



**TRANSPORTATION  
CONSTRUCTION  
COALITION**

**We're Building A  
Better America!**

American Road & Transportation Builders Association (co-chair) ■  
Associated General Contractors of America (co-chair) ■  
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## **Transportation Construction Coalition August Grassroots Campaign**

### **Background**

The enactment of the “Fixing America’s Surface Transportation Act,” or FAST Act, in December 2015 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 11 years will return. Due to their inability to provide a permanent revenue stream for the Highway Trust Fund, Congress and the last two presidential administrations have shifted \$143 billion from elsewhere in the federal budget to preserve highway and public transit funding. Without a real permanent solution before the FAST Act expires, Congress will once again be forced to choose between devastating investment cuts or additional temporary bailouts.

As the 115<sup>th</sup> Congress winds down one could point to several missed opportunities to address the long-term solvency of the Highway Trust Fund, in particular, tax reform and President Trump’s infrastructure plan. However, progress has been made as several Members of Congress – Republicans and Democrats - have introduced proposals to provide much needed revenue to the Highway Trust Fund. It is imperative that the transportation construction industry shows support for the efforts of the members of Congress who have offered thoughtful solutions to provide increased revenue and stability to the Highway Trust Fund.

### **Requested Action**

While senators and representatives are in their home states and districts during their August recesses, transportation construction industry activists should deliver the following messages:

- I agree with the several bipartisan Members of Congress who have released proposals to address the long-term solvency of the Highway Trust Fund, including House Transportation & Infrastructure Committee Chairman Bill Shuster (R-PA), who recently called for a 15 cent and 20 cent increase for gas and diesel taxes, respectively;
- If Congress does not act, the Highway Trust Fund will face annual revenue shortfalls of \$18 billion once the FAST Act expires;
- Congress has 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;
- Please urge your Representatives and Senators to support their colleagues efforts in finding a permanent Highway Trust Fund revenue solution;
- A permanent and growing Highway Trust Fund revenue solution must be in place prior to the expiration of the FAST Act.