



Leo W. Gerard  
International President

December 2, 2015

**VIA E-MAIL**

U.S. House of Representative  
Washington, D.C. 20515

**RE: United Steelworkers urges support for H.R. 22, the Fixing America's  
Surface Transportation Act (FAST Act)**

Dear Representative:

On behalf of the 850,000 members of the United Steelworkers (USW), I wish to express support for H.R. 22 the Fixing America's Surface Transportation Act (FAST Act).

The long term reauthorization of our federal surface transportation programs through 2020 will provide certainty and much needed funding to improve our aging infrastructure. The \$305 billion surface transportation reauthorization will also be the first long term reauthorization since 2005 creating and/or maintain hundreds of thousands of jobs through the construction, transportation and manufacturing sectors.

The legislative inclusion of important improvements to Buy America policy is particularly important to USW considering the significant economic and global forces facing the domestic manufacturing economy. Increasing the Federal Transit Authority (FTA) rolling stock Buy America threshold from 60 to 70 percent by 2020 will ensure buses and other transit vehicles paid for by U.S. tax payer dollars are made by workers here in the U.S.A. In addition, applying Buy America provisions to the various rail programs, including competitive passenger rail service, the federal-state partnership for State of Good Repair grants and Restoration Enhancement grants is the right direction to ensure maximum U.S. job creation potential.

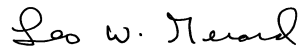
The conference committee also resolved issues which ensure Amtrak Buy America thresholds are maintained at current levels and provides technical assistance grants to federal-aid recipients in order to comply with FTA Buy America preferences.

The legislation is not perfect and our union urges Congress to seriously review how we fund long term surface transportation bills. The continued use of non-gas tax "pay-fors" undermines the close link that user fees have with our transportation

infrastructure. Selling petroleum reserves and contracting out tax collection services unfortunately kicks the can further down the road on a much needed discussion about the importance of the gas tax. We also express concerns on how hair testing for illicit substances is implemented for CDL licensing requirements and our union will work closely with Health and Human Services (HHS) to ensure that testing is done in a manner which will not cause an undue burden on workers.

USW urges passage of the FAST act to create jobs, grow our economy, and repair our infrastructure.

Sincerely,



Leo W. Gerard  
International President

LWG/cdk