



**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 Subcontractors Association ■ American Iron and Steel Institute ■ American Society of Civil Engineers ■ American Traffic Safety Services Association ■ Asphalt Emulsion Manufacturers Association ■ Asphalt Recycling & Reclaiming Association ■ Associated Equipment Distributors ■ Association of Equipment Manufacturers ■ Concrete Reinforcing Steel Institute ■ 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 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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Transportation Investment Drives Economic Recovery

Multi-year Highway/Transit Bill Status

Since Congress has failed to pass legislation to reauthorize the highway and transit programs before SAFETEA-LU expired on September 30, 2009, these programs have been operating under short term extensions. The latest extension expires on December 31, 2010. In addition, spending out of the Highway Trust Fund has exceeded revenue since 2004. As a result, the Highway Trust Fund has insufficient revenue to maintain current funding levels. As part of the HIRE Act, Congress transferred general fund revenue to the Highway Trust Fund to keep the highway and transit programs operational. However, this addition revenue will only carry the program until mid 2011.

A House draft bill has been reported from the Highways and Transit subcommittee but no further action has been taken. The Senate Environment and Public Works Committee is drafting legislation but it will not be available for consideration until late August or early September.

Consequences of Inaction

Without a multi-year program, states cannot fund and fix pressing transportation needs at a time when our global competitors are investing trillions modernizing their infrastructure. As a result, the concerted efforts of the Obama Administration and Members of Congress to advance policies intended to help boost the U.S. economy are seriously diluted.

An efficient surface transportation network is essential for:

- Delivering U.S. goods to domestic and international markets;
- Providing U.S. business with access to workers;
- Preventing traffic congestion from draining \$87 billion from the economy each year; and
- Keeping the U.S. economy globally competitive.

Without these core functions, U.S. productivity and economic strength will continue to be compromised. At the same time, the U.S. construction industry today is faced with its worst economic crisis since the Great Depression:

- Nearly two million construction jobs have been lost since 2007;
- Construction industry unemployment now stands at 22 percent (more than twice the national average); and
- Millions of American families are suffering as residential and commercial construction activity has plummeted and state and local spending on highways, roads and bridges declined.

Time to Act is Now!

It's time to improve our aging roads and bridges, unclog our congested shipping routes, expand our crowded transit systems and get our stalled economy moving again.

Please help restore the U.S. economy by acting on a robust surface transportation authorization bill in 2010.