



**TRANSPORTATION
CONSTRUCTION
COALITION**

**We're Building A
Better America!**

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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 Society of Civil Engineers ■ American Subcontractors Association ■ American Traffic Safety Services Association ■ Asphalt Emulsion Manufacturers Association ■ Asphalt Recycling & Reclaiming Association ■ Associated Equipment Distributors ■ Association of Equipment Manufacturers ■ International Slurry Surfacing Association ■ International Association of Bridge, Structural, Ornamental and Reinforcing Iron Workers ■ International Union of Operating Engineers ■ Laborers-Employers Cooperation and Education Trust ■ Laborers' International Union of North America ■ National Asphalt Pavement Association ■ National Association of Surety Bond Producers ■ National Lime Association ■ National Ready Mixed Concrete Association ■ National Stone, Sand and Gravel Association ■ National Utility Contractors Association ■ Portland Cement Association ■ Precast/Prestressed Concrete Institute ■ The Road Information Program ■ United Brotherhood of Carpenters and Joiners of America

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February 11, 2009

Dear Conferee:

The 28 national associations and construction trade unions of the Transportation Construction Coalition appreciate the transportation investments included in the House and Senate-passed versions of H.R. 1, "The American Recovery and Reinvestment Act." We urge you and other conferees to build on these measures and further utilize transportation and infrastructure funding in the final recovery bill to help boost the U.S. economy and facilitate employment.

Transportation infrastructure investment has a proven track record of directly generating American jobs in both the hard hit construction sector and throughout the overall economy. At the same time, increased transportation investment would enhance the nation's productive capacity by providing necessary infrastructure for long-term growth.

While the House and Senate bills include significant transportation investments, these initiatives can play an even greater role in economic recovery with increased resources. Specifically, we believe the surface transportation and infrastructure investments that would have been achieved under the amendment from Senators Patty Murray (D-Wash.) and Dianne Feinstein (D-Calif.) are an appropriate goal for the final conference report. This proposal would have secured \$40 billion for highway improvements, \$13.4 billion for public transportation, and \$13 billion for water infrastructure projects. We also strongly support the House proposed \$3 billion for airport infrastructure projects.

Furthermore we strongly support the transparency and accountability requirement in both proposals. These provisions are necessary to empirically demonstrate the transportation funds provided in the recovery measure are producing economic benefits. To this end, we also support the House proposals to require certifications that recovery funds are additive to activities already planned by each state.

We appreciate both proposals including dates certain by which half of the transportation funds must be obligated. We urge the conference report to retain the "use it or lose it" mechanism and establish a deadline for the use of the first tier of funds that is as fast as feasibly possible to ensure the benefits of these investments are realized quickly.

To help achieve the objective of moving forward with projects that are ready-to-go, we recommend using the House proposed "Buy American" language. We are concerned expanding this existing requirement could contribute to transportation project delays.

Federal transportation and infrastructure funding, whether short or long-term, is an investment in the nation's future that will provide productivity and quality of life benefits for years to come. The economic recovery package is an important first step necessary to begin upgrading our nation's deteriorating infrastructure network.

Sincerely,

The Transportation Construction Coalition