

May 19, 2026

The Honorable Sam Graves
Chairman
Committee on Transportation & Infrastructure
2165 Rayburn House Office Building
Washington, D.C. 20510

The Honorable Rick Larsen
Ranking Member
Committee on Transportation & Infrastructure
2165 Rayburn House Office Building
Washington, D.C. 20510

Chairman Graves and Ranking Member Larsen,

On behalf of the American Traffic Safety Services Association (ATSSA), I write to voice our support for the Building Unrivaled Infrastructure and Long-term Development for America's 250th Act (BUILD America 250 Act). ATSSA members rely on the long-term certainty that surface transportation reauthorization bills bring to the roadway safety industry, and we applaud your leadership in introducing this bipartisan legislation.

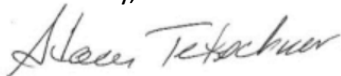
The BUILD America 250 Act continues crucial investments in roadway safety through increased investment to the Highway Safety Improvement Program (HSIP). HSIP is essential to ensuring that lifesaving roadway safety projects can be advanced across the country as we work toward the goal of reaching zero roadway fatalities. The legislation also continues the Safe Streets and Roads for All grant program and places a greater focus on ensuring those funds are directed toward implementation and deployment of safety projects.

The inclusion of roadway worker and work zone safety provisions should be especially commended. Roadway workers routinely face significant risk when installing and maintaining critical safety hardware and devices on our Nation's roads and are often vulnerable to speeding and distracted drivers navigating through work zones. The roadway worker protection interagency working group will provide an important forum for cross-agency communication on how to best address road worker safety, while the inclusion of work zone safety as an eligible activity in the section 402 program will support public awareness, education and worker protection benefits.

We do have concerns with two provisions in the bill. Section 1307 (Modernizing Roadside Safety Hardware Devices and Administration Policies) and section 1328 (Study of Domestic Availability of Yellow Paint) may have a negative impact on roadway safety and the devices and products that keep all roadway users safe. We would welcome the opportunity to continue to discuss these provisions with you and your staff as the BUILD America 250 Act works its way through the legislative process.

Again, we applaud the work that you have done to develop this bipartisan legislation, and we encourage the full committee to advance the BUILD America 250 Act. ATSSA members stand ready to help the House and the Senate complete the important task of passing a surface transportation bill prior to September 30th.

Sincerely,



Stacy Tetschner
President and CEO