

# THE NEW ENGLAND COUNCIL

June 17, 2026

The Honorable Richard Neal  
372 Cannon House Office Building  
Washington, D.C. 20515

Dear Representative Neal,

On behalf of the New England Council, I am writing to express my strong support for passage of the Building Unrivaled Infrastructure and Long-term Development for America's 250<sup>th</sup> Act, or the BUILD America 250 Act (H.R. 8870), when it comes to the floor of the full House of Representatives. This bipartisan five-year surface transportation reauthorization bill represents a meaningful, long-term investment in the nation's surface transportation system and offers a practical framework to strengthen the infrastructure upon which Americans rely every day.

One of the strongest aspects of the BUILD America 250 Act is its robust support for roads and bridges. The bill would authorize approximately \$376 billion for Federal Highway Administration (FHWA) programs over five years and provide \$45 billion in guaranteed bridge funding, including roughly \$9.2 billion per year through the bridge formula program. To have predictable, formula-based investment for the New England states is especially important, where our region's older bridge and highway networks require steady rehabilitation efforts. It's also important to note that a separate competitive bridge fund would be authorized under the bill to which our states could avail themselves. It is our hope and expectation that these funds together will help our states modernize high-use corridors and improve freight reliability, improving mobility throughout our region and enhancing our economy.

In addition to its core capital investments, the legislation is structured to give states and transportation agencies greater flexibility to deploy digital infrastructure technologies and other modern transportation tools nationwide. One such positive inclusion is the renewal of the Advanced Digital Construction Management Systems (ADCMS) program at \$20 million per year.

Further, the bill makes significant commitments to rail and transit, with approximately \$87.6 billion in guaranteed transit funding and about \$64.7 billion authorized for rail programs over the life of the bill, including major support for passenger rail and station improvements. For New England, these investments can help improve commuter rail, intercity passenger rail, and bus lines that connect people within the various states and across the region.

Just as important, the BUILD America 250 Act places a strong emphasis on safety, including approximately \$5.7 billion for highway safety programs and \$5 billion for motor carrier safety programs over five years, while also continuing support for the Safe Streets and Roads for All (SS4A) grant program. Additionally, the bill includes specific safety provisions to address impaired driving, to protect roadway workers, and for data collection on fatalities and injuries in an effort to decrease those numbers. The bill also advances important rail safety reforms.

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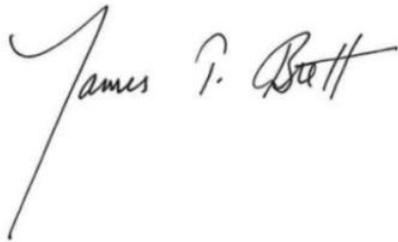
For the New England states, the bill will ensure more resources are available to address dangerous intersections, work zones, truck corridors, rail-highway grade crossings, and multimodal facilities. This type of sustained safety funding can deliver benefits well beyond any one project by making the entire transportation network more dependable and resilient. Further, there is funding for a national vehicle-per-mile (VPM) user fee program to look at alternate ways to help fund our transportation infrastructure.

The BUILD America 250 Act would also have an important impact on New England's economy and workforce. Transportation investment of this scale not only supports construction jobs, but also engineering, manufacturing, materials supply, operations, and long-term private-sector growth that depends on reliable transportation links. Our region's economy is closely tied to world-class sectors including higher education, health care, tourism, defense, advanced manufacturing, and ports. Each of these sectors depends on quality roads, bridges, rail, and transit to reduce costly delays, strengthen supply chains, and improve access to jobs. Indeed, by some estimates, for every \$1 billion invested in public transportation infrastructure, roughly \$5 billion can be generated in long-term economic value and support more than 41,000 jobs. For New England, federal investment through this bill could help sustain good-paying jobs in the near term while also helping to improve the long-term competitiveness of the regional economy.

For these reasons, I respectfully urge you to support the BUILD America 250 Act as it moves through Congress. The bipartisan nature of H.R. 8870, along with the overwhelming support shown for this bill in the Transportation and Infrastructure Committee, should ensure quick approval by the House of Representatives. This bill offers a thoughtful and constructive path forward to modernize our infrastructure, improve transportation safety, and invest in the systems that connect our communities and sustain our economy.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink that reads "James T. Brett". The signature is written in a cursive style with a long, sweeping underline that extends to the left.

James T. Brett  
President & CEO

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