



**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

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January 28, 2009

Dear Representative:

The 28 national associations and construction trade unions of the Transportation Construction Coalition strongly urge you to support H.R. 1, "The American Recovery and Reinvestment Act." The measure would help boost the U.S. economy and facilitate employment by investing \$45 billion in transportation improvements and providing additional resources for other critical infrastructure initiatives.

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.

It is important to note, the transportation investments contained in H.R. 1 are not structured as the traditional transportation programs. The measure includes accelerated obligation schedules, a "use it or lose it" mechanism, and significant reporting requirements. These provisions are designed to get contracts awarded quickly and thereby put employees to work. Criticisms that these funds will not provide an immediate economic boost are not based on a realistic assessment of current circumstances. States have projects that are designed, permitted and ready to go.

During House consideration of H.R. 1, we urge you to support all efforts to increase the measure's transportation infrastructure investments. Similarly, we strongly oppose any amendment to reduce or eliminate the bill's transportation components. While H.R. 1's transportation investments are structured to produce immediate job creation benefits, we believe these provisions can be strengthened. Specifically, we urge you to support: the Oberstar Amendment to ensure half of the bill's transportation funds are committed quickly; and the Shuster Amendment to help guarantee the highway maintenance investments are additive to existing state plans and produce real economic growth.

Federal transportation 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.

Sincerely,

The Transportation Construction Coalition