



The National Beat

May 29, 2026

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Feature Focus

The BUILD America 250 Act, House Appropriations THUD Funding Bill, and the BASICS Act

[The BUILD America 250 Act](#)

On May 17, the House T&I Committee released the legislative text for the next surface transportation reauthorization bill. Titled the “Building Unrivaled Infrastructure and Long-term Development (BUILD) for America’s 250th Act,” the legislation would authorize approximately \$580 billion dollars with **90% (\$474 billion) provided through formula funding**. This is a key difference with the previous iteration of the surface transportation bill (IIJA) which offered nearly 24% of funding through competitive grant programs.

AMPO will be hosting a webinar on Friday, June 5, from 1:30 – 3:30 (ET) to review the BUILD America 250 Act and to answer questions about the bill. Please register [here](#).

AMPO will also release a full detailed analysis of the BUILD America 250 Act next week, ahead of the webinar. Please review the analysis once it is released for a detailed overview of all provisions within the House-introduced surface bill. Below you can find a high-level overview of the amendment process and key provisions included in the bill.

Amendments

On May 21, the House T&I held a nearly 15-hour markup for the bill, passing the legislation out of committee with a vote of 62-2, reflecting strong bipartisan support. The markup began with adoption of a [manager’s amendment](#) that made many technical adjustments to the BUILD America 250 Act, covering everything from reshuffling highway funding timelines to adding new program eligibilities, study requirements, and sense-of-Congress resolutions. The changes touch nearly every mode of transportation, with notable provisions on bridge safety, wildlife crossings, trucking weight exemptions, transit funding, and new interdisciplinary safety teams.

In addition to the manager’s amendment, the Committee debated nearly 300 amendments. Several notable amendments were adopted:

- **Freight Rail:** The full [Railway Safety Act](#) was added, bringing new FRA regulations on hazardous materials tank cars (including speed limits), data-sharing mandates with local emergency responders, a two-person crew requirement for main line operations, and new funding mechanisms including a dedicated Hazardous Materials Emergency Preparedness Fund. A separate amendment from Rep. Titus adds mandatory twice-weekly visual track inspections with immediate remediation requirements.
 - This was one of the more closely watched amendments during markup. The White House publicly weighed in ahead of the vote, urging support for the measure, and the proposal has been the subject of fierce debate since the 2023 derailment in East Palestine, Ohio, with supporters arguing it is a necessary safety response and opponents raising concerns about prescriptive federal operating mandates.
- **Trucking:** Several weight and size exemptions were expanded, including a pilot program to raise Interstate weight limits to 91,000 pounds for six-axle vehicles, a nationwide weight



waiver for stinger-steered auto transporters up to 88,000 pounds, and a ban on state taxes on commercial motor vehicles. Amendments also addressed fraud detection in FMCSA's registration system and removed retrofit obligations for pre-FMVSS safety equipment after crashes.

- While these provisions are largely framed around freight efficiency and supply chain movement, AMPO is continuing to watch the potential impacts of heavier vehicles, particularly where truck traffic moves onto local roads and bridges that may not have been designed or maintained for higher-weight loads.
- **Liability:** Two amendments extended liability protections, one covering peer-to-peer car sharing platforms and another shielding transportation network companies (such as Uber and Lyft) from liability absent gross negligence or criminal wrongdoing.
- **Passenger Rail & Transit:** The most significant amendment clarifies Amtrak's eminent domain authority to include TOD projects near stations, allows Amtrak to develop those properties through public-private partnerships with revenues directed to capital needs, and exempts Amtrak-owned property from taxation. Bus rapid transit (BRT) projects were also made TIFIA-eligible.

How did Local Governments and MPOs Perform

As a result of persistent and effective engagement from both local governments and MPOs across the country, local governments will have access to **roughly 22% of federal transportation funding, with about 19% available through formula funding (Previously ~16% under IJJA)**. At a high-level, locals will maintain access to critical infrastructure funding through a mix of formula and competitive grant programs. These include:

- **The Formula Bridge Program:** Providing \$9.2 billion annually for the construction, replacement, rehabilitation, preservation, and improvement of bridges on public roads and culverts. Notable changes also include a 20 percent off-system bridge set-aside and a 25 percent set-aside for locally owned bridges.
 - The bridge discretionary program would also continue, making TMA MPOs eligible for funding – this program will be subject to annual appropriations.
 - Locally owned off-system bridges also will receive a 95% federal cost share (5% local match)
- **Safe Streets and Roads for All (SS4A): SS4A is reauthorized**, making \$3.75 billion available from FY 2027 – FY 2031.
- **Surface Transportation Accelerator Grant (STAG) Program:** Replacing the Rural Surface Transportation section of US Code, STAG would consolidate several federal grant programs, with authorized funding of \$2.4 billion annually. Funding for the project would include eligibilities similar to what is currently seen under the BUILD/RAISE program, but with funding allocated based on the following criteria:
 - 25 percent to rural projects.
 - 25 percent to urban projects.
 - 50 percent to local and regional projects.

There are several provisions that would strengthen the role and support for MPO planning:

- **PL eligibility expands** to include:



- Fiscal administration of local projects
- Preliminary design
- Local technical assistance
- Studies directly linked to transportation
- Critical data procurement
- **MPOs are eligible to be direct recipients of PL funds** based on their legal, technical, and financial capacity. This is a significant step toward reducing pass-through delays and giving MPOs that opt in more control over the planning resources they rely on.
- **PL funding increases by 9.6%** from FY 2026 to FY 2027 (\$474 million to \$540 million)
 - Among all core federal formula programs, PL funding had the largest FY 2026 to FY 2027 change – a major win for MPOs.
- **Federal cost share for planning funds increases to 90%** (previously at 80%), reducing the non-federal match burden for MPOs and local partners.
- **MPOs will receive access to FMIS**, improving transparency and helping MPOs better track federal funds.
- **STBG funding increases by 7.5%** from FY 2026 to FY 2027 (~\$15 billion to ~\$16.1 billion). STBG is one of the most flexible federal highway programs accessible to local and regional entities. (Another big win!)
- **Directs the Comptroller General to carry out studies** on discretionary grant program effectiveness, formula program effectiveness, and a review on state and local consultation practices

Taken together, these provisions reflect many of the core concepts AMPO and the LOT Coalition advanced through the BASICS Act: stronger local and regional access to funding, modernized planning resources, improved project delivery, and a more meaningful role for MPOs in how federal transportation dollars move from planning to implementation.

Provisions to Watch

While the bill includes several major wins for MPOs and local governments, AMPO is continuing to track several provisions closely.

- **The Consolidated Funding Pilot Program:** The bill would create a pilot program that would allow up to 10 states to receive their entire base apportionment as a lump sum block grant with broad flexibility to spend across major highway programs.
 - What has been communicated to AMPO so far is that the program would not eliminate the MPO planning processes or coordination role. However, it remains unclear how the pilot could affect MPO funding, suballocated funds, and regional decision-making within participating states.
- **The Carbon Reduction Program (CRP) and PROTECT Program are largely eliminated:** The bill eliminates the formula programs for CRP and PROTECT. The PROTECT discretionary program would remain, but would be subject to annual appropriations. Funding and eligibilities from the eliminated formula programs is redistributed into core formula programs.



- **NEVI is folded into CMAQ:** The bill integrates NEVI-related provisions into CMAQ, making EV charging infrastructure an eligible CMAQ activity and carrying over certain NEVI obligation requirements. CMAQ funding would increase by approximately 5.2 percent from FY 2026 to FY 2027. The integration of NEVI requirements could affect how much CMAQ funding remains available for other eligible activities, especially given a required 10% set-aside for FY 2027 CMAQ funds towards NEVI activities.
- **EVs receive annual fee:** The legislation would introduce a \$130 annual EV fee for EVs and a \$35 annual fee for hybrid vehicles, the first new revenue stream for the HTF in decades. While this provision will increase HTF revenue, it would not fully resolve the long-term solvency challenges facing the HTF.

Movement on the Hill

Movement on the next surface transportation reauthorization has now made significant progress within the House, as the House T&I committee, the [Science, Space, and Technology Committee](#), and the [Energy and Commerce Committee](#) have passed their versions of the bill. Next, House leadership will work to bring the legislation to the House floor for consideration, though there is no timeline for this yet.

There still remains to be significant progress towards a Senate-introduced bill. Recently, USDOT officials indicated that the agency should prepare for an extension of the current surface transportation bill – indicating that it is unlikely the Senate and House reach an agreement before the Sept. 30 deadline.

For MPOs, the key takeaway is that the House bill represents a good starting point. It does not include everything AMPO and the LOT Coalition sought, but it includes strong progress on several core priorities: strengthening PL, reducing match burdens, improving local and regional access to funding, and recognizing the role MPOs play in project delivery.

AMPO will continue analyzing the bill, tracking changes as the process moves forward, and working with members and partners to ensure that MPO priorities remain visible as Congress advances the next surface transportation reauthorization. Stay tuned for our detailed analysis of the bill!

[House Appropriations Committee Passes FY 2027 THUD Funding Bill](#)

The House Transportation-HUD Appropriations Subcommittee approved its FY2027 funding bill on May 22, with the full committee markup scheduled for June 4. The bill would provide \$92.2 billion in discretionary funding, \$10.7 billion lower than FY2026 levels. As a result, the committee used \$7.8 billion of IIJA advance appropriations and directed it towards USDOT discretionary funding. This adjustment meant that total USDOT funding for FY2027 would be around \$28.4 billion, only slightly less than FY2026 (\$28.7 billion).



TL;DR: *The bill relies heavily on IIJA transfers to maintain surface-level funding totals, while making real cuts to rail, transit, and several DOT discretionary accounts, and shows a gap between appropriator set funding levels and those expected in the recently introduced BUILD America 250 Act.*

Mode Overview

- FAA received a \$455 million operations increase, while FHWA obligation limits are frozen at \$62.66 billion with an additional \$1.135 billion transferred from the IIJA.
- FRA received \$271 million in new discretionary money, with much of its remaining funding drawn from IIJA advance appropriation transfers. As a result, the Federal-State Partnership Program received no new funding. Amtrak funding is cut by \$200 million on the Northeast Corridor and \$127 million on the National Network compared to last year, compounded by the expiration of IIJA Division J advances that had provided \$4.6 billion annually.
- FTA's Capital Investment Grants program received \$737 million sourced from IIJA FRA funding, and the Transit Infrastructure Grant program received \$973 million through IIJA transfers, of which \$875 million is specifically designated for mobility needs surrounding the 2028 Olympics and Paralympics in Southern California.
- Within OST, the BUILD program continues with \$550 million redirected from IIJA advance appropriations. Funding was also continued for priorities seen in FY2026 appropriations and in the President's FY2027 budget proposal, including \$100 million for the DC "Safe and Beautiful" infrastructure initiative.

What to Watch

The full committee markup on June 4 will be a critical next step for amendments and further debate. This will be an important moment for infrastructure funding, particularly given the recently introduced BUILD America 250 Act, which assumed appropriators would allocate greater amounts of funding to specific programs. With IIJA advance appropriations expiring on Sept. 30, there will be significant focus on how appropriators fund USDOT discretionary programs under a potentially more constrained budget going forward. AMPO will provide a more detailed analysis of FY2027 THUD appropriations as legislation advances in the Senate and once both House and Senate versions are complete.



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

The following representatives are now [signed on as cosponsors](#) for the **BASICS Act**, representing **bipartisan support from four states across the country**:

Sponsor: Rep. Kristen McDonald Rivet (D-MI)

Original Cosponsor: Rep. Rob Bresnahan (R-PA)

Cosponsors:

- Rep. Gabe Vasquez (D-NM)
- Rep. Frank Mrvan (D-IN)
- Rep. Salud Carbajal (D-CA)
- Rep. Kelly Morrison (D-MN)
- Rep. Joe Neguse (D-CO)
- Rep. Adam Smith (D-WA)
- Rep. Jay Obernolte (R-CA)
- Rep. James Baird (R-IN)
- Rep. Ken Calvert (R-CA)
- Rep. Derrick Van Orden (R-WI)
- Rep. Ryan Mackenzie (R-PA)
- Rep. David Valadao (R-CA)

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 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 that shapes the next surface transportation bill.

Where things stand:

- **House T&I.** The **BUILD America 250 Act** was passed out of committee on **May 21** with a **62-2** vote following a nearly 15-hour markup that considered nearly 300 amendments. The **bill authorizes approximately \$580 billion**, with 90% available through formula funding, a significant shift from the IJJA's heavier reliance on competitive grants.
 - **With the bill now through committee, House leadership will work to bring it to the floor, though no timeline has been set.**
- **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 IJJA'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.
 - Officials at USDOT have recently indicated that an extension is highly likely.

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

-  **[White House Backed Rail Safety Provision to be Included in House Surface Bill:](#)** The House T&I Committee adopted a White House-backed rail safety amendment to the BUILD America 250 Act in a 54-11 vote. The measure would impose new freight rail safety requirements including two-person crews and expanded hazardous materials oversight, drawing support from labor groups and opposition from industry groups who argued the provisions would raise costs without addressing the root causes of the East Palestine derailment.

- [!\[\]\(b9463851ebdd8a3525de1cceb8d92d53_img.jpg\) **Financing Behind the House Surface Bill:**](#) The House’s BUILD America 250 Act would provide roughly \$474 billion in guaranteed HTF spending over five years, a significant increase over the IJJA’s contract authority levels, but without the large advance appropriations that boosted IJJA funding for rail, transit, and multimodal programs. As a result, while the bill increases formula-based funding and shifts more dollars away from competitive grants, analysts note that overall guaranteed surface transportation funding would fall below IJJA levels unless Congress later provides more than \$100 billion in future annual appropriations, all while the legislation adds further pressure to the already-insolvent HTF despite new EV registration fees intended to raise additional revenue.
- [!\[\]\(9f995c877a90c057f78c081f2ddb8c28_img.jpg\) **House Science, Space, and Technology Committee Approves Portion of Surface Bill:**](#) The House Science, Space, and Technology Committee approved [**its portion of the surface transportation reauthorization package**](#), advancing [**HR 8748**](#), the Surface Transportation Research and Development Act, to be incorporated into the broader House transportation bill. The legislation extends and updates several federal transportation research programs, strengthens the role of the Bureau of Transportation Statistics, and includes new studies and initiatives related to EV fire response, transit workforce development, low-emissions materials, advanced transit technologies, freight rail safety, and transportation data and infrastructure innovation.
- [!\[\]\(238ca543ea70a1e89724b53dae075774_img.jpg\) **House Energy and Commerce Committee Approves Surface Bill Safety Title:**](#) At the same time the House T&I Committee advanced the main surface transportation reauthorization bill, the House E&C Committee approved its vehicle safety title, [**HR 7389**](#), the Motor Vehicle Modernization Act of 2026, by a 48-1 vote. The package includes provisions related to autonomous vehicles, vehicle data ownership, right-to-repair, anti-China supply chain measures, and AM radio requirements, with lawmakers signaling plans to continue negotiations on major unresolved issues before the full reauthorization package reaches the House floor later this summer.
- [!\[\]\(d05917fac7004605ba64949a0830c65b_img.jpg\) **What the House Introduced Surface Bill Means for Passenger Rail:**](#) Passenger rail advocates are criticizing the House’s BUILD America 250 Act for failing to guarantee long-term rail funding, warning that despite higher funding levels on paper, most rail programs would be subject to the annual appropriations process and could face steep cuts or political deadlock. The National Rail Passengers Association argues the bill prioritizes highways over passenger rail and risks undermining Amtrak expansion and other rail investments by replacing stable, advance appropriations with uncertain year-to-year funding battles.
- [!\[\]\(8f2bb4d407854a31ad520705ba7f0c24_img.jpg\) **Trucking Industry Expresses Support for the BUILD America 250 Act:**](#) The BUILD America 250 Act included several major trucking-related provisions backed by both the Owner-Operator Independent Drivers Association and American Trucking Associations. Key measures would guarantee truck drivers access to restroom facilities at shipping and receiving sites, expand federal support for truck parking through updates to Jason’s Law, and address issues such as cabotage enforcement, broker qualifications, lease-purchase transparency, cargo theft, and electronic logging device oversight.



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.

- [🔗 **USDOT Secretary Duffy Testifies at House and Senate THUD Appropriation Committees:**](#) Secretary of Transportation Sean Duffy appeared before House and Senate Appropriations Committees to present USDOT's FY2027 budget request, highlighting progress on air traffic control modernization, grant reviews, CAFE standard changes, and maritime and rail investments while urging Congress to fund ATC software upgrades, permitting reforms, and Merchant Marine Academy improvements. The hearings featured bipartisan debate over grant delays, Amtrak funding, transit safety, trucking regulation, and infrastructure funding gaps following IJA expiration, alongside broader policy disagreements over regulatory direction, project prioritization, and USDOT's evolving "Golden Age of Transportation" agenda.
- [🔗 **House and Senate Split over Housing Bill:**](#) Sen. Elizabeth Warren (D-MA) and Rep. Maxine Waters (D-CA) are split over competing Senate and House versions of a [major housing reform package](#), with Warren backing stricter limits on Wall Street investment in housing and Waters supporting a more industry-friendly compromise negotiated with House Republicans. The disagreement has complicated efforts to reconcile the bills and raises uncertainty over how Congress will finalize what could be the most significant federal housing legislation in decades.
- [🔗 **House to Hold FY 2027 THUD Markup on June 3:**](#) The House Appropriations Committee will be holding a full committee markup for FY 2027 Transportation and Housing and Urban Development (THUD) appropriations, which will fund both the USDOT and HUD federal agencies for the next year. AMPO will be providing an updated analysis of THUD funding following the markup.



Administration & Agencies

USDOT

- [🔗 **USDOT to Hold Webinar on TOD Pilot Program:**](#) On June 10 at 3 pm (ET), USDOT will be hosting a webinar to provide an overview of the recently announced \$28.5 million [Pilot Program for TOD Planning](#). The webinar will include an overview of the program and eligibility requirements, as well as an opportunity to ask questions. As a reminder, **applications for this program must be submitted by July 10, 2026.**
- [🔗 **Secretary Duffy Testifies Before Congress:**](#) At a House Transportation-HUD Appropriations subcommittee hearing, Secretary Duffy discussed issues including air traffic

control modernization, trucking licensing, Amtrak funding, and the Gateway rail project in a notably less combative setting than his [recent Senate appearance](#). While Democrats briefly questioned Duffy about his cross-country road trip series and remote work arrangements, much of the hearing focused on substantive transportation policy and funding issues. Next, FHWA Administrator Sean McMaster is to testify before the Senate EPW Committee on June 3 regarding the agency's FY 2027 budget request.



National News

- [🔗 Waymo Pauses Freeway Operations](#): Waymo has temporarily paused autonomous freeway operations while it updates its software to better handle certain construction zone scenarios, though surface street service remains active. The move follows a recent recall of nearly 3,800 robotaxis tied to risks associated with entering flooded high-speed roadways, underscoring ongoing safety and operational challenges as the company continues expanding autonomous vehicle deployment.
 - [🔗 Florida CDL Lawsuit Rejected by US Supreme Court](#): The US Supreme Court declined to hear a lawsuit from Florida accusing California and Washington of improperly issuing commercial driver licenses to undocumented immigrants, leaving in place lower court decisions rejecting the challenge. Florida argued the states were not adequately verifying immigration status and English proficiency under federal law, while California and Washington dismissed the case as politically motivated and defended their licensing practices.
 - [🔗 State Attorney Generals Oppose Proposed Rail Merger Between Union Pacific and Norfolk Southern](#): Attorneys general from six states urged the Surface Transportation Board (STB) to reject the revised merger application between Union Pacific and Norfolk Southern, arguing the filing remains incomplete and lacks critical details needed to assess competitive and economic impacts. The officials said the railroads failed to adequately explain market share data, future consolidation risks, and plans for jointly owned rail assets, raising concerns that the merger could reduce competition and harm shippers and consumers.
 - [🔗 Study Finds Infill Housing Delivers Fiscal Benefits for Communities](#): New research from the World Resources Institute, ECONorthwest, and the Pew Charitable Trusts finds that building housing near existing jobs, stores, and transit lowers infrastructure construction and maintenance costs while generating more property tax revenue per acre than development at the urban fringe. The study argues that reforms allowing more compact housing in established areas can improve affordability, strengthen local government finances, and reduce long-term infrastructure liabilities compared to sprawling development patterns.
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§ Notice of Funding Opportunities

- [!\[\]\(d25e96b37004bb0da300e6da96ee0cd4_img.jpg\) **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
- [!\[\]\(d3aa9c337ac999b14e00b7d8b3eddb7b_img.jpg\) **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
- [!\[\]\(ab79838378ac037f4cb6d7f5a97bf3d7_img.jpg\) **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
- [!\[\]\(7c71e3de03a819b7752b2c78e9a5360a_img.jpg\) **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
- [!\[\]\(01d650d17a45bc8a29eb2646a16957d3_img.jpg\) **Rail Vehicle Replacement Program**](#): Provides funding to help fund capital projects to replace rail rolling stock.
 - **Deadline:** July 6, 2026
- [!\[\]\(7d584cf94017c826ed268aba218b4d3c_img.jpg\) **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
- [!\[\]\(ed31163552a5561a0fcf7e3de6c8f0c2_img.jpg\) **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
- [!\[\]\(0f59d48317e86cb15aff42f46303d7cb_img.jpg\) **Public Transportation on Indian Reservations \(Tribal Transit\) Competitive Program**](#): Provides funds for planning, public transportation capital projects, operating costs, job access reverse commute projects, and the acquisition of public transportation service to tribes located in rural areas (those with a population under 50,000).
 - **Deadline:** August 25, 2026

[!\[\]\(ad6ab0b77b86612fcbfecc8e2418b31e_img.jpg\) Access **AMPO's NOFO Tracker** \[here\]\(#\).](#)



Recent Editions

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