

The BUILD America 250 Act:

Key Wins for NSSGA Members



On May 22, the House Transportation & Infrastructure Committee passed H.R. 8870, the BUILD America 250 Act by a vote of 62-2. NSSGA's initial analysis of the bill is as follows.

1. Strong Overall Funding Levels and Predictable Multi-Year Authorization

Total authorization for surface transportation programs in the bill is \$580 billion over five years: \$474.4 billion in guaranteed contract authority, and \$106 billion subject to annual appropriations. Of the guaranteed contract authority, \$376 billion is in guaranteed funding for highway programs across five years (FY2027–2031). It keeps a strong focus on core highway formula programs — the ones that deliver most road and bridge work and drive the bulk of aggregates demand. The legislation also delivers record funding for the Bridge Formula Program, building well beyond IJA levels with dedicated set-asides for locally owned and off-system bridges.

BOTTOM LINE: *The bill gives states and localities the long-term funding certainty they need to plan projects effectively. That kind of predictability is a big win for our industry — it helps us maintain production capacity and protect jobs.*

2. Project Delivery & Environmental Streamlining

NSSGA has been pushing hard for permitting reforms, and this bill delivers meaningful progress. It includes:

- A stronger One Federal Decision framework with better coordination across agencies;
- Broader use of categorical exclusions for smaller or routine projects;
- Streamlined NEPA reviews with real deadlines and less overlap with state processes; and
- Expanded authority for states and tribes to take on federal responsibilities.

BOTTOM LINE: *These changes should help cut delays that often slow down project approvals. For quarries and suppliers, that means faster, more reliable demand for materials.*

3. Protects Aggregates Supply Chain

The bill maintains the important Build America, Buy America (BABA) exemptions for aggregates — stone, sand and gravel — as well as cement and related materials, which were secured in the 2021 Infrastructure Investment and Jobs Act.

4. Highway Trust Fund Solvency Measures

For the first time in more than 30 years, the bill adds a new revenue source to the Highway Trust Fund: annual fees of \$130 on electric vehicles and \$35 on plug-in hybrids. This fee escalates biennially starting in 2029 and is capped at \$150/\$50. This is a solid first step toward stabilizing funding for the highway and bridge programs that drive aggregates demand. NSSGA will continue to urge Congress to pursue sustainable, user-based solutions to ensure the Highway Trust Fund's long-term solvency.

5. Supports Material Neutrality

The bill avoids provisions that would tilt the marketplace toward any specific construction material. NSSGA and our construction materials partners strongly supported this approach, emphasizing that project decisions should remain performance-based and driven by engineers rather than policy preferences for one material over another. This helps ensure aggregates, concrete, asphalt and other materials can all compete fairly based on cost, durability and suitability for the job.

Call to Action:

The other committees of jurisdiction in Congress have not yet released their respective surface transportation reauthorization bill texts. With current highway and transit authorities set to expire on Sept. 30, NSSGA urges all members to contact their members of Congress to support the timely passage of this legislation.

If you have questions, please contact the GARA team.