



AMERICAN COUNCIL OF ENGINEERING COMPANIES

DAVID A. RAYMOND  
PRESIDENT & CEO

September 22, 2008

The Honorable Nancy Pelosi  
Speaker  
U.S. House of Representatives  
H-232 Capitol Building  
Washington, DC 20515

The Honorable John Boehner  
Minority Leader  
U.S. House of Representatives  
H-204  
Washington, DC 20515

The Honorable Harry Reid  
Majority Leader  
United States Senate  
S-221  
Washington, DC 20510

The Honorable Mitch McConnell  
Minority Leader  
United States Senate  
S-230  
Washington, DC 20510

Dear Speaker Pelosi, Leader Reid, Congressman Boehner, and Senator McConnell:

On behalf of the American Council of Engineering Companies (ACEC) – the business association of the nation’s engineering industry – we strongly urge you to include infrastructure investment as a component of the financial bailout legislation scheduled for consideration this week.

Infrastructure is literally the foundation of the nation’s economy, and that foundation is falling apart. We agree that Congress needs to act quickly to stabilize the U.S. economy, but to reverse the tide and spur economic growth, both near as well as long-term, we would respectfully suggest that an infrastructure-based stimulus package offers a positive and safe investment of taxpayer dollars.

Studies show that \$1 billion in spending on infrastructure supports over 34,000 jobs. A safe and efficient transportation network reduces travel time and increases reliability, thus lowering costs and leading to greater economic productivity for businesses and ease of mobility for travelers. As outlined in a 2002 report published by the Transportation Research Board, transportation investment also strengthens local, regional and state economies by energizing city centers and facilitating employment opportunities. It also generates additional tax revenue by allowing businesses to expand operations and hire more workers.

Funding transportation and infrastructure programs meets an immediate and pressing need. According to the National Cooperative Highway Research Program, there is a \$58 billion gap between current expenditures and the cost to maintain highway and transit performance, and a \$119 billion gap between expenditures and the cost to improve the system. Inadequate funding for transportation has led to deterioration, congestion and delays, all of which raise the price of doing business through maintenance and repair needs, wasted fuel and delayed cargo shipments. Last year, our national economy was crippled by a staggering \$78 billion in congestion costs.

On the environmental side, the need is no less great. Over the next 20 years, America's water and wastewater systems face a funding gap of \$300 to \$500 billion between current annual investments in water infrastructure and the investments that will be needed each year to repair deteriorating water and wastewater systems and meet the mandates of the Clean Water Act and the Safe Drinking Water Act. The continuing decline in investment jeopardizes the quality, safety and security of our water. Wastewater treatment plants prevent billions of tons of pollutants from reaching rivers, lakes, and coastlines, protecting human health and benefitting segments of the economy that depend on clean, healthy water resources.

The massive quantity of transportation and water infrastructure needs are certainly not going to be met in one piece of legislation. But, there are hundreds of ready-to-go projects that would be sped up through additional, near-term spending. We can put Americans to work and start fixing structurally deficient bridges, rebuilding crumbling roads and highways, cleaning up lakes and rivers, and bringing quality water into people's homes. Equally important, these are truly investments – we are building structures that will last and will provide added value for years to come.

Thank you for your consideration, and for your recognition of the importance of infrastructure to a vibrant economy.

Sincerely,



David A. Raymond  
President & CEO