

# AGC's 2019-2020 FAST Act Reauthorization Recommendations

- ✓ **Increase Highway Trust Fund Revenues to Meet Present & Future Transportation Needs**  
Support an increase in the federal motor fuels tax of at least 25 cents per gallon, while paving a path forward on a national Vehicle Miles Traveled fee system. Other reliable, dedicated user fees must also be considered.
  - ✓ **Support Supplemental & Alternative Financing Sources**  
Such as an infrastructure bank; increased tolling (including on the interstate highway system); lifting the volume cap on private activity bonds; private investment; bonding; increased credit assistance; and loans and loan guarantees.
  - ✓ **Improve the Disadvantaged Business Enterprise (DBE) Program**  
Clarify the “good faith effort” and “commercially useful function” requirements; streamline DBE certification procedures; and establish one USDOT-wide definition of “small business concern.”
- ✓ **Prohibit Government-Mandated Project Labor Agreements on Federally-Assisted Projects**  
Such agreements reduce competition and are best left to voluntary negotiations between contractors and labor.
  - ✓ **Support Construction Workforce Needs**  
Provide grant funding to support FHWA’s highway construction workforce development initiative.
  - ✓ **Reform the Environmental Permitting Process**  
Merge the National Environmental Policy Act and Clean Water Act Section 404 permitting processes
  - ✓ **Better Coordinate Transportation Construction Projects with Railroads**  
Authorize USDOT to establish and enforce consistent requirements, commitments, and time frames for public and private railroad owners to facilitate transportation work.
  - ✓ **Improve Utility Relocation Efforts on Transportation Construction Projects**  
Allow utility relocation to take place after a preferred alternative is identified but prior to NEPA completion
    - ✓ **Ensure “Buy America” Requirements are Reasonable**  
Allow waivers for “commercially available off-the-shelf” items to be permanently incorporated in projects
    - ✓ **Take a Measured Approach to Alternative Procurement Risk Shifting**  
Direct USDOT to adopt the Canadian P3 contract document model.
  - ✓ **Increase Flexibilities for Drone/Unmanned Aircraft System use on Projects**  
Expand state DOT flexibilities for drone use and grant USDOT authority for project waivers—which could be delegated to construction contractors—to expedite drone use.
  - ✓ **Retain the Prohibition against Local Hiring Requirements**  
Such requirements are not the solution to workforce shortages and have detrimental impacts on current workers.
- ✓ **Enact a Broad Exemption to Hours of Service Regulations for Construction Drivers**  
A “one-size-fits-all” approach for HOS rules to all commercial motor vehicle drivers which unnecessarily includes short-haul drivers transporting construction materials and equipment to active construction sites.

**For the complete and fully explained recommendations,  
see AGC’s Reauthorization Recommendations White Paper.**