



2017 Transportation Construction Coalition Fly-In Agenda Hyatt Regency Capitol Hill May 17-18, 2017

Wednesday, May 17

10:00 a.m. – 3:00 p.m.

TCC Registration

Hall Of Battles

2:30 p.m. – 5:00 p.m.

Legislative Briefing

Regency Ballroom A

Welcome – **Steve Sandherr**, Co-chair of the Transportation Construction Coalition and President and CEO, Associated General Contractors of America

2:30 p.m. – **TBD**, (*Introduced by Scott Parson, President, West Division, Oldcastle Materials*)

3:00 p.m. – **Rep. Earl Blumenauer (D-Ore.)**, House Ways and Means Committee (*Introduced by Mark Helm, President and CEO, Dolese Brothers*)

3:30 p.m. – **Sen. John Barrasso (R-Wyo.)**, Chairman, Senate Environment and Public Works Committee (*Introduced by Matt Cummings, Executive Vice President, AECOM*)

4:00 p.m. – **Rep. Elizabeth Esty (D-Conn.)**, House Transportation and Infrastructure Committee (*Introduced by Dan Gallagher, Vice President, Gallagher Asphalt Corp.*)

4:30 p.m. – **Rep. Bill Shuster (R-Pa.)**, Chairman, House Transportation and Infrastructure Committee, (*Introduced by Mike Haberman, President, Gradall Industries, Inc.*)

6:00 p.m. – 7:30 p.m.

Capitol Hill Reception

*Longworth House Office Building
Cafeteria*

Thursday, May 18

7:00 a.m. – 8:00 a.m.

Continental Breakfast

Columbia Ballroom B

8:00 a.m. – 5:00 p.m.

Capitol Hill Visits

Staff available to answer questions

8:00 a.m. – 5:00 p.m.

Hospitality Room

*AGC Townhouse
53 D Street, SE*

FLY-IN ASSOCIATION MEETINGS

Tuesday, May 16, 2017

11:00 am to 8:00 pm	ARTBA Meetings
1:00 pm to 5:00 pm	NRMCA Membership Meeting (Congressional B)

Wednesday, May 17, 2017

7:30 am to 2:30pm	ARTBA Meetings
10:00 am to Noon	Highway Materials Group Meeting (Regency B)
11:00 am to 2:00 pm	AGC Washington Briefing (F20 Conference Center)
12:00 pm to 2:00 pm	NAPA Lunch Meeting (Regency D)
2:30 pm to 5:00 pm	TCC Legislative Session (Regency Ballroom A)
5:30 pm to 7:00 pm	TCC Reception (Longworth House Office Building)
6:00 pm to 7:30 pm	Senator Orrin Hatch Fundraiser (AGC Townhouse)

Thursday, May 18, 2017

7:00 am to 8:00 am	Continental Breakfast (Columbia B)
8:00 am to 5:00 pm	Capitol Hill Visits (Congressional B)
8:00 am to 5:00 pm	Hospitality Room (AGC Townhouse, 53 D Street Se)
5:00 pm to 7:00 pm	TRIP Board Meeting Reception (Congressional A)

Friday, May 19, 2017

7:00 am to 9:00 am	TRIP Board of Directors Meeting
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HIGHWAY MATERIALS GROUP MEETING
Hyatt Regency Capitol Hill
REGENCY B (Ballroom Level)
Wednesday, May 17, 2017
10:00 a.m. – 12:00 p.m.

AGENDA

10:00 a.m.	Opening and Welcome
10:05 a.m.	Kathy Ruffalo, President, Ruffalo and Associates, LLC Safety
10:35 a.m.	Viktoria Seale, Senior Counsel, House Committee on Small Business Regulatory Issue Before the Committee
11:05 a.m.	Annie Russo, Vice President of Government and Political Affairs, Airport Council International-NA Federal Aviation Administration Reauthorization
11:30 a.m.	Jon Deuser, The Smith-Free Group (On behalf of PCI) Tax Reform
11:45 a.m.	Discussion of Leave Behinds
Noon	Adjournment



**NATIONAL ASPHALT PAVEMENT ASSOCIATION
MEMBERSHIP LUNCHEON
Hyatt Regency Capitol Hill
Regency D (Ballroom Level)
Wednesday, May 17, 2017
12:00 – 2:00 p.m.**

AGENDA

- 12:15 – 12:20 p.m. **Welcome** – **Dan Gallagher**, Chairman of the National Asphalt Pavement Association and Chief Operations Officer, Gallagher Asphalt Corp.
- 12:25 p.m. **Jim Ray** – Senior Adviser on Infrastructure, United States Department of Transportation (*Invited*) (Introduced by Dan Gallagher, Chairman of NAPA)
- 12:55 p.m. NAPA Legislative Update
- i. 2018 Budget – Steve Palmer, Van Scoyoc Associated
 - ii. Trump Infrastructure Plan – Martin Whitmer, Whitmer and Worrall, LLC
 - iii. Federal Aviation Administration Reauthorization – Channon Hanna, Van Scoyoc Associates
 - iv. TCC Key Messages – Jay Hansen, National Asphalt Pavement Association
 - v. NAPA Political Action Committee – Ashley Jackson, National Asphalt Pavement Association
 - vi. NAPA-ARTBA Partnership on Joint Development of Online Asphalt Paving-Milling Safety Training Courses – Mike Acott and Howard Marks, National Asphalt Pavement Association
- 2:00 p.m. Adjournment

Since 2008, more than \$140 billion in general fund transfers and budget gimmicks have helped preserve critical federal highway and transit investments.



Congress, use tax reform to make a down payment on an infrastructure package by permanently fixing the Highway Trust Fund's revenue shortfall.



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www.transportationconstructioncoalition.org

Highway Trust Fund - Still Under Construction

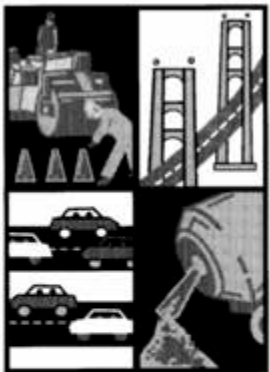
You are cordially invited to join members of the **Transportation Construction Coalition** as well as constituents from your home state at the:

2017 TCC Fly-In Reception

**Wednesday, May 17, 2017
6:00 PM to 7:30 PM**

Longworth Cafeteria

Please R.S.V.P. to Michelle Miller at mmiller@nssga.org or 703-526-1063



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The Transportation Construction Coalition (TCC):

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[COMMITTEE IN FORMATION]

AEMPAC CONCRETEPAC
AGC PAC NECA PAC
ARTBA PAC ROCKPAC

INVITE YOU TO A RECEPTION WITH
CHAIRMAN ORRIN HATCH

CHAIRMAN OF THE FINANCE COMMITTEE
MEMBER OF HELP & JUDICIARY COMMITTEES

WEDNESDAY, MAY 17, 2017

5:30 PM

53 D STREET, SE
WASHINGTON, DC

CO-HOST: \$2,500 PAC / \$1,500 PERSONAL

SPONSOR: \$1,500 PAC / \$1,000 PERSONAL

TO RSVP, CONTACT ROBYN KNECHT AT
robyn@thelarrisongroup.com OR 202-333-3008

Please make checks payable and send to Hatch Election Committee
The Larrison Group
P.O. Box 3986, Washington, DC, 20027

Contributions to the Hatch Election Committee Inc. are not deductible as charitable contributions for federal income tax purposes. Corporate and foreign national contributions are prohibited. Federal law requires us to use best efforts to collect and report the name, mailing address, occupation and employer of individuals whose contributions exceed \$200 in an election cycle. Contributions will be used in connection with federal elections and are subject to the limitations and prohibitions of federal law.

Paid for by the Hatch Election Committee.



Yes, I would like to support Chairman Hatch and attend the reception on Wednesday, May 17, 2017. Please accept my contribution in the amount of \$_____.

I am unable to attend the reception on Wednesday, May 17, 2017, but would like to support Chairman Hatch. Please accept my contribution in the amount of \$_____.

Please make checks payable to the Hatch Election Committee Inc. and send to

Mailing Address: Robyn Knecht, The Larrison Group, P.O. Box 3986, Washington, DC 20027
Contact: Robyn Knecht Tel: 202-333-3008; Fax: 202-974-1383; robyn@thelarrisongroup.com

To contribute online, please go to <https://www.orrinhatch.com>

NAME _____

PREFERRED NAME/SALUTATION _____

MAILING ADDRESS _____

CITY, STATE, ZIP _____

PHONE (w) _____ PHONE (c) _____

EMAIL _____ FAX _____

OCCUPATION _____ EMPLOYER _____

If joint contribution please complete the following.

SPOUSE NAME _____

SPOUSE PREFERRED NAME _____

OCCUPATION _____ EMPLOYER _____

These funds are drawn on a personal, not corporate account. If joint contribution, please sign below.

SIGNATURE _____ SPOUSE SIGNATURE _____

Credit Card Information

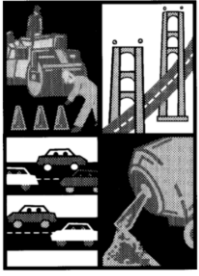
AMOUNT \$ _____ EXPIRATION DATE _____ BILLING ZIP CODE _____

NAME ON CARD _____ CARD NUMBER _____ SECURITY CODE _____

The maximum an individual may contribute is \$2,700 for the primary, \$2,700 for the convention and \$2,700 for the general election (\$8,100 total). A federally registered multicandidate PAC may contribute \$5,000 for the primary, \$5,000 for the convention and \$5,000 for the general (\$15,000 total).

Contributions to the Hatch Election Committee Inc. are not deductible as charitable contributions for federal income tax purposes. Corporate and foreign national contributions are prohibited. Federal law requires us to use best efforts to collect and report the name, mailing address, occupation and employer of individuals whose contributions exceed \$200 in an election cycle. Contributions will be used in connection with federal elections and are subject to the limitations and prohibitions of federal law.

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**For More Information:
202/289-4434 (ARTBA)
703/548-3118 (AGC)**

TRANSPORTATION CONSTRUCTION COALITION OVERVIEW

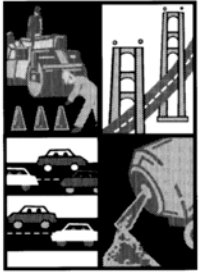
The Transportation Construction Coalition (TCC) is a partnership of 31 national associations and construction unions representing hundreds of thousands of individuals with a direct market interest in federal transportation programs. The TCC was initiated in July 1996 to focus on the federal budget and surface transportation program reauthorization debates. TCC activists can be found in virtually every congressional district and provide a vital service to their communities by helping to improve the efficiency and safety of our nation's transportation infrastructure.

The unique membership of the TCC enables the coalition to articulate the impact of federal policies and investment levels on all aspects of the transportation construction industry. TCC member organizations represent contractors, the planning and design community, materials and manufacturing industries and the construction trade unions that represent many of their employees. In addition to being able to speak with one voice for our industry, the TCC's wide-ranging expertise and shared resources allow the coalition to be involved in a variety of issues of importance to our members.

Over the past 20 years, the TCC and its member organizations have conducted multi-faceted advocacy campaigns aimed **at increasing federal investment to maintain and improve our nation's transportation infrastructure.** The TCC's coordinated advocacy has included direct lobbying, grassroots activism, empirical research, public education, paid advertisements and media relations. These efforts were deployed to support all surface transportation program reauthorizations since 1998, including the December 2015 Fixing America's Surface Transportation Act. TCC members continue to actively pursue a permanent solution to the Highway Trust Fund's structural revenue deficit to ensure the continuity of needed federal transportation infrastructure investments in the future.

TCC members also collaborated to build support for enactment of the Aviation Reform and Investment Act for the 21st Century, or AIR-21, in 2000 and the FAA Modernization and Reform Act of 2012.

If you have any questions or would like additional information regarding the issues described in this packet please feel free to contact ARTBA's David Bauer at 202-289-4434 or AGC's Brian Deery at 703-548-3118.



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Fulfill the FAST Act's Highway/Transit Commitments

Background

The "Fixing America's Surface Transportation Act," or FAST Act, both authorizes highway and public transportation investment through FY 2020 and assures the Highway Trust Fund has the resources necessary to make these commitments a reality. Congress fully funded the FAST Act's highway authorization in the FY 2016 and FY 2017. However, the FY 2016 appropriations process provided \$124 million less than the FAST Act directed for the Transit New Starts Program, which supports light rail and other transit capital improvements. The TCC appreciates the \$223 million increase for the transit capital program provided in FY 2017.

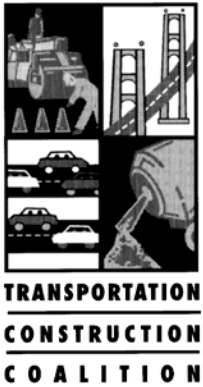
The FY 2018 investment levels authorized by the FAST Act are:

- \$44.2 billion for the highway improvements (a \$900 million increase); and
- \$12.2 billion for the public transportation programs—including \$2.3 billion for capital investment grants.

Requested Action

Given that the Highway Trust Fund has sufficient resources to fully fund the FAST Act's authorized levels and the fact that these investment levels are well below the nation's documented surface transportation investment needs, the FY 2018 appropriations process should provide—at minimum:

- \$44.2 billion for federal-aid highway improvements; and
- \$12 billion for the core public transportation programs, including \$2.3 billion for transit capital investment grants.
- Do not include any additional rescissions of unobligated highway contract authority in the FY 2018 appropriations process.



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MAP-21 & FAST ACT: REFORMS WORTH FUNDING

BACKGROUND

On December 4, 2015, President Obama signed into law Public Law 114-94, the Fixing America's Surface Transportation (FAST) Act. The FAST Act funds surface transportation programs at over \$305 billion for fiscal years 2016 through 2020. With the enactment of the FAST Act, states and local governments are now moving forward with critical transportation projects with confidence that they have the certainty and the funding in place from their federal partners for the next four years.

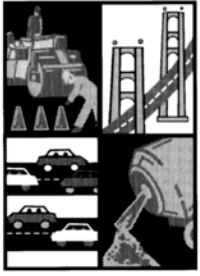
The FAST Act builds on the reforms that were included in the previous transportation reauthorization, Moving Ahead for Progress in the 21st Century Act (MAP-21) enacted in 2012. MAP-21 included provisions to make the Federal surface transportation programs more streamlined, performance-based, and multimodal, and to address challenges facing our nation's transportation network, including improving safety, maintaining infrastructure conditions, reducing congestion, improving efficiency of the system and freight movement and reducing project delays.

MAP-21 and FAST ACT HIGHLIGHTS

- **No Earmarks** – The FAST Act continues MAP-21's prohibition on earmarks.
- **Project Delivery** – the FAST Act codifies, the Federal Highway Administration's Every Day Counts Initiative which focuses on shortening the project delivery process through streamlining the environmental review and permitting process. According to FHWA, the environmental review process for major Federal projects has been shrunk from 72 months to 42 months – a 40 percent savings in time.
- **Program Consolidation** – MAP-21 consolidated or eliminated dozens of programs and made significant improvement to others. As a result, of the \$41 billion FHWA obligated in fiscal year 2013, most was sent to states (\$39 billion) through the federal-aid highway program. The majority of that money went to road and bridge improvements. The FAST Act generally maintains MAP-21's program structure ensuring states continue to receive about 93 percent of highway funds.
- **Local Control** – The FAST Act builds on MAP-21's reforms by providing more local control and flexibility over federal highway dollars. For example, a state or local government is no longer mandated to spend highway dollars on bicycle or pedestrian infrastructure.
- **Freight Movement** – MAP-21 and the FAST Act recognized the efficient movement of freight and its impact on our nation's economy. The FAST Act includes several provisions to improve the condition and performance of our national freight network and provides dedicated and discretionary Federal funding for freight-related projects.

MESSAGE

MAP-21 and the FAST Act were transformative laws that focus federal resources on national priorities and deliver unparalleled value to the American public. Their continued implementation will further illustrate why Congress must end the cycle of Highway Trust Fund bailouts and provide a real and sustainable user-fee revenue source for the Highway Trust Fund.



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Highway Trust Fund: Still Under Construction

Background

The Highway Trust Fund (HTF) was established in 1956 to support federal investments to improve the nation's surface transportation network. Its primary source of revenue is the federal motor fuels excise, which was last increased in 1993. Instead of adjusting this revenue stream, Congress liquidated a HTF surplus to support increased spending authorized by a 2005 reauthorization of the federal surface transportation program.

As a result, existing HTF revenue levels are now unable to support current levels of highway and public transportation investment. The HTF suffered six separate revenue shortfalls from 2008 to 2015, which created substantial uncertainty about future funds and led multiple states to delay planned transportation improvement projects.

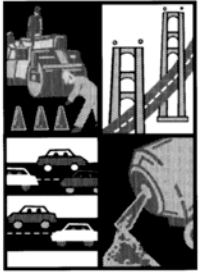
FAST Act

The December 4, 2015, enactment of the "Fixing America's Surface Transportation Act," or FAST Act, temporarily stabilizes federal highway and public transportation investment. The new law transfers \$70 billion from the federal General Fund to supplement an estimated \$208 billion in HTF revenue from existing sources over the next five years. As a result of failing to address the fund's permanent structural deficit, the same dynamic that caused six separate revenue shortfalls since 2008 will return once the FAST Act expires absent remedial action by Congress.

The HTF's cash flow crisis will be exacerbated over the next five years. Prior to the enactment of FAST Act, existing trust fund revenues were short of being able to maintain current highway and public transportation investment levels by an average of \$14.6 billion per year. Once FY 2021 begins on October 1, 2020, the gap between incoming HTF revenues and the amount needed to preserve surface transportation funding levels will average nearly \$18 billion annually.

Requested Action

The magnitude of the looming HTF crisis and the impact of the resulting uncertainty on state transportation improvement plans reinforce the need for proactive congressional action. Any HTF fix should entail a permanent, dedicated, user-based HTF revenue stream to support the increased transportation investments advocated by President Trump and members of Congress from both parties. Congress should include such a pro-growth solution as part of any tax measure that is designed to enhance U.S. competitiveness and promote economic strength.



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Increase Airport Infrastructure Investment

Legislative Status

The federal aviation programs are currently operating under a one-year extension that expires September 30. The Senate in 2016 overwhelmingly approved a two-year aviation reauthorization bill—"The Federal Aviation Administration (FAA) Reauthorization Act of 2016," H.R. 636—that would, among other things, increase Airport Improvement Program (AIP) investment in runways and taxiways by \$400 million to \$3.75 billion in FY 2017.

The House Transportation & Infrastructure Committee last year passed "The Aviation Innovation, Reform & Reauthorization Act," H.R. 4441, to reauthorize the programs for six years, but that legislation has not since progressed. The House bill would ramp up AIP funding to \$4 billion by FY 2022. Neither bill included an increase in the Passenger Facility Charge (PFC) cap that allows airports to impose a user fee on air travelers to support aviation infrastructure projects.

Airport Capital Needs

The Federal Aviation Administration's Aerospace Forecast for Fiscal Years 2015 – 2035 projects passenger levels will grow from 776 million in 2015 to 1.1 billion by 2034. The latest Airports Council International – North America Capital Needs Survey estimates airports will have more than \$20 billion in annual capital needs between 2017 and 2021.

In contrast to these documented demands, Airport Improvement Program (AIP) funding was cut from its FY 2011 level of \$3.5 billion to \$3.35 billion in 2012 and has remained at this level for the past six years. Furthermore, the PFC cap has remained stagnant at \$4.50 since 2000.

Requested Action

- Support, at a minimum, the AIP investment level contained in the 2016 Senate reauthorization proposal as part of any multi-year aviation program reauthorization bill. Furthermore, the measure's \$400 million increase should be replicated in subsequent years and not become a new plateau that keeps federal aviation investment stagnant while airport capital needs continue to grow.
- Work to eliminate the PFC cap to allow airports the flexibility to raise resources for their unique infrastructure needs.

2017 TCC Fly-In Capitol Hill Map



Tourmobile
 Narrated shuttle tour between sites
 Tourmobile stop
 Tourmobile route

Metro rail System
 Station name
 Metro Center
 Entrance/exit to Metro station

Metro lines
 Red line
 Orange line
 Blue line
 Green line
 Yellow line

▲ Statue or monument

North
 0 0.1 0.2 0.3 Kilometer
 0 0.1 0.2 0.3 Mile

-  Hyatt Regency
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-  Senate Office Buildings
-  AGC Town House
53 D Street, SE