



2025-2026 Candidate Questionnaire

The AGC PAC questionnaire is to be completed by the candidate or an authorized campaign staff member. Please return the completed questionnaire to clara.kinney@agc.org. Additional AGC information and resources are available to candidates at advocacy.agc.org/candidates.

CAMPAIGN INFORMATION

Candidate Name			
Political Party		State/District	
Campaign Name			
Physical Address (no P.O. Box)			
City		Zip Code	
Campaign Manager		Email	
D.C. Fundraiser		Email	

CONSTRUCTION EXPERIENCE & INDUSTRY CONNECTION

- Experience**
- Worked in the industry Worked in real estate development Current/former public official familiar with construction-related issues
- Industry Connection**
- Worked with an AGC chapter in my state Worked with an AGC member company in my state Worked with a different construction association or company

Please explain if you checked any boxes

WORKFORCE DEVELOPMENT

ISSUE BACKGROUND

The construction industry's labor shortages remain severe with most construction firms expecting labor conditions to remain tight. Despite firms increasing pay and benefits, the workforce shortage continues. A 2024 AGC survey found 94 percent of construction firms reported having a hard time finding workers to hire and that contractors have a low opinion of the pipeline of future workers. The industry is facing the negative effects of decades of policies directing students to attend four-year institutions as the only career option.

AGC POSITION

AGC supports policies to improve the pipeline for developing a safe, trained, and diverse workforce. Currently only 20 percent of all total federal education funding goes to career or workforce education with the majority going to traditional four-year colleges. Congress must increase funds for career and technical education (CTE) programs to reverse this higher education bias in federal funds.

To address this issue, AGC supports increasing annual appropriations for CTE programs; improving and expanding pre-apprenticeship programs through increased funding and minimum standards; and expanding access to apprenticeship programs by removing barriers and providing funding regardless of union affiliation—while opposing new apprenticeship utilization requirements, among other priorities.

CANDIDATE POSITION

Check any of the following workforce development policies that you support.

- Increasing federal funding for career and technical education, pre-apprenticeship, and/or apprenticeship programs
- Expanding and improving pre-apprenticeship programs with reasonable standards to prepare individuals to enter the construction workforce
- Increasing access to and removing barriers from apprenticeship programs without regard to union affiliation
- Tax credits or deductions for employers that contribute to their employees' upskilling programming

Comments:

IMMIGRATION

ISSUE BACKGROUND

The current immigration system is broken. It provides little opportunity for legal immigration, has created a permanent underclass of illegal workers, fails to utilize the latest technology to verify work status, and has created a patchwork of ordinances that creates uncertainty for employers trying to comply with competing federal, state, or local ordinances. Currently, there is no legal option for low-skilled guest workers operating in high-demand occupations to meet projected future workforce needs.

AGC POSITION

AGC supports immigration that strengthens national security, creates a fair and efficient employment verification system, creates a program for temporary guest workers to meet future workforce needs in the less skilled sectors, and finds a reasonable and rational way of dealing with the current undocumented population in the United States.

AGC supports a new guest worker visa program with visas valid long enough to ensure that the employer's training investment is not lost and employer needs are met and renewable. Employers should be able to sponsor employees for permanent residency during the term of the guest worker visa, and the cap should be flexible and based on the needs of the marketplace, not arbitrary restrictions on the construction industry. Finally, guest workers should enjoy the same labor and employment law protections as other employees.

More than 100,000 construction workers currently hold Temporary Protected Status (TPS) or Deferred Action for Childhood Arrivals (DACA) work authorizations. However, their legal status has been placed in jeopardy due to shifting administrative policies and ongoing court decisions. These individuals have long played a vital role in both the construction industry and the broader U.S. economy. AGC urges Congress to extend the work authorization for these individuals by passing a permanent legislative solution to enable Dreamers and TPS holders currently working in the United States to continue doing so.

CANDIDATE POSITIONS

Immigration reform (check one box):

I **SUPPORT** immigration reform that strengthens national security, creates a fair and efficient employment verification system, and finds a reasonable and rational way of dealing with the current undocumented population in the United States.

I **OPPOSE** immigration reform that strengthens national security, creates a fair and efficient employment verification system, and finds a reasonable and rational way of dealing with the current undocumented population in the United States.

Low-skilled guest worker program (check one box):

I **SUPPORT** a low-skilled guest worker program for the construction industry.

I **OPPOSE** a low-skilled guest worker program for the construction industry.

TPS and DACA Status (check one box):

I **SUPPORT** a permanent status for Dreamers and TPS holders to remain in the United States.

I **OPPOSE** a permanent status for Dreamers and TPS holders to remain in the United States.

Comments:

INFRASTRUCTURE INVESTMENT

ISSUE BACKGROUND

The federal government invests in important transportation, water, flood control, energy, and public buildings infrastructure. Access to reliable and affordable power, clean water systems, and a transportation network—that for much of the 20th century was the envy of the world—has given American businesses a significant competitive advantage in international markets.

The Infrastructure Investment and Jobs Act (IIJA) is the most significant infusion of investment in our infrastructure since the enactment of the Interstate Highway System in the mid-1950's. It provides market opportunities for highway contractors, direct federal contractors, building contractors, utility contractors, and other markets. And it demonstrates to our existing and future workforce that there is sustainable work in the years to come. However, Congress must continue to prioritize the maintenance and modernization of critical infrastructure.

AGC POSITION

The federal government must continue to invest in our nation's infrastructure. AGC supports increasing and prioritizing direct federal investment in infrastructure. These investments better connect people and communities and yield short and long-term economic benefits. In addition, these investments enable improvements to our nation's supply chain - including port infrastructure, freight bottlenecks at major highway interchanges, and grade separation projects.

CANDIDATE POSITIONS

Infrastructure investment (check one box):

- I **SUPPORT** prioritizing government funding for the purposes of investment in the maintenance and modernization of public infrastructure. (i.e., roads, bridges, water resources, water infrastructure, public buildings, etc.).
- I **OPPOSE** prioritizing government funding for the purposes of investment in the maintenance and modernization of public infrastructure. (i.e., roads, bridges, water resources, water infrastructure, public buildings, etc.).
- OTHER**, please explain in the comment section.

Incentivizing public-private partnerships for infrastructure investment (check one box):

- I **SUPPORT** increasing the use of loan guarantees and tax-exempt debt instruments like private activity bonds and municipal bonds to increase investment in the maintenance and modernization of public infrastructure. (i.e., transportation, water resources, water infrastructure, public buildings, etc.).
- I **OPPOSE** increasing the use of loan guarantees and tax-exempt debt instruments like private activity bonds and municipal bonds to increase investment in the maintenance and modernization of public infrastructure. (i.e., transportation, water resources, water infrastructure, public buildings, etc.).
- OTHER**, please explain in the comment section.

Comments:

HIGHWAY TRUST FUND

ISSUE BACKGROUND

The Highway Trust Fund (HTF) is the principal mechanism for funding the construction of federal-aid highway and transit systems. Most importantly, the HTF provides states and construction companies with certainty to plan large projects that need a reliable flow of funding. User fees, including federal gas and diesel taxes, provide the majority of revenue for the HTF. Currently, these fees consist of 18.4 cents/gallon on gasoline and 24.4 cents/gallon on diesel fuel. These levels have not been increased for over 30 years, so the taxes no longer provide the trust fund with the same buying power. In fact, since the federal gas tax is not adjusted to inflation and has not been raised since 1993, the purchasing power of the revenue has eroded over time – over 40 percent less today than in 1993.

The Infrastructure Investment and Jobs Act (IIJA) provides five years of funding for the HTF but fails to address its long-term solvency. For this reason, Congress must find a sustainable funding solution for the HTF or states risk severe cuts to their transportation programs. Failure to fix the structural deficiencies that have plagued the HTF will impact every state, as each one relies heavily on federal transportation funding as a major portion of their highway and bridge capital improvement budget. Unfortunately, some in Congress have suggested eliminating the HTF, and relying on annual appropriations from the General Fund, which would make planning large construction projects nearly impossible.

AGC POSITION

AGC strongly believes that there is a direct federal role in providing for a safe and efficient national transportation network. Most importantly, we support preserving the HTF and support a user pays system – one in which the users of our transportation network pay for the construction and rehabilitation necessary to meet the demands of a growing population. The simplest, most efficient way to fix the HTF is to increase the user fees that fund the system like the federal gas and diesel taxes. Absent that, Congress needs to identify new user fees or other funding mechanisms, such as an electric vehicle fee, to provide for the long-term solvency of the HTF.

CANDIDATE POSITIONS

The Highway Trust Fund (check one box):

- I **SUPPORT** preserving the HTF and addressing the solvency of the HTF through an increase in user fees, new funding mechanisms – like an electric vehicle fee, or a combination of both.
- I **OPPOSE** preserving the HTF and addressing the solvency of the HTF through an increase in user fees, new funding mechanisms – like an electric vehicle fee, or a combination of both.

Check any of the following funding mechanisms that you support:

- | | |
|--|---|
| <input type="checkbox"/> Increase in the motor fuels taxes | <input type="checkbox"/> Customs fees |
| <input type="checkbox"/> User fee for electric vehicles | <input type="checkbox"/> Battery fee for electric and hybrid vehicles |
| <input type="checkbox"/> Increased tolling | <input type="checkbox"/> User fee for transit riders |
| <input type="checkbox"/> Vehicle miles traveled user fee | <input type="checkbox"/> Per barrel oil fee |

Comments:

PERMITTING REFORM

ISSUE BACKGROUND

The construction industry's ability to rebuild the nation's infrastructure faces challenges because of inefficiencies in the federal environmental review and permitting processes. Too often, critical construction projects are delayed and, in turn, face steep cost increases that block their construction. These delays have made it harder to build roads and bridges, achieve climate change goals, make infrastructure more resilient, and better prepare and protect communities from natural disasters, especially disadvantaged communities. Unfortunately, federal agencies have been making these already onerous processes worse. They have created new rules and guidance to expand and further complicate the federal permitting and environmental review processes. This additional red tape is putting further stress on the processes as well as supply chains—which could impede the very projects needed to enhance infrastructure resilience and improve efficiency.

AGC Position

AGC supports reforms to the federal environmental review and permitting processes and holding federal agencies accountable for roadblocks and delays. AGC has supported past reforms including making FAST-41 permanent, One Federal Decision, National Environmental Policy Act (NEPA) improvements, better agency coordination, deadlines and page limits for environmental review reports, transparency, accountability and more. However, these reforms—while helpful—have faced implementation impediments within federal agencies.

CANDIDATE POSITIONS

Permitting Reform (check one box):

- I **SUPPORT** reforms that would put boundaries on the environmental analyses as well as common-sense reforms to provide transparency, efficiency, and accountability for federal agencies involved.
- I **OPPOSE** reforms that would put much needed boundaries on the environmental analyses as well as common-sense reforms to provide transparency, efficiency, and accountability for federal agencies involved.

Check any of the following reforms that you support:

- Reducing timelines for filing litigation against final environmental reviews or permits
- Expanding past reforms to more types and sizes of infrastructure projects
- Establish hard deadlines for agencies to issue complete reviews/permits
- Penalize federal agencies for missing deadlines via fines
- Ensure that federal agencies have enough staff to process reviews/permits
- Delegate more federal review and permitting authorities to states at their discretion
- Allow agencies to conduct reviews and permitting processes concurrently
- Limit federal actions that trigger the need for federal environmental review and permitting decisions

Comments:

CLIMATE CHANGE

ISSUE BACKGROUND

The construction industry has been at the forefront of building green for decades, making communities safer and healthier, and our public infrastructure more efficient and resilient. Improvements in our transportation, building, and industrial sectors will help our communities withstand weather events and conserve natural resources—leading to reductions in greenhouse gas emissions. Nevertheless, the climate issue is of global importance.

AGC Position

The construction industry is the project delivery system for building a safer, healthier, and environmentally sustainable future. Our nation cannot simply wish for a greener future; it must build it. And the construction industry must be an integral part of the policymaking processes to help ensure that construction firms and the construction workforce can continue to grow and prosper. AGC supports federal investments in infrastructure programs to make our nation more resilient to climate change. And the industry continues to take steps to address its contributions to emissions by recycling construction materials and experimenting with new means and methods of project delivery and construction materials usage, among other things.

Nevertheless, government efforts to reduce greenhouse gas emissions should not jeopardize U.S. economic competitiveness, supply chain readiness, and energy security. Efforts to impose expansive, technically, and economically unfeasible GHG emissions reporting and “Buy Clean” and environmental product declaration programs upon the construction industry will unnecessarily delay or hurt efforts to build a more sustainable future.

CANDIDATE POSITION (check one box):

- I **SUPPORT** strict government policies that prioritize climate change and setting expansive greenhouse gas reporting measures upon the construction industry even if it comes at the cost of jeopardizing U.S. economic competitiveness, supply chain readiness, and energy security.
- I **OPPOSE** strict government policies that prioritize climate change and setting expansive greenhouse gas reporting measures upon the construction industry.

Comments:

LABOR

ISSUE BACKGROUND

The Protecting the Right to Organize (PRO) Act ([H.R. 20/S.852](#)) makes an unprecedented attempt to fundamentally change dozens of well-established labor laws without regard to their detrimental impact on workers, employers—union and open-shop—and the economy. While the bill purports to help workers, it actually strips away many of their rights and privacies while expanding opportunities to coerce law-abiding employers, thereby hurting the economy, and upsetting a delicate balance of rights and restrictions established by the National Labor Relations Board (NLRB), the courts, and Congress.

AGC POSITION

AGC opposes the misleadingly named PRO Act as it includes dozens of drastic changes to established law and practices in the construction industry.

Among the most significant of these changes, it would: strip away critical secondary boycott protections that prevent a union from unfairly embroiling a neutral employer in the union's dispute with another employer (the "primary" employer) through threatening, coercive, or restraining conduct; promote slowdowns and intermittent strikes, which can be especially disruptive as sporadic work stoppages are difficult for employers to anticipate and respond to and thus have long been deemed unlawful; impose a form of "backdoor card check" that undermines secret ballot elections when determining union representational status; codify an NLRB rule on changes to representation election—often called the "quickie election" or "ambush election" rule—that denies employers due process and ample time to prepare for an election, while limiting workers' access and time to consider relevant information; broadens the definition of joint employer from those that share direct control over terms and conditions of employment to those with indirect control; enact an overly restrictive independent contractor test that would prevent legitimate independent contractor relationships that are widely used and valued by many individuals and companies in the construction industry; change attorney-client confidentiality to make it harder for employers to secure legal advice on complex labor matters; and mandate interest arbitration. Taken together, many of these changes will be disruptive to both union and nonunion employers.

CANDIDATE POSITION (check one box):

I **SUPPORT** the Protecting the Right to Organize (PRO) Act.

I **OPPOSE** the Protecting the Right to Organize (PRO) Act.

Comments:

FEDERAL TAX REFORM

ISSUE BACKGROUND

Congress enacted the One Big Beautiful Bill Act (OBBB) and made permanent various tax provisions important to construction companies that were set to expire such as the §199A deduction, 100 percent bonus depreciation for new and used equipment, and immediate research and development expensing. However, the law also cemented Excess Business Loss (EBL) limitations in §461(l), limiting the ability of pass-through businesses to deduct losses in any given year. This is particularly impactful for the construction industry because it is inherently a cyclical business sector. When the economy expands, private and public sector project owners tend to make infrastructure investments, while in times of economic downturn, those investments can dry up.

And while TCJA and OBBB held harmless many infrastructure investment tax provisions, it did not expand those tools (such as allowing additional forms of infrastructure to be eligible for private activity bonds (PABs), or fix the underlying funding issues facing the nation's chronically underfunded infrastructure programs, such as the Highway Trust Fund.

The tax code is complicated and some provisions in the code, such as the Alternative Minimum Tax (AMT), the use of specialized tax accounting rules for contractors, and the estate tax, force construction companies to devote significant resources to tax compliance rather than building. Additionally, a number of provisions in the tax code, such as the tax exemption for municipal bonds and PABs, are essential tools to promote long-term infrastructure investment.

In 2022, Congress passed the Inflation Reduction Act (IRA), which created and expanded a number of tax provisions that promote energy efficiency. For the first time ever, Congress attached labor standards to these tax incentives for both prevailing wages and the use of registered apprentices on privately funded construction projects. This places significant new paperwork and compliance burdens on contractors, requiring new recordkeeping systems and introducing regulatory uncertainty for projects utilizing these tax incentives.

AGC POSITION

AGC believes that tax policy should promote long-term economic growth, simplify, and instill certainty in the tax code, and promote investment in our nation’s critical infrastructure (e.g., tax-exempt bonds; and enhanced capital expenditures). AGC supported the passage of TCJA and OBBB. While the laws were not perfect, it lowered tax rates for pass-through businesses and corporations and addressed a number of long-standing AGC tax priorities, such as increasing the “small contractor exemption” for simplified tax accounting, increasing the estate tax exemption, and reducing the impact of the AMT.

AGC also supports further measures to improve TCJA and OBBB in ways where they ultimately came up short, such as fully repealing the AMT, excess business loss limit, and the estate tax, and expanding the utilization of PABs. Furthermore, AGC will vigorously oppose any legislative effort to roll back the business tax relief, such as the lower corporate rate or the qualified business income deduction (§199A).

AGC also opposes attaching labor standards to privately funded investment through the tax code, such as in the IRA. These provisions eliminate large swaths of the construction industry from competing for projects and reduces the pool of contractors and workers able to compete for and deliver these projects.

CANDIDATE POSITIONS

Excess Business Loss Limits (§461(l)) (check one box):

- I **SUPPORT** eliminating the Excess Business Loss limits that prevent construction firms from deducting legitimate losses in the year they occur.
- I **OPPOSE** eliminating the Excess Business Loss limits that prevent construction firms from deducting legitimate losses in the year they occur.

Alternative Minimum Tax (check one box):

- I **SUPPORT** a total elimination of the Alternative Minimum Tax (AMT) for individuals.
- I **OPPOSE** a total elimination of the Alternative Minimum Tax (AMT) for individuals.

Attaching labor standards to tax incentives (check one box):

- I **SUPPORT** attaching labor standards to tax incentives for both prevailing wages and the use of registered apprentices on privately funded construction projects.
- I **OPPOSE** attaching labor standards to tax incentives for both prevailing wages and the use of registered apprentices on privately funded construction projects.

Comments:

PROJECT LABOR AGREEMENTS (PLAs)

ISSUE BACKGROUND

A project labor agreement (PLA) is a pre-hire collective bargaining agreement between a general construction company with one or more labor organizations that establishes the terms and conditions of employment for a specific construction project. On February 4, 2022, President Biden issued [Executive Order 14063](#) requiring government agencies to mandate PLAs for large-scale federal construction projects where the total cost to the government is \$35 million or more. On June 12, 2025, OMB issued a memorandum affirming the Biden E.O.- Use of Project Labor Agreements on Federal Construction Projects - [OMB Memo M-24-06](#). Government mandates and preferences for PLAs can restrain competition, drive up costs, cause delays, lead to jobsite disputes, and disrupt local collective bargaining.

Government-mandated PLAs can have the effect of limiting the number of competitors on a project. This is because government mandates for PLAs typically require contractors to make fundamental, often costly changes in the way they do business. For example, a PLA may require a contractor to recognize the local unions as the representatives of their employees on that job; use the union hiring hall to obtain workers; reintroduce inefficient work rules that have been abandoned over the course of collective bargaining; and pay into union benefit and multi-employer pension plans that nonunion employees will never be able to access, forcing nonsignatory employers to pay twice for retirement and health care benefits.

In cases where use of a PLA would benefit a particular project, the construction contractors, otherwise qualified to perform the work would be the first to recognize that fact and to adopt a PLA voluntarily. They would also be the most qualified to negotiate the terms of such an agreement.

To ensure no preference is given, the Fair and Open Competition Act ([H.R.2126](#) / [S.1064](#)) was introduced this Congress. This legislation seeks to preserve open competition and federal government neutrality by prohibiting the government from requiring or prohibiting PLAs on federal and federally funded construction projects.

AGC POSITION

AGC strongly believes that the choice of whether to adopt a collective bargaining agreement should be left to the contractor-employers and their employees, and that such a choice should not be imposed as a condition to competing for, or performing on, a publicly-funded project. AGC neither supports nor opposes contractors' voluntary use of PLAs on government projects, but strongly opposes any government mandate for contractors' use of PLAs.

AGC is committed to free and open competition for publicly funded work and believes that the lawful labor relations policies and practices of private construction contractors should not be a factor in a government agency's selection process.

CANDIDATE POSITIONS

Government-Mandated Project Labor Agreements (check one box):

I **SUPPORT** government-mandated PLAs.

I **OPPOSE** government-mandated PLAs.

Government neutrality (check one box):

I **SUPPORT** legislation like the Fair and Open Competition Act.

I **OPPOSE** legislation like the Fair and Open Competition Act.

Comments:

Please use this space to include any additional comments:

Signature of candidate or authorized campaign representative

Date