












Overview of the *BUILD America 250 Act*

The House Transportation and Infrastructure has released their bipartisan, five-year highway and transit bill – *The BUILD America 250 Act*. To learn more, please read the [bill text](#) or [committee summary](#).

BUILD America 250 Act		AGC Analysis
	<p>Increased Funding: Provides \$474 billion in funding, through the Highway Trust Fund (HTF), over 5 years for roads, bridges, transit, and safety programs.</p> <ul style="list-style-type: none"> • Roads and Bridges - \$376B (Compared to \$365B in IIJA) • Transit – ~\$87B (Compared to \$85B in IIJA) • Safety Programs - ~\$11B (Compared to \$9B in IIJA) <p>Authorizes roughly \$110 billion in <i>additional</i> funding, subject to a <i>future congress providing the funds</i>, for rail, freight, and transit Capital Investment Grants – making the total for the bill over \$580 billion.</p>	<p>Increased funding for roads and bridges above the Infrastructure Investment and Jobs Act. Getting this bill done on time would prevent a potential series of short-term extensions that would make planning a challenge.</p>
	<p>Formula over Discretionary: Prioritizes formula funding, rather than discretionary grants, with over 90% of highway funding going to states – however not a large increase to the traditional formula programs. Consolidates or eliminates programs - like the PROTECT program, Carbon Reduction Program, and Neighborhood Access and Equity Grant Program – but keeping most project eligibilities.</p>	<p>Prioritizes formula funding, however, there are increased opportunities for locals to be direct recipients of federal funds, rather than the state DOT.</p>
	<p>Focus on Bridges: Provides \$45B for repairs and replacement of the nation’s bridges, including locally owned and off-system bridges.</p>	<p>Largely formula based, but it is outside of the traditional state apportionment.</p>
	<p>EV and Hybrid Fee: Establishes an electric vehicle fee of \$130 and a plug-in hybrid vehicle fee of \$35 that is set to increase each year.</p>	<p>The first new revenue stream into the HTF in over 30 years.</p>
	<p>Work Zone Safety: Requires states to report serious injuries alongside fatalities. States can also use behavioral safety funds for driver awareness campaigns and teen education programs focused on work zones. Establishes an interagency working group to improve roadway worker protections through enhanced data collection, stakeholder input, and work zone safety recommendations.</p>	<p>Emphasizes work zone safety but does not require states to prioritize the issue or incentivize speed cameras.</p>
	<p>Project Delivery: Increases the cost threshold for a major project and expands the use of categorical exclusions. Strengthens environmental review time & page limits and expands NEPA assignment authority from a period of 5 years to 10 years.</p>	<p>These provisions will help ensure highway construction projects can break ground faster.</p>
	<p>Workforce: Creates a taskforce to identify workforce development strategies to address current and future workforce needs. Prioritizes registered apprenticeship, extends apprenticeship program for 18-to-20-year-old truck drivers to meet workforce needs.</p>	<p>Recognition of workforce challenges of industry today and in the future to meet infrastructure needs.</p>
	<p>Procurement: Avoids further expansion of Buy America policy. Requires action on anticompetitive bidding practices through guidance by US DOT to state DOTs and the establishment of a committee to make recommendations to revise federal regulations accordingly on highway projects.</p>	<p>Appear to be opportunities for AGC to be a part of that committee.</p>
	<p>DBE Program: Amends the Disadvantaged Business Enterprise (DBE) program by dropping the race and gender-based presumptions and requires the Secretary to develop and publish objective criteria for how states can evaluate if an individual qualifies as socially or economically disadvantaged.</p>	<p>An update following the Supreme Court decision in the Harvard Admissions case and recent interim final rule.</p>