



The National Beat

March 13, 2026

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Feature Focus

Title VI Final Rule, Build America, Buy America Wavier, & BASICS Act

[Title VI Rescissions](#)

The Department of Justice (DOJ) recently published a final rule amending its Title VI implementing regulations. Title VI of the Civil Rights Act of 1964 (the statute) prohibits discrimination on the basis of race, color, or national origin in any program or activity that receives federal financial assistance – **the statute itself is unchanged by this rulemaking**. Specifically in the context of USDOT, Title VI provides the foundation for regulations surrounding [FTA’s Title VI Circular](#), which ultimately ensures that transit system fares, routes, and services do not have [disparate impacts](#) on a community. **The final rule aims to rescind certain regulatory provisions of Title VI that created regulations beyond what was originally written in statute. Rescissions will particularly impact conduct that has “unintentional disparate impacts.”**

***TL;DR:** The DOJ rescinded portions of Title VI regulations (not Title VI itself) which protect individuals from being discriminated against by programs or activities that receive federal funding. This particularly impacts the FTA’s Title VI Circular program which requires transit providers to ensure that fares, routes, and general services do not have disparate impacts on communities. With the rescissions, transit agencies would no longer be legally liable for policies or practices outside the scope of intentional discriminatory practices.*

Background

Title VI of the Civil Rights Act of 1964 states that,

“No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”

The DOJ has since served as the lead federal agency responsible for defining both the nature and scope of Title VI. Title VI regulations have not changed substantially since 1973 – over 50 years ago. On April 23, 2025, [Executive Order \(EO\) 14281](#) reaffirmed that all citizens are equal under the law, which guarantees equality of opportunity and not equality of outcomes. Over time, regulations extended Title VI to prohibit unintentional disparate impacts, often defined as [disparate-impact liability](#) – the concept where a neutral policy causes unintentional discrimination or unjustified negative impacts to a group defined by factors such as race or sex. The Final Rule and EO 14281 assert that these provisions requiring consideration of race or racial balancing for legal compliance went beyond what Congress enacted in statute for Title VI.

Changes to Federal Regulations



Title VI of the Civil Rights Act itself will not be rescinded. However, portions of the implementing regulations ([28 CFR 42.104](#)) will be repealed to reflect a return to what is written in statutory text, particularly in the absence of prior Executive Orders or regulations that encouraged broader consideration of disparate-impact liability. Mainly, changes will target disparate-impact liability in the following ways:

What Changes?

Language is removed that would ban policies that unintentionally cause racial discrimination, not just policies that intentionally discriminate.

In Short: The rule eliminates a regulation that prohibits practices that have discriminatory effects, even if discrimination was not deliberate.

Language is removed that would prohibit facility siting decisions that have the effect of causing racial discrimination, leaving only decisions made with discriminatory intent prohibited.

In Short: The rule narrows the regulation so that only intentional discrimination in facility location decisions is prohibited, not decisions that result in discriminatory outcomes without proven intent.

Language is removed that allowed federal funding recipients to use affirmative action based on race, color, or national origin to address the effects of unintentional discrimination.

In Short: The rule eliminates a provision that allowed agencies to take race-conscious actions to correct disparities caused by policies that had unequal impacts.

Language is removed that extended the Title VI employment-practice prohibition beyond intentional discrimination, including conduct that tends to have a discriminatory effect, even when the primary purpose of the federal funds is not employment.

In Short: The rule eliminates parts of the regulation that barred employment practices with discriminatory effects, not just employment practices taken with discriminatory intent.

FTA Impact:

Rescissions to Title VI impact recipients of FTA funding, as any recipient of federal funding is subject to Title VI and [USDOT's implementing regulations](#). **Prior to the Final Rule**, FTA funding recipients and subrecipients had to complete the following under Title VI:

- Annual Title VI certification & assurance to FTA
- Develop & maintain complaint procedures and forms
- Track Title VI complaints, investigations, and lawsuits
- Public participation plan with outreach to minority & Limited English Proficiency (LEP) populations
- Provide meaningful access for LEP individuals
- Public notice of Title VI protections (race, color, national origin)
- Encourage minority representation on advisory/planning bodies



- Triennial Title VI program submission to FTA, including all above elements and system-wide policies for fixed-route services

The Final Rule rescissions to Title VI could likely impact the above implementing requirements in the following ways, based on the legal and policy concerns cited in the Final Rule:

- **Disparate-impact rules removed:** agencies do not have to change fares, routes, or schedules to avoid unintentional inequities.
- **Affirmative action removed:** no requirement to take race-based steps to fix unintentional disparities.
- **Less analysis required:** agencies do not have to study how fare or service changes might create unintended unequitable outcomes.
- **Public outreach stays:** engagement and advisory boards continue, but not to fix unequitable outcomes.
- **Reporting simplified:** programs now focus only on intentional discrimination, not on preventing inequities in fare or service.

[Build America, Buy America Electric Vehicle Charger Waiver](#)

FHWA is requesting public comment on whether to strengthen domestic content requirements for electric vehicle (EV) chargers used in federally funded highway projects by potentially increasing the required US-manufactured component share from 55 percent to as much as 100 percent. The request builds on [FHWA's 2023 temporary Build America, Buy America \(BABA\) waiver](#), which allowed EV charger projects to move forward while domestic manufacturers improve their ability to meet demand. FHWA now says improved supply chains and increased US production capacity may justify more stringent changes to the waiver to better align with federal BABA policies and national security interests.

TL;DR: FHWA is considering more stringent Build America, Buy America rules for EV chargers by raising the domestic content requirement above the current 55% threshold. Depending on public feedback, the agency could keep the current waiver, strengthen it, or eliminate it altogether.

Background

BABA requirements generally require that steel, iron, and manufactured products used in federal transportation projects be produced in the United States. In 2023, FHWA issued a [temporary waiver](#) for EV chargers the infrastructure to still be deployed, while also allowing domestic manufacturers time to build up their own capacity. That waiver required final assembly in the US



and, for newer chargers, at least 55 percent domestic components, while still requiring iron and steel housing (the cabinet or enclosure of an EV charger) to fully comply with BABA rules.

FHWA is now reviewing the waiver following additional industry feedback and new data that suggest US manufacturers can produce enough EV charger components to meet domestic demand. The review is also required under the Build America Buy America Act, which mandates periodic reassessment of such waivers.

The agency is specifically asking whether the domestic component threshold should be raised and, if so, to what level. Comments are due by **March 16, 2026**, after which FHWA will decide whether to maintain, modify, or end the waiver. Submit comments using the following docket number: [FHWA-2025-0070](#).

Why This Matters

This is not just a technical procurement question. The outcome could directly affect the cost, timing, and feasibility of EV charger deployment under federally funded programs. FHWA argues that domestic manufacturing capacity has improved enough to justify a more strict standard and says stronger requirements would further support US industry while advancing supply chain resilience and national and cybersecurity interests.

At the same time, industry groups caution that moving too quickly to a 100 percent domestic content requirement could get ahead of what the market can realistically support and slow near-term deployment. Several industry and advocacy organizations, including the [Electrification Coalition](#), have argued that manufacturers still rely on key components such as transformers, connectors, charging cables, displays, and circuit boards that may not yet be available from US sources at sufficient scale. As a result, they warn that a rapid increase in the domestic content threshold could be difficult to meet and **may disrupt project delivery**.

[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](#)

LOT Coalition Letter to AASHTO



On Feb. 25, the Local Officials in Transportation (LOT) Coalition, including AMPO, sent a formal letter to AASHTO leadership in response to [recent public comments](#) regarding the **Bridges and Safety Infrastructure for Community Success (BASICS) Act**. The response also 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.

We remain committed to constructive engagement and to advancing a reauthorization framework that strengthens states, MPOs, and local governments alike.

[→ Access the LOT Coalition's letter to AASHTO **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.

- **For all things BASICS Act**, refer to the [BASICS Act Toolkit](#), which includes bill text, summaries, one pagers, action items, and supporting materials.
 - **On Feb. 19, the LOT Coalition hosted a webinar** to share more about the BASICS Act. If you were unable to attend, the slides are available on the landing page under "Resources."
- **On March 4, AMPO hosted a webinar on: "Inside the BASICS Act: What it Means for MPOs and the Road to Reauthorization."**
 - For those of you who would like to revisit the content discussed during the webinar, please refer to the following resources:
 - **BASICS Act [Webinar Slides](#)**
 - **BASICS Act [Webinar Recording](#)**
 - **We know that many of you have additional questions that were not covered during the Q&A portion of the webinar. AMPO will be hosting a future listening session where members can join and ask any questions about the BASICS Act.**
 - As always, if you have any questions about the bill or are interested in engaging through AMPO or the LOT Coalition, please reach out to Katie Economou, Legislative Director, at keconomou@ampo.org.
- **Brief your MPO Policy Board** on how these priorities affect transportation outcomes in your region. The [MPO Policy Board Member Letter of Support Template](#) and [Board Resolution Template](#) is available to assist board members who wish to express support.



- **Educate your congressional delegation** and speak on how the provision would benefit your region, use the [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. Use the [Statewide MPO Association Letter of Support Template](#).
- **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.
- **Stay up-to-date on reauthorization** and how the bill progresses, read AMPO's weekly National Beat.
- **Visiting Washington, DC?** Reach out to [Katie Economou](#) for materials and meeting preparation support.
- **Questions about the BASICS Act?** Reach out to [Katie Economou](#) for support.



Federal Roundup

Congress: Reauthorization and Legislative Activity
Administration & Agencies: USDOT & EPA Updates



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.
 - House timing remains aggressive. Bill text is *expected* to be released in late March, with markups anticipated and potential floor consideration in the spring, although this is not certain (more on this below). Chairman Graves has stated his **goal of passing a bill out of the House this spring**. With the IIJA 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 plans to release draft text and hold a markup in the early spring, but she recently

indicated that an **introduction of the bill may not happen until late April or May**. Text exchanges and early negotiations between majority and minority EPW committee staff are beginning to take shape, suggesting the committee is further along in developing base reauthorization language. By comparison, the Commerce and Banking Committees are continuing early-stage drafting, and their timelines remain less defined.

- **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 appropriations work, expected policy debates, and the long history of surface transportation bills missing deadlines, a CR remains possible. 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

- [🔗 Transportation Coalition Calls for Advanced Appropriations in Next Surface Bill:](#) A coalition of transportation, industry, labor, and government organizations wrote to congressional leaders urging that the next surface transportation reauthorization bill match or go beyond the investment levels seen from IIJA. **The letter emphasizes the need to sustain predictable federal funding, especially through advance appropriations, in order to support aging infrastructure needs, modernizing assets, and to support efficient project delivery.** The coalition stressed the success of IIJA and that the prior reauthorization bill's funding supported thousands of projects, jobs, and planning certainty across the country for both public and private sector partners.
- [🔗 Surface Reauthorization Bill Might be Unlikely to Pass Before September Deadline:](#) Congress is expected to miss the Sept. 30 deadline to pass a new surface transportation reauthorization bill, with lobbyists and Members of Congress indicating that a **short-term extension of current funding is likely.** The delay could be due to the numerous policy issues introduced this Congress, such as autonomous vehicle regulations, general Highway Trust Fund long-term solvency concerns, and that no committee has released a draft version of the bill's legislative text. Additionally, as the bill is currently not a key priority among Executive Branch officials, stakeholders believe the bill could likely slip into 2027.

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](#)

What's Making Headlines? A number of transportation issues on the Hill are drawing attention this week outside of reauthorization.



-  [Senate Democrats to Restart Negotiations on Key Permitting Bill:](#) Senate Democrats, led by **Sen. Martin Heinrich (D-NM) and Sen. Sheldon Whitehouse (D-RI)**, **announced they are restarting negotiations on legislation to speed permitting for large infrastructure projects**, encouraged by recent efforts by the Department of the Interior to review stalled renewable energy projects. The lawmakers emphasized that already-permitted wind projects should not face further delays and that solar and other renewable projects should move forward. [The SPEED Act](#), which passed the House in December, has faced Senate opposition from Democrats seeking to ensure clean energy and transmission projects benefit.
-  [Diesel Prices to Increase From Conflict in Middle East:](#) The recent conflict in Iran has triggered spikes in crude oil, diesel, and jet fuel prices, driven by threats to potentially limit access to the Strait of Hormuz, a key chokepoint handling roughly 20% of global crude oil. US diesel reached \$3.897/gallon by March 2, already putting stress on carriers across the country. The conflict has disrupted the global shipping of oil, aluminum, and fertilizer, with freight traffic through the strait dropping from 80 tankers per day to just one or two per day. Air travel in the region has also been severely affected, with over 14,000 flight cancellations. These developments have created **widespread transportation and energy market volatility**, raising fuel costs, limiting freight and commodity movement, and increasing pressure on airlines and US carriers.
-  [Senate to Vote on the 21st Century ROAD to Housing Act:](#) The Senate overwhelmingly passed the [21st Century ROAD to Housing Act](#) by an **89-9-1** vote, **advancing a bipartisan package aimed at increasing housing supply and lowering costs, including incentives for new construction, redevelopment of abandoned buildings, and grants for home improvements**. Sponsored by Sen. Tim Scott (R-S.C.) and Sen. Elizabeth Warren (D-Mass.), the bill is the first major housing legislation in roughly 30 years. While the White House supports the measure, final passage depends on the House, which may request amendments to secure House Republican backing. The Senate version hopes to alleviate some of this pressure by including key provisions from the House's version of the bill – the [Housing for the 21st Century Act](#).

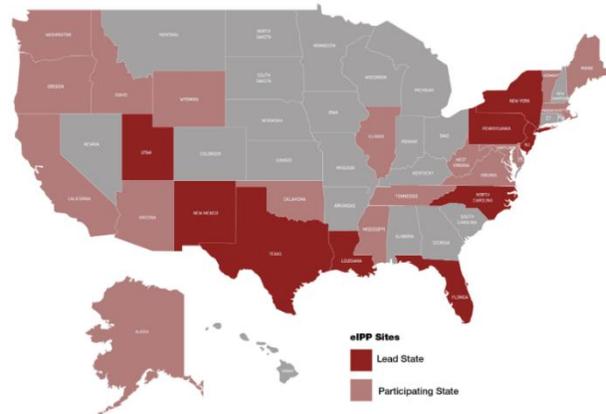


Administration & Agencies

USDOT

- 🔗 [USDOT Announce New Innovative Pilot Program](#): USDOT recently released a statement announcing that eight proposals were selected as a part of the new Advanced Air Mobility and Electric Vertical Takeoff and Landing (eVTOL) Integration Pilot Program (eIPP). eVTOL are aircraft with the potential to create new jobs, connect communities, and strengthen US leadership in aviation according to USDOT. Companies selected so far include Archer Aviation and Joby Aviation who will partner with different state and governmental entities to conduct real-world testing. Texas' DOT is especially involved, helping four companies to support regional flights that will connect Dallas, Austin, San Antonio, and eventually Houston.

eVTOL Integration Pilot Program Sites



- 🔗 [USDOT Host National AV Forum to Support AV Safety and Innovation](#): At a recent USDOT autonomous vehicle (AV) forum, **Secretary Duffy announced that USDOT will be advancing new regulatory actions to support a nationwide deployment of autonomous vehicles, including freight trucks and robotaxis, while also minimizing outdated regulations that have slowed innovation.** As a part of the first national [AV Safety Forum](#), Secretary Duffy emphasized that creating a clear federal AV framework could help companies scale deployment strategies across stateliness, update vehicle safety standards that were initially designed for humans, and gain public input on new AV guidance and potential AV commercial deployment. NHTSA said that the effort will aim to balance innovation with oversight, improve roadway safety, and provide regulatory certainty as Congress considers legislation that would establish a national framework for AVs – notably the pending [SELF Drive Act](#).

➔ See AMPO's Analysis of the SELF Drive Act [here](#)

- 🔗 [Appeals Court Secures Funding for the Gateway Rail Project](#): A federal appeals court ruled that **USDOT must continue funding the \$16 billion Hudson Tunnel Project** between New York and New Jersey, rejecting previous attempts to halt project funding/reimbursement. The project will build a new rail tunnel and serve over 200,000 daily riders and is considered critical to the Northeast Corridor. The court warned that stopping funding could halt construction, create safety risks, and increase costs for the states. Although some funding has recently been released and construction has resumed, USDOT is considering additional legal challenges, and the Gateway Development Commission has filed a separate lawsuit to ensure continued federal support as uncertainty over future funding remains.
- 🔗 [USDOT ROUTES Initiative Request for Information \(RFI\)](#): **USDOT is requesting public input on the Rural Opportunities to Use Transportation for Economic Success (ROUTES) Initiative** to better understand the unmet transportation needs in rural communities, the barriers that rural communities face, and, in general, how to improve the ROUTES program and

the technical service that stakeholders need. Comments should be submitted by April 24, 2026, using the following docket number: [DOT-OST-2026-0298](#).

- [🔗 USDOT Rescinds Funding for Bike and Pedestrian Projects](#): Cities and states across the country are facing delays and funding gaps for bike, trail, and pedestrian safety projects after USDOT **rescinded multiple federal grants and roughly \$750 million in active transportation funding**. USDOT has said that they are refocusing project funding towards traditional road and bridge infrastructure, while locals and advocates warn that funding cuts could delay planned safety and connectivity projects. As a result, some communities are pursuing lawsuits or seeking alternative forms of funding, though without federal funding, many of the projects will be significantly delayed.

USDOT Enforcement Actions on CDL Compliance

USDOT is significantly escalating enforcement of federal commercial driver's license (CDL) requirements, signaling that states that fail to correct identified violations risk losing substantial federal transportation funding. These actions continue to raise legal, operational, and workforce concerns across several states. Read the [Feb. 13 National Beat](#) for additional context.

- [🔗 House Hearing Highlights State Cooperation With Local Law Enforcement on CDL Enforcement](#): A House hearing on USDOT's restrictions on foreign truck drivers highlighted House Republican support for stronger cooperation between local law enforcement and immigration authorities to detain non-domiciled commercial drivers, with an Oklahoma official citing over 450 immigration-related arrests as a model. Some contention arose when some Members of Congress criticized the hearing as politically motivated and lacking evidence, with witnesses arguing there is no data showing immigrant drivers are less safe and warning that new licensing restrictions could worsen driver shortages, increase costs, and potentially reduce highway safety by forcing experienced drivers out of the workforce.
- [🔗 Wyoming Enacts New Law on English-Language Proficiency Standards](#): Wyoming enacted a **new law** allowing all state and local law enforcement officers, not just highway patrol, to enforce English-language proficiency (ELP) requirements for commercial truck drivers, expanding authority to remove drivers who cannot understand road signs or communicate effectively. Signed by Gov. Mark Gordon, the law imposes a \$1,000 fine and driving ban until compliance is shown, with repeat violations potentially leading to additional fines or jail time. The measure reflects a broader push in some states to strengthen ELP and immigration enforcement in trucking, including cooperation with US Immigration and Customs Enforcement, as other states consider similar legislation.



National News

- [🔗 USDOT Releases Proposed Route For DC IndyCar Race](#): Officials at IndyCar released the proposed racetrack for the "Freedom 250 Grand Prix" that will be hosted in Washington, DC. The proposed track will feature a 1.7-mile, seven-turn layout that will run near the National Mall and Pennsylvania Avenue. This announcement follows the Jan. 30, 2026 [Executive Order](#) on "Celebrating American Greatness with American Motor Racing."

- [🔗 The Challenges of Highway Teardown Projects Explained:](#) StreetsBlog recently covered the work of Ian Cross and his “[Highway Teardown Tour](#).” In it, he discusses why highway teardowns are complex, decade-long projects that often spark intense debate, even among advocates for livable streets. Cross, who has recently reported on the [Big Dig](#), captured Boston’s infamous highway replacement in a nine-part series and has now taken the concept on the road, exploring similar projects in cities across the US Through his tour, Cross highlights a range of efforts, from cities that have fully removed elevated highways to those still struggling with opposition or pursuing ambitious capping projects, offering insight on the challenges, opportunities, and lessons in reimagining aging urban infrastructure.
- [🔗 Why the US has Fallen Behind in Rail Investment and How They Can Fix It:](#) The Urban Institute recently published an **article discussing how the US has fallen behind other wealthy nations in urban rail investment, with no US metro systems among the world’s 14 longest today, showing a strong decline from the 1990s.** While light rail has expanded modestly, metro lines have not kept pace with population growth, leaving many Americans reliant on cars and facing high transportation costs and carbon emissions. State, local, and federal investments in rail have declined dramatically since 2021, and **the FTA’s Capital Investment Grants (CIG) program has seen no new rail or bus project contracts from the current USDOT administration**, with some previously funded projects even frozen. Without prompt federal, state, and local action, delays in new rail construction will increase costs, limit transit access, and constrain opportunities for TOD. Policymakers can address this by restoring and accelerating federal funding, supporting state and local investment, and prioritizing rail expansion to provide affordable, sustainable, and connected transportation options across US cities.
- [🔗 City of Cambridge Reports on Relationship Between Bike Infrastructure Improvements and Increased Ridership:](#) A City of Cambridge traffic analysis found that **investing in nicer or “high-comfort” bike lanes leads to a substantial increase in bike traffic.** Specifically, the city has seen a 250 percent increase in citywide bicycle traffic since 2004. The city has been counting bike traffic across the same 16 intersections since 2004, the same year the city built its first physically separated bike lanes along a street. In some places, they have seen the number of children riding bikes increase eight-fold, along with significant decreases in bike crashes, and fewer people riding on sidewalks.

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

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.

- **Safe Streets and Roads for All (SS4A) FY2026 NOFO** is expected to be released in the coming weeks. USDOT has indicated a **30% set-aside** of approximately \$300 million, providing additional funding for **safety action plans**.
- **Railroad Crossing Elimination (RCE) program NOFO** will also 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	<ul style="list-style-type: none"> - 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.](#)



Recent Editions

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