



**TRANSPORTATION
CONSTRUCTION
COALITION**

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

American Road & Transportation Builders Association (co-chair) ■ 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

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

April 1, 2009

Dear Representative:

The 28 national associations and labor unions of the Transportation Construction Coalition strongly support the transportation investment provisions of the FY 2010 House budget resolution, H.Con.Res. 85.

The American Recovery and Reinvestment Act of 2009 began a much-needed process of addressing the nation's growing infrastructure needs. The transportation investments provided by this measure, however, are not a "cure all" and must be followed up by long-term investments to sustain the economic activity and job creation initiated by the recovery act. The House budget resolution includes several provisions that would allow robust surface transportation and aviation program reauthorization bills to be enacted this year that achieve that goal.

First and foremost, the budget resolution rejects a proposal to eliminate the use of "contract authority" for the federal transportation programs. As a result of this action, the highway, transit and aviation programs will retain their unique budgetary treatment. These programs are distinct situations where dedicated user fees generate revenues for autonomous trust funds to support transportation improvements. The Budget committee's proposal would ensure the current protections of the user fee principle of transportation financing will continue.

The budget also establishes a foundation for the reauthorization of the federal highway and public transportation programs by assuming current investment levels will be maintained. The budget would allow these assumptions to be adjusted upward through a "reserve fund" if additional federal revenues are generated to finance increased surface transportation investment. These provisions combined will ensure the upcoming debate on future surface transportation investment levels will be based on merit and not constrained by procedural concerns. The measure also assumes \$4.0 billion for the Airport Improvement Program which would support needed expansion and improvement of airport runway capacity.

The members of the Transportation Construction Coalition appreciate the strong message the proposed House budget resolution sends about the importance of transportation infrastructure improvements to U.S. quality of life and economic strength. We urge all House members to support passage of this important measure.

Sincerely,

The Transportation Construction Coalition