

“But lurking behind every summer was a fall just waiting to happen.”
AARON DRIES, AUTHOR

Budget Lab gains traction for forecasting impacts of Trump policies

BY JAEHA JANG
STAFF REPORTER

Nine months into the Trump administration, the Budget Lab at Yale has become a media favorite. Analyses from the nonpartisan policy research center -- founded last year by three former members of the Biden administration -- have been featured to predict the impacts of President Donald Trump’s tax and tariff policies in publications including the New York Times, the Washington Post and the the Wall Street Journal. And an appearance by the lab’s president on the Times’ “Ezra Klein Show” podcast has garnered more than 330,000 views on YouTube alone.

The lab’s leaders want coverage of their work to shape discourse about the impacts of federal policies -- among both the public and

lawmakers -- according to Martha Gimbel, the lab’s executive director.

“For example, on tariffs, our work helped define the narrative about how this policy would impact American families, amplified through coverage in hundreds of media outlets,” Gimbel wrote to the News. “Coverage in trusted outlets keeps our analysis relevant in the policy debate long after the report is published, extending its impact and advancing our mission.”

Jacob Hacker GRD ’00, a political science professor at Yale, wrote to the News that the lab has proved to be a “remarkably valuable and timely addition” to debates over fiscal policy and particularly tariffs.

The lab’s members “have a keen eye for how the results of such analyses can be presented in the

most accessible and impactful way,” Hacker wrote.

According to the lab’s leaders, the key to its prominence lies in its quick turnaround and long-term insights.

Last fall, months before Trump’s inauguration, the lab developed a model to evaluate the impacts of tariff policies. That model was designed to calculate the effects of policies “quickly, often before they become the focus of broader public debate,” according to Gimbel.

“This has let us respond extraordinarily quickly to new developments,” she wrote. “When changes in tariff policy are announced, we’re able to release updated analysis quickly, often within hours.”

Similar preparations with tax simulator and macroeconomic models left the lab ready to pro-

vide rapid analyses of the Republican budget reconciliation bill, known as the One Big Beautiful Bill Act, over the summer, Gimbel added.

Natasha Sarin ’11, the Lab’s president and a Yale Law School professor, wrote to the News that the lab’s prominence also comes from its assessments of policies’ long-term impacts on American families.

According to Gimbel, the lab’s analyses allow policymakers to project a policy’s effect 30 years down the future -- instead of the usual 10-year budget window. This wider timeframe reveals sustained impacts of policies like investment in education that are not always clear in the short term, she wrote.

She added that the lab’s founders came to realize the importance of budget score-keeping in every policy area

when they worked in government. According to her, while the Congressional Budget Office is limited by specific instructions from Congress, the Budget Lab can show the fuller costs and benefits of different policy options over time.

“We’ve worked with members of Congress from both parties who know and appreciate that we are committed to providing rigorous analysis that is focused on current policy debate,” she wrote.

Going forward, Gimbel wrote, the lab plans to take its innovative policy analysis into new areas, including research on how artificial intelligence is affecting labor markets.

The Budget Lab at Yale launched in April 2024.”

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COURTESY OF RALPH ALSWANG

The Budget Lab at Yale has attracted significant media attention this year. Its leaders attributed its success to its real-time policy analyses and longer-term projections.

Immigration activists keep pressure on Avelo over ICE contract

BY SABRINA THALER
STAFF REPORTER

Organizers who oppose the airline’s contract with Immigration and Customs Enforcement distributed materials at the New Haven Road Race on Monday and circulated a petition about Yale Athletics.

Among the spectators at the Faxon Law New Haven Road Race on Monday were a group of activists encouraging race participants to “run from Avelo” on their way to the finish line.

Beginning in April, organizers circulated a petition and hosted multiple protests at Tweed New Haven Airport against the airline after it began a partnership with Immigration and Customs Enforcement in April to carry out flights for President Donald Trump’s aggressive deportation push. Since then, the campaign has extended to include community outreach efforts at events like Monday’s race, as well as efforts to shame local organizations for ties with the airline.

On Monday, a group of volunteers from the New Haven Immigrants Coalition distributed hand-drawn “Boycott Avelo” bibs, waved signs along the route and ran an information booth on the New Haven Green.

“Avelo used to call itself New Haven’s hometown airline,” Anne Watkins, an organizer with the coalition, said at the race. “We have friends and neighbors who have been directly impacted by deportation and detention. We

don’t want a company that is profiting directly off of those activities to be here in New Haven.”

The organizers also distributed red cards to passersby, which offered scripts to read to assert their rights in case a federal agent asks them to prove their citizenship, enter their home or search their belongings.

Avelo is the leading airline at Tweed New Haven Airport, from which it operates flights to 21 locations. In New Haven, activists and city officials have criticized the airline’s ICE contract as an affront to the city’s liberal values.

A coalition of local activist groups -- New Haven Immigrants Coalition, Unidad Latina en Acción, CT Shoreline Indivisible and Connecticut Students for a Dream, among others -- continued their work throughout the summer on the campaign to boycott Avelo.

Last week, the coalition launched a petition urging Yale’s athletics program to cut its presumed ties with the airline, including a 2022 partnership to feature Avelo advertisements at Yale sports games.

A Yale spokesperson wrote in a statement to the News that the University’s sponsorship deal with Avelo has expired.

Leslie Blatteau, the president of the New Haven Federation of Teachers, joined the demonstration at Monday’s race. Blatteau said she wants to put a stop to the “fear and chaos” she said the Trump administration has instilled in the community.



SABRINA THALER / CONTRIBUTING PHOTOGRAPHER

Organizers who oppose the airline’s contract with ICE distributed materials at the New Haven Road Race on Monday.

“We as a teachers’ union believe that we should not put profits over people and that we should not engage in cooperation with a business that is separating families,” she said. “We want our students and families to feel safe to come to school every day.”

In July, the Faxon Law New Haven Road Race’s director announced that it would end its partnership with

Avelo, a leading sponsor in recent years, as a result of the ICE contract.

This year, Breeze Airways -- the only other airline operating at Tweed, and the competitor Avelo partially blamed for declining revenue in New Haven -- joined the race’s list of partners.

Breeze Airways and Avelo did

not immediately reply to the News’ requests for comment.

Avelo Airlines is headquartered in Houston, Texas.

Liza Kaufman contributed reporting.

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