



Association of
Metropolitan
Planning
Organizations

Federal Policy Update

Central Florida MPO Alliance

October 9, 2026

TODAY'S SESSION

Agenda



- 1 About AMPO
- 2 Surface Transportation Reauthorization & Midterms
- 3 Census Proposed Rule
- 4 CIG Proposed Guidance
- 5 Questions and Discussion

Connecting MPOs with federal partners, peer networks, and national expertise.





Reauthorization

Context and where we are in the process

Reauthorization 101: What Is It & Why Does It Matter?

01 What Is Reauthorization?

Congress periodically passes a multi-year law that authorizes federal surface transportation programs and sets funding levels and policy provisions for highways, transit, bridges, safety, and planning.

02 When Does It Happen?

Roughly every 5 years — though delays and extensions are common.

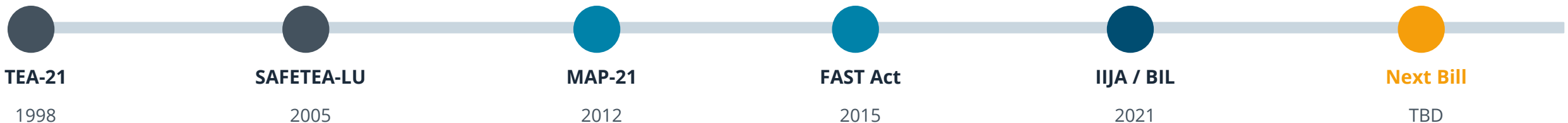
Past bills: SAFETEA-LU (2005), MAP-21 (2012), FAST Act (2015), IIJA/BIL (2021). Each bill shapes how federal transportation dollars flow for the following half-decade.

03 Who Writes the Bill?

Multiple House and Senate committees with jurisdiction over highways, transit, rail, safety, and finance.

The House T&I Committee leads on highway and transit policy. Revenue/tax provisions go through Ways & Means (House) and Finance (Senate).

SURFACE TRANSPORTATION BILLS — A RECENT HISTORY

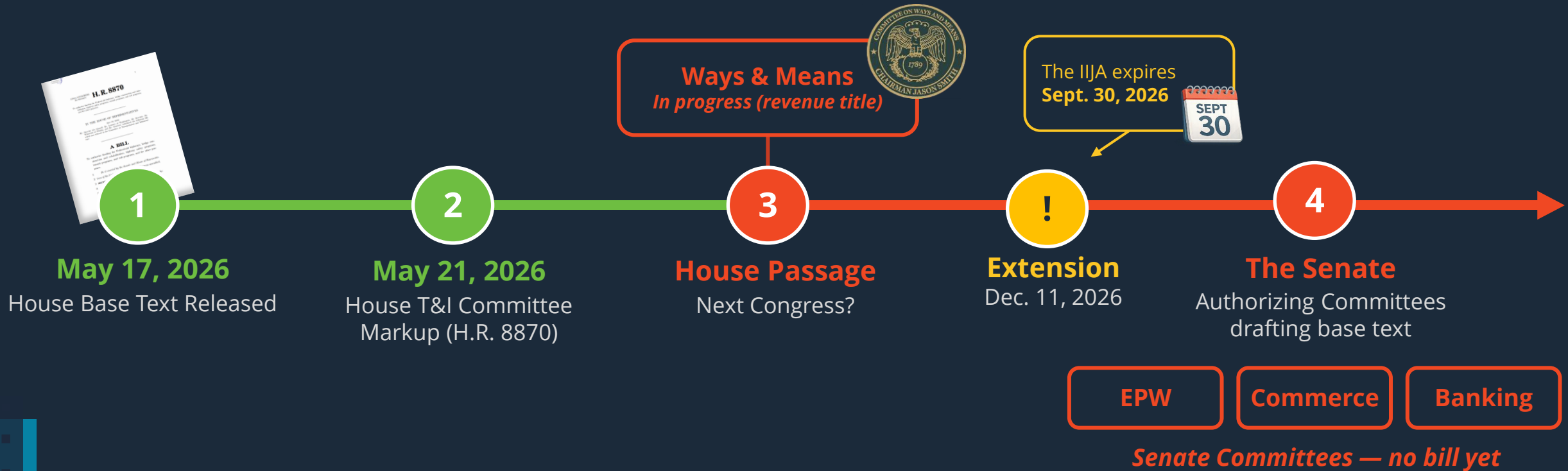


WHY IT MATTERS

Reauthorization determines how much federal money flows to MPOs, which programs it can access, what it can spend it on, and how much flexibility MPOs have in project selection. This bill will govern federal transportation investment for the next ~five years.

Reauthorization Status Update

Congress is working on the next surface transportation reauthorization. IIJA was the last surface bill — expires **Sept. 30, 2026**.



What Is the BUILD America 250 Act (H.R. 8870)?



IIJA Expires Sept. 30, 2026

Congress must pass a new surface transportation bill or **an extension**.

BA250 is the House T&I Committee's proposed reauthorization for next surface bill.

Note: previous bill was the Infrastructure Investment and Jobs Act (IIJA).



\$580.9 B Over 5 Years

BA250 authorizes **\$580.9B** for FY2027–2031.

This is a **4%** overall increase from the IIJA.

Highway Trust Fund covers ~**\$474B** ;
General Fund covers ~**\$107B**.

Wins for MPOs & Locals (Highway Title BA250)

22% local share of total transportation funding made available through formula and competitive programs

MPO Program #1 largest % increase of any formula

- 22.8% increase over 5-years
- 10% local match requirement
- Expanded eligibilities: fiscal administration of local projects, prelim design, local tech assistance, studies linked to transportation, data procurement
- Direct Recipient option & FMIS access
- Streamlined TIP/STIP amendments

Safe Streets & Roads for All (SS4A) ~\$3.75B / 5 yrs

Now a competitive program inside the Highway Trust Fund: **~\$3.75B over five years** for local safety projects.

- 90% federal match
- Planning grants capped at 5% of total funds
- MPOs are eligible applicants

90% of authorized funding now sits in formula programs

STBG Increase +\$1.25B FY26 → FY27

Most growth of any capital-focused program

Bridge Formula Program ~\$9B / yr

20% off-system set-aside plus a **25% competitive carve-out** for locally-owned bridges; **95% federal match** for local and tribal owners.

- MPO consultation role on off-system bridges
- TMA MPOs are eligible applicants for the competitive program

Surf. Transp. Accelerator Grant (STAG) ~\$2.4B / yr

Large, new, flexible program with broad eligibility:

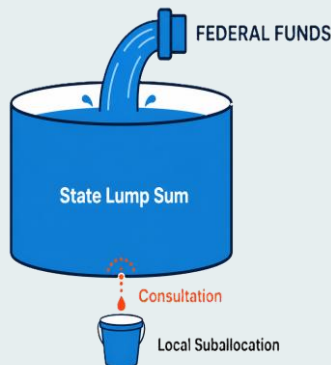
- Local & regional grants — 50% of funding
 - Rural grants — 25% (\$600M)
 - Urban grants — 25% (\$600M)

What AMPO is Monitoring (Highway Title BA250)

Consolidated Funding Pilot

Beginning FY28, up to **10 states** receive their base highway apportionment as **a single lump-sum block grant** instead of separate formula silos.

- Must obligate **25% to regional and local areas**, proportional to urbanized-area population (STBG-style).
- States must **"consult"** with MPOs and RTPOs on distributing local funds.



CRP Eliminated (Sec. 1125)

Most CRP-funded projects stay eligible under other federal programs:

- **STBG** — likely where CRP dollars shift (flexible); eligibility expanded for resilience to natural disasters and severe weather.
- **CMAQ** — continues to fund congestion-reduction and air-quality projects.
- **Transportation Alternatives** — funding remains for active-transportation projects.

RTPO Funding Not Included

Lot priority not reflected in BA250.

CMAQ (Sec. 1118)

- Funding rises **5.3%** from FY26 to FY27; **\$15.02B** five-year total.
- Eligibility broadened for **digital infrastructure** and **congestion-management tech**.
- **Alternative Fueling Projects**: a minimum CMAQ share set-aside, spendable anywhere in-state.

Fiscal Year	Min. Share AFP
FY 2027	10%
FY 2028	9%
FY 2029	8%
FY 2030	7%



Looking Ahead

Midterms and AMPO Action

EPW Themes



Sen. Shelley Moore Capito
(R-WV) — Chair



Sen. Sheldon Whitehouse
(D-RI) — Ranking Member

Majority interests

- State flexibility; fewer federal mandates
- Formula funding over discretionary grants
- Consolidated State Highway Funding Pilot
- Roads and bridges first; work zone safety
- Faster delivery; permitting reform
- Fewer duplicative programs; clear the backlog
- Questions MPO and local delivery capacity
- Open to EV and hybrid fees for the HTF

Minority interests

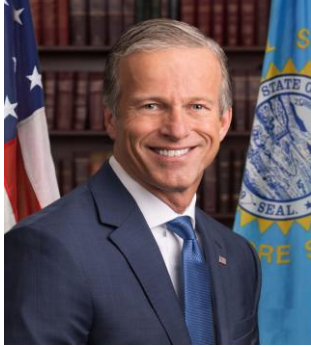
- Building on resilience progress from IIJA
- Climate and emissions central to the bill
- Resilience; protect the PROTECT program
- Safety for all users; multi-modalism
- Transit supportive
- NEVI and EV charging; opposes new EV and plug-in hybrid fees
- Accountability for DOT grant reviews/terminations
- Merit- and evidence-based grant decisions

Common ground: safety, faster project delivery, clearing the grant backlog — and a bipartisan bill

Note: both states are unique — WV owns nearly all public roads, and RI's MPO is housed inside the state DOT.
Concern: the bill may not reflect the broader national landscape or local and regional needs.

Potential Congressional Dynamics – 120th Congress

Leadership



Sen. John Thune
(R-SD)

Senate Majority Leader



Sen. Chuck Schumer
(D-NY)

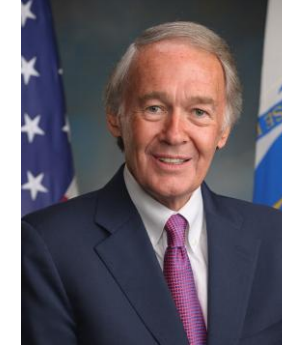
Senate Minority Leader

Senate EPW



Sen. Shelley Moore Capito
(R-WV)

Chair, Senate EPW Committee



Sen. Ed Markey
(D-MA)

EPW Member; Potential future leadership

House T&I



Rep. Rick Larsen
(D-WA)

Ranking Member, House T&I Committee



Rep. David Rouzer
(R-NC)

Chair, Highways & Transit Subcommittee; future leadership?



Sen. Jeff Merkley
(D-OR)

EPW Member; Potential future leadership

EPW Democrat Leadership

Current Ranking Member Sheldon White House (D-RI) likely to seek leadership position on Judiciary Committee.

Looking Ahead



Action Plan

Four moves as the bill heads to the Senate

1

Engage the Senate

- Focus on EPW - EPW is where the next bill will take shape — keep engagement and messaging aimed at EPW members and staff to start
- Planning Fund Marker Bill reflecting BASICS Act PL priorities
- LOT Coalition “Home Teams” Approach

2

Protect the wins

- Meet with your delegation to ensure the Senate keeps BA250 wins — Direct PL option, local match, and more
- Flag local/regional wins and concerning elements.
- Brief your policy boards

3

Build on the base text

- The Senate may carry a higher topline and more appetite for policy change
- Continue push to eliminate local match, raise PL, expand the MPO role in safety and bridge programs, and secure FMIS access for all MPOs

4

Stay Engaged

- Track the National Beat
- Stay in touch with AMPO so your MPO's voice is part of every round



Census Proposed Rule

Census Bureau: Residence Criteria and Demographic Questions

Census Proposed Rule on Residence Criteria & Demographic Questions

THE RULE

- On Sept. 10, the Census Bureau and Commerce issued a proposed rule on **residence criteria** and **demographic questions**.
- **Usual residence:** where a person lawfully spent the most days from Jan 3 to Apr 1, using tax records. Previously, where they live and sleep most of the time, as of Apr 1.
- **Who is counted:** only U.S. citizens and lawful permanent residents count for apportionment. Previously, everyone living in the U.S.
- **Demographics:** decennial census could not ask about race, ethnicity, or sexual orientation; the ACS still could.

FOR MPOs

- **Funding:** formula funds and suballocations could shift with the counting method, not real population change.
- **Designation:** MPOs and TMAs near population thresholds could potentially gain or lose status.
- **Forecasting:** a 2020–2030 break in the time series would affect travel models and LRTPs.
- **Title VI:** obligations remain, but small-area race/ethnicity data would potentially be lost.
- **Regional impact:** outsized undercounts where immigrant, student, seasonal, or farmworker populations are large.

PROPOSED RULE — Comments due **November 2, 2026**

AMPO Comment Framework



Complete resident population

Enumerate and publish a complete resident-population dataset for planning purposes if the population used for congressional apportionment differs from the full resident population.



Usual residence methodology

Further evaluate and clarify the January 3–April 1 enumeration period, the role of tax records, and how the residence standard would work in practice.



State and substate impacts

Analyze how the proposed residence criteria may affect population counts across different types of regions before implementation.



Data continuity & transportation programs

Preserve consistent population definitions and comparable data over time, and coordinate with USDOT on population-based transportation requirements.



Demographic data

Maintain reliable and continuous small-area demographic data needed for federal compliance and regional transportation planning.



National data infrastructure

Preserve nationally consistent Census products where possible to avoid shifting costly and duplicative data-development responsibilities to state and regional agencies.

Path Ahead

Finalize comments, continue member engagement, and prepare for implementation questions.



September 10-30

AMPO collected MPO examples to refine comments



September 25 & September 30

AMPO, NADO, & NARC sent a extension request. AMPO submits comments.



November 2

The comment period was subsequently extended



Engagement

Partner with national organizations to educate Congressional offices on the issue

AMPO will continue to elevate MPO implementation concerns while supporting practical reforms to ensure regions are able to carry out federally required responsibilities.

[**MPO Comment Letter Template Here**](#)

[**AMPO Comment Letter Here**](#)

[**AMPO Census Analysis Available Here**](#)



CIG Proposed Guidance

FTA Request for Comments

FTA Proposed CIG Policy Guidance

THE PROPOSAL

- On Oct. 1, FTA requested comments on proposed CIG policy guidance. The final guidance takes effect **as soon as it is published**.
- **Streamlining:** reorganized by program element instead of project category, with no change to requirements.
- **Readiness:** NEPA review must start before entering Project Development, with milestones at 3 months and 1 year (incl. 15% design).
- **Funding commitment:** New Starts and Core Capacity need **50%** of non-CIG funds committed before Engineering, up from 30%.
- AMPO is preparing an in-depth analysis for MPOs and projects in the CIG pipeline.

EVALUATION & FUNDING

- **CIG share:** set by a formal ratings-based method, with boosts based on birth and marriage rates.
- **Evaluation:** all categories use the New Starts cost-effectiveness measure; enrichments limited to joint development, safety, and security.
- **Reweightings:** cost-effectiveness weighted highest; affordable housing subfactor drops to 20%.
- **Warrants:** projects seeking a federal share of 25% or less can earn a High rating and preaward authority.
- **Local commitment:** financial plan weighted 60%; summary ratings round down.
- **TAM:** NTD submissions checked against TAM plans and SGR targets.

REQUEST FOR COMMENTS— Comments due **Nov 16, 2026** | Effective **immediately** once final

Q&A



Contact



Katie Economou

Legislative Director

keconomou@ampo.org



Ryan Coady

Legislative Associate

rcoady@ampo.org

BA250 Resources



AMPO Analysis and Legislative Guide: BA250

- [AMPO Markup and Amendment Tracker](#)
- [AMPO Slide Deck Summary – BA250](#)
- [AMPO BA250 Summary Handouts](#)



AMPO Template: BA250 Tailorable MPO Board Briefing Presentation [DOWNLOAD pptx]



National Beat – Weekly Policy Newsletter



LOT Coalition One-Pager – BA250



MPO Board Letter of Support Template– BA250



All AMPO Policy Resources