



The National Beat

May 15, 2026

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Feature Focus

FEMA Reform Recommendations, Potential Federal Gas Tax Pause, National Beat Feedback, Infrastructure Week Media Template, and the BASICS Act

The President's Council on FEMA Reform

Following direction from the White House, the Federal Emergency Management Agency (FEMA) Review Council was established to complete an agency review and to provide a set of recommendations for FEMA and, generally, the federal government's approach to natural disaster preparedness and response. Using private and public sector input, the recommendations put forward by the Council suggest making changes to improve inefficiencies, reduce bureaucratic barriers, and enhance disaster support for both local governments and those impacted by natural disasters. Ultimately, recommendations evolved around a key doctrine that "disaster response should be locally executed, state or tribally managed, and federally supported."

TL;DR: The FEMA Review Council recommends shifting disaster response leadership to states and tribes, narrowing federal involvement to major disasters, streamlining FEMA aid programs, and restructuring FEMA into a smaller support-focused agency.

Background

In January of 2025, [Executive Order 14180](#) established The Council to assess FEMA's preparedness and response to natural disasters such as Hurricane Helene. The Council used public and private sector feedback to form recommendations to reform the agency. Their findings were developed around the principle that disaster response should inherently be a local issue, managed at the state level, and supported federally.

The report specifies that **states and local governments are "the foundation of a successful emergency management system,"** being the first responders, those in charge of infrastructure and safety, and providing human services following disasters. The relationship between locals and states is what allows critical corridors and infrastructure to be reestablished and improved to face future challenges. The Council suggests that any reforms returning authority to the local and state level are done in a two- to three-year phased system to allow locals to prepare properly.

The Council developed a list of five principles to guide reform, established with the understanding that when natural disasters happen, local governments are not expected to address it alone, and that **a mix of state-coordinated mutual aid with the ability to receive federal assistance** is what will allow for national resiliency. The following principles were established:

1. **Return** leadership for emergency response and recovery to the states, tribes, and territories
2. **Reaffirm** that individual American preparedness is foundational to disaster readiness
3. **Accelerate** federal assistance dollars to help Americans recover from their worst day
4. **Maximize** the transparency and efficiency of federal and state, local, tribal, and territorial dollars spent in emergency management
5. **Boldly transform** FEMA into a lean organization that puts Americans first



In doing so, the Council uses the five principles to develop ten recommendations:

- 1. Empower states, local governments, tribes, and territories to lead disaster response:** The report argues that state, local, tribal, and territorial governments, not the federal government, are the true first responders in disasters, but federal policy has created public expectations that Washington leads every response. It recommends shifting FEMA to a support role while strengthening local preparedness standards, training, credentialing, and shared resource systems.
- 2. Preserve key federal programs and capabilities that support communities:** While advocating for more state-led response, the council says the federal government should maintain core national resources that states can call on during severe disasters. This includes keeping programs like Urban Search and Rescue, federal logistics systems, regional offices, and the Disaster Relief Fund within a single federal coordinating agency.
- 3. Tighten the criteria for federal disaster assistance:** The report says federal aid is currently provided too often for events that states could manage themselves, which they assert, weakens incentives for local preparedness. It recommends raising declaration thresholds, updating cost metrics for inflation, and requiring states to meet minimum annual spending levels before seeking federal disaster declarations.
- 4. Replace the Hazard Mitigation Grant Program with a two-phase funding system:** The current hazard mitigation program is criticized as too slow and administratively complex, often delivering funds after rebuilding has already begun. The proposal would create a new state-managed program that provides rapid upfront mitigation funds within 30 days, followed by additional strategic funding within six months for longer-term resilience projects.
- 5. Simplify individual disaster aid into one direct payment program:** FEMA's current individual assistance system is described as confusing, fragmented, and slow, with many aid categories that are difficult for survivors to navigate. The recommendation would consolidate assistance into a single payment based on home value or rental costs, while shifting more housing and shelter responsibilities to state governments and other federal agencies.
- 6. Reform public assistance into a direct funding model:** The report says FEMA's public assistance grants to communities are burdened by lengthy damage assessments and reimbursement delays. It proposes a "RAPID" system that would use predefined disaster triggers (like hurricane strength or earthquake magnitude) to release funding to states automatically within 30 days.
- 7. Reform the National Flood Insurance Program:** The NFIP is described as financially unsustainable, with over \$20 billion in debt and outdated flood maps that understate risk. The recommendation would rely more heavily on private flood insurers, update risk pricing, modernize maps, and shift repetitive-loss properties toward mitigation or private coverage.
- 8. Reduce administrative costs to maximize relief spending:** The report argues too much disaster funding goes to consultants, contractors, and administrative overhead rather than actual recovery. It recommends simplifying grant structures, capping administrative costs, and requiring stronger state and local audits to improve oversight and direct more funds to disaster victims and infrastructure.
- 9. Build a stronger national partnership network:** The council says emergency management is fragmented across governments, nonprofits, faith groups, and private companies, with overlapping frameworks that create confusion. It recommends restoring a clearer "whole community" model that integrates these groups into a unified national preparedness and response network.
- 10. Replace FEMA with a transformed federal agency:** The report concludes that FEMA's reputation and structure are too damaged to reform incrementally, calling for a new agency that retains core functions but operates differently. It envisions a leaner organization focused on coordination, reducing headquarters bureaucracy, empowering regional and state partners, and narrowing the federal role to only the most catastrophic disasters.

What does this mean for MPOs?



The recommendations in the FEMA Review Council report do not directly assign new responsibilities to MPOs. The reforms are primarily focused on **shifting disaster preparedness and response authority to states, tribes, and local governments, while reducing the federal government’s operational role**. Implications of this action are contingent on congressional approval, but if passed through legislation, states, local governments, and MPOs would see increased responsibilities without guaranteed commensurate federal funding, creating potential fiscal and administrative burdens for regional and local entities.

However, MPOs could play an increasingly important supporting role under this framework. As regional transportation planning bodies, MPOs are well positioned to contribute data, technical expertise, and long-range planning capacity that can inform both preparedness and recovery decisions. Their existing work on transportation networks, infrastructure conditions, and regional mobility makes them valuable partners for identifying critical corridors, evacuation routes, and system vulnerabilities.

If disaster recovery and mitigation funding becomes more directly controlled at the state and local level, MPOs may also have a greater role in helping prioritize transportation investments. This could include integrating resilience considerations into transportation improvement programs and helping ensure that funding decisions align with regional needs and risk profiles.

In short, while MPOs are not a direct focus of the proposed reforms, the shift toward state-led disaster management could elevate their importance as technical and planning partners in transportation-related resilience, mitigation, and recovery efforts.

Congress Considers Temporary “Holiday” for Federal Gas Tax

On May 11, the White House indicated that they are considering a temporary suspension of the federal gas tax to help lower the cost of gasoline. The effort comes after recent increases in gasoline prices as a result of the ongoing conflict in Iran and limited passage for ships in the Strait of Hormuz. While supported by the White House, the effort would still require Congressional approval, an effort many Members of Congress are currently skeptical of.

***TL;DR:** The White House is considering a temporary federal gas tax holiday to lower prices at the pump, but the proposal would need congressional approval and faces skepticism from both parties over whether consumers would see meaningful savings. While it could modestly reduce fuel costs in the short term, lawmakers are concerned it would significantly cut revenue for the Highway Trust Fund and add to the federal deficit.*

Context

The federal gas tax is currently 18.4 cents per gallon of gasoline and 24.4 cents per gallon for diesel. According to a recent Bureau of Transportation Statistics CPI Index, gasoline has contributed to a 24% change in the price of all goods and services. To help alleviate this burden of higher transportation and overall good costs, the White House proposed a temporary suspension or “gas tax holiday.” While the effort has White House support, Congress is split on the issue.



House Speaker Mike Johnson (R-LA) has labeled it as “an intriguing idea” but expressed uncertainty around the proposal’s implications or a timeline for consideration. Senate Majority Leader John Thune (R-SD) similarly was open to proposals but was concerned about the impact it would have on the Highway Trust Fund (HTF) and whether any real impact would be passed on to consumers. This reflects the general sentiment of most Members of Congress, with some supporting the effort, many concerned about the impact a pause would have on the HTF, whether prices at the gas pump actually see a meaningful decrease, and many also waiting to see if the White House pushes further on the issue.

Currently, both Sen. Josh Hawley (R-MO) and Sen. Mark Kelly (D-AZ) have introduced separate bills that would temporarily suspend the gas tax. Both proposals would use General Fund transfers to make up for lost revenue during the holiday. Even so, [members of both the House and Senate have been hesitant](#) to support the effort with notable members such as House T&I Chairman Sam Graves (R-MO) saying he opposed the effort, Senate Minority Leader Chuck Schumer (D-NY) saying a pause would not make up for the \$1.50 increase in gasoline, and Sen. Thom Tillis (R-NC) saying it is not a good long-term solution to the current gasoline issue.

- Senator Josh Hawley (R-MO), [S. 4485](#): A bill to amend the Internal Revenue Code of 1986 to provide a tax holiday for gasoline and diesel fuel.
- Senator Mark Kelly (D-AZ), [S. 4032](#): Gas Prices Relief Act of 2026

Implications

A federal gas tax holiday has a few implications:

1. **Reduce tax contributions to the HTF.** The [Bipartisan Policy Center](#) projects that a five-month suspension of the federal gas tax would reduce HTF revenue by \$17 billion or 46% of projected FY2026 gas/diesel tax revenue. Overall, the federal deficit would increase by about \$12 billion. Even if Congress backfills the loss with General Fund transfers, it would add pressure to an already strained federal transportation funding system.
2. **Moderately reduce prices for consumers:** Researchers from the Institute on Taxation and Economic Policy suggested that a gas tax holiday would [reduce prices for consumers by about \\$5 a month](#). [Other studies](#) have found that when states have paused state gas taxes, 58%-87% of the lower costs gets passed on to consumers, though some savings are offset by higher income taxes from an increase in income.

Caveats to understand. There have been multiple attempts by presidents to pause the federal gas tax during times of high gasoline prices, but Congress has never acted on it. With that said, it is practiced at the state level. [Georgia, Indiana, and Utah](#) have temporarily suspended their state gas sales tax while other states such as [Connecticut, Tennessee, Virginia, Florida, and California](#) have ongoing efforts to introduce legislation to suspend their state gas taxes.

[National Beat Feedback](#)



We are always looking for ways to improve the National Beat to best provide you with useful updates from DC and across the transportation industry. If you have the time, it would be very appreciated to hear any suggestions or comments about the National Beat, whether it is how to improve it, additional content you would like to see, or just to leave a note. Thank you to all of those who have already submitted feedback. ****This will be the last week to submit feedback****

[→ AMPO National Beat Feedback Survey](#)

[Infrastructure Week Media Template](#)

Every year, [United for Infrastructure hosts Infrastructure Week](#) to bring together government, private sector, and community stakeholders in the transportation industry. From May 18 – 22, United for Infrastructure will be hosting events to highlight infrastructure projects that improve safety, economic development, and quality of life across all communities.

With surface transportation reauthorization on the horizon, Infrastructure Week is a great opportunity for MPOs to highlight some of the work that they are currently working on or to showcase projects completed within your communities. Use the following link to access AMPO's Infrastructure Week Media Template and Toolkit for a range of media resources and social media graphic templates to highlight your MPOs important work.

If you are in DC for Infrastructure week and would like to meet with your congressional delegation. Please reach out to AMPO's Legislative Director, [Katie Economou](#).

[BASICS Act](#)

On Feb. 9, [Rep. Kristen McDonald Rivet \(D-MI\)](#) and [Rep. Rob Bresnahan \(R-PA\)](#) introduced [HR 7437](#), the bipartisan [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](#)

[BASICS Act Update](#)

On April 9, [Rep. Jay Obernolte \(R-CA\)](#), [Rep. Gabe Vasquez \(D-NM\)](#), [Rep. James Baird \(R-IN\)](#), and [Rep. Frank Mrvan \(D-IN\)](#) [signed on as cosponsors](#) for the [BASICS Act](#), representing bipartisan support from four states across the country. Interest among congressional offices and Members of Congress has elevated in recent weeks, with additional cosponsors pending. This is likely a result of increased support from locals and MPOs, as MPO Policy Boards and MPO Statewide Associations from across the country have either submitted or are in the process of submitting letters of support for the BASICS Act. As reauthorization discussions move forward, building visible support now increases the likelihood that key provisions are reflected in the next surface transportation reauthorization bill. If your MPO Board is interested in signing a letter of support, please contact AMPO's Legislative Director [Katie Economou](#).

BASICS Act Resources

➔ **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.

Spring Fly-In

On March 17 and 18, AMPO hosted its 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](#)
- [Updated BASICS Act PowerPoint](#)

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](#)

One/Two Pagers

- [BASICS Act One-Pager](#)
- [BASICS Act Rural Benefits One-Pager](#)
- [Fair Share for Local Roads One-Pager](#)
- [AMPO Legislative Priorities One-Pager](#)
- [AMPO Planning Funds One-Pager](#)
- [AMPO Tailorable PL Two-Pager](#)
- [Tailorable Project Delivery & MPOs Two-Pager](#)

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.
 - **Chairman Sam Graves (R-MO) said that the committee is targeting to markup the next surface transportation bill during the week of May 18.** The previous date of April 29 did not come to fruition as topline numbers have yet to be decided. **Rep. Graves has indicated that topline numbers will be between \$500 and \$550 billion, with the potential to reach \$600 billion.**
 - 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 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 the bill is significantly harder via amendment.

The Buzz on Reauthorization

-  [Sen. Maria Cantwell \(D-WA\) Releases Reports and Letter Urging Congress to Maintain IIJA Funding Levels Set by Advance Appropriations:](#) Sen. Maria Cantwell (D-WA) and Senate



Democrats are warning that if Congress lets IJJA advance appropriations expire after FY 2026, transportation funding could drastically decrease, or face a fiscal cliff, for major programs that currently support more than 62,000 projects nationwide. Their reports argue that returning to pre-2021 funding levels would raise household costs, threaten jobs, and leave major needs in freight, transit, rail, ports, and bridge repair unmet. The biggest concern is that programs outside the Highway Trust Fund, including grants for bridges, rail, safety, and large freight projects (those funded in Division J of the IJJA), could see steep cuts or lose funding entirely if Congress does not preserve IJJA-level funding in the next surface transportation reauthorization. Sen. Cantwell's push is aimed at making multi-year guaranteed funding a permanent feature of federal transportation policy rather than a one-time infrastructure boost.

- [Letter to Senate Appropriations Leaders](#)
- **Reports:**
 - [Overview](#)
 - [Freight Report](#)
 - [Main Street Report](#)
 - [Rail Report](#)

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 issues on the Hill are drawing attention this week outside of reauthorization.

- [🔗 Intraparty Conflict Delays Legislative Calendar:](#) Tension between House and Senate Republicans has increased over the past few weeks over multiple legislative developments. Many Members of Congress have become frustrated with disputes between the chambers, saying that it only limits productivity and increases the possibility of Republicans losing the majority in the House in this year's midterm elections. While the chambers were able to pass DHS funding, multiple contentious pieces of legislation have yet to be passed, including immigration enforcement funding, Section 702 funding, and the highly anticipated housing bill that is currently held up over concerns on digital currency provisions and provisions targeting large corporate ownership of single-family homes.
- [🔗 House Revises Senate Housing Bill with Changes to Corporate Ownership of Single-Family Housing:](#) The House amended the Senate passed [21st Century ROAD to Housing act](#), redefining what is classified as a single-family home. The new definition excludes manufactured housing and homes renovated for sale. The amendment also stripped the text of provisions requiring corporations/institutional investors to sell long-term rental housing that

they built after seven years to individual homebuyers. There was both industry and Executive Branch concerns over the Senate passed bill, but even with these changes, passage of an amended bill in the House and an eventual final passage of the bill through Congress will likely face numerous hurdles. The [White House signaled support again on May 11](#), urging the House to pass the Senate version of the bill, a move that could sway many Republican holdouts.



Administration & Agencies

USDOT

- [USDOT Unveils Freight and Land Use Webinar for Upcoming Handbook](#): FHWA will host its next Talking Freight webinar on June 9 to preview the updated Freight and Land Use Handbook, focusing on new tools and strategies for integrating freight considerations into land use planning. The session will feature experts from Leidos, Cambridge Systematics, and Renaissance Planning, with discussion aimed at freight planners, state DOTs, and transportation agencies. Register using the link above.
- [Transportation Consumer Price Index Shows Significant Increase in Transportation Costs](#): Bureau of Transportation Statistics (BTS) reported that transportation prices rose 7.1% from April 2025 to April 2026, accounting for nearly a third of overall inflation as measured by the CPI. Gasoline was the largest driver, rising 28.4% year-over-year and contributing 24.2% of total inflation, followed by airline fares and vehicle maintenance, while used vehicle prices helped offset some of the increase.
- [USDOT Announces NOFO for the Bridge Investment Program \(BIP\)](#): USDOT announced that the FY23-FY26 BIP NOFO is now available, making \$3 billion available through both a planning and bridge project application. The planning grant is focused on planning, feasibility analyses, and revenue forecasting associated with future BIP eligible projects and the Bridge Project application is focused on bridge replacement, rehabilitation, preservation, and protection projects with total eligible costs of \$100 million or less.

EPA

- [EPA Proposes Changes to Federal Air Permits for Industrial Projects](#): The EPA has proposed changes that would let industrial projects, including data centers and power plants, begin some non-polluting construction before securing full federal air permits, a move the EPA says will reduce delays and accelerate infrastructure development tied to manufacturing and AI. The agency also issued separate guidance to speed up Title V air permits reviews by allowing federal review to overlap with public comment periods, aiming to shorten approval timelines while keeping existing public input requirements in place.



National News



- [**Transportation for America \(T4A\) Study Looks at How States have spent Federal Transportation Funding:**](#) A new report from T4A found that despite record federal transportation funding under the IIJA, many state DOTs prioritized highway expansion over repairing deteriorating roads and bridges, leaving 16.3 percent of eligible U.S. roads in poor condition in 2024. The report argues Congress should adopt enforceable “fix it first” requirements in the next transportation law to ensure federal dollars are spent on maintenance before costly new highway projects that worsen long-term repair backlogs.
 - [**Philadelphia’s Zero Fare Transit Pilot Program Found to Reduce Financial Stress:**](#) A new report on Philadelphia’s Zero Fare transit pilot program found that fully subsidized public transit significantly reduced financial stress and improved access to jobs, healthcare, education, and daily necessities for low-income residents. The study also found that automatic, application-free enrollment dramatically boosted participation rates compared to traditional discounted fare programs, highlighting how low-barrier transit assistance can improve mobility, ridership, and public trust.
 - [**National League of Cities Releases their 2026 Municipal Infrastructure Conditions \(MIC\) Survey:**](#) The 2026 municipal infrastructure survey shows that local governments are continuing to prioritize core systems like roads, water, sewer, and stormwater, but many are facing increasing strain from rising costs, workforce shortages, and uncertain funding. Compared with 2022, cities are relying more heavily on locally generated cash-based funding rather than borrowing, while federal grants remain especially important for transportation and water projects.
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Notice of Funding Opportunities

- [**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
- [**Port Infrastructure Development Program \(PIDP\):**](#) The Port Infrastructure Development Program (PIDP) is a discretionary grant program administered by the Maritime Administration. Funds for the PIDP are awarded on a competitive basis to projects that improve the safety, efficiency, or reliability of the movement of goods into, out of, around, or within a port.
 - **Deadline:** June 1, 2026
- [**Railroad Crossing Elimination Grant Program \(RCE\):**](#) The purpose of the Crossing Safety Program is to fund highway-rail or pathway-rail grade crossing improvement projects, including but not limited to grade crossing elimination projects, that focus on improving the safety and mobility of people and goods.
 - **Deadline:** June 8, 2026



-  **Bridge Investment Program (BIP):** BIP is a competitive, discretionary program that focuses on existing bridges to reduce the overall number of bridges in poor condition, or in fair condition at risk of falling into poor condition.
 - **Planning Grant Deadline:** June 15, 2026
 - **Bridge Project Deadline:** June 29, 2026
-  **Consolidated Rail Infrastructure and Safety Improvements Program (CRISI):** This program provides funding for projects that improve the safety, efficiency, and reliability of intercity passenger and freight rail.
 - **Deadline:** June 22, 2026
-  **Pilot Program for Transit-Oriented Development Planning:** The Pilot Program for TOD Planning helps support FTA’s mission of improving America’s communities through public transportation by providing funding to local communities to integrate land use and transportation planning with a new fixed guideway or core capacity transit capital investment.
 - **Deadline:** July 10, 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

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

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