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National Utility Contractors Association ■
Portland Cement Association ■
Precast/Prestressed Concrete Institute ■
The Road Information Program ■
United Brotherhood of Carpenters and Joiners of America

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November 3, 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 proceeds to consider a host of amendments to H.R. 22, the TCC is writing to convey its views on two of the proposals that will be considered today.

We urge you to **SUPPORT amendment #15 from Rep. Eddie Bernice Johnson (D-Texas) to strengthen and provide stability for the Transportation Infrastructure Finance and Innovation Act (TIFIA) Program.** Under current law, uncommitted or unobligated TIFIA program balances beyond a certain threshold must be redistributed to the states through the core highway formula program fund. This provision was appropriate as part of the 2012 surface transportation law, which increased TIFIA program funds from \$121 million in FY 2012 to \$1 billion in FY 2014. However, H.R. 3763 would cut TIFIA allocations from \$1 billion in FY 2015 to \$200 million in FY 2016 and thereafter. Removing the threat of potentially greater dilutions in TIFIA program allocations would help mitigate this reduction by signaling TIFIA loans and credit assistance will continue as a reliable tool to leverage private sector resources in support of surface transportation infrastructure improvements.

We urge you to **SUPPORT the sense of the Congress amendment # 78 from Rep. Richard Hanna (R-N.Y.) and Rep. Sean Patrick Maloney (D-N.Y.) that would affirm the valuable role the engineering industry plays in working with the public sector to improve surface transportation project delivery and reduce costs.** The Hanna-Maloney amendment simply underscores the exemplary public and private partnership that has long been a foundation of the federal highway and public transportation programs.

We also urge you to **SUPPORT amendment #42 from Rep. Keith Rothfus (R-Penn.) that would allow for emergency exemptions from federal reviews for reconstruction work to be done on a road, highway, bridge, rail, or transit projects that is within the parameters of the existing structure.** As these would be replacement projects, the initial project had already satisfied relevant federal requirements.

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