

The National Beat
July 25th, 2025

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Feature Focus

USDOT Reauthorization Kick-off & RFI, FY26 THUD Appropriations Bill, EPW Hearings on Reauthorization, T&I Hearing on USDOT's Budget

[USDOT Surface Transportation Reauthorization Event](#)

On July 17th, USDOT held an event in DC to announce the department's efforts toward the next surface transportation reauthorization. The event brought together Congressional leadership, State DOTs, and key transportation stakeholders to initiate collaboration on shared priorities ahead of the IIJA's expiration on September 30th, 2026.

A Return to Traditional Infrastructure Priorities

Secretary Duffy framed the event as the beginning of a new era in federal transportation policy. One focused on "building as quickly and as much as possible." Under the administration's agenda, USDOT emphasized 4 guiding principles for the next bill:

1. **Enhancing safety:** including bridge rehabilitation, roadway safety, truck parking, and emerging technologies like autonomous vehicles.
2. **Speeding-up project delivery:** through permitting reform, a renewed focus on NEPA modernization, and full implementation of the One Federal Decision policy.
3. **Increasing economic opportunity:** by promoting capacity-enhancing projects and private sector investment.
4. **Strengthening partnerships:** with states to enhance efficiency and reduce federal oversight where unnecessary.

Secretary Duffy underscored the USDOT's intent to streamline regulations, reduce administrative burdens, and shift decision-making to the state level where feasible. Secretary Duffy also noted that USDOT will no longer prioritize climate and DEI elements in its discretionary programs and in grant agreements unless required by statute. He commented:

"We're pulling out the DEI and the green. And again, if your states want to do that, if you all want to make that happen with your [state and local government funds] money that's great. But with our money [USDOT federal funds] we want build fast and we want to streamline the rules and regulations around what you do as much as possible."

Following his remarks, Secretary Duffy signed a Memorandum of Understanding (MOU) with the Texas DOT to expand the state's authority over NEPA responsibilities.  [Learn more here.](#)

Additionally, Secretary Duffy issued a **letter to all governors**, encouraging other states to assume NEPA responsibilities following a new "national NEPA template." This marks a large push to expedite project delivery by delegating **more environmental review authority to states**.

"Back to Basics" on Safety and Delivery

Deputy Secretary Steve Bradbury and FHWA Administrator Nominee Sean McMaster emphasized that the Department is embracing a **"back to the basics"** approach centered on traditional infrastructure goals. Bradbury stated USDOT aims to:

What's Reauthorization?

Reauthorization is the process that allows Congress renews, funds, and updates the programs that support the nation's transportation systems. These multi-year bills determine how billions of federal dollars flow to state DOTs, MPOs, transit agencies, and local governments, and establish the policies and eligibility requirements that govern how those funds may be used.  [Read AMPO's reauthorization guide here.](#)

“Fund projects that are important for the nation, for our economy, that have **national importance**, and we don't want to see distracting social justice requirements in there. We don't want to use infrastructure programs and funding to force an artificial transition in energy...”

He also reiterated and expanded on the Administration's policy direction:

- **Reducing roadway fatalities**
- **Rehabilitating aging infrastructure** (i.e., bridges and highways) & **expanding highway capacity**
- **Providing dedicated funding for truck parking**
- **Developing a reliable national AV framework**
- **Encouraging Congress to pass environmental streamlining measures** (NEPA)
- **Strengthening Partnerships with State DOTs:**
 - By offering, “greater **flexibility, reduce number of programs and strings and conditions** on the money you [state DOTs] administer. Because you [state DOTs] know what's happening on the front lines and what the people in your states and localities really need.” said Bradbury.

Congressional Remarks

House T&I Chairman Sam Graves (R-MO) affirmed the Committee's commitment to a **streamlined, bipartisan** reauthorization bill. He outlined four key priorities for the House Republican reauthorization platform:

1. **Prioritize formula funding to States** as the most efficient and predictable funding mechanism
2. **Cut red tape** and pursue **permitting reform**
3. **Provide flexibility for states** to tailor federal programs
4. **Fix the Highway Trust Fund**, including addressing the funding gap created by electric vehicle use (i.e., **create EV and hybrid fees**).

Graves also noted that the T&I Committee is currently reviewing **11,000 requests** (i.e., 6,000 from Members of Congress and 5,000 from stakeholders), and is committed to delivering a bipartisan, member-driven bill ahead of the IIJA's expiration. **Highways and Transit Subcommittee Chairman David Rouzer (R-NC)** echoed Chairman Graves' remarks and emphasized the importance of stakeholder engagement.

RFI and Stakeholder Comment Period

USDOT confirmed the launch of a **formal Request for Information (RFI) for reauthorization suggestions**. The RFI is titled, “Advancing a Surface Transportation Proposal that Focuses on America's Most Fundamental Infrastructure Needs.” [Access here.](#)

USDOT invites stakeholders, **including MPOs** to submit specific recommendations for policy improvements, including suggested statutory changes. Stakeholders are invited to submit comments by **August 20th**. USDOT is particularly **seeking input aligned to its 4 thematic pillars** and encourages specific policy or statutory suggestions.

AMPO encourages our members to respond to the RFI not only to support AMPO's national position but also to demonstrate why MPOs matter in project delivery, public accountability, and federal goal alignment. **To assist MPOs in submitting comments, AMPO has created a customizable RFI response template** that aligns with our national platform and the priorities of the Local

Officials for Transportation (LOT) Coalition. The template is designed to assist your submission while ensuring your organization's unique regional voice is reflected.

 [Download the RFI template here](#)

Please reach out to Katie Economou, at keconomou@ampo.org with any questions or for assistance with submitting responses.

[FY26 House THUD Appropriations Bill](#)

On July 17th, the House Appropriations Committee advanced its FY26 Transportation, Housing, and Urban Development (THUD) appropriations bill on a party-line vote (i.e., 35-28). The legislation provides \$89.9 billion in net discretionary budget authority, with major implications for transportation programs funded under the IIJA.

The bill proposes **\$22 billion in discretionary transportation funding** (i.e., a **\$3.5 billion or 14% reduction from FY25**) and **diverts \$4.4 billion in previously enacted IIJA advance appropriations** to offset cuts elsewhere. Key highlights include:

[Diverting IIJA Funds from Intended Use](#)

The bill **repurposes \$4.4 billion in IIJA advance appropriations** for purposes other than those originally authorized. This includes using:

- **FY26 NEVI apportionments** for unrelated airport capital programs.
- **Unobligated Reconnecting Communities funds** to support the Tribal Transportation Program.
- **Unspent Culvert Removal program funds** to supplement INFRA.
- **Reduction of Truck Emissions at Port Facilities program funds** to backfill the Assistance to Small Shipyards Program.

While the bill fully honors the \$83.3 billion IIJA obligation limitation, including \$62.7 billion for the Federal-aid Highway Program and \$14.6 billion for transit formula grants, the diversion of advance appropriations could undermine long-term funding certainty. This practice raises concerns about the stability and predictability of IIJA funding streams. These transfers may signal increasing volatility in how multiyear infrastructure investments are treated during the annual appropriations process.

[Agency-Level Funding Changes](#)

- **FHWA:** \$64.4 billion, a \$2B increase with additional \$400M in IIJA transfers.
- **FRA:** Cut by \$2.7B (on paper) to \$272.5 million; however, backfilled with \$2.8B in repurposed funds.
- **FTA:** Down \$1.8B to \$14.9 billion; CIG program is most heavily impacted.
- **NHTSA:** Cut by \$66.2 million, down to \$1.2 billion, with \$78M in IIJA support added.
- **FAA:** \$22.3 billion, a \$1.3B increase, but \$2B of this is from NEVI and other IIJA transfers.
- **FMCSA:** Receives \$926.6 million, a \$17.7 million increase.
- **MARAD:** Cut by \$181.7 million to \$718 million; backfilled with \$110 million in IIJA funds for shipyards and port infrastructure.

[Major Cuts to Transit and Rail](#)

- The **FTA sees an 89% cut in discretionary funding**, threatening transit service, safety improvements, and ongoing construction.
- **Capital Investment Grants (CIG)** are **cut by 98% compared to FY25** (i.e., receiving \$57.3 million, a drop of \$2.2 billion). This would halt pipeline projects across the country, many of which have been in development for years.
- **Amtrak's National Network and Northeast Corridor** accounts **are zeroed out on the discretionary side**, with partial backfill from IIJA rail accounts.
- The **Federal-State Partnership for Intercity Passenger Rail is eliminated entirely**, with its IIJA funding redirected to backfill Amtrak and CRISI.

Policy Riders and New Restrictions

The bill also includes several provisions that affect the transportation policy landscape:

- **Prohibition on federal funds for cordon pricing/congestion pricing programs**, including New York City's initiative.
- Language prohibiting funding for **automated traffic enforcement** technologies.
- Restrictions on **speed governors for trucks** and **state labor protections**.
- **Restrictions on USDOT funds for WMATA and DC-area airports** if they display TikTok advertisements.
- Directive for **USDOT to study the financial impacts of congestion pricing** on suburban commuters.
- Language calling for a **national framework on autonomous vehicles** and a **large-scale pilot of a national VMT fee program** by FY26.
- **Reallocation of \$10 million** from the Office of General Counsel to the **Regional Infrastructure Accelerator Program (RIA)**.
- Directive for **research on low-beam headlight brightness and road safety impacts**.
- **Drone exclusion zone recommendation** along the southern border by FAA and DHS.

AMPO will continue to analyze and respond to the evolving appropriations landscape. We will engage on the importance of preserving IIJA program integrity and ensuring that discretionary cuts do not fall disproportionately on MPO-led projects.

[EPW Committee Hearing: Stakeholder Views on Reauthorization](#)

The Senate EPW Committee held a hearing on reauthorization, featuring testimony from North Dakota Governor Kelly Armstrong, Phoenix Mayor Kate Gallego, and Husco CEO Austin Ramirez.

Key themes include:

- **State Flexibility:** Governor Armstrong strongly endorsed a proposed bill to increase the **ability of states to transfer up to 75% of funds** across federal formula programs (i.e., up from the current 50% cap).
 - **Note:** AMPO is closely tracking [this proposal](#) (read more below). While framed as a means of enabling local responsiveness, this provision could allow states to shift funds away from congressionally designated priorities.
- **Discretionary Grants:** Mayor Gallego praised the role of discretionary programs in funding innovation and supporting local priorities. Governor Armstrong indicated a clear preference for flexible formula funds.

- **Innovation:** All witnesses supported investments in technology, including AI-enabled traffic management systems and fleet automation.
- **Permitting Reform & Project Delivery:** Witnesses called for enforceable deadlines, categorical exclusions, and streamlined permitting (i.e., especially for bridge repair).

Additionally, Mayor Gallego, the chair of the Maricopa Association of Governments MPO, [testified that](#): “In the upcoming surface transportation reauthorization bill, I **encourage Congress to invest more often and more directly to local governments and MPOs, not just to states.**”

[T&I Committee Hearing: Secretary Duffy on USDOT Budget](#)

Secretary Duffy appeared before the House T&I Committee to defend USDOT’s FY26 budget request ([read AMPO’s analysis of the budget here](#)). Members across the aisle expressed concern over project delivery delays and permitting hurdles. Duffy stated that of the roughly 3,200 discretionary grants under review, about 1,900 have been cleared, **with final decisions expected by fall**. While pledging to uphold core safety programs and infrastructure reliability, he also emphasized a policy shift away from equity and environmental justice criteria. Secretary Duffy stated that future grantmaking will prioritize job creation, infrastructure performance, and growth indicators. The hearing highlighted several key themes:

- **Aviation Modernization:** Duffy sought an additional \$19 billion to accelerate air traffic control upgrades, address FAA workforce shortages, and respond to air safety incidents.
- **Project Delivery:** Members raised concerns about permitting delays and urged the USDOT to prioritize rural connectivity, truck parking, and maritime infrastructure. Duffy reiterated his intent to reduce regulatory burdens and “rescope” slow-moving or stalled projects.
- **Policy Priorities:** Several lawmakers challenged Duffy on the USDOT’s removal of equity-related criteria and cuts to research and safety programs. Disagreements surfaced around Buy America enforcement, Disadvantaged Business Enterprise support, and congestion pricing, especially regarding New York’s tolling program.
- **Highway Trust Fund & VMT Pilot:** While members stressed the need to address the HTF’s solvency, Duffy offered little detail on the status of the national VMT fee pilot, noting he was unaware of the current activities of the Federal System Funding Alternative Advisory Board.

Big Picture: the hearing reflected bipartisan agreement on the need for faster project delivery and infrastructure modernization, but sharp divisions remain over grant criteria, safety tradeoffs, and the redirection of IIJA funds. Secretary Duffy’s testimony signals a continued pivot toward performance- and growth-based investment strategies ahead of reauthorization.

[EPW Subcommittee Hearing: The Road Ahead for T&I](#)

The Senate EPW Transportation and Infrastructure Subcommittee held a reauthorization-focused hearing featuring testimony from: Chad Orn (Deputy Director of Planning, North Dakota DOT); Samantha Biddle (Deputy Secretary, Maryland DOT); Marisa Jones (Managing Director, Safe Routes Partnership). The hearing highlighted several key themes and legislative proposals:

- **Formula Funding:** Witnesses and Senators across the aisle emphasized that formula-based funding remains the most effective and timely mechanism for delivering transportation projects. Multiple members reaffirmed support for robust formula funding in reauthorization.
- **Funding Flexibility ([S.1733](#)):** Support from members emerged for the Cramer–Alsobrooks Highway Funding Transferability Improvement Act, which would raise the cap on transferring federal highway funds across programs from 50% to 75%.
 - MDOT praised the proposal for enabling multimodal investments and responding to local needs; NDDOT stressed that small, rural states need this flexibility to overcome fragmented apportionments.
 - **Note:** AMPO is tracking this closely, particularly for potential implications on certain formula programs accessed by MPOs (e.g., STBG, CMAQ, CRP, etc.).
- **Safe Routes to School ([S.1828](#)):** The Safe Routes Improvement Act, led by Senators Cramer and Markey, would reinstate the requirement that each state DOT designate a Safe Routes to School coordinator.
 - Safe Routes Partnership emphasized that rural and small communities are underserved without a dedicated coordinator to guide project eligibility and applications. MDOT testified that the bill would formalize ongoing safety work and enable stronger Vision Zero implementation.
- **Permitting Reform & Project Delivery:** Senators Lummis and Capito raised concerns over project delays due to NEPA and permitting processes, especially in states with short construction seasons.
 - Witnesses supported reforms like expanding categorical exclusions ([SPEED Act](#)), updating outdated cost thresholds for major projects and value engineering, and better coordination among federal agencies under “[One Federal Decision](#).”
- **Safety & Match Requirements:** Witnesses called for more flexibility in matching requirements under safety programs like HSIP and SS4A, especially for rural and under-resourced communities.
- **Accountability & Equity:** Senator Alsobrooks (co-leader of [S.1733](#) bill) emphasized that increased state flexibility must be paired with transparency and performance tracking to ensure investments reach underserved communities.
 - Both state DOTs supported using the STIP and public reporting tools to strengthen accountability in transferred fund decisions.

Big Picture: This hearing focused on flexible formula funding to state DOTs, targeted safety investments, and streamlined delivery. Senators from both parties voiced strong interest in advancing proposals like [S.1733](#) and [S.1828](#) ahead of reauthorization.



Federal Roundup

Congress: Legislative Activity and Congressional Hearings

Administration & Agencies: USDOT July 2nd Letter Update, GAO Report, Workforce Buyouts

Congress

Legislative Activity

 **House Appropriation Bills for Water Infrastructure:** The House Appropriations Committee unveiled draft spending bills that would boost federal water infrastructure funding to \$12 billion for FY 2026 (i.e., 18 million more than FY 2025 levels and nearly \$5 billion above the administration's request). The bulk of the increase comes from the Army Corps of Engineers' Civil Works program for \$9.9 billion. Additionally, The EPA would receive \$2.1 billion for state revolving funds to support water and wastewater infrastructure, a reduction from last year, but one that includes earmarks, unlike FY 2025.

 **House T&I Leaders Introduce FEMA Reform Bill:** Chairman Sam Graves (R-MO), Ranking Member Rick Larsen (D-WA), Rep. Daniel Webster (R-FL), and Rep. Greg Stanton (D-AZ) unveiled the **Fixing Emergency Management for Americans (FEMA) Act of 2025**. The proposal is aimed at overhauling FEMA and the nation's disaster recovery framework. The FEMA Act would elevate the agency back to Cabinet-level status and restructure federal disaster response to more streamlined and transparent. Major changes include project-based grants for speedier recovery, a single streamlined application for disaster survivors, expanded mitigation incentives, and clearer guidance for states on building codes and housing options. Lawmakers say the bill empowers states, rewards preparedness, and cuts red tape.

 **House Approves Bipartisan Coast Guard Authorization Act:** The House passed **the Coast Guard Authorization Act of 2025 (H.R. 4275)**, extending funding and support for the Coast Guard through FY 2029. The bill builds off the reconciliation package's \$25 billion dollar investment and supports the Coast Guard's efforts in border and maritime safety enforcement to environmental protection and disaster response.

Congressional Hearings, Markups, and Meetings

View the full [Senate Schedule](#). View the full [House Schedule](#).

Note: The House has adjourned for August recess early and will return in September.

 **Senate Commerce Committee Hearing: USDOT Nominees:** The Senate Commerce Committee held a confirmation hearing for DOT modal nominees Derek Barrs (FMCSA), Jonathan Morrison (NHTSA), and Paul Roberti (PHMSA). Each nominee emphasized safety as their top priority. Key topics included commercial driver licensing, truck parking, distracted and impaired driving, aging vehicle fleets, AV policy, and pipeline protection. Members raised concerns about regulatory clarity, cost impacts of safety technologies, rural safety, and interagency coordination. All nominees supported proactive, coordinated approaches to safety and enforcement, with growing attention on technological innovation and federal guidance.

Administration & Agencies



 **Administration Creates ‘Schedule G’ to Expand Political Appointees:** The administration has created a new class of federal employees (i.e., “Schedule G”) to expand the number of non-career political appointees who can influence policy without Senate confirmation. The executive order aims to place more political appointees in policymaking roles across agencies and is framed by the administration as a way to boost implementation for its agenda. The Office of Personnel Management will set rules for the new category, which follows the administration’s broader push to reshape the executive branch.

 **OMB Signals More Rescissions Ahead:** Office of Management and Budget (OMB) Director Russ Vought declared the appropriations process “has to be less bipartisan,” signaling a push for more partisan control over federal spending with Republicans holding both chambers and the White House. Vought rejected assurances that the administration would honor bipartisan funding deals, asserting that rescissions would continue. He also reiterated the administration’s position that the Impoundment Control Act, which limits presidential power to withhold congressionally approved funds, is unconstitutional, further escalating tensions with Democrats, who condemned the remarks.



 **GAO Report on FHWA’s EV Charging Programs:** A new Government Accountability Office (GAO) report finds FHWA lacks clear performance goals for the NEVI Formula Program and the CFI Discretionary Grant Program, which are focused on electric vehicles. GAO raised concerns about oversight and effectiveness. As of April 2025, just 384 federally funded chargers were operational, and GAO noted that FHWA has yet to fully define how it will measure progress or expand access, a core objective of the programs. Originally created under the IIJA, both programs have faced criticism from the administration and congressional Republicans, with the FY 2026 budget proposing to eliminate their funding. FHWA also rescinded key guidance earlier this year and has yet to reissue updates, further stalling implementation. GAO urged FHWA to adopt a performance management framework to track results and demonstrate value to Congress and the public.

 **Letter to Recipients of Federal Funds: Update:** Secretary Duffy issued a letter on July 2nd, notifying all recipients of USDOT funding that the department will no longer enforce previous administration requirements related to climate change, greenhouse gas emissions, racial equity, environmental justice (EJ), gender identity, or diversity, equity, and inclusion (DEI).  [Read AMPO's summary here.](#)

In response to the letter, AMPO contacted USDOT to seek clarification on its implications for MPOs. We asked:

- Does this mean recipients remain free to continue climate, equity, and related activities under existing contracts even though DOT will no longer enforce those prior-administration requirements? Or, conversely, whether recipients are now prohibited from undertaking any such activities under existing contracts?
- Is there a comprehensive list of the specific clauses have been struck from all the model agreements?

- Beyond DOT's own non-enforcement, could third parties challenge an MPO if it pauses work on climate, DEI, or similar provisions? If so, are there any protections/safeguards in place to prevent legal action against them that we should share with our members?

USDOT responded with the following statement:

"The letter speaks for itself in that it doesn't state a position as to whether recipients may continue to comply with such conditions, but rather, it states that DOT will not require policies (not based in statute or regulation) relating to climate change, 'greenhouse gas' emissions, racial equity, gender identity, 'diversity, equity, and inclusion' goals, environmental justice, and the Justice 40 initiative as included in Biden Admin terms to grant agreements. However, as noted in the previously circulated 'follow the law' letter, recipients may not engage in activities that violate federal law."

 **7% of USDOT Staff Accept Buyouts:** Roughly 7% of USDOT's staff (i.e., over 4,100 employees) have accepted early-buyout offers under an administration initiative aimed at reducing federal workforce size. While the FAA, which comprises most of DOT's workforce, saw 4.5% of staff take the offer, smaller agencies were hit much harder. The **FTA is losing nearly a third of its employees, followed closely by the FHWA (26%) and NHTSA (28%)**. Transportation Secretary Sean Duffy offered little detail on whether more cuts are ahead, only stating the department would continue evaluating its staffing needs. The departures take effect in September.

 **Audit Finds NHTSA Crash Investigation Program Lacks Key Procedures:** A new audit found that the NHTSA Special Crash Investigations (SCI) Program lacks adequate procedures in several critical areas, including crash selection, data analysis, and measuring program impact. While the SCI Program has been effective in conducting investigations, it lacks formal processes for prioritizing which crashes to investigate and fails to meet timeliness goals, often due to delays in data collection. The audit, which was self-initiated, made three recommendations: revise SCI procedures, update document retention policies, and implement a process to evaluate and communicate the program's impact.

 **USDOT Announces Advisory Board to Advance Transportation Modernization:** Secretary Duffy appointed 12 members to the newly formed USDOT Advisory Board, a group tasked with shaping the department's strategic direction on infrastructure, technology, and project delivery. The Board will advise on regulatory reform, public-private partnerships, and ways to boost efficiency and innovation.

 **USDOT Cancels \$4B of California High Speed Rail Funding:** USDOT officially canceled \$4 billion in federal grants awarded to the California High-Speed Rail project, citing the state's failure to meet project commitments. The decision affects an FY 2010 grant and a multiyear award from the IJIA-funded Federal-State Partnership program. The loss of federal support leaves the project with an \$11 billion funding gap and uncertain prospects.

 **James Crawford Sworn In as USDOT's First Assistant Secretary for Tribal Affairs:** James Crawford, a member of the Forest County Potawatomi Community, has been sworn in as USDOT's Assistant Secretary for Tribal Affairs, becoming the first to hold the newly created role.



National News



Michigan Holds 40th Place in National Road Conditions: Michigan ranks 40th in the nation for road system conditions according to the Citizens Research Council's updated 2025 Road System Condition Index. The state performs relatively well on Interstate pavement in good condition (ranking 17th) but fares poorly in metrics like bridge infrastructure in poor condition and non-Interstate NHS pavement, where it ranks near the bottom nationally. Some modest gains were noted, such as a slight reduction in poor pavement on federal-aid roads, but these improvements were outpaced by progress in other states.



Federal Funding Awards

USDOT Awards \$448M in BUILD Grants: USDOT announced \$488 million in Better Utilizing Investments to Leverage Development (BUILD) grants for 30 projects across the country ([view awards here](#)). The awards target key areas like road safety, freight mobility, transit access, and port expansion, with 77% of the funding going to roads and bridges. There were over 800 applications submitted.

USDOT Awards \$8.75M to Boost Shipyards and Maritime Workforce: USDOT announced \$8.75 million in Small Shipyard Grants to 17 recipients across 12 states as part of the administration's push to restore America's maritime efforts. The grants, administered by MARAD, will help modernize shipyard infrastructure, invest in advanced manufacturing equipment, and expand workforce training and apprenticeships.



Notice of Funding Opportunities

- **Bridge Investment Program (BIP):** announced \$5.4 billion in federal bridge funding. Nearly \$4.9 billion will be available through the BIP with an additional \$500 million allocated for rural bridges under the Competitive Highway Bridge Program. **Applications are due by August 1st, 2025.**
 - [Read AMPO's BIP analysis here](#)
- **Port Infrastructure Development Program (PIDP):** amended version of the PIPD NOFO for projects that improve the safety, efficiency, or reliability of the movement of goods into, out of, around, or within a port. **Applications are due by September 10th, 2025.**

Upcoming NOFOs:

- **Strengthening Mobility and Revolutionizing Transportation (SMART) Grants – R2:**
 - **Expected Release:** end of August

- **FAA:** three NOFOs anticipated this summer (Airport Terminal Program, Federal Contract Tower Program, Airport Assistance Grants Reallocation)
- **FRA:** FY 2025 discretionary grant schedule “coming soon”

 Access **AMPO's NOFO Tracker** [here](#).



Recent Editions & AMPO Analysis

July 10th (2025)

- **Federal Focus (7/10):** One Big Beautiful Bill Act (Analysis), USDOT Letter to all Funding Recipients, FHWA Highway Program Apportionments

July 3rd (2025)

- **Federal Focus (7/3):** NEPA Reform (Analysis), Division Office Cuts, EPA Grant Alarm Bells, USDOT Safe Roads Campaign, FTA Deregulatory Measures, Reconciliation Updates, Reauthorization Updates

June 18th (2025)

June 11th (2025)

- **AMPO Analysis (6/11):** Potential Freeze on \$30B in Agency Funds, Bridge Investment Program FY 2025 NOFO (analysis), USDOT Approval of 529 grants, Administration Resets CAFE Program, Updates to BEAD Program

June 6th (2025)

- **AMPO Analysis (6/6):** FY 26 USDOT Budget Request, DOE Grant Cancellations, FTA Master Agreements Update, GAO Ruling on EV Funds, Supreme Court Narrows NEPA Scope, FHWA Terminates Transportation Planning Rulemaking

May 28th (2025)

- **AMPO Analysis (5/28):** Withdrawal of CEQ Interim Guidance on GHG and Climate Change under NEPA, GAO finds Administration Broke Law by Freezing EV Funds

May 22nd (2025)

- **AMPO Analysis (5/22):** USDOT Administrative Rulemaking Procedures, Secretary Duffy Testimony in House & Senate Appropriations Committee, Sequestration Under S-PAYGO

May 7th (2025)

- **AMPO Analysis (5/7):** House T&I Committee Budget Reconciliation Proposal, Administration Budget Request

May 2nd (2025)

- **AMPO Analysis (5/2):** OST Intergovernmental Affairs Update (Priorities & Grants), House T&I Hearing on HTF, Administration Preliminary Budget Request, T&I Committee Advances Budget Reconciliation Proposal, FHWA Releases Formula Funding Obligation Limitations to the States



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