



June 22, 2009

The Honorable James L. Oberstar
Chairman
Committee on Transportation and Infrastructure
2165 Rayburn
U.S. House of Representatives
Washington, DC 20515

The Honorable John L. Mica
Ranking Minority Member
Committee on Transportation and Infrastructure
2165 Rayburn
U.S. House of Representatives
Washington, DC 20515

Dear Chairman Oberstar and Ranking Member Mica:

Re: The Surface Transportation Authorization Act of 2009

The Construction Management Association of America supports the Surface Transportation Authorization Act of 2009 as presented by you and Reps. DeFazio and Duncan last week. Because we also feel strongly about the urgency of this initiative, we agree with you that an 18-month delay in addressing our national transportation policy needs would be extremely unwise and unwarranted.

CMAA represents more than 5,300 companies and individuals that provide professional Construction and Program Management services, together with major construction owners in both the public and private sector. We advocate CM and PM as professional services delivered to owners in the interest of successful projects; ideally, the CM or PM has no financial stake in the project itself but works as agent and trusted advisor of the owner.

One of the stated goals of this legislation is “to improve the project delivery process by eliminating duplication in documentation and procedures.” Another is “to facilitate private investment in the national transportation system that furthers the public interest.” The legislation creates Offices of Expedited Project Delivery within the Federal Highway Administration and the Federal Transit Administration, mandated to “improve the project delivery process” and “to expedite the development of projects through the environmental review process, design and construction.”

Not only does CMAA endorse these goals, but they constitute the fundamental mission of our association and our membership. CM/PM is project delivery system neutral, i.e., it delivers value whether a project is being executed in the traditional Design-Bid-Build system or via Design-Build or any other "alternative" delivery method.

Although CM services are often performed by registered architects and licensed engineers, it has been recognized since at least 1975 that CM is a distinct professional discipline requiring specialized training and experience. Today, Certified Construction Managers (CCMs) have demonstrated knowledge and capability through a national credentialing program that has been accredited by the American National Standards Institute in conformity with International Organization for Standardization (ISO) Standard 17024. CCM is the only professional credential in the construction industry that has been accredited in this way.

We would like to suggest that CMAA and its members are America's foremost reservoir of expertise in Construction Management, PM, emerging technologies, Public Private Partnerships and other areas.

We would be glad to provide testimony, respond to questions, or coordinate and deliver whatever additional informed inputs you may need as you guide this legislation to successful passage. I hope you and your staffs will not hesitate to call upon us.

Thank you for your attention and your work in crafting the Surface Transportation Authorization Act of 2009.

Sincerely,

A handwritten signature in black ink that reads "Bruce D'Agostino". The signature is written in a cursive, slightly slanted style.

Bruce D'Agostino, CAE, FCMAA
President & Chief Executive Officer