



May 19, 2026

The Honorable Sam Graves
Chairman
House Committee on Transportation and Infrastructure
United States House of Representatives
Washington, DC 20515

The Honorable Rick Larsen
Ranking Member
House Committee on Transportation and Infrastructure
United States House of Representatives
Washington, DC 20515

Re: AIAI Support for the BUILD America 250 Act with Recommended Improvements

Dear Chairman Graves and Ranking Member Larsen:

On behalf of the Association for the Improvement of American Infrastructure, thank you for your leadership in releasing the BUILD America 250 Act and for your continued work to advance the next surface transportation reauthorization.

AIAI appreciates the opportunity to review the bill text and brief section-by-section materials ahead of markup. We are pleased to offer our support for the bill as an important first step in providing long-term certainty, improving project delivery, and strengthening federal transportation programs at a time when public owners across the country are facing significant infrastructure needs.

We are especially encouraged by several provisions in the bill, including the reauthorization of TIFIA, the focus on infrastructure finance, efforts to improve credit review, and the provisions aimed at streamlining environmental review and permitting. These are meaningful steps that can help public agencies move projects forward more efficiently, reduce unnecessary delay, and create a more predictable environment for investment and delivery.

AIAI also appreciates the bill's attention to project readiness, contracting best practices, federal review timelines, categorical exclusions, and coordinated environmental reviews. These provisions are helpful and align with the need to ensure that federal dollars are not only authorized, but can be deployed in a timely and effective manner.

As the Committee moves toward markup, AIAI respectfully urges consideration of a few targeted improvements that would strengthen the bill and more fully support the public sector's ability to deliver major infrastructure projects.

First, AIAI is concerned that the bill does not address Private Activity Bonds ("PAB's") for qualified highway and surface freight transfer facilities. PABs are a critical tool for leveraging private investment in transportation infrastructure. The existing cap has become a significant constraint on projects that are otherwise ready to move forward. We strongly urge



the Committee to connect with colleagues on the Ways and Means committee to convey the importance of raising the current cap to at least \$45 billion. This would complement the bill's TIFIA provisions and provide an important private-finance tool for projects of national, regional, and local significance.

Second, while the bill makes helpful improvements to TIFIA, including expanding TIFIA eligibility to airport facilities, AIAI recommends further strengthening the program by increasing TIFIA eligibility to 80 percent of the project value.

Third, AIAI appreciates the bill's One Federal Decision and environmental streamlining provisions. To further improve certainty, AIAI encourages the Committee to clarify, through statutory language, report language, or direction to USDOT, when limited federal involvement such as TIFIA credit assistance does not by itself constitute a Major Federal Action under NEPA. This clarification should be narrowly tailored to projects where there is no direct federal grant funding, federal land, federal permit, or substantial federal control, while preserving appropriate environmental review where federal jurisdiction is present.

Finally, AIAI encourages continued support for Build America Bureau technical assistance, including project development, innovative finance, asset concession analysis, and P3 readiness support for public owners. Many state and local agencies need early-stage assistance to evaluate delivery options, understand risk, and determine whether private investment can help advance critical projects.

AIAI supports the BUILD America 250 Act and appreciates the Committee's work to advance a serious, thoughtful reauthorization bill. With the targeted improvements outlined above, the bill can do more to unlock private capital, strengthen public-sector capacity, reduce project delays, and ensure that infrastructure is delivered with long-term performance and public benefit in mind.

Thank you for your leadership and for the opportunity to provide this letter of support. AIAI stands ready to serve as a resource as the bill moves through markup and the broader legislative process.

Sincerely,

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cc: Members of the House Transportation and Infrastructure Subcommittee on Highways and Transit