



The BUILD America 250 Act

An ARTBA Analysis

May 21, 2026

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American Road
& Transportation
Builders Association



Consistent, long-term funding, combined with well-crafted policy structures, positions the BUILD America 250 Act to support transportation systems across the country.

Summary

The House Transportation & Infrastructure (T&I) Committee Chairman Sam Graves (R-Mo.) and Ranking Member Rick Larsen (D-Wash.) May 17 released a five-year surface transportation bill called *the Building Unrivaled Infrastructure and Long-term Development for America's 250th Act* (BA250 Act.)

The bill would authorize \$580 billion in funding for highway, transit, rail, and safety programs through Sept. 30, 2031. Of the \$580 billion, \$475 billion would be backed via Highway Trust Fund resources while the remaining \$105 billion would be subject to future appropriations.

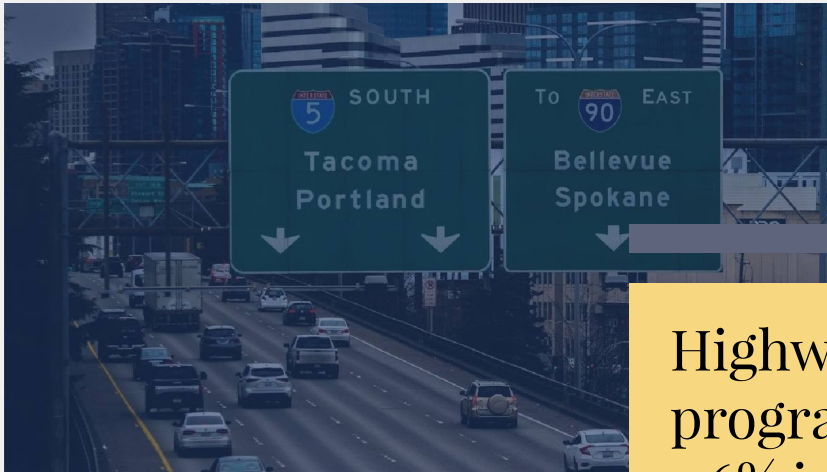
The measure would maintain core formula programs, create new revenue for the Highway Trust Fund and include reforms to enhance project delivery and work zone safety.

This report shares key funding details and policy revisions as Congress works to enact new legislation prior to the Sept. 30 deadline.

Highway Funding



The BA250 Act would provide **\$372.4 billion in obligation limit** for highway programs out of Highway Trust Fund (HTF) resources. Of this amount, \$338.9 billion is distributed to states and localities via formula while the remaining \$33.5 billion is for allocated and discretionary grant programs.



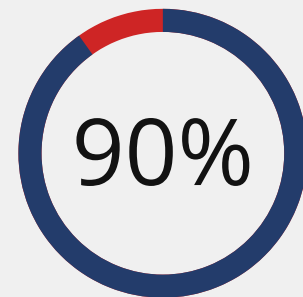
Highway and bridge formula programs would increase by 5.6% in FY 2027.

Five Year Apportionments

The bill would continue to provide the bulk of funding to directly to states via formula. States receive their formula funds via an annual "apportionment" authorized in law. Highway and bridge formula programs would grow by 5.6% in the proposal's first year with the bulk of the increase borne by the bridge program.

A direct comparison of highway apportionment data and bridge formula funds yields the following annual totals:

Year	Total Highway and Bridge Formula Funds
FY2026	\$62.073 billion
FY2027	\$65.54 billion
FY2028	\$66.13 billion
FY2029	\$67.29 billion
FY2030	\$68.38 billion
FY2031	\$69.54 billion



90% of funds would go directly to states via formula with discretionary and allocated programs accounting for 10%. This compares to an 87% to 13% split under current law.

**FY 2026 AND ESTIMATED FY 2027 - 2031 DISTRIBUTION OF FEDERAL-AID HIGHWAY PROGRAM APPORTIONMENTS & BRIDGE FORMULA FUNDS
STATE-BY-STATE COMPARISON**

STATE	ACTUAL	ESTIMATED					TOTAL FY 2027-2031 APPORTIONMENTS & BRIDGE FORMULA PROGRAM
	FY 2026 APPORTIONMENTS & BRIDGE FORMULA PROGRAM	FY 2027 APPORTIONMENTS & BRIDGE FORMULA PROGRAM	FY 2028 APPORTIONMENTS & BRIDGE FORMULA PROGRAM	FY 2029 APPORTIONMENTS & BRIDGE FORMULA PROGRAM	FY 2030 APPORTIONMENTS & BRIDGE FORMULA PROGRAM	FY 2031 APPORTIONMENTS & BRIDGE FORMULA PROGRAM	
ALABAMA	1,132,955,458	1,233,160,901	1,244,562,270	1,266,712,849	1,287,624,469	1,309,767,431	6,341,827,920
ALASKA	764,037,526	803,114,354	810,649,585	825,289,048	839,109,660	853,744,070	4,131,906,719
ARIZONA	1,094,214,934	1,164,632,813	1,175,648,170	1,197,009,973	1,217,176,904	1,238,531,324	5,993,019,185
ARKANSAS	802,609,830	897,804,261	905,584,838	920,700,948	934,971,559	950,082,467	4,609,144,071
CALIFORNIA	5,838,079,627	5,849,594,816	5,904,751,940	6,011,911,407	6,113,076,764	6,220,199,006	30,099,533,933
COLORADO	820,577,328	904,420,320	912,548,062	928,338,657	943,246,002	959,031,135	4,647,584,178
CONNECTICUT	841,418,593	848,999,699	856,547,663	871,211,870	885,055,829	899,714,960	4,361,530,021
DELAWARE	287,576,541	324,327,466	326,869,573	331,808,382	336,470,939	341,408,042	1,660,884,403
DIST. OF COL.	273,810,456	311,623,830	314,021,696	318,680,230	323,078,191	327,735,118	1,595,139,086
FLORIDA	2,769,636,644	2,940,763,762	2,969,236,567	3,024,553,470	3,076,776,317	3,132,074,212	15,143,404,326
GEORGIA	1,896,602,490	2,000,963,145	2,020,367,218	2,058,065,484	2,093,655,116	2,131,340,376	10,304,391,341
HAWAII	315,391,211	329,941,025	332,482,760	337,420,845	342,082,721	347,019,100	1,688,946,450
IDAHO	455,158,296	498,545,595	502,843,897	511,194,640	519,078,292	527,426,158	2,559,088,580
ILLINOIS	2,336,074,120	2,367,697,166	2,389,063,045	2,430,572,705	2,469,760,519	2,511,255,823	12,168,349,259
INDIANA	1,440,942,522	1,513,775,275	1,528,094,613	1,555,914,247	1,582,177,808	1,609,987,846	7,789,949,789
IOWA	796,166,921	882,551,960	889,937,545	904,286,264	917,832,406	932,176,187	4,526,784,360
KANSAS	586,907,443	685,956,434	691,635,420	702,668,557	713,084,568	724,113,908	3,517,458,889
KENTUCKY	1,047,347,078	1,109,836,061	1,119,821,018	1,139,219,796	1,157,533,530	1,176,925,636	5,703,336,042
LOUISIANA	1,225,538,499	1,310,698,672	1,321,248,031	1,341,737,435	1,361,082,682	1,381,567,039	6,716,331,858
MAINE	309,710,226	355,349,437	358,123,498	363,512,946	368,600,938	373,988,526	1,819,575,347
MARYLAND	949,883,425	995,755,884	1,004,786,706	1,022,331,808	1,038,895,519	1,056,434,546	5,118,204,465
MASSACHUSETTS	1,114,471,621	1,116,377,048	1,125,504,185	1,143,236,408	1,159,976,765	1,177,702,839	5,722,797,245
MICHIGAN	1,631,471,003	1,676,404,567	1,692,227,074	1,722,967,067	1,751,987,621	1,782,716,989	8,626,303,319
MINNESOTA	1,000,258,625	1,078,756,495	1,088,555,900	1,107,594,193	1,125,567,591	1,144,599,318	5,545,073,498
MISSISSIPPI	738,551,748	846,317,068	853,585,229	867,705,816	881,036,586	895,152,315	4,343,797,012
MISSOURI	1,462,240,874	1,584,376,094	1,598,602,770	1,626,242,361	1,652,335,964	1,679,966,043	8,141,523,233
MONTANA	633,367,576	686,796,292	692,962,160	704,941,212	716,250,229	728,225,155	3,529,175,049
NEBRASKA	459,489,258	526,559,114	530,902,804	539,341,727	547,308,628	555,744,645	2,699,856,918
NEVADA	565,718,537	608,373,732	613,830,651	624,432,371	634,441,078	645,039,127	3,126,116,957
NEW HAMPSHIRE	281,933,208	323,120,300	325,603,268	330,427,181	334,981,269	339,803,516	1,653,935,536
NEW JERSEY	1,677,923,547	1,681,055,990	1,696,060,735	1,725,211,996	1,752,732,658	1,781,873,813	8,636,935,192
NEW MEXICO	571,607,763	618,904,584	624,423,233	635,144,869	645,266,803	655,984,748	3,179,724,236
NEW YORK	2,816,046,530	2,821,312,693	2,846,537,845	2,895,545,334	2,941,811,544	2,990,802,035	14,496,009,451
NORTH CAROLINA	1,594,295,748	1,684,864,400	1,700,537,739	1,730,987,925	1,759,734,899	1,790,174,584	8,666,299,546
NORTH DAKOTA	401,018,227	440,236,195	443,967,130	451,215,593	458,058,620	465,304,584	2,258,782,121
OHIO	2,026,472,551	2,125,912,115	2,146,055,824	2,185,191,060	2,222,137,268	2,261,258,979	10,940,555,246
OKLAHOMA	967,064,668	1,049,093,598	1,058,624,459	1,077,141,017	1,094,621,878	1,113,132,068	5,392,613,018
OREGON	774,446,687	837,888,030	845,399,409	859,992,520	873,769,380	888,357,462	4,305,406,801
PENNSYLVANIA	2,706,225,062	2,711,372,170	2,736,029,085	2,783,932,581	2,829,156,608	2,877,043,560	13,937,534,004
RHODE ISLAND	364,605,663	403,961,272	407,247,841	413,632,991	419,660,990	426,043,938	2,070,547,033
SOUTH CAROLINA	1,019,491,530	1,124,984,903	1,135,047,935	1,154,598,396	1,173,055,330	1,192,599,066	5,780,285,628
SOUTH DAKOTA	449,407,671	497,484,499	501,722,536	509,956,198	517,729,317	525,960,142	2,552,852,691
TENNESSEE	1,292,440,806	1,400,867,176	1,413,566,228	1,438,237,960	1,461,529,699	1,486,192,926	7,200,393,987
TEXAS	5,709,248,012	6,104,261,166	6,162,882,951	6,276,773,416	6,384,293,503	6,498,144,703	31,426,355,741
UTAH	542,947,043	591,101,982	596,320,279	606,458,387	616,029,429	626,164,044	3,036,074,122
VERMONT	336,039,804	373,924,183	376,974,168	382,899,681	388,493,752	394,417,219	1,916,709,008
VIRGINIA	1,574,868,400	1,640,675,834	1,655,968,492	1,685,679,089	1,713,727,838	1,743,428,183	8,439,479,438
WASHINGTON	1,102,815,541	1,182,706,904	1,192,894,520	1,212,687,023	1,231,372,444	1,251,158,117	6,070,819,008
WEST VIRGINIA	736,301,531	787,551,851	794,119,269	806,878,455	818,923,968	831,678,759	4,039,152,303
WISCONSIN	1,123,990,986	1,223,321,498	1,234,628,913	1,256,596,966	1,277,336,258	1,299,296,743	6,291,180,379
WYOMING	412,370,456	460,995,171	464,845,073	472,324,666	479,385,894	486,862,908	2,364,413,710
TOTAL	62,073,769,844	65,539,089,821	66,134,449,821	67,291,116,021	68,383,084,545	69,539,351,439	336,887,091,648

Data provided by U.S. Department of Transportation for FY26-FY31 state apportionments and FY27-FY31 Bridge Formula Programs. Does not include Puerto Rico. FY26 apportionment of Bridge Formula Funds from Notice 4510.907.



Obligation Limitations

Total for federal-aid highway programs, including formula funds, allocated programs and discretionary programs not funded through appropriations.



Core Highway Formula Programs

The core formula programs, not including bridges, maintain current investment levels in FY 2027, increasing 0.2% compared to FY 2026, but would grow between one to two percent in the outyears of the proposal.

The biggest proposed change in core formula programs would consolidate programs, **from 11 in current law to 9**. The measure would eliminate the climate change-focused PROTECT Program and Carbon Reduction Program formula categories, but make them eligible activities via other core formula categories.

The bill also eliminates the National Electric Vehicle Infrastructure Program, but creates a new set-aside program for electric vehicle charging infrastructure as part of the Congestion Mitigation and Air Quality Improvement Program.

.2%

Core highway programs would grow by .2% from FY 2026 to FY2027 with slightly higher increases over the over the remaining four years.

11%

Total bridge resources programs (formula and grant) would grow 11% from **\$5.3 billion in FY2026 to \$8.6 billion in FY2027**



Spotlight on Bridges

The bill puts an emphasis on bridges, investing \$9.2 billion annually, boosting resources by \$1 billion per year over current law. The bulk of funds would be distributed to states via formula, which could enable projects to move forward faster. However, major bridge projects could be constrained without the **\$2.5 billion in guaranteed investment** from the bridge discretionary grants in current law.

\$46 billion Total bridge investment over the life of the bill

New: Bridge Completion Grant Program

A new competitive grant program would devote \$2 billion annually for major bridge projects on the National Highway System.

Minimum awards would be \$50 million and states, MPOs, and other local entities would be eligible recipients.

The program would be subject to annual appropriations.

Bridge Formula Program

\$9 billion would be distributed to states via formula with a \$200 million discretionary grant set-aside for culvert replacements.

No state would receive less than \$75 million annually in bridge formula funds. The remaining funds would be distributed by formula based on total deck area and total deck area in poor condition. **25% of funds** must be set-aside for local and off-system bridges.

Highway Trust Fund

Like every authorization bill since 2012, Congress would have to find additional resources to meet proposed expenditures in the BA250 Act.

The proposal would take a small step forward by creating the first new revenue into the HTF in decades with a new annual fee for electric and hybrid vehicles. States would be responsible for collection.

\$130

Annual Electric Vehicle Fee

\$35

Annual Hybrid Vehicle Fee

Fees can be gradually increased every two years and are capped at \$150 and \$50.



Would it fix the HTF?

Electric and hybrid vehicles continue to increase in adoption, but are far from generating the revenue required to fill solvency gaps in the HTF.

Discretionary Grant Programs

Major changes to discretionary grant programs are proposed, shifting programs like INFRA and MEGA—which often fund multi-modal, regional or freight projects—to the annual appropriations process.

This would leave the decision of whether or not to fund these programs up to congressional appropriators each year.

The proposal would also create a new program called the Surface Transportation Accelerator Program (STAG) funded at \$2.4 billion annually and not subject to annual appropriations. The fund ensures guaranteed support for projects typically funded by INFRA, MEGA or RURAL grants in the current authorization. 50% must go to local or regional projects, 25% to rural and 25% to urban projects.



Information on the bill's grant programs is below, including whether the funding is guaranteed contract authority from the HTF or if funding must be secured through the General Fund and annual appropriations.

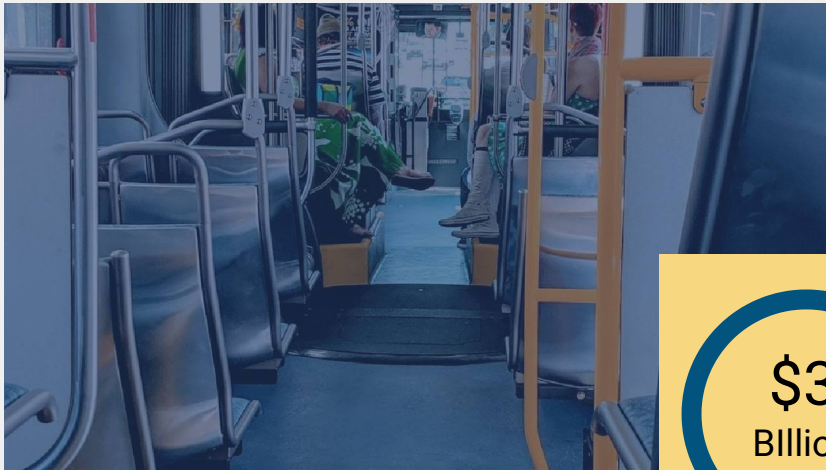
Grant Program	Grant Program	FY2027	5 Year Total
STAG	HTF	\$2.4 Billion	\$12 Billion
Safe Streets and Roads for All	HTF	\$500 Million	\$3.75 Billion
PROTECT	HTF	\$500 Million	\$2.5 Billion
Bridge Completion	GF	\$2 Billion	\$10 Million
Truck Parking Pilot	HTF	\$150 Million	\$750 Million
INFRA	GF	\$1.2 Billion	\$6 Billion
Wildlife Crossings	HTF	\$80 Million	\$400 Million
Bridge Culverts Set-Aside	HTF	\$200 Million	\$1 Billion

Transit Funding



Mass transit programs would receive an overall cut from current funding levels in the BA 250 Act.

The main program to support transit capital projects--the Capital Investment Grants (CIG) Program--would be authorized at \$3 billion, but would no longer receive any guaranteed funding. Current law authorizes \$4.6 billion for CIG - \$1.6 billion in guaranteed funding with the rest subject to annual appropriations. BA250's CIG funding would be entirely determined by congressional appropriators.



**Annual CIG
Authorization**

Total Mass Transit Funding

The Highway Trust Fund Mass Transit Account would receive \$87.5 billion for formula and other grant programs over the five year authorization.

Year	Mass Transit Funding
FY2026	\$18.9 billion
FY2027	\$16.9 billion
FY2028	\$17.2 billion
FY2029	\$17.5 billion
FY2030	\$17.8 billion
FY2031	\$18.1 billion

Transit programs would decline 10.5% between current levels and FY2027, and then would grow 1.5% each additional year through FY2031.



Project Financing

With limited federal resources, the BA 250 Act would complement transportation investment by reauthorization flexible financing tools that could foster innovation and accelerate project delivery.

TIFIA

The BA250 Act reauthorizes the Transportation Infrastructure Finance and Innovation Act (TIFIA) credit assistance program, while continuing the recent trend of diversifying its portfolio of eligible projects to include:

- Certain intelligent transportation systems
- Rural projects
- Airport projects

The Transportation Research Board would be asked to conduct a study on a federal infrastructure bank.

Workforce Development

Task Force on Developing a 21st Century Surface Transportation Workforce

The transportation construction industry would have a seat at the table in ensuring the current and future workforce is ready, available and trained to deliver on federal transportation investments would be assessed in the BA250 Act.

The U.S. Secretary of Transportation would be directed to form a “Task Force on Developing a 21st Century Surface Transportation Workforce,” **including surface transportation industries** and labor. The group would review current workforce policies and trends, assess barriers to entering the industry, and examine the role of emerging technologies. These findings would be presented in a report to Congress.



Project Delivery

BA250's project delivery reforms reflect a continued effort to improve permitting efficiency without changing underlying environmental standards or protections. If enacted, they could make project delivery more predictable, less duplicative, and less paperwork intensive, particularly for routine and lower-risk transportation projects.

One Federal Decision

The BA250 Act would shorten aspects like timelines and page limits to ensure reviews are on track and streamline these reviews across federal agencies.

The measure would require environmental assessments to be completed within 1 year, and the 2-year timeline for Environmental Impact Statements would be reinforced.

The bill would also encourage using digital technologies throughout the permitting process.

Increasing Major Projects Threshold

Mid-sized projects would be free of additional oversight requirements by increasing the major projects threshold rising to **\$100 million, up from \$50 million.**

Categorical Exclusions

The bill would significantly increase project thresholds for projects to qualify for streamlined environmental review.

The bill would raise the total federal funding project threshold from **\$6 million to \$12 million**, and from \$35 million to \$70 million for projects with limited federal assistance.

This will enable more projects to move forward without a complex environmental review.

NEPA Assignment

The National Environmental Policy Act (NEPA) Assignment program allows states to qualify to take on the environmental review process, instead of the federal government.

The BA250 Act would extend the timeframe for NEPA Assignment renewals from **5 years to 10 years.**

Currently 9 states are approved for NEPA assignment, and these reforms could help more states participate.

Taken together, these reforms could reduce delays, increase predictability, and give states a larger role in project approvals.

Contracting

The BA250 Act would enhance regulatory certainty by maintain key provisions from current law and working to align recent administrative actions with policy.

Buy America

The BA250 Act maintains existing Buy America requirements. For transit projects, the Secretary of Transportation would be required to act on waiver requests within 180 days from submission, with the option of extending response time for an additional six months. No comparable timeline would be imposed for other modes.

The bill also directs U.S. Department of Transportation (USDOT) to undertake a study on **yellow paint** used for pavement markings. If the study concludes there is adequate domestic production to meet demand, then DOT is to recommend that product to be covered under Buy America.

Anti-competitive Bidding

The BA250 Act would direct the U.S. Secretary of Transportation to issue guidance so states can audit procurements and identify “anticompetitive bidding patterns,” and “reduce reliance on historical data when developing engineer’s estimates.”

If enacted, it would establish a committee within USDOT, including representatives of state departments of transportation (DOTs) and industry associations, for recommendation of federal regulatory revisions to prevent anticompetitive bidding practices on federal-aid highway projects.



Disadvantaged Business Enterprise Program

The BA250 Act would reauthorize the Disadvantaged Business Enterprise (DBE) Program, setting a “national, aspirational goal” of 10 percent to be achieved through good faith efforts by state and local governments.

Consistent with USDOT’s recent interim final rule, the bill removes references to “discrimination” and minority- and women-owned businesses, instead citing “social and economic disadvantage” as the basis for continuing the program.

The bill would instruct the U.S. Secretary of Transportation to develop “objective criteria” for states to use in evaluating individuals applying for DBE certification.

Innovation



BA250 would reauthorize the Advanced Digital Construction Management Systems Program and would require the U.S. Secretary of Transportation to publish a report with recommendations on wider statewide adoption of these technologies.

A Transportation Research Board study would look at emerging technology, including digital construction, and its impacts to the workforce.

Digital construction and cloud-based technologies are also encouraged as part of the environmental review process.

These improvements would encourage the increased use of technologies designed to more efficiently deliver transportation improvements.



Technology, when paired with enhanced visibility, could help protect roadway construction workers .



Work Zone Safety

Roadway workers are a specific focus throughout the Highway Safety Improvement Program (HSIP) section of BA250, including in safety data collection, construction zones as hazardous locations, and the definition of road users.

These provisions will help differentiate roadway workers from other pedestrians as Vulnerable Road Users in the policymaking process.

Roadway Worker Protection Interagency Working Group

The U.S. Secretary of Transportation would form a working group within a year of enactment comprised of multiple federal agencies and focused on transportation and labor/safety issues around crashes in work zones.

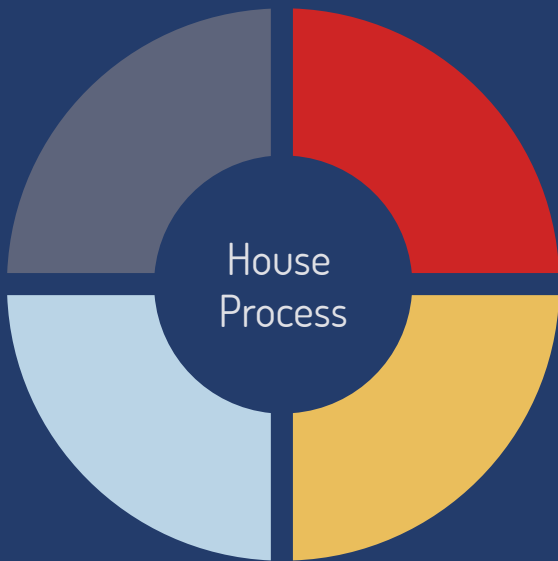
The group **must consult with state DOTs and industry stakeholders** to develop recommendations around:

- data collection gaps
- work zone safety contingency funds
- data sharing on crashes
- awareness campaigns

Next Steps

Transportation & Infrastructure
May 21

Science, Space & Technology



Energy & Commerce

Ways & Means

Four committees in the House of Representatives will consider aspects of the BA250 Act before scheduled action on the floor of the chamber.

These committees are expected to act in June.

House Speaker Mike Johnson (R-La.) has previously indicated he would like the bill on the House floor in June.

Senate Status

The Senate Environment and Public Works (EPW) Committee is planning to release its on reauthorization of highway programs.

Like the House, the EPW Committee has been taking a bipartisan approach to new legislation.

Chair Shelley Moore Capito (R-W.Va.) indicated her preference to act before the July 4th congressional recess.

After EPW action, three additional committees, Banking, Commerce and Finance, will also add sections to the legislation prior to action by the full Senate.

What happens by Sept. 30?

If a new law is not enacted, Congress would extend policy and funding at current levels to provide more time to complete their work.

