



BUILD America 250 Act

What Regions and Locals Need to Know

August 26, 2026 | Volusia-Flagler TPO Board of Directors

TODAY'S BRIEFING

Agenda



- 1 Reauthorization 101
- 2 What is the BUILD America 250 Act?
- 3 Where We Are in the Process
- 4 Key Provisions for Our Region
- 5 Potential Funding Opportunities for [MPO Name]
- 6 What to Watch & Next Steps

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 our region, which programs we can access, what we can spend it on, and how much flexibility we have in project selection. For Volusia-Flagler TPO, this bill will govern federal transportation investment for the next five years.

SECTION 01 — BACKGROUND

What Is the BUILD America 250 Act?



“Building Unrivaled Infrastructure and Long-term Development for America's 250th Act”
The House version of the next surface transportation reauthorization

What Is the BUILD America 250 Act?



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**.

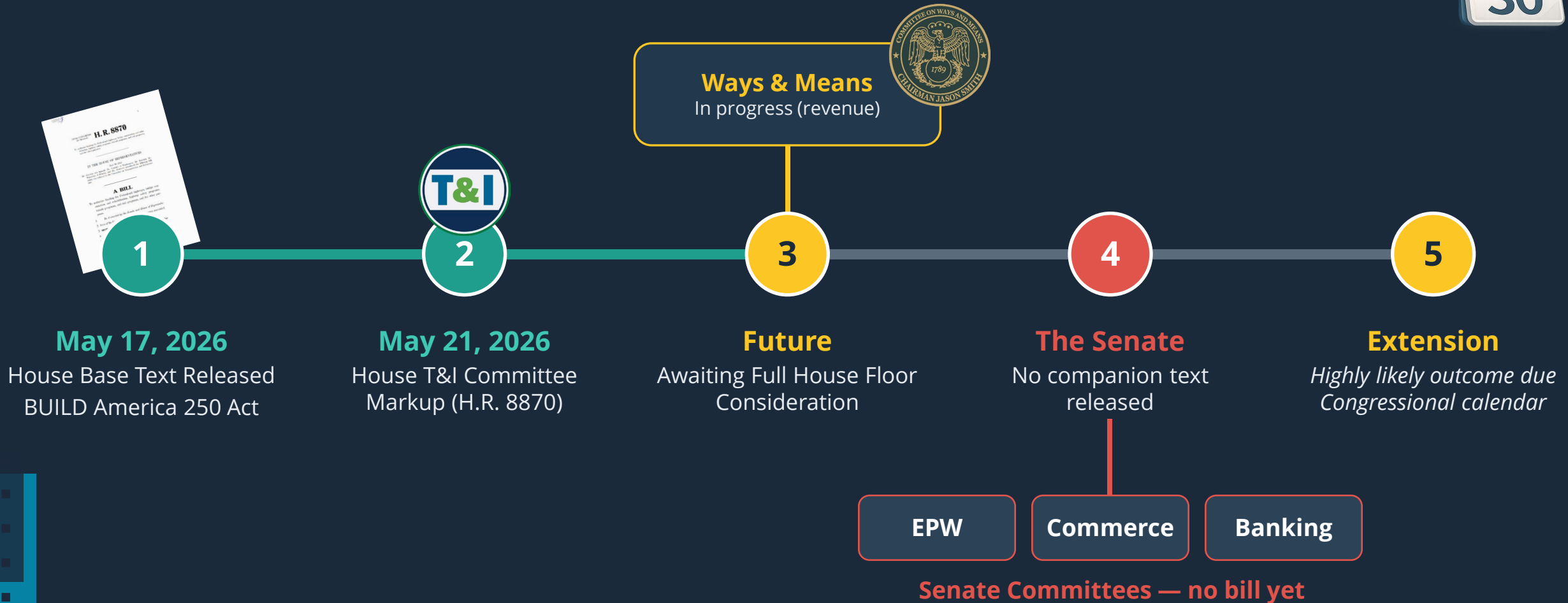


Major Structural Shift

90% of authorized funding is in formula programs. Different approach from IIJA, which had many competitive programs.

Local and regional entities are positioned to receive **~22%** of total federal transportation funding.

Where We Are: Legislative Timeline



SECTION 02 — KEY PROVISIONS

What BA250 Means for Our Region

Highway Programs

Key provisions with direct local and regional impact



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.

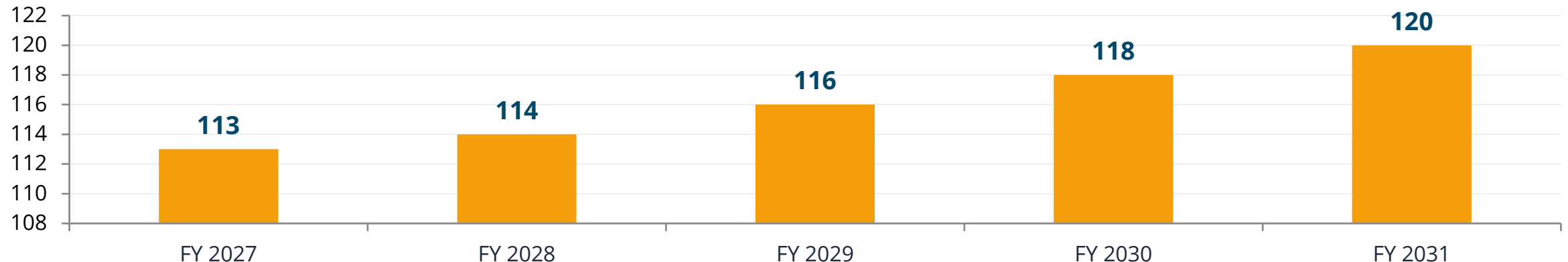
\$9.3B

**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)



Big Picture: Highway Funds

Paradigm Shift

90% of funding in formula programs

Moves away from competitive grants toward stable formula funding — more predictable for regional planning and programming.

Local & Regional Share

~22% of total federal transportation funding

Local and regional entities access funding through PL, STBG, TAP, SS4A, STAG, Bridge Formula, and CMAQ programs.

MPO Planning (PL) Wins

#1 largest % increase of any formula program

PL grows 9.7% in FY27 (+\$45.8M). New Direct Recipient option, FMIS access, expanded eligibilities, and local match requirement reduced to 10%.

Watch List

 Items to monitor closely

Consolidated Funding Pilot Program gives states a block grant — MPOs must be consulted. CRP eliminated; CMAQ has new alt-fuel set-aside.

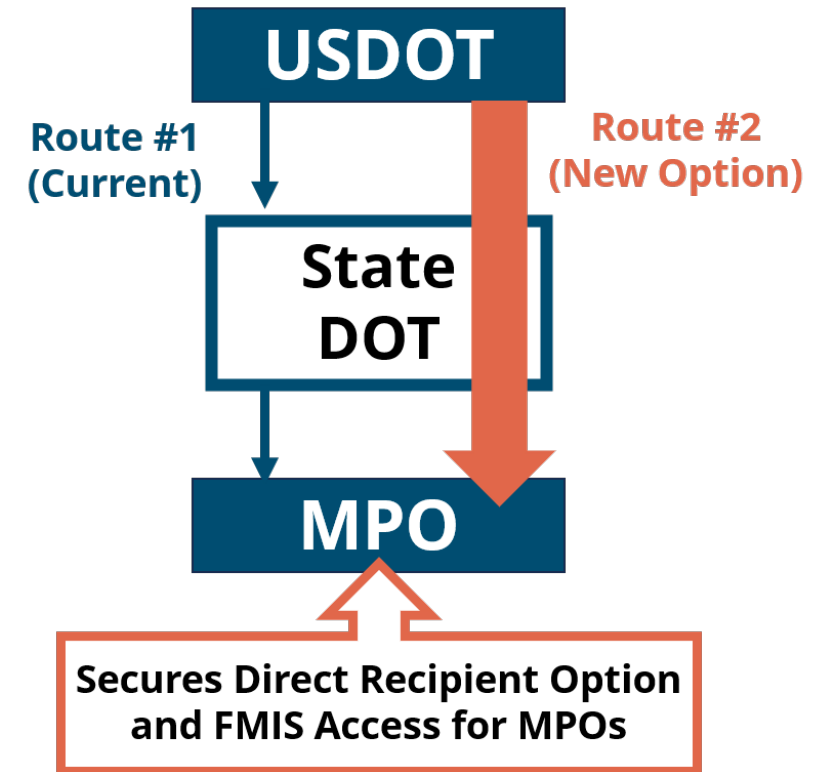
Metropolitan Planning Program (PL Funds)

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)

Potential Funding Opportunities for Volusia-Flagler TPO

22.8%

PL Funds increase
FY27→FY31

\$1.45M

Estimated PL
allocation FY27

\$9B

Bridge funds
per year nationally

~22%

Local share of
total fed. \$ available

Program	FY27 National \$	MPO Role
Planning (PL) Funds	\$520M	Suballocation or Direct Recipient
Surface Transportation Block Grant (STBG)	\$16.1B	Suballocation
Transportation Alternatives (TAP)	\$1.6B	Suballocation
Safe Streets for All (SS4A)	\$500M	Applicant
Bridge Formula — Local Set-Aside	\$2.25B	In-state competition
Surface Transportation Accelerator (STAG)	\$2.4B	Potential Applicant

What to Watch & Next Steps

WATCH CLOSELY

Consolidated Funding Pilot

Up to 10 states receive a lump-sum block grant. MPOs must be consulted on local fund distribution — but consultation ≠ veto.

CRP Eliminated

Carbon Reduction Program ends FY27. Most projects remain eligible under STBG and CMAQ.

CMAQ Alt-Fuel Set-Aside

10% of CMAQ must fund alternative fueling in FY27, declining to 7% by FY30. Could reduce dollars available for regional priorities.

RTPO Funding Not Included in BA250

The Local Officials in Transportation (LOT) Coalition's BASICS Act (H.R. 7437) RTPO proposal (\$150M/yr, 100% federal) was not included in BA250. The LOT Coalition continues to support its addition in the Senate.

AMPO's RECOMMENDED ACTIONS

1 Educate your Congressional Delegation

Educate your delegation on BA250 wins including, planning fund improvements, local match reductions, local safety and bridge funding, increased flexible STBG funding.

2 Build on the Base

The reauthorization process is a long timeline. Continue educating your Delegation on the importance of meaningful support for regions/locals. Flag any concerning elements.

3 Follow the Process

AMPO has lots of resources surrounding national and federal updates on the federal surface transportation reauthorization process. Follow our newsletter and reach out with questions

3 Work with your National Organizations

AMPO as well as the LOT coalition (NLC, NACo, USCM, NADO, NARC, and NADO) have resources to help support local and regional engagement in the reauthorization process.

Questions & Discussion



Contact

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AMPO Resources

- [AMPO BA250 Legislative Guide](#)
 - [AMPO Amendment Tracker](#)
- [AMPO Summary Slide Deck](#)
- [AMPO BA250 Summary Handouts](#)
- [AMPO BA250 Letter of Support](#)
- [National Beat Federal Policy Newsletter](#)
 - [Past Editions of the National Beat](#)

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