

November 3, 2015

TO THE MEMBERS OF THE U.S. HOUSE OF REPRESENTATIVES:

The Americans for Transportation Mobility (ATM) Coalition strongly supports H.R. 3763, “the Surface Transportation Reauthorization and Reform Act of 2015 (The STRR Act),” which will be added to H.R. 22, the “DRIVE Act.” We urge the House to take up and pass this legislation with sufficient time to enable a conference committee to complete work on a final bill to send to the President before the short term extension expires November 20.

Congress has for too long avoided its responsibility for providing a long term reauthorization of the surface transportation program. We commend the leadership of the Committee on Transportation and Infrastructure for taking a very important step towards providing long term certainty needed for planning, financing and execution of transportation and transit projects.

ATM strongly opposes any effort to reduce investment levels in transportation infrastructure by “devolving” the federal program to state and local entities. Shifting responsibility without sufficient resources to other levels of government is an unacceptable and unworkable solution for the problems plaguing American infrastructure.

While ATM is pleased that the DRIVE Act provides the long term certainty states and local governments need to successfully implement infrastructure projects, we are concerned that the legislation fails to provide full funding for the entire six year duration of this legislation. ATM believes that Congress must consider a range of funding reforms – including increasing the gas tax – in order to meet the unmet needs of America’s transit and transportation infrastructure network.

ATM is concerned by attempts to modify application of the Davis-Bacon Act with respect to transit and transportation projects. Members of ATM have different individual positions on Davis-Bacon ranging from full repeal to significant expansion. Members of ATM agree, however, that now is not the time to change the longstanding *status quo* of Davis-Bacon. ATM believes that a debate on the future on Davis-Bacon should begin within the relevant committees of jurisdiction and in the context of its application to all federal projects—not just the federal-aid highway and transit programs.

ATM urges the House to reject any poison-pill amendments that could unravel the strong, bipartisan coalition necessary for pass this critical legislation and get a conference report to the President prior to the November 20th deadline.

ATM looks forward to working with the House to complete action on the DRIVE Act, and to a successful conclusion of a conference with the Senate. ATM urges the House to expeditiously complete work on H.R. 22.

Sincerely,

The Americans for Transportation Mobility Coalition