



**TRANSPORTATION
CONSTRUCTION
COALITION**

**We're Building A
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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Transportation Construction Coalition August Grassroots Campaign

Background

The enactment of the "Fixing America's Surface Transportation Act," or FAST Act, provides a needed—albeit temporary—stabilization of federal highway and public transportation investment. Unfortunately, once the FAST Act expires in October 2020, the Highway Trust Fund revenue shortfalls that plagued surface transportation investment and forced multiple short-term program extensions over the last nine years will return. Due to their inability to provide a permanent revenue stream for the Highway Trust Fund, Congress and previous administrations have shifted \$143 billion from elsewhere in the federal budget to preserve highway and public transit funding. Without a real permanent solution, they will once again be forced to choose between devastating cuts or more bailouts.

President Trump and leaders in Congress have declared overhauling the U.S. tax code and passing an infrastructure investment package as key priorities for enactment in the coming months. Either of these initiatives would be an appropriate vehicle to carry a permanent Highway Trust Fund revenue fix. It is important to note that over the last 30 years, all enhancements to the trust fund's revenue stream have come as part of broad tax or budget packages.

In order to hold the Administration accountable to their promises of increased infrastructure investment, Congress should pass and the President should sign an annual appropriations bill that upholds the federal commitment to funding our nation's infrastructure.

Requested Action

Your senators and representatives will likely be in their states and districts for the next six weeks and many will be conducting official business or participating in community activities during this time. The transportation construction industry should take this opportunity to tell all members of Congress that stabilizing and growing federal surface transportation investment must be a component of any pro-growth tax reform proposal or infrastructure investment package. Please tell your members of Congress:

- I agree with the group of 253 bipartisan House members who wrote to Ways & Means Committee Chairman Kevin Brady (R-Texas) and Ranking Democrat Richard Neal (D-Mass.) in May that a permanent Highway Trust Fund solution should be part of any tax reform plan and that all user-fee revenue options should be on the table to rectify this situation once and for all;
- If not dealt with as part of tax reform, a permanent Highway Trust Fund solution should be a foundation of any infrastructure investment package;
- If Congress does not act, the Highway Trust Fund will face annual revenue shortfalls of \$18 billion once the FAST Act expires; and
- President Trump and Congress have a narrow window to address this situation before states will once again be forced to begin delaying projects due to uncertainty about future federal funds.
- Support the infrastructure funding in the Senate Transportation, Housing and Urban Development Appropriations bill, including increasing the Passenger Facility Charge