



# Building Unrivaled Infrastructure and Long-term Development for America's 250th Act



# Background and Reauthorization Status

## Infrastructure Investment and Jobs Act (IIJA)

- Signed into law in November 2021 as a five-year surface transportation authorization that included, for the first time, advanced appropriations for transportation programs
- Current authorization expires September 30, 2026

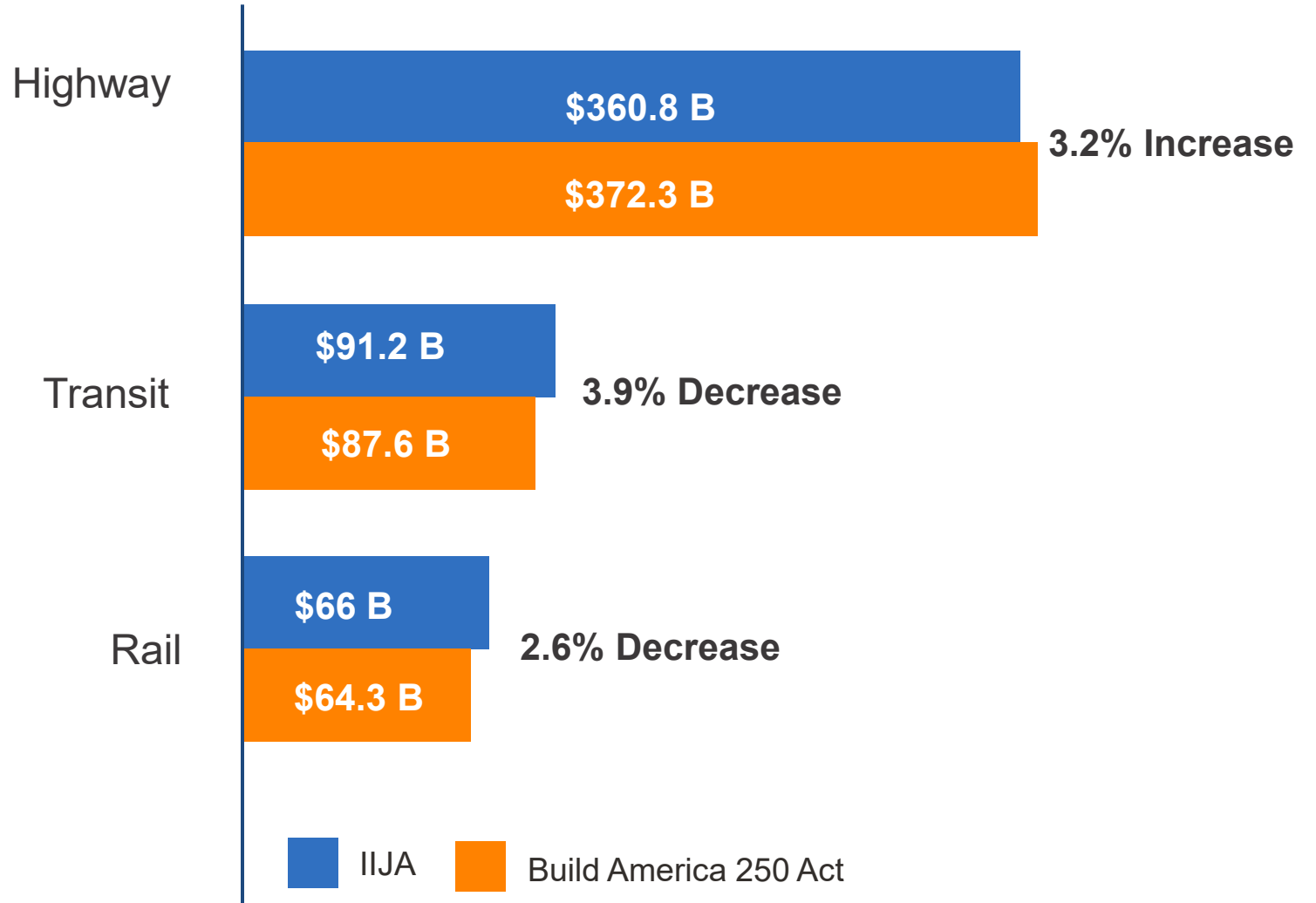
## Building Unrivaled Infrastructure and Long-term Development for America's 250th Act (BUILD America 250 Act)

- Announced by House Transportation and Infrastructure (T&I) Committee leadership as the proposed successor to the IIJA
- House T&I Committee leaders reached a bipartisan agreement and released legislative text
- House T&I Committee subsequently approved the bill during markup by a vote of 62-2



# BUILD America 250 Funding Overview

- \$580 billion in total transportation authorizations
- \$474.4 billion in guaranteed Highway Trust Fund contract authority
- Five-year authorization provides long-term planning certainty
- Does not include advanced appropriations; more programs dependent on General Fund





# BUILD America 250 Funding Priorities



## \$376 B for Highways and Bridges

- Includes \$46 billion Bridge Formula Program
- Includes \$12 billion for the Surface Transportation Accelerator Grant program, consolidating elements of Better Utilizing Investments to Leverage Development (BUILD)/Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
- Formula programs receive about 90 percent of funding



## \$64.3 B for Rail Programs

- Creates a new National Intercity Passenger Rail Partnership Program by consolidating Federal-State Partnership, Restoration & Enhancement, and Interstate Rail Compact programs
- All rail programs require General Fund appropriations



## \$87.6 B for Transit Formula Programs

- Transit funding lower than IIJA guaranteed levels
- Capital Investment Grants funded through annual appropriations



# BUILD America 250 Funding Priorities



## \$250 M for Transportation Assistance for International Games

- New discretionary program supporting transportation planning, capital, and operating needs for Olympic, Paralympic, and FIFA World Cup events
- Provides grants and technical assistance for host regions



## \$10 B for the National Infrastructure Project Assistance Program (MEGA Grants)

- Supports nationally significant transportation projects
- Expands eligibility to certain transit projects and transportation hubs



## New/Expanded Programs

- \$3.75 billion for Safe Streets for All
- Expanded Transportation Infrastructure Finance and Innovation Act (TIFIA) emergency loan authority



## Programs Eliminated or Reduced

- Carbon Reduction Program eliminated
- Formula Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program eliminated
- Low-No Emission Program eliminated
- Significant reduction in discretionary grant funding



# BUILD America 250 Policy Highlights



## Permitting Reform

- Codifies One Federal Decision and streamlines environmental reviews
- Expands categorical exclusions for transportation projects
- Allows concurrent review activities to accelerate project delivery



## TIFIA Reforms

- Increases eligibility threshold for accelerated rural projects to \$150 million
- Allows emergency loan relief following major disasters
- Allows interest and principal payment flexibility following disasters



## Highway Trust Fund Revenue Measures – Electric Vehicle/Hybrid Fee

- Establishes annual registration fee of \$130 for electric vehicles and \$35 for plug-in hybrid vehicles
- Fees increase by \$5 every two years beginning in 2029
- Estimated to generate approximately \$10 billion over five years
- Intended to partially address Highway Trust Fund solvency concerns



# BUILD America 250 Policy Highlights (Cont.)



## Capital Investment Grant Reforms

- Creates “Streamlined Starts” project category
- Expands core capacity eligibility and accessibility improvements
- Allows reimbursement of certain pre-development costs



## MPO Direct Recipient Authority

- Metropolitan planning agencies could directly receive certain federal transportation funds



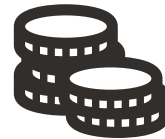
## Transit Oversight Changes

- Triennial reviews may be waived for compliant agencies
- Full review still required every ten years



## New Transit Requirements

- Requires recipients of Urbanized Area Formula funds to dedicate:
  - One percent for ADA accessibility improvements and one percent for security and crime prevention projects



## Transit Funding Block Grants

- Establishes an optional Consolidated State Block Grant Program for urban areas under two million people
- Allows participating states to combine funding from several transit formula programs into a single block grant
- State and local transit agencies must opt into participation



# BUILD America 250 Policy Highlights (Cont.)



## Bus Operator Safety

- Requires fully enclosed operator shields/workstations on new buses
- Establishes a working group to evaluate retrofitting existing buses with protective barriers



## Spare Ratio Flexibility

- Allows transit agencies to determine appropriate fleet spare ratios based on operational FTA needs
- Eliminates one-size-fits-all spare ratio policy



## Bus Procurement Changes

- Limits the federal contribution for bus procurements
- Federal contribution capped at 80 percent in FY 2029, declining to 70 percent beginning in FY 2031



## Emergency Relief & Resilience

- Expands eligibility for resilience and disaster mitigation projects
- Creates working group focused on accelerating disaster recovery projects
- Authorizes emergency funding for rail infrastructure after major disasters



## Transit Security & Fare Enforcement

- Allows federal transit funds to be used for transit officers, law enforcement partnerships, and transit support specialists
- Allows DOT to withhold up to ten percent of Urbanized Area Formula funding if fare evasion is not subject to civil or criminal penalties



# Next Steps

---

## House Floor Consideration

- Debate and vote by the full House of Representatives

## Senate Development of Reauthorization Proposal

- Senate committees develop and advance their own surface transportation reauthorization legislation

## House-Senate Negotiations

- Reconcile differences between House and Senate proposals
- Develop a final conference agreement or negotiated package

## Final Passage and Enactment

- Approval by both chambers