



## Transportation Construction Coalition Reauthorization Principles

The Transportation Construction Coalition (TCC) is a partnership of 34 national trade associations and labor unions, representing hundreds of thousands of individuals who build, modernize and maintain the nation's transportation systems. TCC member organizations represent contractors, planning and design firms, materials and manufacturing firms and the construction trade unions that represent many of their employees. The coalition's unique membership enables it to speak with one voice, articulating the impact of federal policies and investments on all aspects of the transportation construction industry.

The transportation construction industry is united in its commitment to working with Congress to enact a new surface transportation law by Sept. 30, 2026. Doing so will enable our state and local partners to deliver projects that will increase safety and mobility for people and goods. As this process begins, the TCC offers the following recommendations for inclusion in the next five-year law that will enable successful delivery of transportation improvements:

**Grow and Stabilize Highway Trust Fund (HTF) Revenues** – The next surface transportation authorization law should reject any efforts to reduce or eliminate existing revenue sources, unless new user fees cover them at appropriate levels, and instead, stabilize the HTF by incorporating new user fees with existing ones and utilizing General Funds to cover approved investment levels, as needed.

Any potential user fee solutions to address the HTF revenue shortfall should reflect the following core principles: derived fairly from system use, dedicated to highway and public transit transportation improvements, and sufficient to support robust growth for a safe, well-functioning and resilient surface transportation system. While the TCC supports any options that meet these criteria, one that has gained traction in Congress, a national fee for electric and hybrid powered vehicles, should be enacted with the revenues dedicated solely to the HTF.

**Maintain Baseline Investment Levels for Highways, Transit, and Multi-Modal Programs** – The TCC advocates that, at minimum, baseline investments for these programs are carried forward, with inflation adjustments, regardless of the previous funding source of these programs. If the legislation expands beyond the scope of a traditional surface transportation reauthorization, rail, water, airport and other transportation infrastructure should continue at or above current investment levels and be paid for with non-HTF resources.

**Build on Successful Formula and Discretionary Grant Programs** – The TCC urges Congress to continue the strong track record and performance of formula programs,

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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 ■ Institute of Makers of Explosives ■ 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 Precast Concrete 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 ■ Surety and Fidelity Association of America ■ The Road Information

which provides states the flexibility to choose projects best suited to their needs. Congress should re-evaluate any discretionary grant programs that are not nationally or regionally focused and consider making them eligible activities for formula programs.

**Strengthen and Improve Project Delivery Guidelines** – While progress has been made in recent years to streamline and shorten project delivery mandates for federally-funded surface transportation projects, Congress should improve these processes and add teeth and consequences for agencies that don't abide by these laws.

**Improve Project Financing Tools** – The TCC urges Congress to make necessary reforms to encourage more successful applicants to the federal TIFIA loan and credit assistance program, lift the \$30 billion cap on Private Activity Bonds and eliminate the federal ban on tolling and other restrictions to localities attempting to raise local revenue.

**Buy America (BA)** – In the next reauthorization bill, Congress should initiate an expeditious, transparent protocol for targeted, short-term waivers; instruct U.S. DOT to create and regularly update a listing of BA-compliant items, in collaboration with state DOTs, industry and manufacturers; and maintain the current exemption for aggregates and paving materials.

**Keep Transportation Construction Workers Front and Center** – The TCC calls on Congress to continue support for work zone safety improvements, increase funding for associated research programs and incentivize states to take action to protect these vulnerable road users.

**Keep Projects, Jobs and Small Businesses Viable** – Congress should bring Federal Highway Administration into parity with the Federal Transit Administration and authorize state departments of transportation to use federal-aid funds to participate in retroactive cost adjustments under limited and extreme circumstances, such as those in 2020-2022.

**Infrastructure Resiliency** - As Congress considers future transportation legislation, it should prioritize policies that enhance infrastructure resilience, streamline project delivery for resiliency-focused improvements, and encourage the adoption of innovative, high-performance materials that support sustainability and durability.