



Association of
Metropolitan
Planning
Organizations

The BASICS Act

Transportation Planning
Board

April 15, 2026



TRANSPORTATION FUNDING

Federal transportation funding is essential for MPOs to carry out long-term regional planning and deliver key infrastructure projects. The primary source of this funding comes from the **Highway Trust Fund (HTF)**, which is financed primarily through federal fuel taxes on gasoline and diesel.

THE HIGHWAY TRUST FUND

The HTF is divided into two main accounts:

1. **Highway Account** – Funds highways, bridges, and roadway infrastructure projects.
2. **Mass Transit Account** – Supports public transit systems across the country.

The Highway Trust Fund (HTF) is primarily funded through federal fuel taxes on gasoline and diesel. However, these rates have not increased since 1993, resulting in a **widening gap between revenue and transportation needs**. Since 2008, Congress has supplemented the HTF with transfers from the general fund to keep it solvent.

AMPO'S
HTF REPORT



AMPO's HTF REPORT



Key Funding Programs for MPOs

MPOs rely on several federal programs funded through the HTF to carry out their planning and project implementation responsibilities.

The reauthorization of the surface transportation bill impacts the core funding mechanisms that MPOs rely on to execute their planning and programming functions.

METROPOLITAN PLANNING (PL/5303):

These formula funds support MPO planning activities and are allocated to all MPOs based on population and other factors. They fund transportation studies, staff, and long-range planning efforts.

SURFACE TRANSPORTATION BLOCK GRANT (STBG)

Funds support road, bridge, and multimodal projects. In areas with populations over 200,000 (i.e., Transportation Management Areas or TMAs), a portion is directly suballocated to MPOs. For smaller MPOs, the state determines the funding allocation

CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT (CMAQ)

This program funds projects aimed at reducing transportation-related emissions. CMAQ funds are suballocated to TMAs, while in smaller regions they are often administered by the state.

CARBON REDUCTION PROGRAM (CRP)

Funds projects that reduce greenhouse gas emissions from transportation. Like other programs, CRP is suballocated to TMAs, and is often state-administered in smaller areas.

TRANSPORTATION ALTERNATIVES (TA) SET-ASIDE

Funds projects focused on improving non-motorized transportation options, such as bicycle and pedestrian infrastructure. TA funds are suballocated in TMAs, with administration varying in smaller regions.

DISCRETIONARY GRANT PROGRAMS

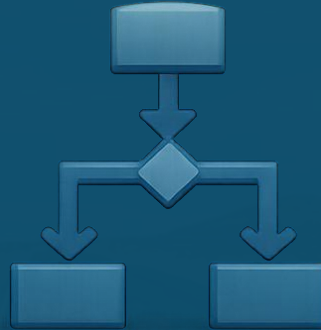
Several discretionary grant programs that MPOs are eligible to apply for or benefit from could be impacted by the surface transportation reauthorization process. Examples of discretionary programs include RAISE, SS4A, and SMART grants.

Reauthorization Shapes the Transportation Landscape



Funding Flow

How dollars are allocated



Governing

How decision-making occurs



Concept to Construction

How projects are delivered

Reauthorization 101



Process by which transportation funding and policy are authorized



Occurs Every 5-6 years (current bill – IIJA – expires end of FY 26)



Federal Transportation funding is guaranteed through reauthorization
(funding comes from the Highway Trust Fund)



Committees:

House: T&I – Policy; Ways & Means – Funding; Science – Research**

Senate: EPW – Highway; Banking – Transit; Commerce – General*/Research*/Safety

RECENT REAUTHORIZATION HISTORY

LEGISLATION	FISCAL YEARS & SURFACE TRANSPORTATION FUNDING	KEY IMPACTS & THEMES	SELECT NOTABLE PROGRAMS
Intermodal Surface Transportation Efficiency Act (ISTEA)	1992-1997 <i>\$155 billion</i>	First major shift to empower MPOs; emphasized multimodal and regional planning More funding flexibility Learn more	National Highway System (NHS) established Congestion Mitigation and Air Quality (CMAQ) program
Transportation Equity Act for the 21st Century (TEA-21)	1998-2003 <i>\$218 billion</i>	Expanded MPO authority and planning factors Strengthened environmental considerations and innovative financing tools Learn more	Transportation Infrastructure Finance and Innovation Act (TIFIA) Expanded Surface Transportation Block Grant (STBG)
Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)	2005-2009 <i>\$244.1 billion</i>	Formalized public participation plans Increased Planning Funds Encouraged public-private partnerships Learn more	Safe Routes to School program Highway Safety Improvement Program (HSIP)
Moving Ahead for Progress in the 21st Century (MAP-21)	2012-2014 <i>\$105 billion</i>	Introduced performance-based planning requirements Strengthened MPO accountability Learn more	National Performance Management Goals Transportation Alternatives Program (TAP)
Fixing America's Surface Transportation (FAST) Act	2016-2020 <i>\$305 billion</i>	Expanded transit funding and resiliency programs Increased focus on freight and safety Learn more	National Highway Freight Program (NHFP) Grants for freight Transit-Oriented Development (TOD) Pilot Program Build America Bureau
Infrastructure Investment and Jobs Act (IIJA)	2021-2026 <i>\$567 billion</i>	Historic funding increase Expanded MPO eligibility in competitive programs Focus on equity and resilience goals Learn more	Carbon Reduction Program (CRP) Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program (PROTECT) National Electric Vehicle Infrastructure (NEVI) Program New discretionary grants (ex: Safe Streets & Roads for All)

Current Authorization Bill → IIJA Funding

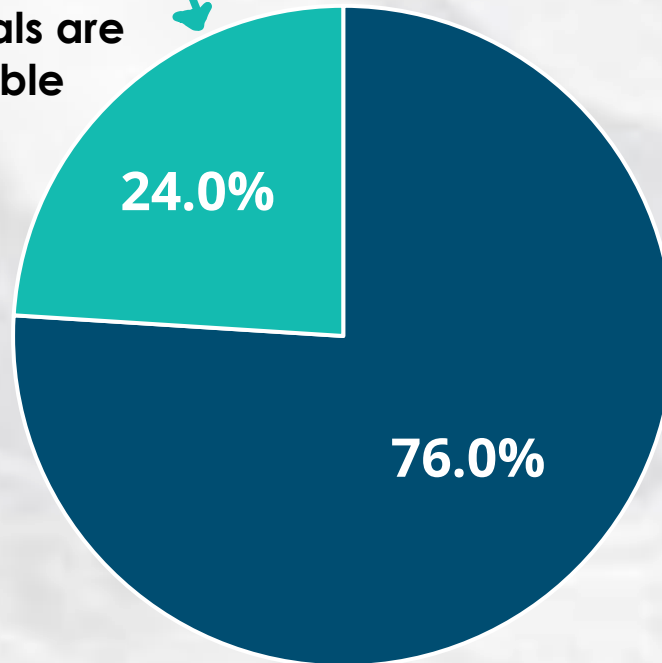
Total Funding FY22 – FY26

\$567 billion
in surface
transportation



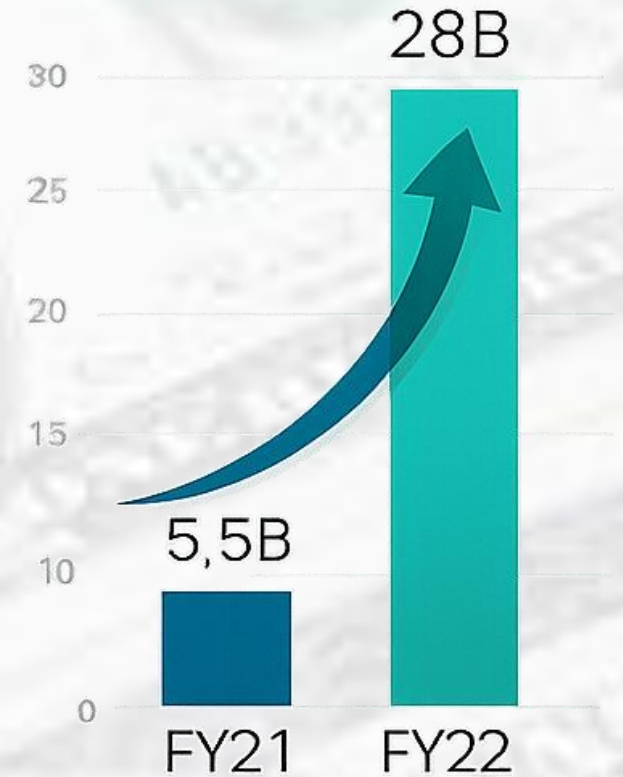
Total Funding Split FY22 – FY26

Regions &
Locals are
eligible



■ Formula ■ Discretionary

Discretionary Funding FAST ACT → IIJA/BIL



How the BASICS Act fits into Reauthorization



Congress is currently working on the next surface transportation reauthorization (IIJA was the last surface bill – Expires Sept. 30)



We expect Congress to release legislative text this Spring

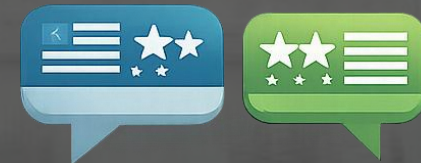
The BASICS Act is AMPO's and the LOT Coalition's marker bill for the next surface transportation reauthorization



Signals the priorities of local and regional governments



Part or all of the bill could be included in the surface bill – not guaranteed



BASICS has been introduced in the House but still needs your support

The BASICS Act (H.R. 7437)

- ✓ Support the needs of over **25,000 cities, towns, counties, RTPOs, MPOs, regional councils**, and communities nationwide
- ✓ Based extensive **input and experience** from local and regional governments.
- ✓ Reflective of **congressional direction**
- ✓ Includes **AMPO's legislative priorities**
- ✓ **Local Officials in Transportation (LOT) Coalition** marker bill supported by AMPO, NARC, NLC, USCM, NACO, NADO, NACE, and APWA

(Original Signature of Member)

119TH CONGRESS
1ST SESSION

H. R. _____

To improve Federal transportation programs, and for other purposes.


IN THE HOUSE OF REPRESENTATIVES

Ms. McDONALD RIVET introduced the following bill; which was referred to the
Committee on _____

A BILL

To improve Federal transportation programs, and for other
purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*
3 **SECTION 1. SHORT TITLE.**
4 This Act may be cited as the "Bridges And Safety
5 Infrastructure for Community Success Act" or the "BA-
6 SICS Act".
7 **SEC. 2. DEFINITIONS.**
8 In this Act:



Chairman Graves Vision for Reauthorization



“In the next surface transportation reauthorization bill, **we’re going back to basics**. After recent years of expanding and creating more programs, spending money we don’t have, and losing money to project approval inefficiencies, **we can and must focus on our most fundamental infrastructure needs.**”



Less expansive reach than IIJA



Less discretionary money/programs



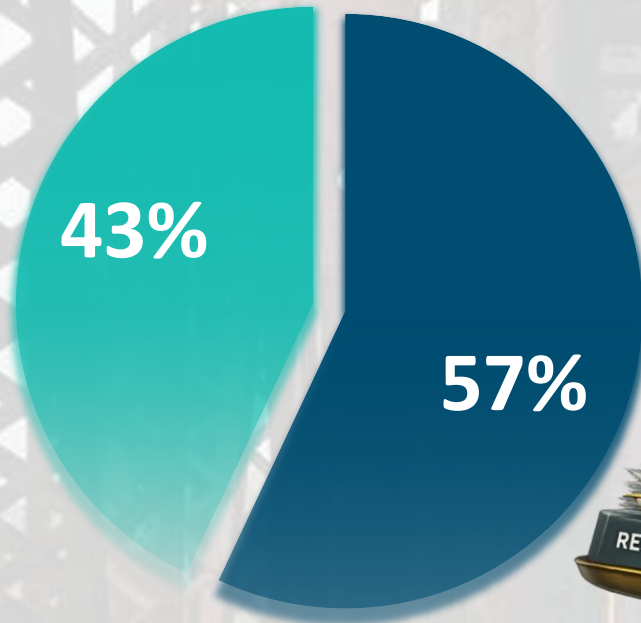
Greater focus on roads and bridges



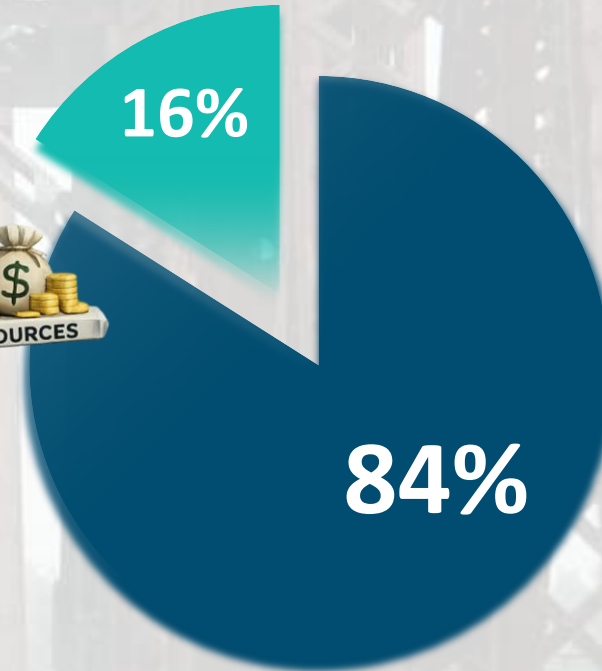
Focus on safety, streamlining, and project delivery

Local Governments own
43% of the Federal-Aid
Highway System and **75%**
of all U.S. Road Miles

Yet Communities Only
See **16%** of the Federal-
Aid Highway Funding



■ States ■ Locals

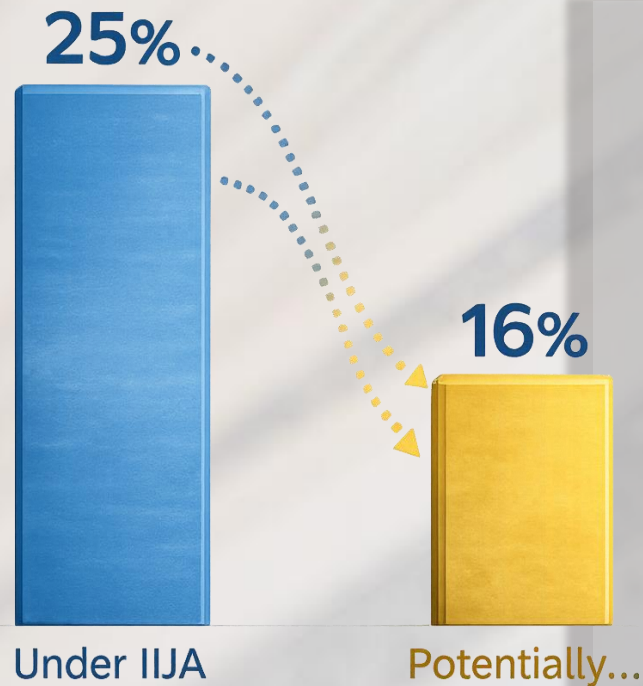


■ States ■ Locals

Responsibility ≠ Resources
*The distribution is out of **balance***

Protect Regional & Local Access

IIJA increased access — reauthorization could reverse that



If Congress shifts funding from discretionary programs to formula **without** requiring suballocation to regions...

Local governments could lose access to funding that previously flowed to them under the IIJA,

Roughly **25%** of total federal transportation funding.

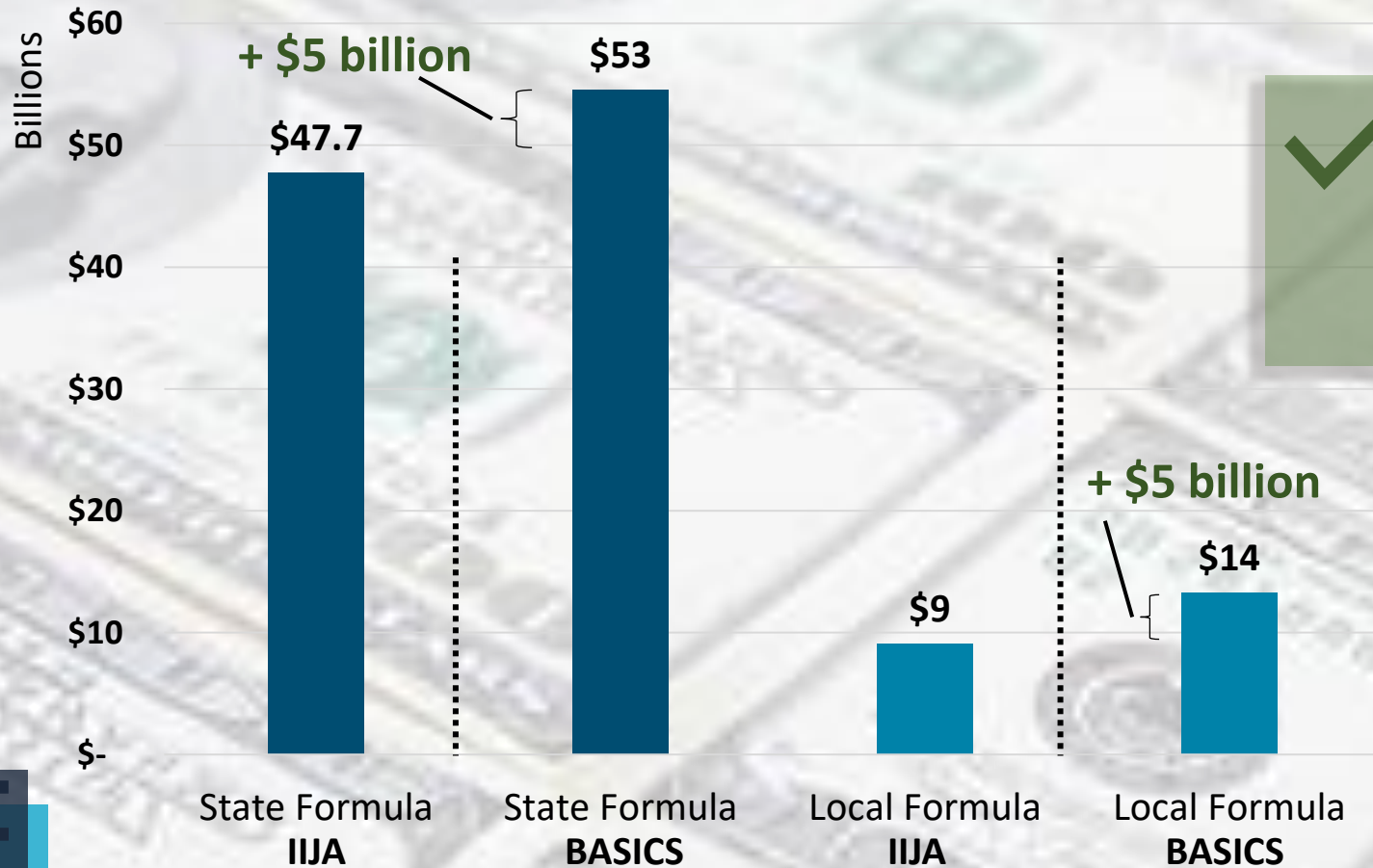
Bridges And Safety Infrastructure for Community Success Act BASICS – H.R. 7437

- **Modernizes Planning Funds (PL)**
 - Increases PL Funds (2.5% of the overall program)
 - 100% Federal Share
 - MPO Option to be Direct Recipient of PL funds
 - Expands Eligibilities
- **Increases Surface Transportation Block Grant (STBG) Funds**
- **Increases Highway Safety Improvement Program (HSIP) Funds**
 - Includes 25% Suballocation
- **Continues Bridge Formula Program**
 - Includes 25% suballocation

- **Reaffirms Local Project Selection**
- **Strengthens Consultation in areas below 50,000 in Population**
- **Federal Financial Management System (FMIS) Access**
- **Suballocated Funds Protected from Transfer**
- **Funding for Regional Transportation Planning Organizations (RTPOs)**



Funding Changes



What the BASICS Act does

- Increases guaranteed funding for local governments AND states.



What this does NOT do

- Decrease state funding

Note: BASICS is a forward-looking bill based on FY27 assumptions for the HTF baseline (\$80b), inflation adjustments (2%), and consolidation of certain IIJA grant programs into the formulas (congress direction).

So, What Happens?



State funding increased by \$5 billion, resulting in an **11%** boost in the formula funding allocated to states



Guaranteed local funding increased by \$5 billion, allowing for more predictable investment in regional and local projects



Metropolitan Planning (PL) funding increased to 2.5% of the Federal-Aid Highway Program, supporting project delivery.



Bridge Formula Program and SS4A are integrated into the core formula program structure.

Metropolitan Planning Program (PL Funds)

- ✓ PL funding is set at 2.5%
- ✓ 100% federal cost share
- ✓ Direct recipient status option
- ✓ Access to Financial Management Information System (FMIS)
- ✓ Expanded funding eligibility



MORE PL FUNDS



LOCAL PROJECTS



STREAMLINED DELIVERY

Highway Safety Improvement Program (HSIP) Changes

Suballocation: 25% based on population (STBG style)

- i. Large urbanized areas – pop. Over 200k
- ii. Mid-size urbanized areas – pop. 50k to 200k
- iii. Small urban areas – pop. 5k to 49,999
- iv. other areas – pop. under 5k



Project Selection:

- Populations >50,000, projects must be included in the TIP
- Populations <50,000 with RTPO, projects must be selected in cooperation with RTPOs
- Populations <50,000 and no RTPO, projects must be selected in consultation with local governments

States will not lose safety funding

Program	IIJA (FY2026)	BASICS Act (FY2027)
HSIP	\$3.2 billion →	\$4.4 billion
HSIP Suballocated	\$0	\$1.1 billion (25%)

The Bridge Formula Program

Renamed the “Strengthening Bridge Formula Program”

- **Funding:** \$5.5 bn/yr (2027 – 2031)
 - **Minimum:** \$45 mil/yr to a state
 - **Off-System Bridges:** 100% Federal Cost Share
 - **Suballocation:** 25% based on population (STBG style) →
- **100% federal cost share** for off-system bridges
- Places greater **emphasis on bridges in “poor” condition**

Each Area Receives Funding Proportional to its Population



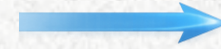
- Large urbanized areas – pop. Over 200k
- Mid-size urbanized areas – pop. 50k to 200k
- Small urban areas – pop. 5k to 49,999
- other areas – pop. under 5k

Support the BASICS Act

BASICS Act Toolkit - shorturl.at/rDsvU



Briefing materials, templates, talking points, one-pagers, and more!



FROM ALTOONA, PA

The BASICS Act would empower cities, counties, and MPOs to compete more effectively for federal funding to repair the structurally deficient bridges in our communities. In Pennsylvania, we have far too many of them.

MAYOR MATT PACIFICO

FROM SOUTHEAST MICHIGAN

Southeast Michigan's transportation system faces the same challenges – safety, the condition of our roads and bridges, and reliable funding – as the rest of our state and the entire country. The BASICS Act prioritizes what is needed: reliable funding for a stable and locally-driven transportation planning process, which is the foundation of effective project delivery. This legislation will continue to bring much needed support to fix high-risk infrastructure and balance investment across the transportation system.

AMY O'LEARY, EXECUTIVE DIRECTOR, SEMCOG

CITY OF PITTSBURGH, PENNSYLVANIA

Infrastructure is one of the most critical needs of local government. More specifically, roads and bridge conditions impact public safety, economic development and walkability of a community therefore impacting quality of life.

The Basic Act would provide the opportunity for direct funding to local government entities effectuating easier long-range infrastructure planning and road and bridge investments. As a multi-term, small city mayor and member of the National League of Cities Board, I applaud Congressman Bresnahan and Congresswoman McDonald Rivet for their bipartisan sponsorship of this bill and recognition of the needs of local government and urge congress to pass this bill.

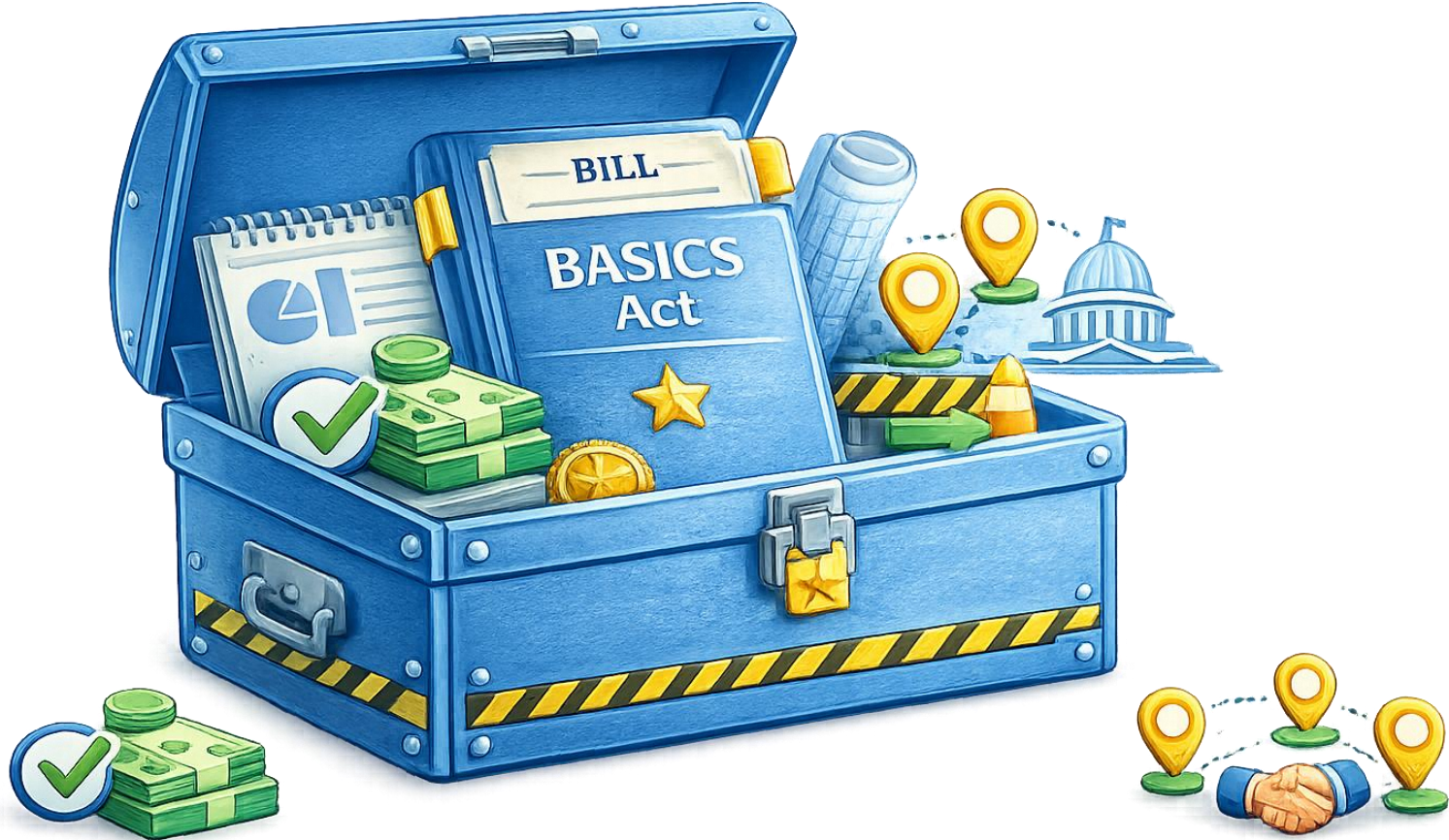
MAYOR MICHAEL A. LOMBARDO

FROM NORTHEAST PENNSYLVANIA

The Bipartisan BASICS Act is a strong step toward addressing Pennsylvania's real infrastructure needs. This legislation would deliver federal investment needed to keep people connected to health care, employment, education, shopping, and more,

BOB FIUME, CHAIRMAN LUZERNE COUNTY TRANSPORTATION AUTHORITY

Q&A



Contact

Katie Economou

Legislative Director

keconomou@ampo.org

Ryan Coady

Legislative Associate

rcoady@ampo.org