

October 22, 2015

Dear House Transportation & Infrastructure Committee Member:

As you deliberate on amendments to the Surface Transportation Reauthorization and Reform Act (STRRA) of 2015, H.R. 3736, a number of proposals have been filed that would directly impact the transportation construction industry's efforts to improve the U.S. surface transportation network. I am writing to alert you to the specifics of these amendments and to share with you the position of the American Road & Transportation Builders Association on each

Barletta Amendment 43 would establish a process to ensure Congress develops a permanent solution to the Highway Trust Fund's structural revenue deficit. The trust fund has suffered six separate revenue shortfalls since 2008 requiring more than \$70 billion in transfers to preserve existing levels of highway and public transportation investment. It is time to end this cycle of long-term uncertainty about future federal surface transportation investments. **We urge you to support this amendment.**

Ribble Amendment 20 would increase the radius in which all construction vehicles are exempt from the "hours of service" regulations for commercial motor vehicle drivers from 50 miles to 150 miles. These regulations are intended to limit the hours long-haul truckers drive on the road. However, when applied to transportation construction vehicles which do not operate in the same manner as long-haul trucks, the regulations inhibit productivity and provide no discernable safety benefits. **We urge you to support this proposal.**

Davis Amendment 30 would make permanent an already established regulatory exemption for ready mixed concrete trucks from federal "hours of service" regulations. **We urge you to support this amendment.**

Johnson Amendment 62 would eliminate the requirement that uncommitted Transportation Infrastructure Finance and Innovation Act (TIFIA) Program funds beyond a certain threshold be transferred to the core federal highway program. The STRRA would cut funds allocated to the TIFIA Program by 80 percent. All funds provided to this program should be preserved in order to maximize private sector participation in the development of surface transportation improvements. **We urge you to support this amendment.**

Hardy Amendment 20 would cut an additional \$110 million from the TIFIA program and transfer these resources to the bus and bus facilities program. This proposal would exacerbate the already dramatic cut in TIFIA Program funds proposed by the STRRA and further impeded

private sector participation in surface transportation infrastructure improvements. **We urge you to oppose this amendment.**

Huffman Amendments 112 and 113 would weaken would weaken reforms to the project delivery process created by STRRA. Specifically, Amendment 112 would loosen deadlines established by the bill requiring participating agencies to submit their comments to a lead agency within 60 days. Amendment 113 would limit the instances where a final environmental impact statement and record of decision could be combined into a single document. **We urge you to oppose both amendments.**

Rokita Amendment 30 would establish a Critical Commerce Corridors Program to improve the movement of freight throughout the nation. The proposal contains a number of policy provisions that would ensure funds provided for the program support highway-related freight specific activities that maximize goods movement. **We urge you to support this amendment.**

Lipinski Amendment 49 would increase the \$500 million cap on Nationally Significant Freight and Highway Projects Program funds that could be awarded for freight rail and intermodal improvement to 25 percent of the total funds allocated to this program. This proposal advances a false choice between needed highway-related freight improvements and freight rail or intermodal projects. If members want to increase funds available for freight rail, they should seek to authorize general funds for this purpose. **We urge you to oppose this amendment.**

Lipinski Amendment 63 would lift the 10 percent of funds provided by the Nationally Significant Freight and Highway Projects Program reserved for freight projects on the National Highway Freight Network. Similar to Lipinski Amendment 49, this proposal is an attempt to increase the amount of funds from this program that would be eligible for freight rail and intermodal projects as opposed to highway-related freight projects. **We urge you to oppose this amendment.**

Sanford Amendment 28 would strike the public transportation title of the STRRA. The federal commitment to public transportation has existed for more than 30 years and been routinely reaffirmed in previous surface transportation reauthorization bills. Furthermore, eliminating the public transportation title would virtually guarantee the STRRA would not be able to pass either the House of Representatives or be signed into law. **We urge you to oppose this amendment.**

Napolitano Amendment 15 would allow recipients of federal transit funds to impose local hiring requirements on projects using federal resources. This proposal fails to recognize the complexity of transportation construction projects and wrongly assumes a pool of qualified potential employees exists in an area simply because a project is being built there. Furthermore, if enacted, such a proposal would increase project costs and compromise project safety. **We urge you to oppose this amendment.**

Edwards Amendments 41 and 44 and Garamendi Amendment 66 would require public employee inspections of federal-aid highway projects. These proposals fail to recognize the personnel constraint among state departments of transportation and the increasing partnership

between the public and private sectors to improve project delivery and reduce project costs. Federal policy should continue to provide states the flexibility they need to manage federal-aid projects in a manner that is unique to the needs of each state. **We urge you to oppose these amendments.**

Thank you for your consideration of these views. We look forward to continuing to work with you to secure enactment of multi-year surface transportation reauthorization legislation in 2015.

Sincerely,



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President & CEO