

JPACT's Priorities for *BUILD America 250 Act*

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JPACT would like the following provisions from the *BUILD America 250 Act* included or amended in the final surface transportation reauthorization bill. They are not listed in any priority order.

RETAIN the following provisions:

- The **\$3 billion/year authorization level for FTA Capital Investment Grants** and reforms to the program that will streamline review and set the region's four CIG projects up for success
- The **increased FHWA Metropolitan Planning funding and expanded eligible uses**, enabling MPOs to do holistic systems level planning and initial project scoping
- The dramatic **expansion of the Bridge Formula Program**, 25% set aside for locally-owned bridges, and prioritizing investments based on bridge condition
- The **reauthorization of Safe Streets and Roads for All (SS4A) using HTF contract authority** so the program isn't subject to annual appropriations
- Tying NHTSA Section 405/402 formula funding to specific **transportation safety performance outcomes**
- The **increased transit formula funding** to assist transit operators in mitigating cost increases and improving system safety and reliability
- The **dedicated set aside for alternative fuel infrastructure** within the Congestion Mitigation and Air Quality (CMAQ) program

AMEND the following provisions:

- Restore the **Carbon Reduction formula program**, which provided ~ \$82 million to ODOT under IIJA and supported multiple projects across the Metro region
- Increase **SS4A planning set aside** to IIJA levels so the 15 jurisdictions in our region without transportation safety action plans can access these funds
- Expand existing grant protection language to **require restoration of IIJA grants that were rescinded or paused** by the Trump Administration
- Remove **preemption of state and local autonomous vehicle regulations**
- Restore eliminated grant programs, including the **Active Transportation Infrastructure and Investment Program**
- Provide **guaranteed funding for passenger and high speed rail** to protect existing state and local corridor investments
- Embed **seismic safety, structural resilience, disaster mitigation, and emergency-route continuity** as evaluation criteria across federal programs
- Balance any proposed **new revenue sources for the Highway Trust Fund (HTF)** across vehicle types.