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Rebuild Our Nation's Road & Transportation Systems



America's roads, bridges, and transit systems are critical to the economy but face challenges from aging infrastructure, rising costs, and growing demand. To deliver projects on time, protect workers, and maximize taxpayer dollars, Congress must provide stable, long-term investment before September 2026. That means strengthening the Highway Trust Fund, prioritizing formula funding, streamlining environmental reviews, and advancing work zone safety.

- **Preserve the Highway Trust Fund (HTF).** Congress has not raised motor fuel fees that contribute to the HTF since 1993, eroding their purchasing power. Improved vehicle fuel efficiency and the rise of hybrids and electric vehicles (EVs), which are heavier and cause greater wear and tear on our roads, have further reduced HTF revenues. Congress should ensure all users of the system contribute to the Highway Trust Fund by:
 - **Passing S.536/H.R. 1253, the Fair SHARE Act**, that would ensure that electric vehicles owners contribute to the HTF; and
 - **Rejecting H.R. 2424 The Modern, Clean, and Safe Trucks Act**, which would eliminate the heavy truck excise tax that is deposited into the HTF.
- **Prioritize formula funding over discretionary grant programs.** Formula-based programs give states predictable, flexible funding to meet unique needs and plan projects efficiently. Unlike smaller discretionary grants, formula funding avoids the notice of funding opportunities process which includes – a lengthy application process, DOT reviews, project awards, and other administrative hurdles. This results in project delays and money shifted away from building roads and bridges to instead being spent chasing after grants. Congress should protect core programs while maintaining large-scale discretionary programs, like MEGA and INFRA, that fund projects of national or regional significance that otherwise would not be viable with formula funding alone.
- **Streamline and standardize environmental reviews and permitting.** Too often infrastructure projects get tied up in delays in the National Environmental Policy Act (NEPA) process, permitting process, or litigation challenging these environmental decisions. Congress should shorten and standardize timelines for legal challenges, and limit lawsuits to issues raised during the project review. These reforms would keep projects moving forward on time and within budget.
- **Strengthen work zone safety.** Crashes in highway work zones put both workers and motorists at risk, with 63% of highway contractors reporting crashes in their work zones in the past year. States should be required to track work zone injuries and fatalities, encouraged to include work zone safety as part of their driver education curricula, and incentivized to use automated traffic enforcement systems.

ACTION NEEDED

Support the Surface Transportation Reauthorization by:

1. **Cosponsoring the Fair SHARE Act (S.536/H.R. 1253) to ensure owners of electric vehicles contribute to the HTF; and**
2. **Rejecting the Modern, Clean, and Safe Trucks Act (H.R. 2424) which would repeal the federal excise tax on trucks and reduce revenues into the HTF.**