

## American Society of Civil Engineers’ one-pager on the BUILD America 250 Act

The House Committee on Transportation and Infrastructure (T&I) on May 22nd, 2026, approved the Building Unrivaled Infrastructure and Long-term Development for America’s 250th (BUILD America 250) Act (H.R. 8870) by a 62-2 vote. The BUILD America 250 Act proposes a total of \$580 billion and would reauthorize federal surface transportation programs from Fiscal Years (FY) 2027 through 2031.

### Why is it important?

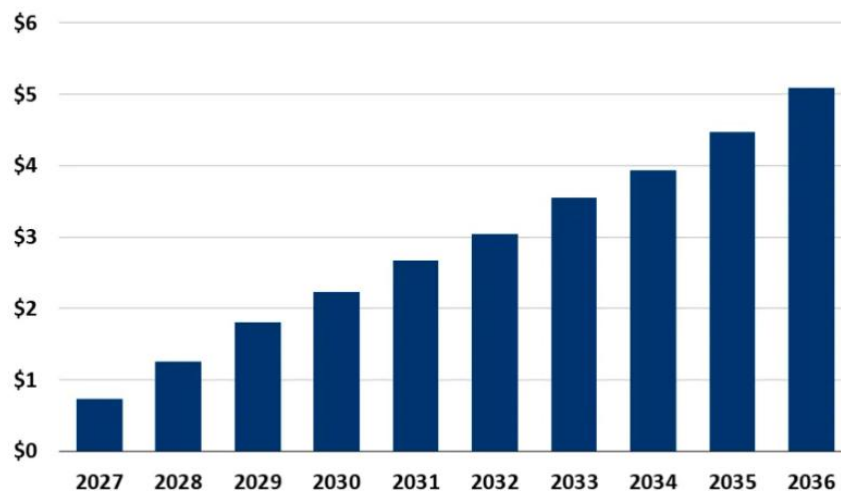
Current authorization of surface transportation programs under the Infrastructure Investment and Jobs Act (IIJA) expires September 30th, 2026. Multi-year reauthorization bills are important because they provide civil engineers and transportation professionals with the certainty needed to build, update, and maintain the nation’s infrastructure.

### ASCE position on the BUILD America 250 Act

ASCE supports the BUILD America 250 Act as a necessary first step to passing a surface transportation reauthorization bill before September 30th, 2026. For over a year, ASCE has engaged with lawmakers, sharing priorities for a legislative package. The BUILD America 250 Act contains provisions to sustain recent investments, bolster the Highway Trust Fund for the first time in decades through annual fees on electric and plug-in hybrid vehicles, enhance project delivery and National Environmental Policy Act processes, improve safety, and support research – all of which are in line with ASCE’s reauthorization recommendations. The Committee for a Responsible Federal Budget (CRFB) estimates the fees on EVs and hybrid vehicles would raise about \$30 billion over a decade.

### EV & Hybrid Fee Could Raise Billions Over Decade

Annual Fee Revenue, Billions



Source: CRFB estimates of fees specified in BUILD America 250 Act based on Congressional Budget Office score of House-passed One Big Beautiful Bill Act.



## What are some areas for improvement in the BUILD America 250 Act?

ASCE was disappointed in the funding levels for some programs in the BUILD America 250 Act, as well as how the bill rolls back certain initiatives geared toward resilience and emissions reductions. For example, the bill does not provide formula funding for Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program and repeals the Carbon Reduction Program, although it adds eligibilities for these types of projects to other programs. The bill also reduces funding for the National Highway Traffic Safety Administration’s programs. ASCE will continue to advocate for additional funding, as well as other key priorities, as the Senate develops its bill and as House and Senate lawmakers negotiate a final bill.

The IIJA vs the BUILD America 250 Act – Funds Directly Provided by the Bill (Million \$)						
	Provided by the IIJA 2022-2026			Provided by BUILD America 2027-2031		
	HTF	GF	Total	HTF	GF	Total
	<u>Contr. Auth.</u>	<u>Advance*</u>	<u>Funding</u>	<u>Contr. Auth.</u>	<u>Advance</u>	<u>Funding</u>
Federal Highway Administration	304.0	47.3	351.3	376.0	0.0	376.0
Federal Transit Administration	69.9	21.3	91.2	87.6	0.0	87.6
National Highway Traffic Safety Administration	5.1	1.6	6.7	5.7	0.0	5.7
Federal Motor Carrier Safety Administration	4.5	0.7	5.1	5.0	0.0	5.0
Subtotal, traditional modes covered by bill	383.4	70.8	454.2	474.4	0.0	474.4
Federal Railroad Administration	0.0	66.0	66.0	0.0	0.0	0.0
Office of the Secretary*	0.0	19.1	19.1	0.0	0.0	0.0
<b>Total Surface Transportation Programs</b>	<b>383.4</b>	<b>155.9</b>	<b>539.3</b>	<b>474.4</b>	<b>0.0</b>	<b>474.4</b>

Source: Eno Center for Transportation

\* The BUILD America 250 Act does not contain advance appropriations. The Appropriations Committees are expected to provide \$106 billion from the General Fund in their annual spending bills over the next five years. The bulk of the reauthorization funding – \$474.4 billion – would be guaranteed funding from the Highway Trust Fund.

### Next steps

The House of Representatives still needs to pass the BUILD America 250 Act. In the Senate, leaders of the Committee on Environment and Public Works have not released their version of the surface transportation reauthorization bill. House and Senate lawmakers will need to negotiate to reach an agreement on final legislation by September 30th, 2026, or an extension of existing programs will be necessary.