



# news

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**FOR IMMEDIATE RELEASE**

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**WASHINGTON**—The Transportation Construction Coalition (TCC) released the following statement in response to the Jan. 10 release of the Problem Solvers Caucus report, Rebuilding America’s Infrastructure:

“To its credit, the report demonstrates bipartisan support for improving all manner of infrastructure facilities and an array of specific policy actions to achieve that goal.

“The Caucus puts its finger on the most pressing transportation infrastructure issue: the need for a permanent solution to the Highway Trust Fund’s revenue shortfall and is illustrating specific proposals to remedy this situation and stabilize federal highway, bridge and transit investment. The TCC could not agree more with a key conclusion in the report: ‘This spending puts the burden of today’s infrastructure needs on tomorrow’s children. Lawmakers must stop kicking the can down the road.’

“Since 2008, more than \$140 billion in general fund transfers and budget gimmicks have been needed to preserve federal surface transportation investments. The trust fund’s revenue shortfall continues to grow. In fact, the \$70 billion transferred into the trust fund as part of the 2015 FAST Act law will be liquidated in FY 2020. Without new revenue, starting in 2021, the states will face a growing cut from their current level of Highway Trust Fund program funding that would average about \$19 billion annually.

“Accordingly, a permanent Highway Trust Fund revenue solution to support increased surface transportation investment must be the foundation of any infrastructure package.

“The TCC commends Problem Solvers Caucus leaders Representatives Tom Reed (R-N.Y.) and Josh Gottheimer (D-N.J.) and Infrastructure Working Group co-chairs John Katko (R-N.Y.) and Elizabeth Esty (D-Conn.) and all members of the caucus for highlighting the nation’s growing infrastructure needs, providing an important set of funding proposals— including the ‘modernization’ of the federal excise tax on gasoline - to address them and recognizing the critical leadership role of the federal government in helping get the job done.”

*Established in 1996 and co-chaired by the American Road & Transportation Builders Association (ARTBA) and the Associated General Contractors of America (AGC), the 31 associations and labor unions that make up the TCC have a direct market interest in the federal transportation program. TCC members include:*

*American Road & Transportation Builders Association (co-chair); Associated General Contractors of America (co-chair); American Coal Ash Association; American Concrete Pavement Association; American Concrete Pipe Association; American Council of Engineering Companies; American Subcontractors Association; American Iron and Steel Institute; American Society of Civil Engineers; American Traffic Safety Services Association; Asphalt Emulsion Manufacturers Association; Asphalt Recycling & Reclaiming Association; Associated Equipment Distributors; Association of Equipment Manufacturers; Concrete Reinforcing Steel Institute; International Slurry Surfacing Association; International Association of Bridge, Structural, Ornamental and Reinforcing Iron Workers; International Union of Operating Engineers; Laborers-Employers Cooperation and Education Trust; Laborers' International Union of North America; National Asphalt Pavement Association; National Association of Surety Bond Producers; National Electrical Contractors Association; National Ready Mixed Concrete Association; National Steel Bridge Alliance; National Stone, Sand and Gravel Association; National Utility Contractors Association; Portland Cement Association; Precast/Prestressed Concrete Institute; The Road Information Program; and United Brotherhood of Carpenters and Joiners of America.*