

STAFF REPORT



MEETING DATE:	June 24, 2026
SUBJECT:	Receive Legislative Update and Provide Direction Regarding Bill Positions
AGENDA ITEM:	13
STAFF CONTACT:	Sean Tiedgen, Executive Director

SUMMARY:

The board of directors provided direction on various bills at the April board of directors meeting. Staff have participated in meetings and continue to track bills. A summary of the status of bills is provided, along with proposed positions to take.

STAFF RECOMMENDATION:

It is recommended that the board of directors receive an update on current legislative activities and provide direction to the executive director regarding proposed positions on various items.

DISCUSSION:

The board of directors approved several comment letters and provided direction to staff on comments to make regarding Senate Bill (SB) 1087, which seeks to modernize the SB375 planning process at the April meeting. The state legislative process is in full swing as bills move to the opposite house. Several bills being tracked have yet to be scheduled for hearings in committees or may be heard just before SRTA's board meeting. Below is a status update of bills through June 18, 2026. Staff will provide further updates at the board meeting and seek input from the board regarding agency positions.

- **ACR 162 (Gallagher)** – The Assembly and Senate have concurred in designating a portion of State Route 99 in Butte County as the Congressman Doug LaMalfa Memorial Highway.
- **Sustainable Aviation Fuel Tax Credit** – Comments were provided. Still under debate between the state legislature and Governor as part of budget negotiations. State Senate committee voted to reject Governor's SAF tax credit proposal.
- **SB 1087 (Cabaldon)** – This bill seeks to modernize SB375 requirements related to the Sustainable Communities Strategy process for Metropolitan Planning Organizations (MPOs), oversight of the greenhouse gas (GHG) target setting process by the Air Resources Board, and minor changes to SB1 transportation funding programs. The executive director has sat in approximately 10 meetings on this topic since the April board meeting to provide input as a small MPO representative. The bill is scheduled to be heard on June 22, 2026, by the Assembly Transportation Committee. Amendments are anticipated, but no language has been published. Below is a status of the bill amendments today:
 - **SCS Cycle:** Move SCS planning process from four to eight years; new implementation report in intervening Regional Transportation Plan (RTP) cycle.
 - **GHG Targets:** Add a 2045 target year; targets remain focused on passenger vehicles and light-duty trucks and not on all vehicle types (*new change*).
 - **SB 1 programs:** removes requirement of comprehensive multimodal plans for Solutions for Congested Corridors program and adds language to ensure projects align with regional RTP/SCS.

- **Alignment with Caltrans State Highway Operations and Protection Program (SHOPP)** – proposed language changes removed (*new change*).
- **Alternative Planning Strategy (APS)** – If a region cannot meet its GHG target the MPO prepares an APS to show what would be needed to achieve it's GHG target. Currently it is a separate document from the RTP. Now an APS would be part of the RTP, just like an SCS.
- **CEQA Exemption** – Senate Environmental Committee requested CEQA exemptions for RTP/SCS be included. Cabaldon included in bill amendments in Senate, however, he announced last week he was removing as part of text being sent to Assembly Committees. (*new change*).
 - **Note – this is a significant change. Staff recommend the region advocate for this to come back.*
- **CARB Accountability** – the following requirements have been added:
 - Requires Regional Targets Advisory Committee, made up of MPOs, academics, industry, and others, to participate in oversight process related to CARB's development of GHG targets for MPOs, including posting of data and assumptions.
 - **Note – Region should advocate for at least one representative from the "Small 6" MPOs being included on RTAC – Shasta, Butte, Tahoe, Monterey, Santa Barbara, and San Luis Obispo.*
 - Requires CARB to make publicly available all data and assumptions to be used for target setting at least 60 days before draft targets are published for public review.
 - Requires CARB to conduct at least one public workshop in each MPO region during target setting process to hear from agencies and the public in affected region.
 - (*new change*) Refines CARB's 60-day review process of MPO's RTP/SCS to determine if it meets its GHG target:
 - CARB has up to 30 days to review initial documents and submit a letter to the MPO on whether the SCS is incomplete or if MPO failed to provide required information consistent with adopted guidelines.
 - If there is no issue, CARB completes review within 60 days. If CARB does provide a letter then MPOs have as much time as needed to respond.
 - CARB then has 30 additional days to review materials provided by MPO and make a final determination. If determination is not made within required timeframe, then MPO's RTP/SCS is determined "approved."
- **CalSTA – California Federal Surface Transportation Reauthorization Principles**
 - The California State Transportation Agency (CalSTA) has prepared a letter outlining nine California priorities to share with Congress for the next federal surface transportation bill (see link) [California Federal Surface Transportation Reauthorization Principles](#). CalSTA is asking for a broad coalition of agencies, organizations, and interest groups to sign on to the letter.
 - Staff reviewed the letter and find many good points surrounding safety, streamlining funding with a focus on formula funds, providing greater local flexibility, and maximizing opportunities for people to choose their preferred mode of transportation. However, the letter is silent regarding support for MPOs, and some state priorities do not reflect local priorities for the Shasta Region.
 - If desired, the board of directors could direct the executive director to sign on to the letter through the electronic portal.
- **BUILD America 250 Act**
 - The House Transportation and Infrastructure Committee (T&I) released their draft of the next multi-year federal transportation bill, named the BUILD America 250 Act.

- The Association of Metropolitan Planning Organizations (AMPO) has prepared an informational set of slides summarizing the initial talking points for congressional representatives (see attachment).
- Key provisions in the House T&I bill for MPOs and local agencies include the following:
 - Proposes significant reduction in competitive programs and shifts 90% of federal funding be within existing formula programs.
 - Local formula funding proposed to be increased by 30%.
 - National bridge program
 - requires 25% of funds allocated to each state to be set-aside for an in-state local competitive program.
 - requires 20% of funds to be for off-system local bridges.
 - 95% federal match/5% local match
 - MPOs with population less than 200k can now assist and apply for federal INFRA competitive grants.
 - Proposed 10% increase to FTA 5307 transit funds above current year.
 - Proposes 9.6% increase to MPO planning funds (note – with increase planning funds only represent 1% of total transportation funding provided through Federal Highway Administration); also decreases required local match from 20% to 10%.
 - New competitive program – Surface Transportation Accelerator Grant (STAG)
 - \$2.4 billion annually with following breakdown:
 - 50% - local and regional grants
 - 25% - rural grants
 - 25% - urban grants

ALTERNATIVES:

The board of directors may request changes to various positions recommended or direct staff to prepare specific comment letters for future consideration.

OTHER AGENCY INVOLVEMENT:

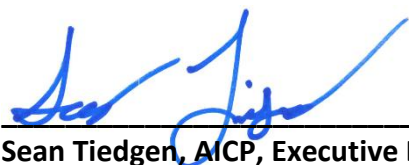
Staff continue to work with CalCOG member agencies as well as city, county, and Caltrans District 2 partners for feedback on bills. Updates were provided to the Technical Advisory Committee (TAC) on June 10, 2026.

FISCAL AND POLICY COMMITTEE:

Staff provided a verbal update on legislative activities with the Fiscal & Policy Committee on June 15, 2026.

FISCAL IMPACT:

There is no net fiscal impact to this action. However, various bills currently under consideration at the federal and state level have the potential to impact future agency operations or transportation project funding.



Sean Tiedgen, AICP, Executive Director

Attachment: AMPO BUILD America 250 Act Informational Slide Deck

BUILD America Act Slide Appendix

- 1  Roadmap to Reauthorization - Timeline
- 2  Key Insights for Regions & Local Governments
- 3  Overview of the BUILD America 250 Act
- 4  Looking Ahead
- 5  FAQs

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SECTION 01 — LEGISLATIVE TIMELINE

Timeline

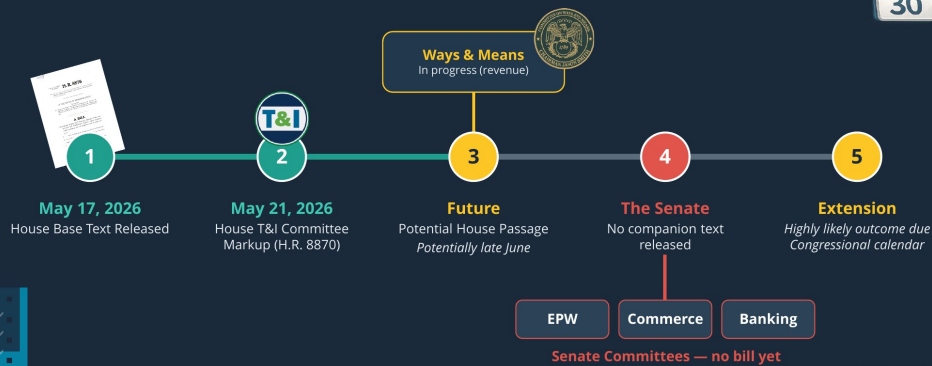
House and Senate Action

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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.

SEPT 30



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SECTION 02 — OVERVIEW OF BA250

Local & Regional Outlook

Key Provisions

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Big Picture – Highway Funds



Paradigm Shift

From competitive grants to formula funding

90% of authorized funding now in formula programs

- Consolidation of programs



MPO Improvements

Upgrades to the PL program

#1 largest % increase (formula programs)

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



The Local Share

Meaningful local & regional access to funding

~22% of total transportation funding made available

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



Monitoring

Provisions to watch in BA250

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

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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

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BASICS Act Provisions Reflected in BA250



Fixes bridges based on condition and ownership

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



Targets safety dollars to high-risk roads

- ↳ Local safety competitive SS4A program in BA250



Builds planning capacity to deliver better projects faster

- ↳ Improvements to metropolitan planning program in BA250



Delivers local and regional priority projects faster

- ↳ Streamlining, categorical exclusions & project delivery reforms in BA250



Strengthens accountability and local project selection

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



Protects local and regional dollars from transfer

- ↳ Certain programs require state consultation before transfer in BA250

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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

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Local Formula Programs

Local Formula Funding Increases

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

+\$3.7B

FY26 to FY27 increase

+\$14.7B

IJA → BUILD 250 (+30.1%)

\$48.97B

IJA formula funds



\$63.70B

BUILD 250 formula funds

BUILD 250 is a **4% overall Contract Authority increase** from IJA — 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.

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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

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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

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

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

2×+

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**

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Metropolitan Planning Program (PL Funds)

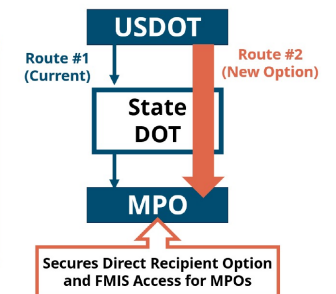
22.8% Increase
over 5 years

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

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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)

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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.

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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.

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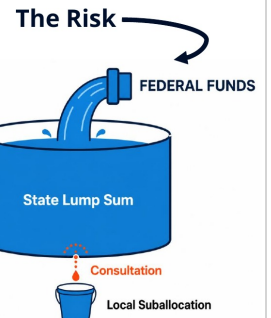
What We're Monitoring

⚠ 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.



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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%

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SECTION 03 — OVERVIEW OF BA250

Funding Overview

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

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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.

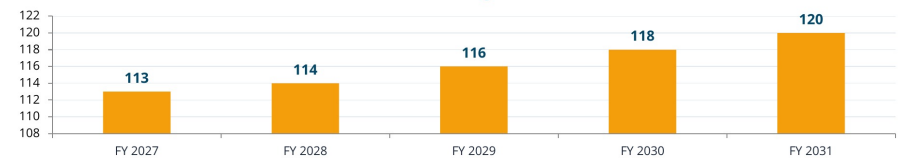
\$9.3B

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)



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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	—	—	—	—	—	—

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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

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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

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SECTION 03 — OVERVIEW OF BA250

Modal Summary

Active Transportation, Transit, Passenger Rail, and Project Delivery



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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

ATIIP — Eliminated



Program repealed

The Active Transportation Infrastructure Investment Program is eliminated under BA250

Project Delivery & Permitting



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

Recreational Trails Program (RTP)



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

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

Micromobility & E-Bike Safety



Federal study on micromobility safety and children

⚠️ Does not address high-speed e-motor devices

Vehicle & Battery Safety



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

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Transit Overview

\$87.6 Billion over 5 years | ⚠️ **Decrease from IJIA 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

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

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

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

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Passenger Rail Overview

Rail Funding Structure

⚠️ **No advance appropriations guarantee**

- Shifts from advance appropriations (IJIA) 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 RRIIF 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.

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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

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SECTION 04 — LOOKING AHEAD

Looking Ahead

Senate Progress and AMPO Action

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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

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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.

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SECTION 05 — FAQ

FAQ

Frequently Asked Questions

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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.

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