

The National Beat

November 26th, 2024

Contents

Federal Updates.....	1
USDOT.....	4
Congressional Hearings, Meetings, and Markups	6
National Transportation News.....	6
AMPO Analysis	7
Notice of Proposed Guidance: Evaluation of the Appropriateness of Public-Private Partnership Project Delivery Including Value for Money or Comparable Analyses	7
NPRM on Asset Management Plans; Management and Monitoring Systems	8
NOFOs	9
New (MPO Eligible)	9
Upcoming NOFOs (MPO Eligible).....	10

Federal Updates

On November 22nd, Eno Transportation reported that President-elect Trump announced plans to establish a federal advisory committee, the Department of Government Efficiency (DOGE), led by Elon Musk and Vivek Ramaswamy. The committee aims to identify and eliminate government inefficiency and fraud, mirroring efforts like Reagan's Grace Commission in the 1980s and Gore's National Performance Review in the 1990s. Past attempts yielded some impactful reforms, such as military base closures and pension program consolidations, but many proposals, particularly sweeping cuts in transportation programs, faced Congressional resistance. While DOGE may recommend significant changes, its ability to enact them will depend on Congressional support, which remains uncertain given the current political dynamics. [Read more](#). *If you're unable to access the article, please email Katie Economou at, keconomou@ampo.org.*

On November 22nd, Politico reported that in a letter to members of the Republican Steering Committee, Rep. Rick Crawford (R-AR) outlined his vision for chairing the House T&I Committee, focusing on reducing grants under the IIJA and overhauling the Highway Trust Fund (HTF). Crawford's six-point "America MOVES" agenda includes empowering state and local governments through formula grant programs, finding new funding mechanisms for the HTF, and advocating for user fees that include electric vehicles while protecting rural users. Crawford also emphasized addressing critical infrastructure vulnerabilities to foreign influence and clarifying regulations like Waters of the United States following recent Supreme Court rulings. His plan seeks to align policy and funding through a task force involving

Transportation and Ways and Means Committee members. [Read more](#). *If you're unable to access the article, please email Katie Economou at, keconomou@ampo.org.*

On November 20th, during a Senate Appropriations Committee, USDOT Secretary Buttigieg urged Senate appropriators to replenish the USDOT's disaster relief fund, which is nearing depletion with only \$120 million left to address \$8.1 billion in identified needs. The fund, critical for ongoing projects like the Francis Scott Key Bridge rebuild and recovery from Hurricanes Helene and Milton, risks running out before addressing pending and future disasters. [Read more](#).

On November 19th, Politico reported that President Joe Biden's \$7.5 billion initiative to build a nationwide EV charging network is likely insulated from significant rollback efforts by the incoming Trump administration. Experts highlighted that the funds allocated under the IJA are largely committed or protected by legislative guardrails, making it difficult to redirect or rescind them without congressional action. The programs, including the National Electric Vehicle Infrastructure (NEVI) and Charging and Fueling Infrastructure (CFI) initiatives, have distributed billions in funding to states, with much of it already obligated to projects. [Read more](#). *If you're unable to access the article, please email Katie Economou at, keconomou@ampo.org.*

On November 19th, the House Homeland Security Committee's Subcommittee on Transportation and Maritime Security held a hearing on TSA's proposed cybersecurity regulations, focusing on the NPRM requiring railroads and pipelines to establish cyber risk management programs. Panelists, including TSA officials and industry representatives, highlighted support for an outcome-focused, performance-based approach that allows flexibility in implementing cybersecurity plans. The hearing underscored the importance of balancing innovation and regulatory oversight to strengthen cybersecurity in the transportation sector. [Watch here](#).

On November 18th, President-elect Donald Trump announced plans to nominate former Wisconsin Congressman Sean Duffy as the next Secretary of USDOT. President-elect Trump flagged Duffy's bipartisan record in Congress and expressed confidence in his ability to manage transportation and infrastructure challenges. Several Senators signaled strong support for President-elect Trump's nomination of Sean Duffy as USDOT Secretary, and expressed confidence in Duffy's communication and administrative skills, suggesting a smooth confirmation process. Duffy has pledged to prioritize safety, innovation, and efficiency in infrastructure development, stating his commitment to "ushering in the Golden Age of Travel." [Read more](#).

On November 18th, the White House requested \$8.1 billion in emergency funding for the FHWA's Emergency Relief program as part of a \$98.6 billion disaster relief package. Transportation Secretary Pete Buttigieg emphasized the urgency, citing a dangerously low \$119.6 million balance in the ER fund, insufficient to address the growing backlog from recent disasters like Hurricanes Helene and Milton, and the Francis Scott Key Bridge replacement. The proposed funding would support critical highway and transit infrastructure repairs across multiple states, including \$3.1 billion for North Carolina and \$1.5 billion for Maryland. With a government shutdown deadline on December 20, lawmakers aim to finalize a bipartisan disaster aid bill by year-end, potentially tying it to broader government funding. Congressional leaders expressed a commitment to delivering relief, though debates on offsets and program priorities could shape the package. [Read more](#).

On November 15th, Eno Transportation reported that in the upcoming 119th Congress, Senate Republicans are poised to take committee leadership under their newly secured majority. Key committees could *potentially* see the following leadership:

- **Appropriations Committee:** Senator Susan Collins (R-ME) as Chair, with Senator Patty Murray (D-WA) serving as Ranking Member.
- **Banking, Housing, and Urban Affairs Committee:** Senator Tim Scott (R-SC) as Chair, with Senator Elizabeth Warren (D-MA) as Ranking Member.
- **Commerce, Science, and Transportation Committee:** Senator Ted Cruz (R-TX) as Chair, with Senator Maria Cantwell (D-WA) as Ranking Member.
- **EPW Committee:** Senator Shelley Moore Capito (R-WV) as Chair, with Senator Sheldon Whitehouse (D-RI) as Ranking Member.

The anticipated shifts reflect changes in party control and seniority, setting the stage for legislative priorities in key policy areas. [Read more](#). *If you're unable to access the article, please email Katie Economou at, keconomou@ampo.org.*

On November 15th, Eno Transportation reported that the Republican Party they will retain control of the US House of Representatives in the next Congress, but by a narrow margin. While the Republican party started with 221 seats, post-election tallies show a possible range of 219 to 222 seats, depending on the outcomes of undecided races and anticipated resignations to fill positions in the Trump Administration. House Republicans re-elected Mike Johnson (R-LA) as Speaker, Steve Scalise (R-LA) as Majority Leader, and Tom Emmer (R-MN) as Majority Whip. For the House T&I Committee, current Chairman Sam Graves (R-MO) faces a six-year term limit as the committee's leader. While he has requested a waiver to extend his leadership, waivers are infrequently granted. Should the waiver be denied, potential successors include Representatives Rick Crawford (R-AR), chairman of the Highways and Transit Subcommittee, and David Rouzer (R-NC), chairman of the Water Resources and Environment Subcommittee. [Read more](#). *If you're unable to access the article, please email Katie Economou at, keconomou@ampo.org.*

On November 14th, Politico reported that several Republicans members in Congress signaled interest in addressing the Highway Trust Fund's (HTF) revenue shortfall by ensuring EVs contribute to road usage funding in the next surface transportation bill. Rep. Rick Crawford (R-AR), a potential House T&I Committee chair, advocated for a "fuel agnostic" approach, while Sen. Shelley Moore Capito (R-WV), likely the next EPW chair, called for solutions but remained noncommittal on specific EV fees. Other GOP lawmakers proposed ideas such as taxing EV batteries. Capito also emphasized prioritizing formula funding over discretionary grant programs in transportation policy discussions. [Read more](#). *If you're unable to access the article, please email Katie Economou at, keconomou@ampo.org.*

On November 13th, Senate Republicans elected John Thune (R-SD) as Majority Leader for the 119th Congress, following their 53-seat majority win. Thune, previously the GOP's second-in-command and a bipartisan-focused legislator, will replace retiring Mitch McConnell (R-KY). In a competitive leadership race, Thune secured the position over John Cornyn (R-TX) and Rick Scott (R-FL) in a two-ballot vote, gaining 29 votes in the final round. The caucus also confirmed John Barrasso (R-WY) as Assistant Leader. [Read more](#).

On November 13th, the GAO released findings on the DOT's National Infrastructure Project Assistance (Mega) program, which provides competitive grants for large, complex transportation projects, such as

highways and bridges. While the DOT's FY22 award process aligned with general guidelines, the GAO identified gaps in documentation, particularly around designating projects as "exemplary." Previous GAO recommendations encourage improved documentation and transparency in DOT's decision-making. The GAO suggests implementing these recommendations to enhance the program's clarity and accountability in future funding rounds. [Read here.](#)

On November 12th, the D.C. Circuit Court of Appeals issued a ruling overturning all Council on Environmental Quality (CEQ) regulations for implementing the National Environmental Policy Act (NEPA), stating CEQ lacked statutory authority to issue binding rules. The decision, stemming from *Marin Audubon Society v. FAA* and NPS, leaves NEPA compliance uncertain, requiring federal agencies to draft their own regulations. The Justice Department may seek a rehearing en banc to challenge the ruling. This development could disrupt project delivery timelines and coordination efforts aimed at environmental streamlining. [Read more.](#) *Stay tuned... AMPO will be providing an analysis on this ruling and the potential impacts on MPOs and the broader transportation network in the next edition of the national beat.*

USDOT

On November 26th, NHTSA issued a final rule responding to petitions for reconsideration of Federal Motor Vehicle Safety Standard (FMVSS) No. 127, "Automatic Emergency Braking Systems for Light Vehicles." The rule clarifies requirements for forward collision warning (FCW) visual and auditory signals, corrects an error in the obstructed pedestrian crossing test scenario, and removes unnecessary language from performance test requirements. Compliance with FMVSS No. 127 is required for all new light vehicles by September 1, 2029. [Read more.](#)

On November 25th, the USDOT released the "Climate Strategies That Work" playbook, a resource for State, Tribal, city, and local governments to implement research-based climate action strategies. This playbook outlines 28 actionable solutions to reduce carbon pollution and create resilient, sustainable, and accessible transportation systems. Strategies include active transportation, EVs, and freight operational efficiencies. [Read here.](#)

On November 18th, FHWA announced the Strategic Innovation for Revenue Collection (SIRC) awards funded through the IIJA. These grants support innovative projects exploring sustainable and equitable transportation funding mechanisms, such as mileage-based user fees (MBUF) and road usage charges (RUC). The Southern California Association of Governments (SCAG), received \$1.35M to advance interoperability of per-mile user fees and toll systems while promoting equity-focused rebates. [Read here.](#)

On November 18th, NHTSA announced major updates to its 5-Star Safety Ratings program (NCAP) to enhance vehicle and pedestrian safety. New changes include the addition of advanced driver assistance technologies, such as pedestrian automatic emergency braking, lane-keeping assist, and blind spot interventions, as well as a new pedestrian protection program to evaluate vehicles' front-end safety in collisions. The updates aim to support the USDOT goal of zero road fatalities and ensure consumers have better information when purchasing vehicles. [Read more.](#)

On November 15th, FHWA announced 257 FY 2024 Safe Streets and Roads for All (SS4A) grants totaling \$172 million to support local, regional, and Tribal communities in improving road safety. This marks the

final award announcement for FY 2024, bringing the total funding for the year to over \$1.2 billion across 710 communities. The FY25 Notice of Funding Opportunity is expected by March 2025. [Read more.](#)

On November 15th, USDOT provided a three-year update on the IJJA, revealing that 70% of the \$333.2 billion available for FY22-24 has been obligated, with one-third outlaid. Highway programs lead with an 89% obligation rate, while competitive grant programs like RAISE and MEGA trail at 21%. USDOT is expediting agreements to secure funds before the administration transition in January 2025. [Read more.](#)

On November 15th, USDOT announced over \$3.4 billion in new grants to expand passenger rail, improve roadway safety, modernize ports, and promote sustainable infrastructure as part of the IJJA's third anniversary. The funding includes \$1.4 billion for Northeast Corridor rail upgrades, \$580 million for port efficiency projects, \$172 million for roadway safety initiatives, and \$1.2 billion for sustainable materials. These investments are part of over 66,000 infrastructure projects underway nationwide to modernize transportation and strengthen supply chains. [Read more.](#)

On November 15th, USDOT announced nearly \$580 million in grants for 31 port improvement projects across 15 states and one US territory. Investments support workforce development, enhance operational capacity, and address environmental impacts on port communities. [Read more.](#)

On November 14th, FHWA announced \$1.2 billion in grants to 39 state DOTs through the Low Carbon Transportation Materials Discretionary Grant Program. Funded by the IRA, this program promotes the use of American-made, low-carbon construction materials like concrete, steel, and asphalt in transportation projects, supporting clean manufacturing, job creation, and sustainability goals. [Read more.](#)

On November 14th, NHTSA fined Ford up to \$165 million, marking the second-largest penalty in the agency's history. The fine, stemming from delays in recalling vehicles with defective rearview cameras and failure to adequately disclose recall information, includes an immediate \$65 million payment, with the remainder contingent on Ford's compliance over the next three years. As part of the consent order, Ford must implement significant safety and compliance measures, including advanced data analytics, a new imaging test lab, and a VIN-based traceability system. The company and NHTSA will hold quarterly reviews, with the potential for a fourth-year extension. [Read more.](#)

On November 13th, FHWA issued a Notice of Proposed Rulemaking (NPRM) amending regulations governing risk-based Asset Management Plans (AMPs) for the National Highway System (NHS) While the NPRM focuses on State DOTs, there are several areas relevant to MPOs. The NPRM will remain open for comments until **January 12th, 2025**. [Read here.](#) *Check out AMPO's overview of the NPRM in the "NPRM Analysis: Asset Management Plans; Management and Monitoring Systems" section in today's edition of the National Beat.*

On November 13th, USDOT announced proposed guidance to clarify the evaluation of Public-Private Partnerships (P3) for large-scale transportation projects. The proposed guidance outlines requirements for Value for Money (VfM) or comparable analyses to assess the potential benefits of P3 project delivery. This guidance aims to improve transparency and inform public sponsors about statutory evaluation requirements when seeking federal credit assistance. Although the focus is primarily on state DOTs, the guidance holds relevance for MPOs involved in high-cost projects or P3 structures seeking federal support. Public comments are open until **December 31st, 2024**. [Read here.](#) *Check out AMPO's*

overview of the proposed guidance in the “Notice of Proposed Guidance: Evaluation of the Appropriateness of Public-Private Partnership Project Delivery Including Value for Money or Comparable Analyses” section in today’s edition of the National Beat.

Congressional Hearings, Meetings, and Markups

- On November 20th, the Senate Appropriations Committee hearing on disaster-related funding needs. [Watch here.](#)
- On November 19th, the House T&I Subcommittee on Economic Development, Public Buildings and Emergency Management will hold a hearing on the oversight of FEMA’s Disaster Readiness and Response. [Watch here.](#)
- On November 19th, the House Homeland Security Subcommittee on Transportation and Maritime Security on the Impacts of Emergency Authority Cybersecurity Regulations on the Transportation Sector. [Watch here.](#)
- On November 14th, the House T&I Subcommittee on the Coast Guard and Maritime Transportation held a hearing on the Coast Guard’s efforts to recapitalize icebreakers and the Service’s ability to fulfill its icebreaking and polar region responsibilities. [Watch here.](#)

National Transportation News

On November 25th, CA Governor Gavin Newsom announced plans to reinstate state rebates of up to \$7,500 for EVs if President-elect Donald Trump eliminates the federal EV tax credits established under the Inflation Reduction Act. The proposal, part of California’s Clean Vehicle Rebate Project, could exclude dominant automakers like Tesla from eligibility, aiming to “promote innovation and competition” in the state’s EV market. Newsom plans to fund the revived incentives through CA’s cap-and-trade program and use them to bolster EV adoption amid the state’s aggressive carbon neutrality goals, including phasing out new gas-powered car sales by 2035. [Read more.](#)

On November 25th, the Alliance for Automotive Innovation, representing major automakers such as Ford, GM, Toyota, and Volkswagen, urged President-elect Donald Trump to preserve the \$7,500 EV tax credits established under the Inflation Reduction Act. The automakers emphasized that maintaining the credits supports investments in EV and battery production, which have exceeded \$127 billion since 2021. [Read more.](#)

On November 21st, Politico reported on an interview with former Transportation Secretary Anthony Foxx, who offered insights on leadership and challenges for the incoming administration. Foxx emphasized the value of institutional knowledge within USDOT and advised new leaders to engage with staff for informed decision-making. He highlighted the misperception that safety regulations hinder innovation, noting that clear guidelines can foster the safe integration of technologies like driverless cars and drones. Foxx also reflected on regulatory hurdles, such as delays from the Office of Information and Regulatory Affairs. [Read more.](#) *If you’re unable to access the article, please email Katie Economou at, keconomou@ampo.org.*

On November 20th, Transportation for America released its Fueling the Crisis report. The report evaluates over 64,000 transportation projects funded by the IIJA, totaling more than \$150 billion in investments, to analyze their impact on equity, accessibility, and greenhouse gas emissions. The

analysis, which spans dozens of programs, calls for stronger fiscal and environmental guardrails in future transportation reauthorizations to ensure investments align with sustainability goals and reduce deficits. [Read here.](#)

On November 13th, David Zipper reported on America's dangerous roads, highlighting Roosevelt Boulevard in Philadelphia as a prime example of how state-controlled urban roads, originally designed for fast-moving traffic, have become hazardous for pedestrians, cyclists, and drivers alike. Roads like Roosevelt Boulevard, which often cut through densely populated, low-income neighborhoods, account for a disproportionate share of traffic fatalities. Despite local demand for safety improvements, such roads are typically managed by state DOTs, which prioritize traffic flow over pedestrian safety and transit access. The article suggests a shift in transportation policy that includes context-sensitive road design, enhanced federal funding flexibility, and possible road transfers to local governments to address these legacy road issues. [Read here.](#)

On November 13th, Jared Brey reported on the impact of the 2024 election on transportation policy, noting that local ballot measures supporting public transit gained widespread approval, with voters committing over \$50 billion to infrastructure. State and federal election outcomes, however, may influence long-term infrastructure funding and policies, particularly regarding electric vehicles and emissions standards. Congress will also face renewed pressure to address the solvency of the Highway Trust Fund (HTF), which remains strained due to stagnant gas tax revenues. [Read here](#), and check out AMPO's [HTF primer here](#).

AMPO Analysis

Notice of Proposed Guidance: Evaluation of the Appropriateness of Public-Private Partnership Project Delivery Including Value for Money or Comparable Analyses

On November 13th, USDOT announced proposed guidance to clarify the evaluation of Public-Private Partnerships (P3) for large-scale transportation projects. The proposed guidance outlines requirements for Value for Money (VfM) or comparable analyses to assess the potential benefits of P3 project delivery. This guidance aims to improve transparency and inform public sponsors about statutory evaluation requirements when seeking federal credit assistance. Although the focus is primarily on state DOTs, the guidance holds relevance for MPOs involved in high-cost projects or P3 structures seeking federal support. Public comments are open until **December 31st, 2024**. [Read here.](#)

Key Highlights

- **VfM Analyses:** For large projects seeking federal support through P3s, USDOT requires a detailed analysis to assess if a P3 brings more public value than traditional project delivery. This requirement applies to projects over \$750 million that are expected to generate user fees and may seek financing through TIFIA or RRIF programs.
- **P3 Evaluation Process:** USDOT outlines a phased approach for evaluating P3s, including initial screenings, qualitative reviews, and detailed assessments before finalizing a P3 contract. The process aims to ensure that P3 projects align with public goals and serve the best interests of communities.

- **Transparency:** USDOT emphasizes accountability through post-project reviews, where public sponsors must assess the private partner's performance and publicly share results. Independent audits are also recommended to ensure transparency and accountability.

Potential MPO Impacts:

- **MPOs as Project Sponsors:** MPOs that pursue large infrastructure projects may need to meet these VfM analysis requirements if considering a P3 model, particularly for complex, high-cost projects with regional impact.
- **Enhanced Data and Transparency:** MPOs may need to make VfM analysis results and project performance data public, emphasizing the importance of clear documentation and data sharing in these large projects.
- **Collaboration with State DOTs:** For MPOs working alongside state DOTs, this guidance underscores the need for close coordination, especially in states with P3 laws or in projects involving joint funding and regional infrastructure planning.

NPRM on Asset Management Plans; Management and Monitoring Systems

On November 13th, FHWA issued a Notice of Proposed Rulemaking (NPRM) amending regulations governing risk-based Asset Management Plans (AMPs) for the National Highway System (NHS). [Read here](#). While the NPRM focuses on State DOTs, there are several areas relevant to MPOs, especially given the need for alignment and collaboration between DOTs and MPOs for statewide and regional planning efforts. **The NPRM will remain open for comments until January 12th, 2025.**

Key NPRM Highlights

- **Performance-Based Planning Updates:** The NPRM proposes updates aimed at advancing policies on performance-based planning and programming, with a focus on clearly defined AMP content to improve the condition and performance of NHS assets.
- **Process and Compliance Adjustments:** State DOTs are directed to update their AMP development processes, including new procedures for submission and recertification to ensure compliance with federal requirements.
- **Modernization and Definitions:** Outdated regulations on transportation management and monitoring systems are proposed for removal, and new definitions are suggested for key terms such as "critical infrastructure," "climate change," and "extreme weather events," with implications for how resilience and risk management are handled in AMPs. Some key definitions include:
 1. **Critical infrastructure:** "Critical infrastructure means those facilities the incapacity or failure of which would have a debilitating impact on national or regional economic security, national or regional energy security, national or regional public health or safety, or any combination of those matters."
 2. **Climate change:** "Climate change means any significant change in the measures of climate lasting for an extended period of time. Climate change includes major variations in temperature, precipitation, or wind patterns, among other environmental conditions, which occur over several decades or longer and poses adverse impacts to the condition

of assets. Climate change may manifest as a rise in sea level, as well as increase the frequency and magnitude of extreme weather events now and in the future.”

3. **Extreme weather events:** “Extreme weather events mean events that can include significant anomalies in temperature, precipitation, and winds and can manifest as heavy precipitation and flooding, heatwaves, drought, wildfires, and windstorms (including tornadoes and tropical storms). Consequences of extreme weather events can include safety concerns, damage, destruction, and/or economic loss. Climate change can also cause or influence extreme weather events.”
4. **Life-cycle planning:** “Life-cycle planning means a process to analyze strategies for managing an asset class, or asset sub-group, and the included assets over their whole life with demonstrated consideration for extreme weather events and resilience, minimizing cost while preserving or improving their condition, and extending the life of the assets. It includes analyzing life-cycle cost, condition, and other life-cycle benefits of alternative strategies that vary by work type and timing.”
5. **Risk management:** “Risk management means the processes and framework for managing potential risks, such as adverse impacts associated with extreme weather events and other risks to system resilience. Risk management includes the identification, analysis, evaluation, and management of risks to assets and system performance.”

Potential MPO Impacts:

- **Increased Collaboration:** MPOs may be called on to coordinate closely with DOTs to align regional plans with state AMPs, particularly around resilience planning.
- **Data Sharing and Regional Coordination:** With new AMP processes requiring regional data, MPOs and local governments may play a larger role in data sharing and coordination with DOTs.
- **Performance-Based Alignment:** MPOs might need to adjust their performance targets to reflect state-level AMP requirements, ensuring plans are consistent and mutually reinforcing.

NOFOs

Learn about federal grants available to MPOs and key NOFO information in AMPO's NOFO Tracker ([access here](#)). The tracker is also available on ampo.org under the "Resources" drop down.

New (MPO Eligible)

- USDOT's [Rebuilding American Infrastructure with Sustainability and Equity \(RAISE\) Program](#)
 - **Description:** provides discretionary grants for surface transportation projects with significant local or regional impact, is now accepting applications. These projects should enhance safety, environmental sustainability, economic competitiveness, and quality of life, while promoting innovation and partnership.
 - FHWA will be hosting several informational webinars in the coming months ([register here](#)).
 - **Deadlines:**
 - **Round 1:** Reserved for FY 2024 Projects of Merit, with a request deadline of **December 2, 2024**.

- **Round 2:** Open to all eligible applicants, with a deadline of **January 30, 2025**.
- FHWA's [Promoting Resilient Operations for Transformative, Efficient, and Cost- Saving Transportation \(PROTECT\) Program](#)
 - **Description:** Program to plan for and strengthen surface transportation to be more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters. The Bipartisan Infrastructure Law provides over \$1.4 billion over five years through this program to fund projects that address the climate crisis by improving the resilience of the surface transportation system, including highways, public transportation, ports, and intercity passenger rail.
 - FHWA will be hosting several informational webinars in the coming months ([register here](#)).
 - **Deadlines:**
 - **FY 2024-2025:** 2/24/2025
 - **FY 2026:** 2/24/2026
- Build America Bureau's, [Regional Infrastructure Accelerators \(RIA\) Program](#)
 - **Description:** Regional Infrastructure Accelerator (RIA) grants assist entities in developing improved infrastructure priorities and financing strategies for the accelerated development of a project that is eligible for funding under the Transportation Infrastructure Finance and Innovation Act (TIFIA) Credit Program. These grants are intended to support RIAs that: (1) serve a defined geographic area; (2) act as a resource to qualified entities in the geographic area; and (3) demonstrate the effectiveness of the RIA to expedite the delivery of projects eligible for the TIFIA credit program.
 - A webinar will be hosted on November 13th at 2:00 PM (ET) ([register here](#)).
 - **Deadlines:** 1/9/25

Upcoming NOFOs (MPO Eligible)

- FTA's [All Stations Accessibility Program](#): Expected November, 2024.
- OST's [Rural and Tribal Assistance Pilot Program](#): Expected November, 2024.
- Maritime Administration's [Port Infrastructure Development Program \(PIDP\)](#): Expected December, 2024.
- USDOT's [Reduction of Truck Emissions at Port Facilities \(RTEPF\) Program](#): Expected December, 2024.