



May 19, 2026

The Honorable Sam Graves
Chair
Committee on Transportation
& Infrastructure
U.S. House of Representatives
Washington, DC 20515

The Honorable Rick Larsen
Ranking Member
Committee on Transportation &
Infrastructure
U.S. House of Representatives
Washington, DC 20515

Dear Chair Graves and Ranking Member Larsen,

On behalf of the National Association of Counties (NACo), which represents America's 3,069 counties, boroughs and parishes, we write to express our strong support for the *BUILD America 250 Act*. We are deeply grateful for your bipartisan leadership in negotiating, drafting and introducing this legislation, and we commend the Committee for its commitment to advancing a bill that reflects the priorities of county governments nationwide.

Counties are major stakeholders in our nation's surface transportation infrastructure. We own 44 percent of public road miles and 38 percent of bridges in the United States, and we own, operate or otherwise support over three-quarters of public transit systems. Every year, we invest more than \$146 billion in infrastructure, demonstrating our commitment to doing our part to keep our transportation system reliable, efficient and safe.

However, we cannot do this alone. Counties rely on our intergovernmental partners for funding, technical assistance and other support that increase counties' capacity to invest in our portion of the network. The federal government is one of these intergovernmental partners, making the surface transportation reauthorization bill a vital piece of legislation for counties across the country.

The *BUILD America 250 Act* proposes bold federal investments in our nation's infrastructure, especially through funding that would benefit county-owned infrastructure. Most notably, the bill would make generational investments in bridge infrastructure, to the tune of \$9 billion per year, with a 25-percent set-aside for locally owned bridges. Importantly, the bill would also provide for a 95-percent cost-share for locally owned bridge projects, which would allow rural counties to take full advantage of the record funding.

Counties own nearly half of all poor-condition bridges in the U.S. – and county-owned bridges are more than twice as likely to be in poor condition than state-owned bridges. **The bridge funding proposed by the *BUILD America 250 Act* would change that. By directing federal resources**

directly to locally owned infrastructure, the bill provides counties the tools we need to repair, rebuild and replace critical bridges in our communities.

In addition to expanded formula opportunities, the *BUILD America 250 Act* also retains discretionary opportunities that allow counties to directly access federal dollars. Whether by continuing programs like the Safe Streets & Roads for All (SS4A) program and the PROTECT program or standing up new initiatives like the Surface Transportation Accelerator Grant (STAG) program, the *BUILD America 250 Act* would ensure that counties can continue to compete for and invest federal dollars for locally led projects.

The *BUILD America 250 Act* would deliver on other key county priorities, from strong funding levels for federal lands transportation programs to robust support for county-operated public transit systems. NACo also welcomes the Committee's focus on long-term Highway Trust Fund solvency and federal permitting reform. Both are critical to counties' ability to plan, fund and delivery critical infrastructure projects.

One area where we will look to continue to engage with Committee leadership on is project selection and consultation. The proposed Comptroller General review of consultation processes for the Surface Transportation Block Grant (STBG) program under Section 1317 is welcome, but we believe there are opportunities to strengthen statutory language regarding consultation as well, especially in rural communities.

Similarly, we will continue to engage with your Committee and the Committee on Energy & Commerce on autonomous vehicle provisions. This emerging technology has real potential to benefit our communities, but we believe that it will be most effective if county and other intergovernmental voices are included in regulatory and other decision-making processes.

With less than five months until the expiration of the Infrastructure Investment and Jobs Act, it is important that Congress move quickly to advance a strong, multi-year reauthorization bill. Counties strongly support the *BUILD America 250 Act* and stand ready to work with both chambers to pass a final bill that makes the investment and policy changes needed to build a transportation system that serves our shared residents and businesses.

Sincerely,



Matthew D. Chase
CEO/Executive Director
National Association of Counties