. Mickelson most recently served as superintendent of Sedro-Woolley School District in Washington. She brings more than 20 years of experience of education and executive leadership experience to the position. Dr. Mickelson will begin her tenure July 1, 2025.

Maryland – Maricela Cordova has been appointed as a member of the Maryland Transportation Authority (MDTA) Board. Cordova currently serves as the special assistant to the director for transportation strategic projects with the Montgomery County Department of Transportation. She brings more than three decades of architectural, engineering and construction experience to the role.



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