

BUILD America Act Slide Appendix

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Roadmap to Reauthorization - Timeline

2



Key Insights for Regions & Local Governments

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Overview of the BUILD America 250 Act

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Looking Ahead

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FAQs



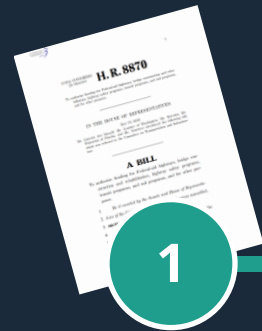
SECTION 01 — LEGISLATIVE TIMELINE

Timeline

House and Senate Action

Where We Are & What Happens Next

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



1

May 17, 2026

House Base Text Released



2

May 21, 2026

House T&I Committee Markup (H.R. 8870)

Ways & Means
In progress (revenue)



3

Future

Potential House Passage
Potentially late June

4

The Senate

No companion text released

5

Extension

Highly likely outcome due to Congressional calendar

EPW

Commerce

Banking

Senate Committees — no bill yet



SECTION 02 — OVERVIEW OF BA250

Local & Regional Outlook

Key Provisions

Big Picture – Highway Funds

Paradigm Shift

From competitive grants to formula funding



90% of authorized funding now in formula programs

- Consolidation of programs

The Local Share

Meaningful local & regional access to funding



~22% of total transportation funding made available

- PL, STBG, TAP, SS4A, STAG, BFP, CMAQ

MPO Improvements

Upgrades to the PL program



#1 largest % increase (formula programs)

- 10% local match requirement
- Direct Recipient option & FMIS access
- Streamlined TIP amendments

Monitoring

Provisions to watch in BA250



- Consolidated Funding Pilot Program (state pilot)
- CRP eliminated — eligibilities & funding move to STBG
- New CMAQ alternative-fuel requirement

Local & Regional Support Shaped the Bill



Local & Regional Wins



House Base Text



AMPO, LOT Coalition,
and Member Advocacy



~22%

Local & Regional Access

Local and regional entities are positioned to receive ~22% of federal transportation funding through formula and competitive grant programs within the bill. This is a big win for locals and a direct result of local and regional engagement



BASICS Act Provisions Reflected in BA250



Fixes bridges based on condition and ownership

↳ New bridge program with competitive set-aside for locals in BA250



Delivers local and regional priority projects faster

↳ Streamlining, categorical exclusions & project delivery reforms in BA250



Targets safety dollars to high-risk roads

↳ Local safety competitive SS4A program in BA250



Strengthens accountability and local project selection

↳ More consultation requirements for states, locals, MPOs & RTPOs in BA250



Builds planning capacity to deliver better projects faster

↳ Improvements to metropolitan planning program in BA250



Protects local and regional dollars from transfer

↳ Certain programs require state consultation before transfer in BA250



BASICS Act – Where Work Remains



RTPO funding was dropped from BA250

What the BASICS Act RTPO Proposal would do

\$150M

per year, FY27–31
rural & nonmetropolitan
planning

\$300K

minimum per year
for each designated RTPO

100%

federal share
— fully federally funded

Provides financial support for existing RTPOs and creates a pathway for regions and states that do not yet have formally designated RTPOs

Local Formula Programs

Local Formula Funding Increases

Excludes \$3.75B SS4A and \$12B STAG programs

+\$3.7B

FY26 to FY27 increase

+\$14.7B

IIJA → BUILD 250 (+30.1%)

\$48.97B

IIJA formula funds



\$63.70B

BUILD 250 formula funds

BUILD 250 is a **4% overall Contract Authority increase** from IIJA — but local formula dollars grow nearly **7.5× that amount**

Bridge Program

\$9B

per year

25%

local set-aside for in-state competition

New dedicated bridge funds

Locals compete for a guaranteed in-state slice.

Local Formula Program - Capital

STBG / TAP

+\$1.25B

FY26 → FY27
+7.59%

+\$12.1B

IJA → BUILD 250
+13.28%

★ **Most growth** of any capital-focused formula program

CMAQ

+\$144M

FY26 → FY27
+5.26%

+\$1.82B

IJA → BUILD 250
+13.79%

Descending set-aside from **10%** for alt-fuel charging (FY27)

⚠ **Note:** CMAQ growth does **not** fully replace the eliminated NEVI / Carbon Reduction programs

Local Formula Programs - Transit

Urbanized Area Formula (Sec. 5307)

+10%

FY2026 → FY2027

\$400M/yr

All Stations Accessibility
Program set-aside

All Stations Accessibility Program is a **\$400M/year takedown** of Sec. 5307 apportionment

Bus/Bus Facility Formula (Sec. 5339(a))

2x+

More than doubles
over 5 years

Lo-No

Program eliminated
Funds flow into 5339(a)

Growth directly tied to **elimination of the Lo-No program**

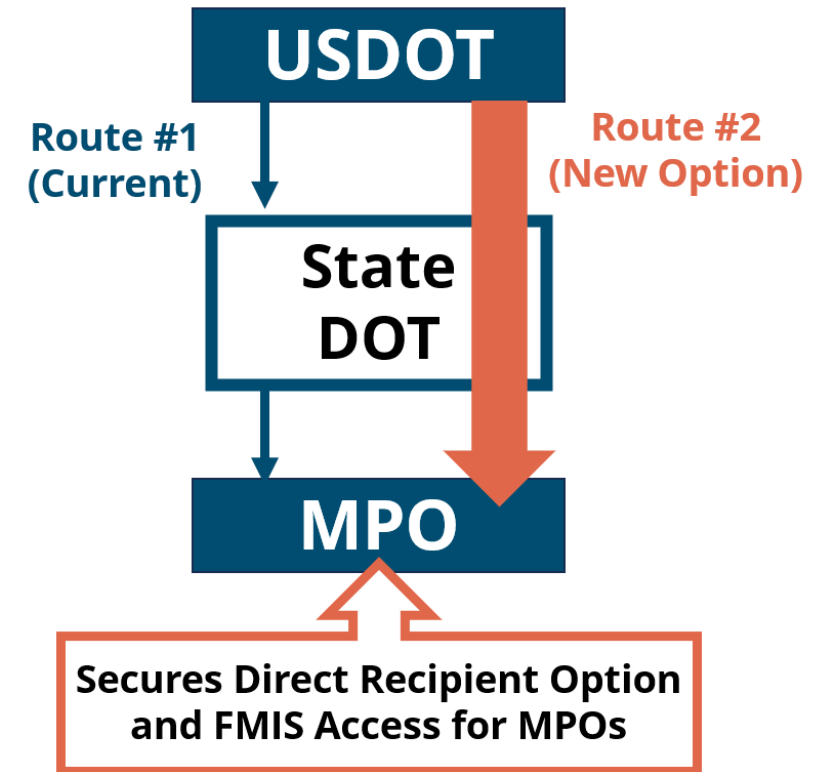
BUILD America 250 boosts both urbanized transit formula funding and bus capital funding

Metropolitan Planning Program (PL Funds)

22.8% Increase
over 5 years

PL FUNDS	
FY 2027	\$520 M
FY 2028	\$540 M
FY 2029	\$560 M
FY 2030	\$580 M
FY 2031	\$600 M

- **Federal Share:** 90/10
- **Expanded Eligibilities**
 - Fiscal administration of local projects
 - Preliminary design
 - Local technical assistance
 - Studies linked to transportation
 - Data procurement
- **Direct Recipient Option**
 - FMIS access for direct recipients



✓ Grows **9.66% FY26 to FY27** (+\$45.8 million)



PL is the largest % increase of any core formula program in BA250

Funds for Regional & Local Delivery



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/tribal owners.

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



Safe Streets and Roads for All ~\$500M FY27

~\$3.75B over five years for local safety projects. **90%** federal match; planning grants capped at **5%** of total funds. MPOs eligible.

- FY 28 — **\$625 M**
- FY 29 — **\$750 M**
- FY 30 — **\$875 M**
- FY 31 — **\$1.0 B**



Surface Transportation Accelerator Grant (STAG) ~\$2.4B / yr

Large, new, flexible program with wide eligibility (similar to BUILD/RAISE):

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

Other Helpful MPO Provisions



TIP/STIP Amendments

Sec. 1113

Unchanged projects from past TIP/STIP can be re-added by amendment. No new public review required.



MPO Eligibility - INFRA

Sec. 1105

MPOs serving urbanized areas of 50k+ can now apply.



MPO Eligibility - Bridge

Sec. 1108

TMA MPOs are eligible for the competitive program, plus a consultation role on the 20% off-system set-aside.



Jason's Law

Sec. 1127

MPOs are eligible for the CMV truck-parking competitive grant program.



Olympics & FIFA Assistance

Sec. 7104

Transportation assistance for major events. MPOs in covered areas eligible.

GAO Reports – Local & Regional Focus



Review of State and Local Consultation Processes

Recommends ways to **improve consultation and communication among states, MPOs, and RTPOs.**



Study on Effectiveness of Formula Programs

Assesses how **DOTs distribute formula funds to local and regional governments, select projects, and align funding with performance goals.**



Study on Effectiveness of Discretionary Grants

Targets ways to improve project selection, reduce cost overruns, and **strengthen the efficiency and administration of USDOT competitive grants.**

Bottom line: All studies require GAO to **report to Congress within 2 years** — sharpening how USDOT consults, distributes formula funds, and awards discretionary grants to states, MPOs, and RTPOs.

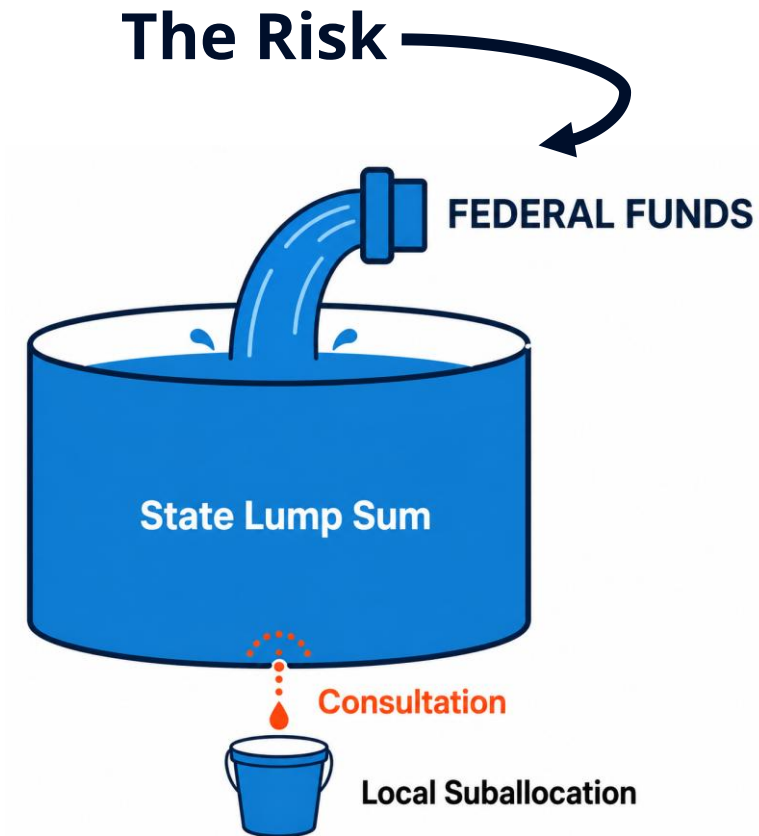
What We're Monitoring

⚠️ Consolidated Funding Pilot Program

- ✓ 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 to **"consult"** with MPOs & RTPOs on distributing local funds.

⚠️ Consolidated Transit Block Grant Program

- ✓ Opt-in: a pilot state applies, and impacted recipients each choose whether to participate.
 - ✓ **Funding:** Sec. 5310, 5311(c)(5), 5336, 5337, and 5339(a).
 - ✓ **"Primary Urbanized Areas"** (population over 3.5M, or over 200,000 and crossing state lines) can opt out in states that consolidate.



What We're Monitoring

⚠️ CRP Eliminated (Sec. 1125)

Beginning FY 2027, states and MPOs lose their dedicated CRP allocation. There is no one-for-one replacement, but most CRP-funded projects stay eligible under other federal programs:

- **STBG** — likely where CRP dollars shift (flexible).
 - Bill also expands STBG eligibility 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.

⚠️ CMAQ (Sec. 1118)

Funding rises ~5.3% from \$2.75B (FY26) to \$2.89B (FY27), climbing gradually to a ~\$15.02B five-year total. Eligibility broadened for digital infrastructure and congestion-management tech.

- **Alternative Fueling Projects:** a minimum CMAQ share must be set aside (spent anywhere in-state).
 - Could reduce funds available for regional/local priorities.
 - Likely a stand-in for the eliminated NEVI program.

Minimum CMAQ Share for Alternative Fueling (in-state)

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



SECTION 03 — OVERVIEW OF BA250

Funding Overview

Authorizations, FHWA, FTA, FRA, OST, and More

Total 5-Year Authorization

\$580,972,000,000

*Sec. 1101–1319 · Highway Trust Fund & General Fund Authorization
FY 2026 — FY 2031*

Five-Year Funding Overview — \$580,972,000,000

\$293.9B

Federal-Aid Highway Program

Core formula programs

\$56.0B

Bridge Program (Formula + Competition)

New bridge investment

\$35.0B

Discretionary Grant Programs (Highway)

INFRA, SS4A, PROTECT, etc.

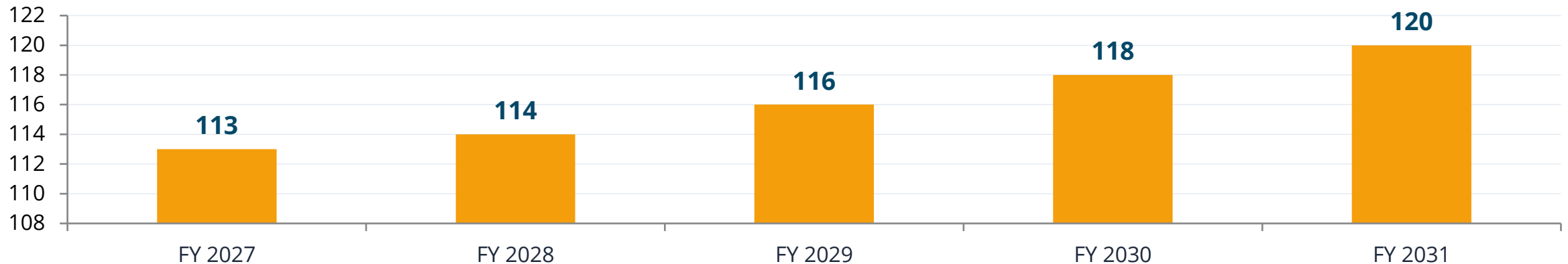
\$9.3B

Federal Lands & Tribal Programs

NPS, FLTP, Tribal, etc.

5-year totals: Highway Trust Fund Authorization: ~\$474B ; General Fund Authorization: ~\$107B

Annual Authorization by Fiscal Year (~\$B)



Federal-Aid Highway Formula Programs | Sec. 1101(a)(1) | FY 2026–2031

Program Name	Source	FY 2026 (IIJA)	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	5-Year Total
Federal-Aid Highway Program	HTF-HA CA	\$56.8B	\$56.9B	\$57.5B	\$58.7B	\$59.8B	\$60.9B	\$293.9B
↳ NHPP	HTF-HA CA	\$30.8B	\$32.2B	\$32.5B	\$33.2B	\$33.8B	\$34.4B	\$166.0B
↳ STBG	HTF-HA CA	\$15.0B	\$16.1B	\$16.3B	\$16.6B	\$16.9B	\$17.2B	\$83.0B
↳ TA (Transportation Alternatives)	HTF-HA CA	\$1.5B	\$1.6B	\$1.6B	\$1.7B	\$1.7B	\$1.7B	\$8.3B
↳ HSIP	HTF-HA CA	\$3.2B	\$3.4B	\$3.4B	\$3.5B	\$3.6B	\$3.6B	\$17.5B
↳ Rail Highway Grade Crossing	HTF-HA CA	\$245M	\$250M	\$250M	\$250M	\$250M	\$250M	\$1.3B
↳ CMAQ	HTF-HA CA	\$2.7B	\$2.9B	\$2.9B	\$3.0B	\$3.1B	\$3.1B	\$15.0B
↳ Planning (PL)	HTF-HA CA	\$474M	\$520M	\$540M	\$560M	\$580M	\$600M	\$2.8B
↳ NHFP	HTF-HA CA	\$1.5B	\$1.6B	\$1.6B	\$1.6B	\$1.7B	\$1.8B	\$8.3B
↳ SAFETEA-LU Set Aside	HTF-HA CA	\$4M	\$4M	\$4M	\$4M	\$4M	\$4M	\$18M
↳ CRP (IIJA, FY26 only)	HTF-HA CA	\$1.3B	—	—	—	—	—	—
↳ PROTECT Formula (IIJA, FY26 only)	HTF-HA CA	\$1.5B	—	—	—	—	—	—

Bridge & Discretionary Grant Programs | Sec. 1101 | FY 2026-2031

Section	Program Name	Source	FY 2026 (IIJA)	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	5-Year Total
1101(a)(2)	TIFIA Credit Subsidies	HTF-HA CA	\$250M	\$250M	\$250M	\$250M	\$250M	\$250M	\$1.3B
1101(a)(3)	Bridge Program	HTF-HA CA	\$700M	\$9.2B	\$9.2B	\$9.2B	\$9.2B	\$9.2B	\$46.0B
1101(a)(4)(A)	Tribal Transportation Program	HTF-HA CA	\$628M	\$643M	\$657M	\$671M	\$686M	\$701M	\$3.4B
1101(a)(4)(B)	Federal Lands Transportation Program	HTF-HA CA	\$456M	\$464M	\$472M	\$480M	\$488M	\$496M	\$2.4B
	↳ National Park Service	HTF-HA CA	\$360M	\$365M	\$371M	\$376M	\$382M	\$388M	\$1.9B
	↳ U.S. Fish & Wildlife Service	HTF-HA CA	\$36M	\$42M	\$42M	\$42M	\$42M	\$42M	\$210M
	↳ U.S. Forest Service	HTF-HA CA	\$28M	\$30M	\$31M	\$33M	\$34M	\$36M	\$163M
1101(a)(3)(C)	Federal Lands Access Program	HTF-HA CA	\$309M	\$314M	\$320M	\$326M	\$332M	\$338M	\$1.6B
1101(a)(5)	Territorial & Puerto Rico Hwy. Program	HTF-HA CA	\$237M	\$242M	\$247M	\$253M	\$258M	\$263M	\$1.3B
1101(b)(1)(A)	SS4A (Safe Streets & Roads for All)	HTF-HA CA	—	\$500M	\$625M	\$750M	\$875M	\$1.0B	\$3.8B
1101(b)(1)(B)	Surface Transportation Accelerator	HTF-HA CA	—	\$2.4B	\$2.4B	\$2.4B	\$2.4B	\$2.4B	\$12.0B
1101(b)(1)(C)	PROTECT Grants	HTF-HA CA	\$300M	\$500M	\$500M	\$500M	\$500M	\$500M	\$2.5B
1101(b)(1)(D)	Nat. Signif. Federal Lands & Tribal	HTF-HA CA	\$55M	\$55M	\$55M	\$55M	\$55M	\$55M	\$275M
1101(b)(2)(A)	INFRA Grants	GF Auth.	\$1.4B	\$1.2B	\$1.2B	\$1.2B	\$1.2B	\$1.2B	\$6.0B
1101(b)(2)(B)	Bridge Completion Program	HTF-HA CA	\$700M	\$2.0B	\$2.0B	\$2.0B	\$2.0B	\$2.0B	\$10.0B

Research, Technology & Other Programs | FY 2026–2031

Section	Program Name	Fund Source	FY 2026 (IIJA)	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	5-Year Total
1101(a)(1)(A)	Highway Research R&D Program	HTF-HA CA	\$147M	\$150M	\$153M	\$156M	\$159M	\$162M	\$780M
1101(a)(1)(B)	Tech. & Innovation Deployment Program	HTF-HA CA	\$110M	\$112M	\$114M	\$117M	\$119M	\$121M	\$584M
1101(a)(1)(C)	Training & Education	HTF-HA CA	\$26M	\$27M	\$27M	\$28M	\$28M	\$29M	\$138M
1101(a)(1)(D)	Intelligent Transportation Systems	HTF-HA CA	\$110M	\$112M	\$114M	\$117M	\$119M	\$121M	\$584M
1101(a)(1)(E)	University Transportation Centers	HTF-HA CA	\$82M	\$84M	\$85M	\$87M	\$89M	\$91M	\$435M
1101(a)(1)(F)	Bureau of Transportation Statistics	HTF-HA CA	\$27M	\$27M	\$28M	\$28M	\$28M	\$28M	\$139M
1101(d)(1)	Wildlife Crossings Pilot Program	HTF-HA CA	\$80M	\$80M	\$80M	\$80M	\$80M	\$80M	\$400M
1101(d)(2)	Truck Parking Pilot	HTF-HA CA	—	\$150M	\$150M	\$150M	\$150M	\$150M	\$750M
1104(1)	FHWA Administrative Expenses	HTF-HA CA	\$531M	\$478M	\$488M	\$498M	\$508M	\$519M	\$2.5B
1116	Ferry Boats and Terminal Facilities	HTF-HA CA	\$118M	\$182M	\$184M	\$186M	\$189M	\$191M	\$932M
1129(b)(2)	Registration Fee Implementation	GF Auth.	—	\$104M	—	—	—	—	\$104M
1136	Tribal High Priority Projects Program	GF Auth.	\$30M	\$30M	\$30M	\$30M	\$30M	\$30M	\$150M
1319	Stopping Threats on Pedestrians (STOP)	GF Auth.	\$5M	\$5M	\$5M	\$5M	\$5M	\$5M	\$25M



SECTION 03 — OVERVIEW OF BA250

Modal Summary

Active Transportation, Transit, Passenger Rail, and Project Delivery

Active Transportation

Transportation Alternatives (TAP)



\$1.6B/year — largest dedicated federal active transportation source

⚠️ Easier for states to transfer TAP funds away from bike/ped uses

Recreational Trails Program (RTP)



\$84M/year — stable, no significant increase

✓ E-bikes now allowed on non-motorized RTP trails

ATIIP — Eliminated



✗ **Program repealed**

The Active Transportation Infrastructure Investment Program is eliminated under BA250

Micromobility & E-Bike Safety



Federal study on micromobility safety and children

⚠️ Does not address high-speed e-motor devices

Project Delivery & Permitting



USDOT directed to clarify when bike/ped infrastructure projects qualify for **accelerated environmental review**

Vehicle & Battery Safety



Advances crash avoidance tech to improve **detection of cyclists & pedestrians**. Lithium-ion battery safety standards for e-bikes & micromobility.

Transit Overview

\$87.6 Billion over 5 years | **⚠️ Decrease from IIJA levels** | **Significant structural changes**

Consolidated Transit Block Grant

- States may **consolidate 6 FTA formula programs** into a single lump-sum grant
- **✓** Primary UZAs (3.5M+ or multi-state 200K+) **excluded** — retain direct FTA relationship
- **MPOs in participating UZAs** must be consulted

Urbanized Area Formula — Sec. 5307

- Expands operating assistance eligibility to systems operating **101–125 buses** at peak
- Replaces public hearing requirement with **publish-and-comment process**
- Mandatory **1% floors** for security and ADA accessibility

Capital Investment Grants (CIG)

- "Small Starts" renamed "**Streamlined Starts**" — eligibility raised to projects under **\$1 billion**
- Improved economic development ratings to incentivize **transit-oriented housing**
- Program streamlined overall for faster project delivery

MPO Planning & Transit Oriented Development

- Transit planning changes **mirror highway title** — maintains consistency across modal planning
- **TOD Planning Program made permanent** and expanded to new fixed guideway and core capacity projects

Passenger Rail Overview

Rail Funding Structure

⚠️ No advance appropriations guarantee

- Shifts from advance appropriations (IIJA) to **annual appropriations**
- Historical funding ~\$3B/yr — far below the ~\$13B/yr needed to fully deliver on authorized levels.

\$63.9B

5-Year
Authorization

~\$3B/yr

Historical
Appropriation

~\$13B/yr

Needed to Fully
Fund

NIPR Program

\$18.5B Competitive Grants

- National Intercity Passenger Rail Partnership.
- Expanded to non-Amtrak operators and interstate rail compacts.
- Prioritizes financial sustainability.

CRISI Program

\$9.1B Safety & Infrastructure

- Consolidated Rail Infrastructure & Safety Improvements.
- Expanded eligibility: freight congestion, intercity expansion, safety tech.

Railroad Crossing Safety

\$3.65B Grade Crossing Elimination

- Expanded to rail-safety nonprofits. Advanced technology and data-driven safety improvements.
- Reduces mandatory transfer requirements.

Amtrak Governance

New accountability rules: FOIA-style compliance, open board meetings, executive pay disclosure, OIG oversight.

Equipment Pools

Interstate compacts may form shared equipment pools for procurement, leasing, and fleet management via RRIF loans.

Route Studies

USDOT directed to study new corridors in Midwest, Texas, California, and Northeast.

Emergency Relief

New disaster recovery program. Up to 80% federal cost share for states, agencies, and operators.

Permitting and Project Readiness Overview

NEPA Streamlining & Permitting Reforms | Accelerated delivery across all transportation modes

MPO Planning → EIS

Prior MPO planning analyses can now be used to **eliminate alternatives** from detailed consideration in an Environmental Impact Statement

★ **Most significant MPO-specific benefit in the permitting title**

Categorical Exclusions

Nearly Doubled

Federal share: **\$6M → \$12M**

Total cost: **\$35M → \$70M**

- Secretary directed to reduce CE paperwork burden
- Transit shelters in existing ROW **automatically exempt**

Additional Reforms

Transit CE Authority

UZAs over 200K may make CE determinations themselves

Streamlined Review Agreements

- Expanded to all modes
- Terms: **3 → 5 yrs** (up to 10 yrs)

FTA Property Acquisition

May reimburse pre-review property acquisition if used for eligible project



SECTION 04 — LOOKING AHEAD

Looking Ahead

Senate Progress and AMPO Action

What's Going on in the Senate?

SENATE POSITIONS

Senate Democrats

Maintain multi-year investment levels set in IIJA
([advanced appropriations letter](#))



EPW Majority

Interested in a consolidated state pilot program —
formula-driven, with state flexibility and control



WHERE THE COMMITTEES STAND

EPW · No bill yet

Commerce · No bill yet

Banking · No bill yet

The Senate will react to the House bill, but its final product may look very different on funding and policy

Bottom line: an extension seems likely

Looking Ahead



AMPO Action Plan

Four moves as the bill heads to
the Senate

1

Protect the wins

Mobilize to ensure the Senate keeps BA250 wins — Direct PL option, local match, and more.

2

Build on the base text

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

3

Flag concerning elements

Educate Congressional offices on provisions that create uncertainty for regions — with concrete local examples of the impact.

4

Engage the Senate

The Senate is still working through the process. Keep briefing offices on BASICS Act provisions; AMPO will provide updated resources.



SECTION 05 — FAQ

FAQ

Frequently Asked Questions

BA250 FAQ

Q Do MPOs receive the Obligation Limitation for STBG?

No. MPOs who elect to become recipients of Planning Funds (PL) do receive the Obligation Limitation (OL) for PL.

Q Why are there few reforms on project selection?

The House bill prioritizes funding over policy. The Senate may advance reforms requiring TIP-selected projects to be funded at obligation. AMPO is actively monitoring this issue.

Q What if our State has a sliding scale match for PL?

Your existing match rate is protected. If your state's match is below 10% (e.g., 4%), that sliding scale continues — preserved in the legislative language of the bill.

Q What if reauthorization isn't passed by Sept. 30, 2026?

A temporary extension would likely follow. Extensions are common in reauthorization cycles — formula programs continue, but Division J advanced appropriation programs (largely discretionary grants) would likely not be funded.

Contact

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