



The National Beat

April 9, 2026

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[FY 2027 President's Budget – Transportation Insights](#)

On April 3, the White House released the President's Budget, the first major step in the annual appropriations process. Every year, the President releases a budget proposal that reflects funding levels and policies that they would like to see Congress enact for the fiscal year and for federal agencies. **Congress is not required to enact all or any of the proposals laid out in the budget, but the budget serves as an important signal of Administration priorities** as lawmakers begin work on appropriations.

A key theme of the FY 2027 budget is a major increase in defense spending alongside a notable pullback in non-defense spending. The proposal calls for approximately **\$1.5 trillion** in total defense spending, while **non-defense spending would decline by roughly 10 percent** compared to FY 2026 levels. Within USDOT, however, discretionary funding would **increase overall by \$1.6 billion, or 6.2 percent**, from FY 2026. Similarly, the Highway Trust Fund (HTF) would see a funding **increase by 2.1%**, but it lacks specific funding levels relevant for reauthorization and does not include general policy guidance to support surface transportation reauthorization development. Broadly, the Administration's transportation priorities center on bridges, freight, aviation, ports, shipbuilding/maritime, and improvements to DC infrastructure and respective facilitates.

***TL;DR:** The FY 2027 President's Budget is best read as a signal document. It shows where the Administration wants to invest, where it wants to pull back, and what kinds of transportation programs it views as most important. Overall, the request favors "core" infrastructure, freight movement, aviation, maritime, and capital projects, while proposing significant cuts to transit, EV charging, and certain multimodal programs funded through IIJA advance appropriations.*

Background

The President's Budget arrives as Congress begins the FY 2027 appropriations cycle and as the expiration of IIJA approaches. Congress is not obligated to follow these suggestions and may accept or reject any proposals. The Budget included a significant increase in defense spending by **\$445 billion (42%)** and an overall decrease in non-defensive spending by **\$73 billion (10%)** below FY2026 levels. For USDOT discretionary funding, the White House is requesting a **\$1.6 billion increase (6.2%)** in funding. With this said, the Budget proposes funding cuts across USDOT programs with the most impacted being rail programs under the FRA, electric vehicle charging station programs, transit specific funding programs, and programs funded through the IIJA's advance appropriations.

What is Requested – High-Level



At a high level, the President’s Budget outlined areas that the administration is prioritizing, what should be invested in, and what should receive funding cuts or be eliminated. Aviation, maritime, and general capital focused programs saw a significant request for investment while transit and electric vehicle charging programs saw requests to significantly reduce funding (NEVI and CFI – though this has been rejected in the previous budget requests). Additionally, programs such as **CIG would see reductions in overall funding (-67%), and the RAISE (now BUILD) would not receive FY2027 appropriations.** This is a theme across all multimodal and Office of the Secretary (OST) grants that received funding through IJA’s Advance Appropriations (commonly referred to as Division J), which include programs such as SS4A, MEGA, and SMART. The following were included in the President’s Budget overview of USDOT funding proposals.

Invest	Funding	Cut/Eliminate	Funding
Nationally Significant Multimodal Freight and Highway Projects program	\$770 million	Reduces the Capital Investment Grant Program and encourages communities to use local dollars to support transit projects	\$486 million
Repair/Replace Highway Bridges in Disrepair	\$714 million	Cancel unobligated funding from the NEVI or CFI programs	\$4.2 billion
Air Traffic Controller Hiring Initiative/Safety, Commercial Space Operations, and Updates to the FAA’s Telecommunications System	\$481 million	Reduces funding for the Essential Air Service (EAS) Discretionary program	\$372 million
New Air Traffic Control System (BNATCS)	\$12.5 billion	Does not fund the RAISE/BUILD program	\$145 million
Port Infrastructure Development Program (PIDP)	\$500 million		
US Merchant Marine Academy’s Campus Modernization Plan	\$550 million		
Commercial Shipbuilding Infrastructure Grant	\$355 million		
Workforce Development and Innovation Programs (Maritime Focused)	\$100 million		
Improving Law Enforcement Presence in DC Metro (cameras/monitoring systems), better station lighting, cybersecurity upgrades, modernizing Union Station, and general capital/security projects.	\$404 million		

Specifics of the President’s Budget

In addition to a general overview of the President’s funding proposals for USDOT, an [appendix](#) was included to provide program specific funding proposals, with the following being notable changes:



- **All programs funded through IJA advance appropriations would not receive new annual appropriations:**
 - SS4A, SMART, the Culvert program, RAISE, and the Rural and Tribal Infrastructure program
- **Certain “core” capital programs are protected and receive dedicated funding:**
 - **INFRA** – would receive \$770 million with a 25% rural set aside
 - **The Bridge Program** – would receive ~\$714 million with a 3% tribal set aside, 15% set aside for off-system bridges, and a 100% federal cost share, and the program would be focused on bridges in poor condition.
- **Electric vehicle infrastructure programs such as NEVI and CFI would not receive FY2027 funding and any unobligated funding would be cancelled.**
- **The proposal does not include any discussion of surface reauthorization or funding levels for each core federal highway formula program.** A topline figure was proposed for the formula programs at \$63,246,000,000 – a 2.1% increase from FY2026 levels, but these funding levels would not be realized until there is an extension of both IJA, the HTF, or a new surface reauthorization is passed.
- **The FRA is impacted the most by the proposal (estimated 84% reduction in funding)** with major programs such as CRISI, the Fed-State Partnership, the Railroad Crossing Elimination program, and general Amtrak funding being either eliminated or slashed in half (or more).
- **Transit programs see significant funding cuts.** Capital Investment Grants (CIG) funding is reduced from \$1.7 billion to \$1.2 billion – levels that can only sustain currently three CIG projects across the US.

➔ Review mode or USDOT office specific funding proposals [here](#).

AMPO’s Insight

Thematically, the budget proposal reflects the reauthorization narrative coming from both USDOT and from Members of Congress. The proposal is reflective of House T&I Chairman Sam Grave’s messaging of returning to the basics and addressing core infrastructure needs, notably through reductions in non-traditional transportation programs, especially those funded through advance appropriations (SS4A, SMART, RAISE), and the retention of the IJA’s Bridge program – emphasizing an interest in funding core infrastructure projects (roads, bridges, highways).

Regarding cuts in the proposed budget, many of these were expected, or redundant, of FY2026 budget proposals. There is a focus on delivering projects and promoting US economic and security interests – especially evident in investments in maritime and port projects, while reducing transit and multimodal programs. It is important to remember that the President’s Budget is not the final FY2027 appropriations – it only signals priorities to Congress. Nevertheless, it is critical to understand what priorities might influence Congress as they work on surface transportation reauthorization.



Additional Insight: *Housing, Commerce, Homeland Security, Interior, Energy, Environment, and Agriculture*

Housing and Urban Development (HUD)

The proposal requests **\$73.5 billion, a \$10.7 billion (13 percent) decrease** from FY 2026. The budget proposes eliminating several major formula and competitive grant programs, including the Community Development Block Grant (CDBG) and the HOME Investment Partnerships Program. Homelessness assistance would be restructured toward emergency housing grants rather than system planning approaches, reflecting a shift toward greater state and local responsibility and private sector housing production.

Commerce and Economic Development

The Department of Commerce request totals **\$9.2 billion, a \$1.3 billion (12.2 percent) decrease**. The Economic Development Administration (EDA) would be eliminated, and generally, the proposal places greater emphasis on trade enforcement, national security related export controls, and industrial competitiveness, shifting focus from place-based economic development to national priorities.

Homeland Security (DHS)

The Department of Homeland Security request is **\$63 billion, a \$2.2 billion (3.3 percent) decrease**. The proposal reduces funding for FEMA non disaster grant programs by \$1.3 billion, which may affect preparedness and resilience activities. The budget emphasizes disaster response, border security, and enforcement functions, while encouraging greater state and local responsibility for preparedness activities.

Interior (DOI)

The Department of the Interior request totals **\$15.9 billion, a \$2.3 billion (12.9 percent) decrease**. The proposal includes new investments in federal capital stewardship and wildfire management, while shifting some water and land management programs toward core resource management activities. The budget also reflects a greater focus on domestic energy and mineral development and streamlining permitting processes.

Environmental Protection Agency (EPA)

The EPA request is **\$4.2 billion in discretionary funding, a \$4.6 billion (52 percent) decrease**. The proposal reduces funding for State Revolving Funds and categorical grants and eliminates several climate and environmental justice programs. The request reflects a narrower focus for the agency and reduced federal funding for certain state and local environmental activities.

Energy (DOE)

The Department of Energy request is \$53.9 billion. While overall funding increases due to nuclear security programs, non nuclear programs would see reductions, including clean energy and climate related initiatives. Some previously authorized infrastructure and clean energy funding



would be cancelled or restructured. The proposal reflects a shift in priorities within the department's civilian energy portfolio.

Agriculture (USDA)

The Department of Agriculture request is \$20.8 billion, a \$4.9 billion (19 percent) decrease. The proposal includes organizational changes and a greater focus on forest management and wildfire response. Some rural development and community facilities programs would be reduced or eliminated. The changes suggest a focus on core agricultural and land management activities.

Overall Themes

Across agencies, the proposal places greater emphasis on physical infrastructure, national security, and industrial capacity. Several proposals would reduce federal support for housing, community development, environmental programs, and certain regional economic development activities. The budget also reflects a broader theme of shifting some responsibilities toward state and local governments.

BASICS Act

On Feb. 9, [Rep. Kristen McDonald Rivet \(D-MI\)](#) and Rep. Rob Bresnahan (R-PA) introduced [HR 7437](#), the [Bridges and Safety Infrastructure for Community Success \(BASICS\) Act](#). **The legislation would invest in bridges, deliver regional priority projects, improve road safety, enhance transparency and collaboration, and build stronger rural and urban regions.** Cumulatively, this would improve local and regional access to funding to plan, deliver, and maintain the systems that communities rely on every day.

[→ Access AMPO's Analysis of the BASICS Act here](#)

What's Next?

The legislation has been introduced in the House and referred to the House T&I committee. The LOT Coalition is working to identify sponsors in the Senate to lead a companion bill. As reauthorization discussions move forward, building visible support now increases the likelihood that key provisions are reflected in the next surface transportation reauthorization bill. There are several ways for MPOs and their board members to support this bill.

→ **BASICS Act Toolkit**

For all things BASICS Act, refer to the LOT Coalition's BASICS Act Toolkit, which includes bill text, summaries, one pagers, action items, and supporting materials.

LOT Coalition Letter to AASHTO

On Feb. 25, the LOT Coalition, including AMPO, sent a formal letter to AASHTO leadership in response to recent public comments regarding the BASICS Act. The response includes a Q&A section directly addressing AASHTO's comments and further explaining the bill's structure and funding assumptions.

We believe it is important to clarify the intent and structure of the legislation. As drafted the BASICS Act is built on growth in the overall federal program and is intended to increase funding for both State DOTs and local and regional partners. The LOT Coalition does not seek to reduce state funding.

→ **Access the LOT Coalition's Letter to AASHTO [here](#).**

Spring Fly-In

On March 17 and 18, AMPO hosted their Spring Fly-In with MPO participation from both our Policy and ART Committees, representing MPOs from across the country.

- Members met with federal partners, congressional offices, and industry leaders, helping inform federal research and policy and amplify the impact of MPOs nationwide.
- Policy Committee members were able to meet with congressional offices to educate and inform staffers on the BASICS Act and how planning funds directly translate into project delivery.

Webinars

On Feb. 19, the LOT Coalition hosted a webinar to share more about the BASICS Act. Please refer to the BASICS Act Toolkit to review the slides and content.

On March 4, AMPO **hosted a webinar on: "Inside the BASICS Act: What it Means for MPOs and the Road to Reauthorization."** To revisit the discussion, please refer to the following resources:

- **BASICS Act [Webinar Slides](#)**
- **BASICS Act [Webinar Recording](#)**

Resources!

Brief your MPO Policy Board on how these priorities affect transportation outcomes in your region:

- **[MPO Policy Board Member Letter of Support Template](#)**
- **[Board Resolution Template](#)**

Educate your Congressional Delegation and speak to how the provision would benefit your region:

- **[MPO Education Outreach Template](#)** to connect with your delegation. Using data-backed, local examples make a difference.

Work through your MPO Statewide Association: Coordinate with MPOs statewide to share a letter in support of the BASICS Act:

- **[Statewide MPO Association Letter of Support](#)**

Invite your Members of Congress to the district and consider hosting a regional roundtable or site visit. Demonstrating local needs firsthand helps connect federal policy to on-the-ground priorities.

Note: Please let AMPO Staff know if you intend on submitting any **Letters of Support** and if we can assist you in any way!

Visiting DC? Questions about the BASICS Act? Want to meet with your Delegation?

Please contact AMPO's Legislative Director **[Katie Economou](#)**



Congress

Congressional “Vibe” Check


Reauthorization. Reauthorization activity continues to accelerate as committees refine draft language and begin shaping the next surface transportation bill.

Where things stand:

- **House T&I.** Majority and minority staff are finalizing draft sections. All titles **have circulated internally**. Staff-to-staff negotiations on base text are now underway, and other House committees and off-committee members are beginning to surface their own reauthorization priorities.
 - Bill text is *expected* to be released in late April or early May, with markups anticipated and potential floor consideration in the spring. **Chairman Graves did suggest that there could be a markup for the surface transportation bill for the week of April 13, but this has not been confirmed.** Nevertheless, he has stated his **goal of passing a bill out of the House this spring.** With the IJA set to expire on Sept. 30, 2026, and with Chairman Graves in his final term amid an approaching midterm election cycle, House leadership has strong incentives to complete work this Congress.
- **Senate.** Among Senate committees, EPW is furthest along. Chair Capito (R-WV) has indicated that major action on **the bill may not happen until the summer, and that passing legislation prior to IJA’s expiration will be a “challenge.”**
- **Administration.** On the Administration side, FHWA, FTA, and other USDOT operating administrations are transmitting their reauthorization proposals to the Office of Management and Budget, the final step before formal submission to Congress.

A general note on timing: Given the remaining FY 2026 work, midterm elections on the horizon, and the long history of surface transportation bills missing deadlines, **a continuing resolution/extension appears to be likely.** Even so, MPOs should operate under the assumption that reauthorization could move on time. This engagement window will not open twice, and once base text is released, shaping major provisions becomes significantly harder via amendment.

The Buzz on Reauthorization

-  **[Chairman Sam Graves To-Do List Before He Retires:](#)** House T&I Committee Chairman Sam Graves (R-MO) announced he will retire at the end of the current Congress but



emphasized that he remains committed to an active legislative agenda during his remaining time in office. In a recent statement, Graves reaffirmed his intention to complete a full legislative calendar, noting that the committee still has significant work ahead. **Key priorities include completing a surface transportation reauthorization bill**, advancing the next [Water Resources Development Act](#), improving aviation safety through the ALERT Act ([H.R. 7613](#)), reauthorizing pipeline safety programs, modernizing Clean Water Act permitting, and enacting major FEMA reforms. **Something to track, Graves was quoted in a Politico article that a markup for the next surface transportation reauthorization bill could be as soon as the week of April 13, but this has yet to be confirmed, and text has yet to be released. AMPO will be tracking this closely and provide updates as we learn more.**

- [Congress and the Highway Trust Fund \(HTF\) Insolvency Issue](#): Congress is racing to address the insolvency of the HTF, which is projected to run dry in 2028 and requires at least \$150 billion in new revenue. Currently, proposals such as raising the federal gas tax or implementing a vehicle miles traveled program are off the table, and lawmakers are gravitating toward an annual EV registration fee as the most politically viable solution. **House T&I Chairman Sam Graves (R-MO) is targeting a \$250 fee for EVs and \$100 for hybrids**, a measure projected to generate around \$64 billion through 2034. Even if passed, a major General Fund transfer would still be required to keep the trust fund solvent.

Introduced Legislation Related to Reauthorization

Whether you want to see what marker bills could be included in the next surface transportation reauthorization or are curious about what Congress is working on, AMPO is tracking all relevant legislation that has been introduced since December 2025. Please refer to our legislation tracker to see what bills have been introduced, who introduced them, and what they would do.

[→ 119th Weekly Congress Legislation Tracker](#)



Administration & Agencies

USDOT

- [FMCSA to Survey on the Economic Impact of Additional Truck Parking](#): FMCSA is moving forward with a study to assess the economic benefits of expanding truck parking capacity, surveying roughly 1,000 drivers about their experiences finding parking. The study will examine how many trucks park in unauthorized areas each day, identify the most cost-effective ways to add capacity, evaluate which parking information systems work best, and determine how often drivers pay for or reserve spaces. FMCSA noted that the study will focus primarily on the benefits of additional parking and will not address related issues such as free parking or access to amenities like restrooms. [Public comments](#) are due by May 6.



National News

- [🔗 Survey Finds that the Permitting Process Delays Clean Energy Projects](#): Clean energy finance platform [Crux](#) conducted a survey that interviewed 50 developers and permitting professionals that are currently working on developing solar or wind projects across the US and who are impacted by the permitting process. Their findings showed that the current process is slowing clean energy projects. They quoted that “there’s less energy being deployed and higher costs being incurred,” with over **80% of respondents saying they intentionally site projects to avoid permitting requirements**, a process that hurts states that lose out on potential developments. **94% of respondents also said that permitting was a contributing factor to project delays and cancellations**, with some reporting delays of over six months on average. 72% identified the need for more predictable results with faster timelines and generally a simpler process.
- [🔗 The Governor’s Highway Safety Association Analysis \(GHSA\) of Roadway Fatalities and it’s Economic Impact on the US](#): A new analysis from the GHSA found that pedestrian deaths in the first half of 2025 cost the US economy over \$40 billion, even as fatalities dropped nearly 11% compared to the same period in 2024, with roughly 3,000 walkers killed by drivers in that span. The \$40 billion figure, derived from NHTSA formulas accounting for medical, legal, and quality-of-life costs, is likely an undercount missing additional cost variables. Despite a decrease, pedestrian deaths remain above pre-pandemic levels, and safety advocates argue that framing the crisis in economic terms, alongside evidence that walkable communities generate revenue and improve property value, may help build the public urgency needed to finally address it.

💰 Notice of Funding Opportunities

- [🔗 All Stations Accessibility Program \(ASAP\)](#): Assists in the financing of capital projects to repair, improve, modify, retrofit, or relocate infrastructure of stations or facilities to make all public area of the station accessible to people with disabilities, including those who use wheelchairs.
 - **Deadline:** May 1, 2026
- [🔗 Building Resilient Infrastructure and Communities \(BRIC\)](#): Provides federal funds to states, US territories, federally recognized tribal governments, and local governments for hazard mitigation activities by supporting the modernization of infrastructure and promoting community resilience against natural hazards.
 - **Deadline:** July 23, 2026
- [🔗 Safe Streets and Roads for All \(SS4A\)](#): supports local initiatives to prevent death and serious injury on roads and streets, commonly referred to as "Vision Zero" or "Toward Zero Deaths" initiatives. The SS4A program supports the US Department of Transportation's



(DOT) [National Roadway Safety Strategy](#) and a goal of zero deaths and serious injuries on our nation's roadways.

- **Deadline:** May 26, 2026
- [Passenger Ferry Program, Electric or Low-Emitting Ferry Pilot Program, and Ferry Service for Rural Communities Program](#): The ferry grant programs help modernize terminal infrastructure, launch new ferry routes, and fund new ferries to connect American families to their jobs and communities more efficiently.
 - **Deadline:** May 11, 2026

Funding Updates from USDOT

USDOT is expected to begin releasing FY 2026 NOFOs across programs and modes in the coming months. AMPO will monitor USDOT press releases and keep members informed of any updates. The following funding opportunities were flagged.

- **Railroad Crossing Elimination (RCE) program NOFO** will be posted in the coming weeks.
- **Truck Parking Funding NOFO** is similarly expected soon, as outlined in the **FY26 Transportation-HUD Appropriations package**
 - (See AMPO’s Analysis of THUD Appropriations [here](#)).
- **USDOT’s \$100 Million in Funding to Enhance Public Transportation in 2026 FIFA World Cup Host Cities** – see the table below for information on general funding criteria:

Category	Details
Eligible Activities	<p>Planning: Logistics, scheduling, preparation activities</p> <p>Operating: Driver salaries, mechanics/dispatchers, customer service/security personnel, fuel, short-life items (<1 year)</p> <p>Capital: Leasing vehicles, wayfinding improvements, security equipment</p>
Eligible Recipients	<ul style="list-style-type: none"> - Public transportation providers serving the UZA of the stadium - Providers not already direct FTA recipients can become subrecipients <p>Characteristics: Fixed-route systems, demand-response services, services open to general community (not fan-specific)</p>
Ineligible Services	<ul style="list-style-type: none"> - Charter buses - Amtrak - Courtesy shuttles - Premium fare/event-specific services - Services requiring World Cup ticket for entry
Funding Distribution (Formula)	<ul style="list-style-type: none"> - 70% based on stadium capacity - 30% based on match count



**Application & Obligation
Deadlines**

- TrAMs Grant Application: **Jan. 31, 2027**
- Funds must be obligated by **July 20, 2027**

AMPO staff will provide updates as we learn more about the program and key deadlines

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

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