September 19, 2016

Dear Representative:

As Congress considers options to continue funding federal discretionary programs once FY 2017 begins, the 31 national association and construction trade union members of the Transportation Construction Coalition urge you to ensure a final FY 2017 appropriations law for the transportation programs is enacted during calendar year 2016 and that the measure fulfills the commitments Congress made less than a year ago in passing the Fixing America’s Surface Transportation (FAST) Act.

The FAST Act five-year reauthorization provides modest increases in surface transportation investment that must be delivered through the appropriations process. As such it is critical that any final FY 2017 transportation appropriation measure provides at a minimum the highway and public transportation investment levels authorized in the FAST Act and that the legislation be enacted as soon as possible so that states can put these resources to work. Furthermore, a continuing resolution that lasts into calendar year 2017 would needlessly delay the FAST Act’s surface transportation investment increases and once again create uncertainty for states about the timely delivery of federal highway and public transportation commitments.

Similarly, the proposed $2.2 billion rescission of unobligated highway contract authority contained in the Senate-passed FY 2017 Transportation, Housing and Urban Development Appropriations Bill would undercut the FAST Act’s clear objective to increase state flexibility. Such rescissions reduce the ability of state departments of transportation to use federal funds in a manner that meets their unique circumstances. As such, we urge you to also ensure the final FY 2017 transportation appropriations measure contains no new rescissions of unobligated highway contract authority.

The FAST Act was an important step forward to assuring states and the private sector the federal government is a reliable partner in our shared effort to improve the nation’s surface transportation network. Timely enactment of a FY 2017 transportation appropriations bill that fully funds the FAST Act’s highway and transit authorizations and contains no rescission of unobligated highway contract authority would help ensure that progress continues.

Sincerely,

The Transportation Construction Coalition