

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)

Surface Transportation Program Reauthorization Cannot Wait

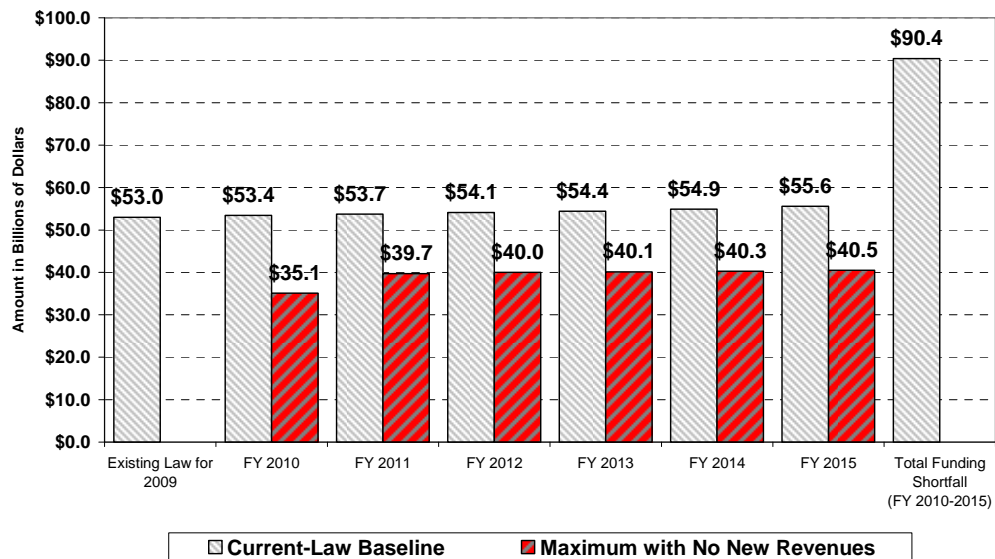
The federal highway, public transportation and safety programs are at a crossroads. Inadequate transportation infrastructure imposes hundreds of billions of dollars of unnecessary costs on the U.S. economy each year and serves as an impediment to our competitiveness in the global market place. At the same time, current Highway Trust Fund revenue projections will not support existing highway and public transportation investment levels, which could force massive cuts in investment that would eclipse any economic/job creation gains from this year's economic recovery package.

These national challenges must be addressed by a timely reauthorization of the federal surface transportation programs. A fundamental understanding of the financing challenges facing the reauthorization bill makes clear the need for action in 2009.

What level of investment can the Highway Trust Fund support?

The majority staff of the House Transportation & Infrastructure Committee has determined current Highway Trust Fund revenues will support a six-year surface transportation program of \$236 billion, which is approximately \$90 billion below the amount necessary to maintain existing investment levels and could result in significant investment cuts for the highway and transit programs. An additional \$100 billion-plus must be generated to achieve the macro investment goals discussed in the House and Senate for the next reauthorization bill.

Surface Transportation Investment Achievable with Current Revenues
(FY 2010 - FY 2015)



Source: Committee on Transportation and Infrastructure

Why is the Trust Fund unable to support current investment levels?

The revenue streams flowing into the Highway Trust Fund have not been adjusted in over 15 years and no new revenue sources have been created. At the same time, demands on the highway and public transportation systems have grown dramatically. Furthermore, the last surface transportation reauthorization included

annual investment levels well above incoming trust fund revenues. As a result, the trust fund's existing cash balance was structurally liquidated and the next bill must rely on existing or new sources of revenues.

The American Recovery and Reinvestment Act invests substantially in transportation infrastructure. Why do we need a reauthorization bill?

The recovery act's transportation investments are intended to be a short-term infusion of resources. While these investments will certainly generate substantial activity, that activity will dissipate unless a robust multi-year reauthorization bill is enacted soon. States will not make long-term transportation plans and businesses will not make major capital decisions based on non-recurring investments. In fact, failure to address the trust fund's revenue shortfall could result in 500,000 lost jobs by FY 2015—exactly the opposite of the recovery act's goals.

Isn't there a creative way to finance the next surface transportation bill?

Certainly public-private partnerships and other non-traditional financing opportunities can and should play a significant role, but their potential cannot be quantified in advance and they do not generate federal revenue. As such, there are fundamentally three choices for the next bill: dramatically cut highway and transit investment; massive deficit spending; or raise new revenues.

What potential revenue sources exist to finance the next bill?

Fortunately, two congressionally-chartered independent commissions and several congressional leaders are offering potential solutions to the revenue shortfall. Among the options currently on the table and their respective six-year revenue potential are:

➤ 10 cents/gallon motor fuels tax increase	\$111 billion
➤ \$5 per barrel tax on oil	\$195 billion
➤ Index current motor fuels tax	\$16.2 billion
➤ New freight user fee	\$60 billion
➤ Bonding/Infrastructure bank	\$50 billion
➤ Tolling (not federal revenue)	\$15 billion
➤ Credit assistance (TIFIA Program)	\$12 billion
➤ Double Heavy Vehicle Use Tax	\$6 billion
➤ Eliminate motor fuel tax exemptions	\$9 billion

Time to Act is Now!

The reauthorization of the federal surface transportation program is a chance to generate immediate economic benefits, improve the international competitiveness of American businesses, and prevent looming investment cuts that would cost hundreds of thousands of jobs. **We urge Congress to seize this opportunity to help restore the U.S. economy by acting on a robust surface transportation authorization bill as soon as possible.**