



The National Beat

March 27, 2026

In This Issue

Feature Focus.....	2
🔗 White House Proposed National AI Framework	2
🔗 USDOT Review of DC Bike Lanes	4
🔗 BASICS Act	5
Federal Roundup.....	7
Congress	7
Congressional “Vibe” Check.....	7
Administration & Agencies	9
USDOT	9
National News.....	10
Recent Editions	13

Feature Focus

White House AI Framework, FHWA Targets DC Bike Lanes, and the BASICS Act

[White House Proposed National AI Framework](#)

In late March 2026, the White House released a proposed national legislative framework for artificial intelligence (AI) policy intended to guide congressional action on federal AI regulation. The proposal outlines seven priority areas focused on child safety, economic growth, protecting intellectual property, free speech, innovation, workforce development, and establishing a national regulatory framework.

The objective of the framework is to create a uniform federal regulatory environment that promotes innovation. The proposal seeks to support US innovation and minimize regulations, positioning the US to be a global leader on AI. Potential implications include increased AI adoption across federal agencies and a greater emphasis on AI workforce integration and use in government operations.

***TL;DR:** The White House has released a national AI policy framework intended to guide future congressional action. The proposal signals a preference for a more uniform federal regulatory approach instead of a patchwork of state laws. The proposal signals an increased federal focus on AI adoption and workforce integration, with the potential to influence greater AI adoption among federal agencies in the future, such as at USDOT.*

Background

In March, the White House released a proposed federal framework for AI regulations. The policy would preempt state laws on AI and create a uniform regulatory system with minimal administrative burdens to promote AI innovation and US leadership in the emerging technology sector. This action follows a [December Executive Order](#) that laid the groundwork for a federal framework to be created and for existing state AI laws to be evaluated to determine whether they promote US leadership in AI development and innovation with minimal administrative burden. An evaluation of current state regulations has yet to be released.

States that have passed notable AI regulations include [California](#), [Colorado](#), and [New York](#), with some mandating safety testing and that harmful incidents be reported, among other general guardrails. Those skeptical of a limited regulatory framework are most concerned over weakened safety and privacy standards, but the effort is likely to prove contentious as major AI companies such as [Google](#), [Meta](#), and [OpenAI](#) have generally supported federal standardization efforts, arguing that regulatory certainty can support innovation.

December Executive Order

The [December Executive Order established](#) the following policy direction:



1. **Policy** – The US is dedicated to being a global AI leader by creating a less regulated AI national framework.
2. **AI Litigation Task Force** – The task force would be established to challenge existing State laws that do not abide by the proposed US AI national policy.
3. **Evaluation of State Laws** – An evaluation of existing state AI laws would be released, identifying which laws conflict with the objectives of the federal government.
4. **Restrictions on State Funding** – A policy notice will specify the conditions where states can receive the remaining **Broadband Equity Access and Deployment (BEAD)** funding.
States with restrictive AI regulations may be ineligible for additional BEAD funding.
 - a. **Changes to discretionary grants** – Federal agencies are directed to assess whether **discretionary grant eligibility should consider a state’s AI regulatory environment**, with more stringent regulatory frameworks potentially increasing the risk of reduced eligibility.

→ See AMPO’s Analysis of Changes to the BEAD Program [here](#)

5. **Federal Reporting and Disclosure Standard** – A decision will be made on whether a federal reporting and disclosure standard for AI models be adopted and preempt state laws.
6. **Preemption of State Laws and Policy Recommendations** – A policy statement on how the Federal Trade Commission will clarify when federal law prevents states from forcing AI companies to change their answers in ways that could make them misleading. Additionally, a legislative recommendation for a national AI policy framework will be released.

Framework Overview

The [proposed national AI framework](#) includes seven policy pillars:

1. **Protecting Children:** Expand safeguards for minors using AI and give parents stronger control over children’s online activity and privacy.
2. **Strengthening Communities:** Support AI infrastructure and small business adoption while protecting consumers from fraud and energy cost increases.
3. **Intellectual Property:** Protect creators from AI misuse while allowing courts to resolve copyright questions and considering compensation frameworks.
4. **Free Speech:** Prevent government-driven AI censorship and protect First Amendment rights on AI platforms.
5. **Innovation Leadership:** Promote US AI competitiveness through regulatory flexibility, data access, and use of existing regulators.
6. **AI Workforce:** Expand AI education, job training, and research on workforce impacts.
7. **Federal Framework:** Create a national AI regulatory approach while limiting conflicting state laws and preserving key state powers.

Why Track this for MPOs?



While there is currently no direct regulatory tie between the Executive Branch’s AI initiative and USDOT or the work of MPOs, the December Executive Order and proposed federal AI framework provide **insight into broader federal priorities that could influence transportation agencies** over time, some of which, we have already seen. The framework’s emphasis on innovation and AI workforce integration aligns with recent USDOT efforts to incorporate AI tools into agency operations to improve efficiency and support mission delivery.

USDOT has already begun **exploring AI applications in several areas**, including autonomous transportation research and supply-chain efficiency. In addition, federal transportation agencies have demonstrated how AI could assist with internal operations such as regulatory analysis and administrative workflows. For example:

- FMCSA has used advanced data analysis and automation tools to strengthen enforcement efforts, including **oversight of commercial driver licensing requirements for non-domiciled drivers**.
- In early 2026, USDOT also demonstrated how AI tools could potentially **assist with drafting regulatory documents** and accelerating parts of the rulemaking process.

While these efforts are not directly tied to the White House AI framework, they illustrate how federal transportation agencies are already moving toward greater AI integration. If Congress advances a national AI policy, MPOs could eventually see increased AI adoption across USDOT programs, planning tools, data analysis, and grant administration processes.

USDOT Review of DC Bike Lanes

In January 2026, reports emerged that the FHWA is exploring the removal of key bike lanes in Washington, DC, citing concerns that they increase traffic congestion. The analysis, which has been widely contested, claims that drivers are losing hundreds of thousands of hours annually due to bike lanes. Advocates argue that the analysis overlooks the safety, environmental, and multi-modal benefits these lanes provide. In response, DC advocates filed a lawsuit challenging the effort, citing the lack of advance notice, public comment, or environmental review as violations of federal law. USDOT’s push reflects broader administration priorities, signaling a focus on “core infrastructure” such as roads and bridges over pedestrian or cycling infrastructure.

***TL;DR:** Reports indicate that FHWA is moving to remove key DC bike lanes, including the historic 15th Street bike lane, citing congestion despite evidence the lanes improve safety and mobility. The move reflects broader administration priorities favoring traditional road infrastructure – a narrative being supported by both previous federal agency actions, and from Members of Congress working on the next surface transportation reauthorization.*

Background



In January, [FHWA released a memo](#) analyzing congestion patterns in Washington, DC, and the potential impact of redesigning lane space based on traffic flow. The analysis targeted corridors with protected bike lanes, particularly 15th Street NW, one of the city's first protected bike lanes, serving roughly 4,000 riders daily. While local studies show the 15th Street bike lane reduced vehicle speeds by 17% and crashes by 46% across all modes (91% for bicycles), FHWA claimed that lost roadway capacity had cost drivers hundreds of thousands of hours in traffic.

In early March, portions of the 15th Street bike lane were lined with signs indicating that **they will be removed, all without notice, explanation, environmental review, or public input**. Advocates successfully delayed the removal by filing [a lawsuit](#) against USDOT. They emphasize that bike lanes support multi-modal connectivity, safer streets, and reduced risky driving behavior. However, DC's [limited home rule](#) allows the federal government to intervene in local transportation infrastructure, creating a unique vulnerability compared with other US cities.

Implications

The federal focus on reclaiming DC bike lanes reflects a **broader administration priority to prioritize vehicle-based, “core infrastructure” over multi-modal transportation**. For MPOs and cities nationwide, this signals a potential shift in federal transportation funding and policy toward conventional roads and bridges – an action USDOT has taken already through [grant rescissions](#) for projects focused on pedestrian trails and bike lanes. Additionally, this is reflective of the general sentiment surrounding surface transportation reauthorization, with [House T&I Chair Sam Graves \(R-MO\) indicating](#) that the next surface bill will be focused on “core infrastructure” needs (roads and bridges).

[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 April, with markups anticipated and potential floor consideration in the spring, although this is not certain. 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 that major action on **the bill may not happen until the summer, and that passing legislation prior to IIJA’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 CR 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

-  **House Passes Dalilah’s Law:** The House T&I Committee advanced [H.R. 5688](#) or recently referred to as “Dalilah’s Law,” which would codify recent FMCSA changes on non-domiciled CDLs, including stricter English proficiency and immigration verification requirements. The bill also increases accountability for states by establishing penalties for noncompliance, which could include **enforcement actions or impacts to federal funding if states fail to meet federal CDL standards**. It further limits CDL eligibility to US citizens,



lawful permanent residents, and certain visa holders. While many of the eligibility changes are already in effect through regulation, writing them into law would make them harder to reverse, and the bill's future likely depends on whether it is incorporated into a broader surface transportation reauthorization package rather than advancing independently.

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.

- [🔗 Rep. Sam Graves \(R-MO\) to Retire:](#) Rep. Sam Graves (R-MO), the Chairman of the House T&I Committee, announced that he will be retiring from Congress. First elected in 2000, Rep. Graves has served as either the chair or ranking member for the committee since 2019 and will be retiring following the conclusion of his current term as committee chair. **AMPO note:** Looking ahead, potential majority-side successors could include Rep. Rick Crawford (R-AR) or Rep. David Rouzer (R-NC) who currently chairs the Highways and Transit Subcommittee. Rep. Rouzer may be the more likely contender, as Crawford has shown greater interest in intelligence-related work.
- [🔗 House-Senate Dispute Over Housing Affordability Legislation:](#) In mid-March, the Senate passed the [21st Century ROAD to Housing Act \(89-10\)](#), leaving the House to decide whether to accept the measure or negotiate changes. The House had previously passed its own proposal, the [bill](#) and some of its provisions were incorporated into the Senate version. However, House lawmakers are pushing for additional provisions, and some members also oppose a Senate provision that would ban large institutional investors from purchasing single-family homes to preserve housing supply for individual buyers. Opponents argue the restriction could discourage new housing construction, despite a [Brookings Institution study](#) finding institutional investors own less than 2% of single-family rentals. Complicating negotiations, the White House has endorsed the Senate bill while also issuing two executive orders aimed at [reducing regulatory barriers](#) to homebuilding and [expanding mortgage access](#) through community banks. Current negotiations to resolve House and Senate differences have also included discussion of a potential legislative trade, where Senate lawmakers considered including House community-bank deregulatory priorities in separate cryptocurrency legislation in exchange for House support of the Senate housing bill. House Republicans, however, have so far rejected accepting the Senate bill without further changes and continue to push for inclusion of their housing priorities.
- [🔗 FY 2027 Appropriations Process is Underway:](#) **The FY 2027 appropriations process is now underway, and both the House and Senate have released [guidance for Members of Congress](#) on submitting requests for the Transportation, Housing and Urban**



Development (THUD) appropriations bill. Members of Congress can submit programmatic and language requests (for funding levels and policy direction) as well as Congressionally Directed Spending (CDS) requests for specific projects. Congressional offices are now gathering priorities ahead of internal deadlines, which often come before official committee deadlines. Current THUD deadlines:

- **House THUD deadline: March 27, 2026, at 6:00 p.m. ET**
- **Senate THUD deadline: April 20, 2026**



Administration & Agencies

USDOT

- [Chicago Transit Authority Sues FTA](#): The **Chicago Transit Authority (CTA) has filed a federal lawsuit against the FTA to restore funding paused for the region’s Red Line Extension (RLE) and Red & Purple Modernization (RPM) projects.** The FTA had previously committed nearly \$2 billion in grants for RLE and signed Full Funding Grant Agreements for both projects, but funding was suspended in October 2025. The lawsuit argues that the pause violates federal regulations and threatens progress on both projects, which are critical for public transit access, economic development, and job creation in Chicago. The Red Line Extension will extend service 5.3 miles to Chicago’s Far South Side, serving roughly 100,000 residents, while RPM has rebuilt a 9.6-mile stretch of track and opened four new modern, fully accessible stations on the North Side. CTA warns that without the funding, work on both projects could halt, delaying substantial benefits to communities and riders.
- [FMCSA Targets “Chameleon Carriers”](#): FMCSA announced stricter enforcement against “chameleon carriers”, trucking companies that evade penalties by changing names, ownership structures, or registration numbers, by warning it will deactivate USDOT and Operating Authority numbers that are improperly transferred or used by unauthorized entities. [A March 13 bulletin](#) clarified that these registration numbers cannot be sold, leased, or transferred outside legitimate corporate transactions, and violations could lead to inactivation or USDOT numbers being revoked. The guidance does provide background on how to properly transfer numbers when companies dissolve or are sold, but overall, the guidance follows [recent USDOT action](#) to combat CDL related violations and specifically chameleon carriers.

White House

- [Executive Order to Remove Regulatory Barriers to Affordable Home Construction](#): On March 13, 2026, the President signed an [executive order aimed at reducing federal, state, and local regulatory barriers to residential development to make housing more affordable.](#) The order directs agencies to streamline permitting processes, revise costly environmental and energy-efficiency requirements, and reconsider rules that limit single-family, manufactured, and modular housing, as well as suburban and exurban development. Agencies are tasked with issuing best practices for state and local governments, facilitating construction in Opportunity Zones, and aligning incentives with programs like the New Markets Tax Credit. Overall, the initiative prioritizes faster, lower-cost home construction while maintaining safety and environmental protections, reflecting a broad push to expand housing supply and affordability across the nation.



National News

- [!\[\]\(df64ce57267805b3bf887c9137fa96a1_img.jpg\) **UCLA Study Shows How Changing the Definition of Transit Stop can have Significant Local Impact:**](#) The UCLA Institute of Transportation Studies looked at how California housing laws often rely on how a “major transit stop” is defined, because proximity to these stops can trigger zoning incentives such as density bonuses, streamlined approvals, and exemptions from environmental review. State law defines these stops as rail stations, bus rapid transit stations, ferry terminals with transit connections, or intersections of frequent bus routes, but ambiguity in how factors like bus frequency, peak service times, route overlaps, and station boundaries are interpreted can dramatically change how much land qualifies. A more expansive interpretation can more than triple the land eligible for housing incentives and greatly increase parcels eligible for affordable housing density bonuses, though much of this land still faces zoning constraints like single-family restrictions. The analysis also finds that transit service changes over time alter which areas qualify, sometimes creating unintended incentives for communities to reduce transit service to avoid state housing mandates. Overall, the report concludes that technical interpretations of transit definitions significantly influence housing development potential and highlight tensions between transit planning, zoning policy, and California’s efforts to address its housing shortage.
- [!\[\]\(61f48c131072bc097f93dd23b8957417_img.jpg\) **Eno Center for Transportation Analysis on Fixing the Highway Trust Funds \(HTF\) Solvency Crisis:**](#) A new report from the Eno Center finds the HTF continues to face a growing gap between flat revenues and increasing spending, with Congress repeatedly relying on General Fund transfers to maintain solvency rather than addressing the structural imbalance. The report explains that the trust fund’s protected budget status has allowed highway and transit spending to grow without competing with other federal priorities, even as safeguards like the Byrd Test, originally meant to align spending with revenues, have been weakened or waived. With political divisions over transportation priorities increasing, new programs seeking similar funding stability, and long-term pressures such as fuel efficiency and electric vehicle adoption reducing gas tax revenues, the report argues the current approach is unsustainable. It concludes that solvency could be restored either through significant spending reductions, increases to fuel taxes, or new revenue mechanisms such as vehicle registration or vehicle-miles-traveled fees, warning that continued delays will only increase the size of future federal bailouts.
- [!\[\]\(c4bddeec3c3007215e541e98ced33577_img.jpg\) **The Cost of Diesel in California Reaches Record Prices:**](#) Diesel prices in California have reached a record high, averaging \$7.018 per gallon as of March 2026, surpassing the previous \$7.012 record set in June 2022 following Russia’s invasion of Ukraine. The price spike is being driven by a combination of global and local factors, including disruptions to oil shipments linked to conflict involving Iran and the effective closure of the Strait of Hormuz, as well as the loss of about 20% of California’s refining capacity after two refineries shut down since October 2025. Nationally, diesel prices have also risen to over \$5.30 per gallon, their highest level since late 2022, reflecting broader pressure on fuel markets.

- [🔗 Exploring the Concept of a Universal Basic Neighborhood:](#) Author Michael Emerson discusses the concept of a Universal Basic Neighborhood (UBN) that proposes that every community should have the essential conditions, such as safe transportation options, access to health-supporting infrastructure, and supportive local policies, needed to help residents live longer, healthier lives. The research argues that health disparities often stem from neighborhood-level conditions, so improving population health requires investments in local environments rather than just individual interventions. By identifying key factors that define a healthy neighborhood and applying them to case studies in Louisville, the study shows how some communities meet these standards while others face structural barriers. The authors ultimately propose model legislation to establish a right to UBNs, aiming to help cities create more equitable, healthy, and vibrant neighborhoods.
- [🔗 How can Aesthetic Judgments Influence People’s Opinions on Housing?:](#) Researchers from the University of California, Berkeley, the University of California, Davis, and Yale University had their 2025 study recently highlighted in a [Streets Blog USA article](#). The study addresses how human preferences or individual aesthetic judgments can influence housing policy preferences. Specifically, the study argues that these so-called “sociotropic aesthetic judgments” or aesthetic preferences can combat either arguments by the “Not in my backyard” (NIMBY) or homeowner viewpoint. Using both statistical and experimental findings, the authors found that aesthetic tastes can strongly predict whether a person supports dense housing developments. The study explores how preferences can influence whether a person is more open to new housing developments and potential policy implications of the findings.

💰 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

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 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

- [March 16 \(2026\)](#)
- [March 6th \(2026\)](#)
- [February 27th \(2026\)](#)
- [February 20th \(2026\)](#)
- [February 13th \(2026\)](#)
- [February 6th \(2026\)](#)
- [January 29th \(2026\)](#)
- [January 23rd \(2026\)](#)
- [January 15th \(2026\)](#)
- [January 9th \(2026\)](#)

[→](#) View all past editions of the **National Beat** Policy Newsletter [here](#)