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CONSTRUCTION
COALITION**

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Better America!**

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 ■ United Brotherhood of Carpenters and Joiners of America

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October 30, 2019

Dear Senator:

As the Senate moves forward with debating the FY 2020 Transportation, Housing and Urban Development Appropriations bill, the 31 national associations and trade unions that make up the Transportation Construction Coalition (TCC) urge action on the following amendments:

- **SUPPORT *Barrasso Amendment 1034*** – The amendment would repeal Sec. 1438 of the FAST Act, the current federal surface transportation law, which requires the rescission of \$7.6 billion in unobligated highway contract authority on July 1, 2020. Without repealing this section, states' flexibility to plan and carry out surface transportation projects may be greatly inhibited and Congress's ability to enact robust, future surface transportation laws will be negatively impacted due to dramatically lowered baseline funding levels.
- **SUPPORT *Feinstein Amendment 1015*** – This amendment protects already obligated funding for the California high-speed rail project from being used for other purposes and prevents any further cuts. The TCC supports federal investment in passenger rail construction to further grow our economy and move people safely and efficiently. Furthermore, the repeal of promised federal funding may put unnecessary risk into the transportation construction marketplace for all future projects, potentially driving up costs and delays.
- **SUPPORT *McSally-Jones Amendment 1152*** – The amendment prevents a potential \$1.2 billion in cuts to federal transit programs due to a nearly 40-year old provision tying outlays to future Highway Trust Fund (HTF) - Transit Account revenues. Until a long-term, sustainable revenue solution for the HTF is enacted and reliance on General Fund revenues is no longer necessary, this provision, known as the "Rostenkowski Rule", should be prevented from taking effect.
- **OPPOSE *Lee Amendments 1165 and 1195*** – These amendments would limit obligations for highway and transit programs to estimated HTF tax receipts, effectively eliminating approximately \$12 billion in surface transportation spending in FY 2020. Setting annual obligations to incoming tax receipts for these programs should not be considered until a long-term, sustainable HTF revenue solution is enacted. Absent a permanent, growing revenue stream, these amendments would eliminate funding for critical surface transportation projects in every state.

The TCC urges all Senators to consider the above positions when acting on these amendments, should they come up for a vote. If these amendments are enacted or defeated accordingly, the TCC would support final passage of the Senate bill and stands ready to work with Congress to get a final FY 2020 Transportation, Housing and Urban Development Appropriations bill signed into law before the current Continuing Resolution expires on November 21, 2019.

Sincerely,

The Transportation Construction Coalition