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CONSTRUCTION
COALITION**

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Better America!**

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March 19, 2020

The Honorable Nancy Pelosi
McConnell Speaker
U.S. House of Representatives
Washington, DC 20515

The Honorable Kevin McCarthy
Minority Leader
U.S. House of Representatives
Washington, DC 20515

The Honorable Mitch
Majority Leader
United States Senate
Washington, DC 20510

The Honorable Chuck Schumer
Minority Leader
United States Senate
Washington, DC 20510

Dear Speaker Pelosi, and Leaders McConnell, McCarthy, and Schumer:

While there are diverse and well-intended views on how federal policy can stabilize and resuscitate the U.S. economy during times of crisis, there are few initiatives that can match the combination of immediate and long-term benefits of increased infrastructure investment.

The Senate Environment & Public Works Committee last July demonstrated infrastructure legislation focused on providing tangible outcomes can also garner overwhelming bipartisan support. The Committee's unanimous approval of a five-year reauthorization of the federal highway program offers a proactive and meaningful path forward for Congress to deliver an urgently needed economic boost.

Transportation construction and maintenance work generated \$610 billion in related business activity across all sectors of the economy during 2019. Federal highway funds, over 90 percent of which are distributed directly to states, consistently support more than half of all annual state highway and bridge capital expenditures, making states well-suited to utilize structured investments effectively. However, looming uncertainty from the fast approaching expiration of the federal highway and public transportation programs is already having a dilutive impact on state implementation of long-term transportation plans.

Past one-time infusions of federal infrastructure investments have had mixed results. By contrast, structured resources such as multi-year reauthorization bills and programmatic distributions through the annual appropriations process have helped states meet both immediate and long-term needs.

In the near-term, additional resources would create and sustain new construction and related industry jobs and tax revenue. In the long-term, the capital assets constructed would enhance economic productivity for many decades to come by providing access to jobs, services, materials and markets.

A robust reauthorization of the federal surface transportation programs, as advocated by Senate and House leaders, is an opportunity to help address these challenges.

Sincerely,

The Transportation Construction Coalition