

AGC NYS FEDERAL PRIORITIES AND UPCOMING LOBBY DAYS ON CAPITOL HILL

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With Congress working on the next surface transportation reauthorization bill, stabilizing the Highway Trust Fund (HTF) remains one of AGC NYS top federal priorities. Contractors and state governments rely on predictable federal funding to plan work, invest in equipment, and maintain a skilled workforce. As we know, the current authorization under the Infrastructure Investment and Jobs Act (IIJA) set to expire on September 30, 2026, and the need for a sustainable HTF is urgent.

While IIJA delivered a historic investment, inflation significantly reduced its impact. Highway construction costs have increased roughly 72 percent since late 2020, resulting in an estimated \$61.5 billion loss in purchasing power. According to TRIP, New York motorists pay a total of \$40.3 billion statewide annually – up to \$3,755 per driver in some urban areas - due to higher vehicle operating costs, traffic crashes and congestion-related delays. Without changes to the HTF's revenue structure, flat funding levels will continue to buy less work in the years ahead.

solutions often fail to reflect local conditions, yet contractors are frequently left dealing with the consequences of design or funding decisions made upstream. AGC NYS continues to stress the importance of flexibility for states, local governments, and transit agencies to prioritize projects that best meet their unique needs.

AGC NYS supports increasing overall investment in infrastructure while maintaining a strong balance between highway, transit, and safety programs. Core highway and transit programs funded through the HTF should remain the backbone of federal transportation policy, with formula funding prioritized over the creation of new discretionary programs. Formula programs provide certainty, reduce administrative burden, and allow states to move projects forward more efficiently, particularly when building new roads or adding capacity to existing facilities.



TRIP 2026: New York Transportation by the Numbers

Location	VOC	Safety	Congestion	TOTAL
Albany-Schenectady-Troy	\$575	\$583	\$940	\$2,098
Binghamton	\$558	\$618	\$594	\$1,770
Buffalo-Niagara Falls	\$498	\$512	\$1,193	\$2,203
New York-Newark-Jersey City	\$728	\$365	\$2,662	\$3,755
Poughkeepsie-Newburgh-Middletown	\$612	\$726	\$818	\$2,156
Rochester	\$438	\$641	\$1,119	\$2,198
Syracuse	\$537	\$619	\$535	\$1,691
Utica	\$413	\$697	\$515	\$1,625
New York Statewide	\$8.8 Billion	\$11.5 Billion	\$20 Billion	\$40.3 Billion

AGC NYS is urging Congress to modernize the HTF by strengthening and diversifying its revenue sources. This includes ensuring all users contribute their fair share and maintain existing truck and trailer excise taxes unless a dependable replacement is identified. A stable and sustainable Highway Trust Fund is essential to keeping projects moving and providing contractors with long-term certainty.

Equally important, however, is how those federal dollars are structured and delivered once they reach New York. The balance between formula and discretionary funding will play a major role in determining how quickly and effectively projects move forward. Prescriptive, one-size-fits-all

While discretionary grants can play an important role, AGC NYS believes they should be focused on large, transformational projects that are unlikely to move forward through formula funding alone. Programs such as MEGA and INFRA remain valuable tools for advancing nationally significant investments. At the same time, smaller discretionary grant programs that result in limited awards often create lengthy application and review processes that delay construction and divert resources away from actual infrastructure investment.

Formula and discretionary funding are the pillars of the HTF, but Congress must strengthen and diversify its revenue sources. H.R. 5356 (Davis) would create a \$5 trillion National

Infrastructure Bank covering sixteen project categories by the American Society of Civil Engineers and others such as affordable housing and environmental infrastructure. The bill is cosponsored by twelve members of the New York Congressional Delegation: Espaillat, Tonko, Velazquez, Suozzi, Torres, Goldman, Nadler, Latimer, Ryan, Kennedy, Mannion, and Ocasio-Cortez. According to the Coalition for the National Infrastructure Bank (NIB), H.R. 5356 could provide New York with up to \$322 billion in new money over ten years. While promising, this bill does have aspects not supported by AGC NYS including exclusionary project labor agreements and restrictive Buy America provisions. NIB states that the bill requires no new federal spending or federal taxes.

In the next surface transportation reauthorization, AGC NYS and AGC America are supporting the inclusion of H.R. 3548 (Langworthy) the "Infrastructure Expansion Act of 2025" in the base text of the bill. The bill precludes absolute liability in any action against a property owner or contractor for projects receiving Federal financial assistance for infrastructure and transportation development. H.R. 3548 would reform New York's antiquated liability law on federally funded projects, reduce taxpayer costs, and promote more construction and jobs. This legislation will preempt this costly and unjust state law and align New York with the 49 other states which utilize a comparative negligence standard to assess fault when injuries occur on a construction site. Representative Langworthy estimates that the enactment of this law will save at least \$2 billion in federal tax dollars over the next 10 years and significant savings to taxpayers—and we believe that estimate to be conservative.

Members should take note of these critical legislative issues and participate in two important AGC NYS lobby days on April 21, 2026, and May 12-13, 2026, on Capitol Hill.

Tuesday, April 21st New York Congressional Delegation - Please join us as on Capitol Hill to honor the New York Congressional Delegation at the 2026 New York Road and Infrastructure Coalition (NYRIC) Reception. NYRIC is a statewide business and labor coalition fighting for increased funding for roads, bridges, environmental, renewable, and other infrastructure. This year, the NYRIC reception takes place at a pivotal time on Capitol Hill as lawmakers prepare for the next federal highway funding reauthorization bill which expires in September 2026. You must RSVP for this event.

Tuesday, May 12-13 Transportation Construction Coalition Fly-In - TCC is expected to once again bring together construction industry leaders from across the country to engage with Congress on the importance of long-term, robust federal transportation investment. The TCC Fly-In is one of the construction industry's most significant advocacy events. AGC NYS will lobby the New York Congressional Delegation in support of transportation reauthorization and H.R. 3548 "Infrastructure Expansion Act of 2025".

Lawmakers on Capitol Hill need to hear from AGC NYS members about the importance of these issues to help rebuild our infrastructure, create jobs, and provide some relief from New York's notorious scaffold law. AGC NYS members are encouraged to contact Walter Pacholczak for more information about the legislation and lobby days.

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