



The National Beat

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Feature Focus

AMPO Census Bureau Proposed Rule Comments, USDOT Finalizes CAFE Standards, USDOT Finalizes DBE & ACDBE Rule, & FTA Issues Request for Comments for Proposed CIG Policy Guidance

[AMPO Comments on the Census Bureau's Proposed Rule on Residence Criteria and Demographic Questions](#)

On Sept. 10, the [Census Bureau and the Department of Commerce \(DOC\)](#) issued a [proposed rule](#) that would alter the existing census residence criteria and additionally proposed the removal of specific demographic questions from the decennial census. Based on MPO feedback, the proposed rule could have significant impacts on:

- Funding, suballocation, and congressional apportionment
- Designation thresholds and specific transportation program eligibility
- MPO forecasting, modeling, and long-range planning analyses
- Compliance with Title VI programs
- Completing project-level analyses or using small-area and demographic data within core planning products
- Population counts in areas with seasonal migration and areas with large immigrant, agricultural, or foreign student populations.
- Data consistency across all planning activities and the potential need to rely on alternative data sources.

 For more context, please see [AMPO's Sept. 25 edition of the National Beat](#)

To better understand the implications of the proposed rule and how it will affect MPOs and the transportation industry, AMPO, the National Association of Regional Councils (NARC), and the National Association of Development Organizations (NADO) [submitted a letter requesting a 60-day extension of the comment period](#). **The comment period was subsequently extended until November 2.**

Additionally, [AMPO submitted formal comments](#) to the Federal Register reflecting feedback and analysis from the AMPO Board, Policy Committee, ART Committee, broader membership, and national partners. AMPO's comments focused on the technical implications of the proposed rule on metropolitan transportation planning, including population and demographic data continuity, forecasting and travel-demand modeling, MPO and TMA designations, transportation funding and eligibility, Title VI responsibilities, and small-area planning.

Resources

AMPO has developed a [customizable MPO comment letter template](#) that MPOs can use to submit their own comments. The template is designed to be tailored with examples from your region, including how Census population and demographic data support forecasting, modeling,



federal program requirements, Title VI analysis, and other transportation planning activities.
Comments are now due Nov. 2.

- [AMPO Comment Letter](#)
- [MPO Tailorable Comment Letter Template](#)
- [September 25 National Beat Analysis](#)
- [Census Proposed Rule Webinar Recording](#)
- [Decennial Census of the Population of Americans; Proposed Residence Criteria and Proposed Regulations for Demographic Questions](#)
- [CRS Report: Citizenship and Residence Criteria for the 2030 Census: Recent Developments](#)
- [Submit Comments on Regulations.gov](#)

[USDOT Finalizes Rule on New Corporate Average Fuel Economy \(CAFE\) Standards](#)

On Sept. 30, the National Highway Traffic Safety Administration (NHTSA) issued [a final rule to lower passenger vehicle and light truck Corporate Average Fuel Economy \(CAFE\) standards for model years \(MY\) 2022 to 2031](#). These standards regulate the fuel efficiency of vehicles, with the final rule lowering previous standards set in 2020, 2022, and 2024. The final rule argues that previous CAFE standards considered EV fuel-economy performance and compliance credits in ways that were not consistent with statutory requirements. NHTSA states that the final rule will align CAFE standards with what is defined in statute and will allow vehicle manufacturers to appropriately balance four key factors: technological feasibility, economic practicability, the US need to conserve energy, and the effect of other government motor vehicle standards on fuel economy.

TL;DR: NHTSA's final rule resets CAFE standards for MY 2022-2031 to lower levels than those established in previous rules. New standards will modestly increase passenger and light truck standards annually until reaching a projected 34.9 mpg fleetwide average in MY 2031 (originally 50.4 mpg). The rule will also end inter-manufacturer credit trading starting with MY 2028 credits and reclassify light trucks as passenger cars starting in MY 2030. **The rule is effective Nov. 30, 2026.**

Background

On Dec. 5, 2025, NHTSA issued a [notice of proposed rulemaking on the Safer Affordable Fuel-Efficient \(SAFE\) Vehicles Rule III for Model Years 2022 to 2031 Passenger Cars and Light Trucks](#). The Sept. 30 rule is finalizing this rulemaking, marking a significant shift away from previous alterations to CAFE standards. For additional information on the implications of this final rule and the regulatory rationale for the rule, please see [AMPO's Dec. 5, 2025, National Beat analysis of the Notice of Proposed Rulemaking \(NPRM\)](#).



While the final rule includes most of the suggested regulatory changes from the December proposed rule, the following is a high-level overview of CAFE standard changes and changes made to the rule following the public comment period.

Revised Standards

Under the final rule, NHTSA will increase the fuel economy standards, starting with MY 2022 as a baseline, by .90 percent each year through MY 2029 and by 1 percent each subsequent year until MY 2031. Similarly, for non-passenger vehicles such as light trucks, fuel economy standards will increase by .51 percent each year through MY 2029 and by 1 percent each subsequent year through MY 2031. For both vehicle classifications, MY 2030 will have lower standards to allow manufactures to adjust to the final rule's classification adjustments described in the paragraphs below.

Across all vehicle classifications, NHTSA projects that the standards will combine to an industry fleetwide average of 34.9 mpg in MY 2031 (NPRM was 34.5 mpg and existing 2024 standards were set at 50.4 mpg). Additionally, NHTSA is finalizing new minimum domestic passenger car standards for MY 2022-2026 and MY 2027-2031, which applies to passenger vehicles manufactured in the US. Overall, **NHTSA estimates that such changes will reduce average up-front vehicle costs by \$1,290.**

NHTSA Estimated Required CAFE Levels

Model Year	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
Passenger Car (mpg)										
Required	37.4	37.5	38.1	38.5	38.9	39.2	39.6	39.9	39.8	40.2
Light Trucks (mpg)										
Required	29.4	29.7	29.8	30.0	30.1	30.3	30.4	30.6	26.2	26.4
Minimum Domestic Passenger Car Standards (mpg)										
Required	34.3	34.5	35.1	35.4	35.7	35.8	36.1	36.4	36.3	36.6

Note: The final rules projected MY 2031 fleetwide average of 34.9 mpg is slightly higher than the 2025 NPRM projection of 34.5 mpg and significantly lower than the 50.4 mpg projected under the 2024 rule.

Additional Changes

- **Credit Trading:** NHTSA is eliminating inter-manufacturer credit trading beginning with credits earned in MY 2028.
 - **Justification:** NHTSA says the program was intended to improve the cost effectiveness of CAFE standards, but they argue that EV manufacturers have sold credits to non-EV manufacturers, allowing those manufacturers to rely on purchased credits rather than making investments in their own fleets.
- **Air Conditioning and Off-Cycle Technologies:** Beginning in MY 2028, NHTSA will remove air conditioning (AC) efficiency and off-cycle (OC) fuel consumption improvement values from its standard-setting analysis.



- **Justification:** NHTSA says this avoids relying on technologies with questionable fuel economy benefits that consumers do not demand.
- **Vehicle Reclassification:** Beginning in MY 2030, passenger cars will be vehicles primarily designed to move people, and light trucks will be vehicles primarily designed to operate off-highway or move cargo.
 - **Justification:** 68 percent of the light-duty fleet meets the current light truck definition, but most of those vehicles cannot realistically operate off highway or move much cargo.

Industry Perspectives

- **Fuel Costs:** While initial vehicle prices could be lower, recent and long-term high-fuel costs could offset initial cost savings with less fuel-efficient vehicles.
- **Pollution and Public Health:** Less fuel-efficient vehicles could lead to increased gasoline consumption, higher emission rates, and greater climate and health impacts.
- **Competitiveness:** The impact of the rule on US automobile competitiveness is mixed, with automakers signaling that the rule provides manufacturers with greater flexibility, while others argue that less stringent standards could make US manufacturers less competitive globally as other markets shift toward more fuel-efficient and electric vehicles.
- **Regulatory Uncertainty:** While the final rule is effective Nov. 30, legal challenges and the possibility that future administrations could change the standards again could create uncertainty for automakers making long-term investment and production decisions.

Regional Considerations

As iterated in [AMPO's previous analysis of the NPRM](#), MPOs are not regulators of vehicle technology, but changes to vehicle emission or fuel efficiency standards may impact long-term planning considerations at the regional level, specifically when modeling vehicle emissions because of higher regional emissions from less-fuel efficient vehicles. This specifically has implications for MPOs in regions that are in non-attainment or maintenance status for National Ambient Air Quality Standards (NAAQS). Similarly, changes to fuel economy standards could affect long-term regional planning assumptions related to vehicle technology, fleet composition, and emissions. These changes may also have implications for regional assumptions about transportation electrification and EV infrastructure needs.

[USDOT Issues Final Rule to the Disadvantaged Business Enterprise \(DBE\) and Airport Concession Disadvantaged Business Enterprise \(ACDBE\) Programs](#)

On Sept. 25, USDOT issued a final rule to the DBE and ACDBE programs following an initial interim final rule (IFR) that was published on Oct. 3, 2025. **The final rule will eliminate race- and sex-based presumptions that USDOT originally determined to be unconstitutional in their IFR. Now, determinations of disadvantaged will be based on individual social and economic**



evaluations. The final rule also addresses the 637 public comments that were submitted in addition to clarifications on substantive changes from the IFR. At a high-level, the final rule will:

- **Finalize the IFR framework with minor modifications.** The final rule adopts the IFR's structure, including the removal of race- and sex-based presumptions and makes few substantive changes in response to comments.
- **Maintain individualized determinations for all firms.** Both new applicants and currently certified DBE and ACDBE firms must demonstrate social and economic disadvantage through a personal narrative process.
- **Establish specific reevaluation deadlines.** The final rule adds deadlines for the reevaluation of existing firms (**Dec. 24, 2026**), which Unified Certification Programs (UCPs) will use to recertify firms that meet the individualized standard and decertify those that do not.
- **Carry forward the IFR's economic analysis.** USDOT states that the rule's changes do not change compliance costs or burden hours, so the IFR's original estimates that ~40,000 firms will need to be reevaluated is still accurate, in addition to the estimated \$95 million one-time implementation cost.

MPO impact

While MPOs are not typically direct DBE certifiers, the final rule confirms that the IFR's changes will remain in place and may affect regional planning and contracting. Some procurements may continue to lack active DBE goals until UCPs complete reevaluations, and MPOs may see adjustments to DBE reporting or procurement requirements through TIP/STIP coordination with state DOTs. These changes may also shape future reauthorization discussions on small business participation and administrative burden. For more information, please see our analysis from Oct. 9 below.

➡ Please see [AMPO's Oct. 9, 2025, Analysis of the IFR](#) for more information

[FTA Releases a Request for Comments on Proposed Policy Guidance for the Capital Investment Grant \(CIG\) Program](#)

On Oct. 1, the [FTA issued a request for comments on proposed policy guidance for the CIG program](#). The proposed revisions to existing guidance are focused on streamlining the grant process, improving CIG project sponsor accountability, and improving general policy guidance readability. **The FTA is opening a 45-day comment period before issuing their final CIG policy guidance** which will be effective immediately once published. **Comments are due on Nov. 16, 2026.**

***TL;DR:** FTA has proposed changes to the CIG Policy Guidance that would streamline the guidance, tighten project readiness and funding requirements, standardize project evaluation, and establish a more formal methodology for determining the federal CIG share. The proposal would also reweight project justification criteria, expand eligibility for certain*



rating warrants and enrichments, increase non-federal financial commitment requirements, and strengthen verification of transit asset management information.

Overview of Proposed Changes

AMPO is currently working on an in-depth analysis of the proposed policy guidance changes and their implications for MPOs and projects currently in the CIG pipeline. Until then, please see the following high-level overview of proposed changes:

FTA has proposed changes to the Capital Investment Grants (CIG) Policy Guidance that would reorganize the document by program process, tighten project readiness and funding requirements, standardize how projects are evaluated, and more explicitly tie the federal CIG share to project ratings. The proposal also places greater emphasis on cost effectiveness, congestion relief, transit ridership, and local financial commitment, while reducing the relative weight of environmental benefits and affordable housing and creating additional incentives for projects seeking lower federal shares. The following is a non-exhaustive, high-level overview of the proposed policy guidance:

- **Streamline the Guidance**
 - The FTA stated that the previous CIG Policy Guidance was duplicative across each CIG category chapter. The new guidance would reorganize the document by major program element (Program Overview, Process, Evaluation and Rating, and Bundles) rather than by project category. These are non-substantive changes with no alterations to existing CIG requirements.
- **Tighten Readiness Requirements**
 - Sponsors would need to initiate the environmental review under NEPA before requesting entry into Project Development and submit a complete request within 30 days of submitting an initial request to FTA.
 - Project Development milestones would be added at three months and at one year, including a 15 percent design threshold.
 - New Starts and Core Capacity projects would need 50 percent of non-CIG funds committed before entering Engineering (originally 30 percent).
- **Tie the CIG Funding Share to Ratings**
 - FTA would use a formal methodology based on project ratings to determine a project's CIG percentage share, with adjustments based on the six Project Justification criteria.
 - FTA would also provide CIG percentage share boosts based on birth and marriage rates.
- **Standardize Evaluation**
 - All CIG categories would use the same cost-effectiveness measure currently used for New Starts projects.
 - Enrichments would be altered, removing all enrichment activities except joint development and adding safety and security as new enrichment activities.
- **Reweight Project Justification Criteria**



- FTA would change the weighting of economic development criterion subfactors to where “supportive zoning in station areas” and “performance and impacts of transit-supportive plans and policies” would both be weighted at 40 percent while “tools to maintain or increase the share of affordable housing in station areas” would decrease to 20 percent (originally all equally weighted).
- For project justification criteria, such as cost-effectiveness and economic development and land use, each criterion would now receive a separate weight (currently weighted equally). Cost-effectiveness would receive the highest weight.
- **Expand Warrants**
 - All three project categories could qualify based on cost-effectiveness and ridership thresholds, with qualifying projects receiving a Medium-High rating across all six criteria.
 - Projects seeking a federal share of 25 percent or less that meet the applicable warrant thresholds could receive a High rating across all six criteria and full pre-award authority.
- **Raise the Bar on Local Financial Commitment**
 - FTA proposes to change the local financial commitment evaluation and the weighting of the three subfactors: “current capital and operating condition” to 20 percent, “commitment of funds” to 20 percent, and “reasonableness of the financial plan” to 60 percent.
 - FTA also proposes to round down the calculated local financial commitment summary rating when it falls between two rating levels, rather than rounding up – adding stringency in financial evaluations.
- **Strengthen TAM Verification**
 - FTA would review National Transit Database (NTD) submissions against Transit Asset Management (TAM) plans and state of good repair targets as part of the verification process.

AMPO will be providing a more detailed analysis of the proposed guidance in the coming week in addition to engaging industry stakeholders to better understand the implications of the proposed changes. If you have any questions regarding the proposed policy guidance or have interest in submitting comments, please contact AMPO’s Legislative Director [Katie Economou](#).



Federal Roundup

***Congress:** Reauthorization and Legislative Activity*

***Administration & Agencies:** USDOT, OMB, FMCSA, Treasury, GAO, & HUD*



Congress

Congressional “Vibe” Check



Reauthorization. Reauthorization discussions have slowed significantly as the November midterm elections approach and as Congress enters a month-long recess to campaign in-state. [The recently passed continuing resolution](#) extended the IIJA deadline to Dec. 11, giving Congress two paths forward: pass a full surface transportation reauthorization ahead of that deadline, or pass another extension that pushes reauthorization into 2027.

Right now, an extension looks far more likely. Congress will have little floor time to consider a full reauthorization bill before December, and competing priorities with other major legislation make passage of the next surface bill unlikely in that window, particularly since the Senate has not yet introduced its version of a surface bill and the House has not held a full floor vote on its version. The most probable outcome in the next few months is another IIJA extension into spring 2027.

Where things stand:

- The BA250 Act is currently pending consideration by the House Ways and Means Committee. Chair Jason Smith (R-MO) said that the committee is discussing the legislation but there is uncertainty about when it will be brought forward for committee consideration. House Speaker Mike Johnson (R-LA) indicated that reauthorization is a priority, and he hopes to bring it for floor consideration following midterm elections.
- **Senate.** EPW is the furthest along of the Senate authorizing committees. Chair Shelley Moore Capito (R-WV) announced that her committee would not release legislative text for the next surface bill until after the midterm elections, meaning reauthorization will have to wait until the November lame duck period.
 - Senate Banking also plays a critical role in the development of the next surface bill, handling the transit title of the legislation. The committee's Ranking Member Elizabeth Warren (D-MA) expressed uncertainty about when her committee would release legislative text, with Senate EPW Ranking Member Sheldon Whitehouse (D-RI) indicating that a transit title still requires significant progress.

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.

- [Senate EPW and Energy and Natural Resources \(ENR\) Committees Introduce Bipartisan Permitting Reform Legislation: On Sept. 30, the Senate EPW and ENR Committees introduced the \[Bipartisan American Affordability and Jobs Act of 2026\]\(#\)](#), which would reform environmental review and permitting processes to speed up major U.S. energy projects. Key provisions include two-year deadlines for environmental impact statements, new



deadlines for state Clean Water Act reviews, required utility coordination on regional and interregional transmission planning, and a requirement that data center developers pay for the transmission and other costs of AI infrastructure. **In the coming week, AMPO will provide an in-depth analysis of the legislation and its regional implications.** Committee and floor consideration is not expected until after the November midterm elections, with House Democrats signaling they may wait for a stronger negotiating position in the new Congress and the Senate eyeing the lame duck period for full chamber Consideration.

-  [House Democrats Set Housing Agenda for Next Congress:](#) House Democrats' housing agenda for the 120th Congress recommends increased oversight of HUD and actions to address housing affordability, expand housing supply, improve financing, and strengthen consumer protections. Early priorities include funding the [21st Century Road to Housing Act](#), reviewing HUD operations and staffing, and pursuing policies to increase housing production and support homeowners, tenants, and people experiencing homelessness.
-  [Senate Bill to Ban Chinese-Tied Cars is Stalled:](#) Sen. Bernie Moreno (R-OH) introduced [S. 4429](#) that would ban companies with more than 15% ownership by Chinese companies from selling in the US. The legislation was approved by the Senate Commerce Committee in July and now awaits full Senate consideration. While Sen. Moreno originally intended on using a Senate fast-track approval process, opposition from other Republican Senators will stall full consideration of the legislation until after the November midterm elections.
-  [IIJA Advance Appropriation Expiration and Transit and Passenger Rail Funding Cuts:](#) With the IIJA's advance appropriations expiration on Sept. 30, public transit funding could be reduced by 20 percent and passenger rail funding could be reduced by more than 80 percent according to a recent APTA analysis. Smaller communities and rural areas may be particularly impacted, while prolonged uncertainty could delay transportation projects and complicate state and local investment decisions.



Administration & Agencies

USDOT

-  [FTA and FHWA to Host Webinar on Performance Based-Asset Management Investment Strategies:](#) The FTA and FHWA will be hosting a webinar to evaluate how organizations are linking asset-related performance targets and state of good repair goals to funding decisions. They will review 11 case studies on best practices identified by MPOs, transit agencies, and State DOTs that support the transportation decision-making process. **The webinar is on Oct. 13 from 2 to 3 pm (ET) and you can register [here](#).**
-  [USDOT Announces \\$426 Million in INFRA Grants:](#) USDOT announced \$426 million in INFRA awards that will invest in infrastructure projects across 12 states. The program specifically funds multimodal freight and highway projects of national and regional significance, and will fund projects in states such as California, Florida, Kansas, Kentucky, and New Jersey. Please see the full award fact sheet [here](#).

OMB

-  **[OMB Proposes Pocket Recission, Cancelling \\$1 Billion in Congressional Appropriated Funding:](#)** The Office of Management and Budget (OMB) announced the cancellation of nearly \$1 billion in congressional appropriations through a “pocket rescission,” targeting federal programs they labeled as wasteful, duplicative, or misaligned with its priorities, including programs related to immigration, education, housing, health research, and minority business development. **The proposal includes \$567 million in HHS funds for services to non-citizens, \$56 million in HUD housing counseling funds, and other reductions across HHS, DHS, DOJ, Education, and the Treasury departments.** On Sept. 29, the Government Accountability Office (GAO) found that the rescission was unlawful, complicating the ongoing debate around the Executive Branch’s ability to influence Congressionally appropriated funds. This continues the debate on the issue following an earlier administrative effort to cancel [USDOT](#), energy, and other federally funded programs.

On Sept. 30, Senators Jeff Merkley (D-OR) and Patty Murray (D-WA) led a measure to restore rescinded funding and to prevent future congressionally appropriated funding from being rescinded 90 days before the funding expires. While the measure was **[blocked by Sen. Ron Johnson \(R-WI\)](#)**, some Republican Senators such as Sen. Lisa Murkowski (R-AK) are looking for ways to ensure that congressionally appropriated funding is being used as intended, while other Republicans such as **[Majority Leader John Thune \(R-SD\)](#)** believe the issue will need to be settled through the court system.

FMCSA

-  **[FMCSA to Close Trucking Out-Of-Service Loophole for Drug Violations:](#)** FMCSA will begin rulemaking to close a regulatory gap that can allow commercial truck drivers placed out of service for drug possession to continue driving after the drugs have been confiscated. The proposed change would establish a 24-hour out-of-service period for drug-possession violations and explicitly prohibit drivers from operating during that period, similar to existing alcohol-related rules.

Treasury

-  **[White House Considers a Temporary Ban on Diesel Exports:](#)** The White House is considering whether to ban diesel fuel exports as the country faces pressure to address high diesel prices ahead of the midterm elections. Energy Secretary Chris Wright opposes an export ban, warning it could raise gasoline prices, while the White House is considering alternatives including increased diesel supplies from Europe. **[Industry representatives argue](#)** that restricting exports could tighten domestic fuel supplies, reduce refinery production, and further increase diesel and gasoline prices, particularly during ongoing global energy and supply-chain disruptions.

GAO

-  [**A Government Accountability Office \(GAO\) Report Finds that FEMA Has Slowed Grant Awards for Building Resilient Infrastructure and Communities \(BRIC\) Grants:**](#) As of March 2025, FEMA had awarded 1,245 BRIC subgrants totaling about \$2.5 billion, but had reimbursed only \$62 million, while 700 subapplications costing nearly \$2.2 billion remained after lengthy reviews. GAO found that FEMA's decision to end the BRIC program in April 2025 created funding uncertainty that delayed mitigation projects and likely increased costs. FEMA also lacked consistent performance measures, limiting its ability to assess BRIC's effectiveness and inform program decisions.

HUD

-  [**HUD and USDA Sign Memorandum to Explore Housing Environmental and Inspection Streamlining:**](#) HUD and USDA signed a memorandum of understanding to explore streamlining environmental reviews and physical inspections for federally supported housing, including eliminating duplicative requirements and considering joint inspections. The agreement fulfills a requirement in the [**21st Century ROAD to Housing Act**](#), which also directs the agencies to report to Congress by July 2027 on potential changes to improve the efficiency of federally funded housing projects.



National News

-  [**The Urban Institute Analysis of Rising Gas Prices and the Need for Greater Transit Investment:**](#) Rising gas prices are increasing transportation costs across the country, with the typical driver spending about \$65 more per month than a year ago, though impacts vary by state, vehicle type, and driving distance. The Urban Institute's analysis argues that policymakers can reduce households' exposure to fuel costs by expanding public transit and active transportation options, supporting transit-oriented development, and encouraging vehicle electrification and fuel efficiency.
-  [**Ohio Passes Legislation to Temporarily Suspend State Gas Tax:**](#) The Ohio State Legislature passed legislation to suspend the state's gas tax through the end of the year. The legislation passed with bipartisan support and is intended to help provide relief from recent high gas prices. Specifically, the legislation would suspend the 38.5 cent tax per gallon of gasoline and the 47-cent tax on diesel fuel for 90 days. To cover the loss revenue for the State DOT, the legislature directed \$726 million to ODOT to ensure road maintenance is still funded. [**Ohio becomes one of many states to temporarily suspend their state gas tax**](#) amid a period of high-gas prices. They join Georgia and Indiana, as well as other states who have taken measures to either suspend or limit increases in state gas taxes while prices stay elevated.
-  [**Rethinking the Surface Transportation Policy Framework:**](#) Brookings Institute published an article discussing US surface transportation policy and that it has historically prioritized interstate commerce and large-lot housing, contributing to challenges with safety, affordability, accessibility, and infrastructure conditions in built-up areas. It proposes goals for a new



transportation policy paradigm focusing on industrial competitiveness, household prosperity, and public health and asset resilience. They argue that achieving these goals will require stronger coordination among states, regional entities, and municipalities, along with better understanding and sharing of successful intergovernmental partnerships. This article is also an introduction to a larger Brookings Institute multiyear study on how states, regions, and localities can better work together to address surface transportation challenges.

Notice of Funding Opportunities

-  [Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation Program \(PROTECT\)](#): The PROTECT Competitive Grant Program provides funding to plan for and make surface transportation more resilient to current and future weather events, natural disasters, and changing conditions, such as severe storms, flooding, drought, levee and dam failures, wildfire, rockslides, mudslides, sea level rise, extreme weather, including extreme temperatures, and earthquakes.
 - **Deadline:** Oct. 9, 2026
-  [Wildlife Crossing Pilot Program \(WCPP\)](#): The WCPP provides funding to eligible entities for projects seeking to improve safety of the traveling public by reducing the number of wildlife-vehicle collisions (WVC) and, in doing so, improve habitat connectivity for terrestrial and aquatic species.
 - **Deadline:** Nov. 16, 2026

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

Recent Editions

- [September 25 \(2026\)](#)
- [September 4 \(2026\)](#)
- [August 28 \(2026\)](#)

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