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November 4, 2015

Dear Representative:

The 31 national association and construction trade union members of the Transportation Construction Coalition (TCC) commend the House of Representatives for beginning debate on the Surface Transportation Reauthorization and Reform Act (STRRA) of 2015, H.R. 3763, as part of the Senate-passed DRIVE Act, H.R. 22. Approval of this legislation is a critical step toward the enactment of a multi-year reauthorization of the federal-aid highway and public transportation programs in 2015.

As the House continues to consider amendments to H.R. 22, the TCC is writing to convey its views on several of the amendments that have been made in order to the surface transportation reauthorization bill.

We urge you to **OPPOSE amendment #184 from Rep. Raul Grijalva (D-Ariz.) to strike virtually all the bipartisan project delivery reforms included in H.R. 3763.** Specifically, the amendment would remove provisions that would: eliminate duplication in the environmental review and project planning stages; strengthen the ability of the U.S. Department of Transportation to manage other federal agencies involved in transportation project reviews and permitting; and clarify and expand the use of categorical exclusions. Expediting the delivery of needed transportation improvements has long been a shared priority of congressional Republicans and Democrats and the Obama Administration.

We urge you to **OPPOSE amendment #1 from Rep. Steve King (R-Iowa) that would prevent application of Davis Bacon prevailing wage requirements to funds provided by the legislation.** The individual members of the TCC have differing policy positions on the Davis-Bacon Act that range from outright repeal to expansion. The TCC believes, however, that a debate on the future on Davis-Bacon should be held in the relevant committees of jurisdiction and in the context of its application to all federal projects—not just the federal-aid highway and transit programs.

We urge you to **SUPPORT amendment #113 from Rep. Reid Ribble (R-Wis.) that would increase the air mile radius from 50 to 75 miles for the transportation of construction materials and equipment to satisfy the 24-hour reset period under federal hours of service rules.** The hours of service rules is intended to prevent fatigue and related safety risks for long-haul interstates drivers. Construction industry drivers, however, primarily transport construction materials and equipment to work sites within a limited geographic area. The Ribble amendment would provide needed flexibility to complete transportation improvement projects without added costs.

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We urge you to **OPPOSE amendment #180 from Rep. Ron DeSantis (R-Fla.) that would express the sense of Congress that federal highway and public transportation investment should be reduced in the hope that states would increase their already substantial support of the U.S. national surface transportation network to fill the resulting gap.** The vision outlined by the DeSantis Amendment is a classic bait-and-switch ploy that would require states to raise taxes or dramatically cut spending. It also calls for the federal government to abdicate its long-standing constitutional responsibility for the maintenance and development of a national highway, bridge and public transportation system.

Thank you for your consideration on these matters and we will continue to keep you apprised of our views as more amendments are made in order to H.R. 22.

Sincerely,

The Transportation Construction Coalition