

Moving Ahead for Progress in the 21st Century Act **Reauthorization Timeline**



July 2012

The “Road to Reauthorization” Timeline

On July 6, President Barack Obama signed the 27-month federal highway and transit program reauthorization bill— “Moving Ahead for Progress in the 21st Century Act” (MAP-21)—into law. Over the preceding years, no private organization devoted more time, energy or resources than the American Road & Transportation Builders Association (ARTBA) toward making that law as responsive as possible to the interests of the U.S. transportation design and construction industry.

In an unparalleled fashion, ARTBA and its volunteer leaders directly testified before or submitted testimony more than 25 times to congressional committees, congressionally-chartered “blue ribbon” commissions, executive branch hearings, and presidentially-appointed task forces on critical transportation development and reauthorization issues.

Through its award-winning “Transportation Makes America Work Campaign,” ARTBA executed the industry’s only comprehensive, multi-year grassroots lobbying and advocacy communications effort to build support for passage of a new law. More than 70 ARTBA member firms and state chapter organizations supported the multi-million dollar program of work.

The following timeline highlights the key leadership activities of ARTBA and its members on the “road to reauthorization.”

2005



AUGUST
President George W. Bush signs the Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) into law August 10 at a Caterpillar facility in Illinois.

ARTBA President Pete Ruane delivers an August 10 speech at the 8th Annual Texas Transportation Summit in Irving noting that SAFETEA-LU is a step in the right direction, but will not come close to meeting the nation's highway and transit needs. Ruane says a new national transportation vision is needed to meet the challenges of a global economy.

SEPTEMBER

ARTBA Chairman Gene McCormick, Parsons Brinckerhoff, announces creation of "SAFETEA-LU Reauthorization Task Force," aimed at developing association policy positions for the scheduled 2009 highway/transit reauthorization bill.

2006



JANUARY
Tom Hill, Oldcastle Materials, and Paul A. Yarossi, HNTB, are named ARTBA SAFETEA-LU Reauthorization Task Force co-chairs.

JULY
Task force holds meeting at ARTBA Building in Washington, D.C.

SEPTEMBER
ARTBA Chairman Gene McCormick unveils ARTBA's plan for the future, calling on Congress to "reform, refocus, restructure and refinance" the federal surface transportation programs. ARTBA proposes expanded core highway/transit investment programs to protect past infrastructure investments, and creation of a federally-led "Critical Commerce Corridors" (3C) initiative aimed at improving the efficient and safe movement of freight.

ARTBA Board approves launch of a multi-year industry image and branding campaign program to push industry's reauthorization agenda on Capitol Hill.

MARCH

Task Force holds first organizational meeting at new ARTBA HQ Building in Washington, D.C.

JUNE

ARTBA commemorates 50th anniversary of Interstate Highway System during gala dinner in Washington, D.C.

ARTBA Chairman Gene McCormick tells House subcommittee hearing that design and construction of the U.S. Interstate Highway System may be finished, but the job of building and improving America's transportation network to meet the needs of motorists and businesses is not nearly done. He calls for a new transportation vision for the future.



NOVEMBER

ARTBA Chairman Mike Walton, University of Texas, testifies before the National Surface Transportation Policy and Revenue Study Commission about the future direction and financing for the nation's highway and transit programs.



FEBRUARY

National Asphalt Pavement Association endorses 3C.

JUNE

American Concrete Pavement Association endorses 3C.

Portland Cement Association endorses 3C.

SEPTEMBER

ARTBA Vice Chairman Bill Cox, Corman Construction, testifies at House hearing following the August 1 collapse of the bridge in Minnesota, highlighting the need for new revenue to support expanded bridge improvement and a new federal transportation vision to address the nation's aging infrastructure.



DECEMBER

ARTBA launches ad campaign positioning transportation design & construction professionals as innovative and technologically-savvy problem solvers who are prepared to address national transportation challenges.



MARCH

National Stone, Sand & Gravel Association endorses 3C.

"The secure and efficient movement of freight and people is the lifeblood of the American economy and should be the driving force behind development of a new federal transportation vision and strategic plan," ARTBA First Vice Chairman Charlie Potts, Heritage Construction & Materials, tells the National Surface Transportation and Policy Revenue Study Commission.



NOVEMBER

ARTBA unveils comprehensive, 72-page report containing the association's legislative recommendations for the reauthorization of SAFETEA-LU.



"A New Vision & Mission for America's Federal Surface Transportation Program"

ARTBA Recommendations for SAFETEA-LU Reauthorization



A Report to the U.S. Congress and White House, federal agencies, the nation's governors and state policymakers





ARTBA Executive Committee re-launches “Transportation Makes America Work” (TMAW) campaign—the grassroots lobbying and advocacy communication campaign effectively used by ARTBA in previous highway/transit authorization bills. TMAW focuses on building support for a Highway Trust Fund (HTF) legislative solution and pushing the 3C and other legislative recommendations for SAFETEA-LU reauthorization.

National Surface Transportation Policy & Revenue Study Commission releases report outlining transportation investment and policy priorities for the future. It includes ARTBA’s recommendation for a national freight plan.

A Government Accountability Report, “Freight Transportation: National Policy & Strategies Can Help Improve Freight Mobility,” echoes ARTBA’s calls for a freight program.

JULY

House approves 387–37 legislation (H.R. 6532) to address the HTF’s solvency for FY 2009 and prevent an October 1 \$14 billion federal highway program cut.

SEPTEMBER

ARTBA President Pete Ruane attends two news conferences in Missouri with ARTBA state chapter affiliates—AGC of St. Louis and the Heavy Constructors Association of Greater Kansas City—to push for the HTF legislative solution.

Senate gives final approval to H.R. 6532. President Bush signs into law.



APRIL

Association of Equipment Manufacturers endorses 3C.

ARTBA Director John McCaskie, Swank Associated Companies, testifies on behalf of the ARTBA co-chaired Transportation Construction Coalition (TCC) before the Senate Appropriations Committee and urges members to support the Baucus-Grassley HTF solvency proposal.

ARTBA Vice President of Economics and Research Dr. Bill Buechner briefs Senate staff on federal highway performance and investment need issues.

MAY

ARTBA Senior Vice Chairman Charlie Potts, Heritage Construction & Materials, testifies before the Senate Environment & Public Works (EPW) Committee on the need for a national goods movement program and highlights 3C.

ARTBA President Pete Ruane appears at a Capitol Hill news conference with Senate Finance Committee Chairman Max Baucus (D-Mont.) and Ranking Member Chuck Grassley (R-Iowa) to support their HTF legislative solution.



JANUARY

House passes H.R. 1, American Recovery & Reinvestment Act, which contains \$30 billion for highways, \$12 billion for public transportation, \$3 billion for airport capital projects, and \$1.1 billion for passenger rail.

Senate-passed economic stimulus bill contains: \$27 billion for highways, \$8.4 billion for transit, \$5.5 billion for large surface transportation projects, \$3.1 billion for passenger rail, and \$1.3 billion for aviation improvements.

ARTBA meets with scores of newly elected members of Congress to raise awareness about the benefits of transportation investment, and need to pass a surface transportation reauthorization bill.

APRIL

TCC approves a comprehensive set of reauthorization proposals including: raising new transportation revenues, improving project review and delivery, and establishing a new goods movement program.

MAY

ARTBA President Pete Ruane, ARTBA Chairman Charlie Potts, Heritage Construction & Materials, and ARTBA Senior Vice Chairman Larry Tate, Caterpillar, meet with U.S. DOT Secretary Ray LaHood to discuss reauthorization and financial condition of the HTF.



JULY

TCC releases groundbreaking study, "On A Crash Course: The Dangers & Health Costs of Deficient Roadways," completed by the Pacific Institute for Research & Evaluation. It finds more than half

of U.S. highway fatalities are related to deficient roadway conditions. The cost to America: \$217.5 billion annually.



ARTBA Chairman Charlie Potts, Heritage Construction & Materials, warns House Highways & Transit Subcommittee hearing of dire consequences if Congress delays the highway/transit bill for 18 months.

FEBRUARY



President Obama signs H.R. 1 into law at Denver event. It includes \$48 billion for transportation improvements—\$27.5 billion for highways and bridges, \$1.5 billion for discretionary surface transportation project, \$8.4 billion for public transportation, \$8 billion for high speed rail and \$1.1 billion for the Airport Improvement Program.

JUNE

ARTBA leader John Keating, Oldcastle Materials East Region, tells House T&I Committee that infrastructure investments in the economic stimulus law are working as intended by sustaining jobs and helping improve aging roads and bridges, but momentum can't be sustained unless Congress takes action to pass a multi-year surface transportation authorization bill.



U.S. DOT Secretary Ray LaHood calls for 18-month delay on highway/transit reauthorization legislation.

Bipartisan House Transportation & Infrastructure (T&I) Committee leaders release proposal calling for \$450 billion, six-year reauthorization of the federal surface transportation program. It would allocate \$337.4 billion for the federal highway program, \$99.8 billion to public transportation, and \$12.6 billion for safety-related programs.

ARTBA Vice President of Economics & Research Bill Buechner testifies before a House Ways & Means Subcommittee about the need to address the HTF's solvency issues and generate new revenues to finance the next surface transportation bill.





ARTBA leader Michael Filipczak, Midasco, LLC, tells House Small Business Subcommittee that transportation bill delay will have negative impacts on small business community.

TCC print ads in Capitol Hill publications urge Congress to complete action this year on surface transportation authorization bill.

ARTBA and American Public Transportation Association (APTA) print ads in Capitol Hill publications urge Obama Administration and Congress not to delay action on the bill for 18 months.

DECEMBER

ARTBA leader James Van Buren, New Enterprise Stone & Lime Co., reports to the House T&I Committee that the stimulus law's transportation investments helped prevent thousands of industry layoffs.

Congress passes an extension of the highway/transit programs through February 28, 2010.



SEPTEMBER

SAFETEA-LU expires. House and Senate pass 30-day extension.

ARTBA member, Charles Gallagher, Gallagher Asphalt Corporation, tells congressional committee stimulus is working as intended, and highlights need for Congress to timely enact a multi-year surface transportation program bill that would provide continuity to the investment from recovery act funds.



OCTOBER

Congress passes a seven-week extension of the highway/transit programs.



2010

JANUARY

ARTBA joins elected officials and other industry executives at a Building America's Future event to urge Congress to establish a national infrastructure bank to help supplement core federal program spending in transportation infrastructure.

FEBRUARY

Senate passes the Hiring Incentives to Restore Employment (HIRE) Act to help stabilize the federal highway and transit programs through the end of 2010. HIRE contains provisions long-advocated by ARTBA to strengthen the HTF, including a one-time transfer of nearly \$20 billion in previously foregone revenue into the HTF, a shift in the cost of current federal motor fuel tax exemptions enjoyed by state and local governments from the HTF to the general fund, and a change to current law that will allow the HTF to retain interest earned on its unexpended balances.

Highway and transit authorization extension expires February 28 without congressional action.





MARCH

ARTBA Southern Region Vice Chairman Stephen Wright, Wright Brothers Construction, testifies before the House T&I Committee that projects awarded as part of the stimulus law are boosting the U.S. transportation construction industry and supporting jobs. He emphasizes need for congressional passage of a multi-year reauthorization bill.

With no highway/transit authorization in place, Federal Highway Administration begins to furlough employees March 1.

Highway and transit programs extended through March 28.

ARTBA Vice President of Economics & Research Bill Buechner tells Senate EPW Committee that Congress can spur economic growth and protect the transportation infrastructure network that facilitates 78 million U.S. jobs by passing a robustly-funded, multi-year federal highway and transit investment bill that includes a national goods movement program.

Congress gives final approval and President Obama signs HIRE into law.

MAY

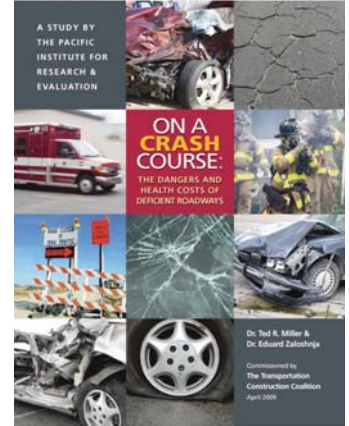
Sens. Kerry (D-Mass.) and Lieberman (I-Conn.) introduce climate change legislation known as the American Power Act. It proposes to divert transportation system revenues away from the HTF and into a variety of non-transportation related federal programs. ARTBA begins working to educate policymakers about the negative impacts on the highway/transit programs, and the ability of Congress to pass a long-term surface transportation reauthorization bill.

More than 400 transportation construction and design leaders, including 200+ ARTBA members, fly to Washington, D.C. as part of the ARTBA Federal Issues Program and TCC Fly-in to urge Congress to act on a robust surface transportation reauthorization bill and to protect transportation user fees from diversion to non-infrastructure activities.

APRIL

ARTBA and 26 other diverse transportation groups send letter to Sens. John Kerry (D-Mass.), Lindsay Graham (R-S.C.) and Joseph Lieberman (I-Conn.) urging that any transportation-related revenues generated as part of climate change legislation they are developing be geared for the HTF and invested in highway and public transportation improvements.

Dr. Ted Miller, a principal author of "On A Crash Course: The Dangers & Health Costs of Deficient Roadways," a 2009 study prepared for the ARTBA co-chaired TCC, tells Senate EPW Committee that more than half of fatalities on roadways are due to poor road conditions and the annual cost to America is \$217 billion. In his testimony, Miller urges Senate to make targeted safety investments in next reauthorization bill.



ARTBA lays out a series of immediate steps as part of reauthorization that lawmakers can take to improve safety conditions on America's roadways and in work zones in testimony submitted to the Senate EPW Committee.

In testimony to the House Highways and Transit Subcommittee, ARTBA says the massive gap between current federal investment levels and needs documented by the U.S. DOT cannot be closed without boosting current user fees and significantly expanding innovative financing methods.

JUNE

ARTBA submits testimony to the National Commission on Fiscal Responsibility & Reform urging commission members to recommend that Congress continue financing federal transportation investment through fiscally responsible and budget-neutral user taxes and levies, as it has for more than five decades.

JULY

ARTBA Chairman Larry Tate, Caterpillar, tells top officials at the U.S. DOT "listening session" that transportation plays a central role in U.S. economic competitiveness and that a multi-year highway/transit authorization bill is urgently needed to keep pace with other nations.



SEPTEMBER

During a Labor Day speech, President Obama calls for enactment of six-year surface transportation reauthorization bill that “expands and reforms our infrastructure investments and returns the transportation trust fund to solvency.” He proposes to jump-start the plan with an initial \$50 billion in new investments in highways, rails and runways.



Senator George Voinovich (R-Ohio) speaks via phone with President Obama September 7 to discuss the Administration’s new infrastructure proposal, the highway/transit reauthorization. Voinovich cites the issues outlined in ARTBA President Pete Ruane’s July 30 letter as evidence of the need for action as soon as possible.

NOVEMBER

ARTBA President Pete Ruane and more than 30 other industry group CEOs send a letter to National Commission on Fiscal Responsibility & Reform Co-Chairmen Alan Simpson and Erskine Bowles asking them to endorse a proposal from Sens. Carper (D-Del.) and Voinovich (R-Ohio) that would raise the federal gasoline tax 25 cents, with 15 cents permanently dedicated to the Highway Trust Fund and the remaining 10-cents for short-term deficit reduction.

DECEMBER

Congress approves extension of highway/transit program law through March 2011.

Eleven members of the National Commission on Fiscal Responsibility & Reform approve a final set of recommendations intended to address the nation’s fiscal challenges, including a phased-in 15-cent per gallon increase in the gas tax for infrastructure investment.

The new House Republican majority unveils proposed rules for operating the chamber in 2011 and 2012. It includes a repeal of the guaranteed funding requirement for annual federal highway investment that was established in the 1998. In essence, the plan would allow Congress to return to the pre-TEA-21 days when highway investment was held below incoming HTF revenues to offset spending in other parts of the federal budget.

ARTBA and industry allies send a letter to House leadership expressing opposition to a proposed rules change impacting the highway/transit program.

JULY CONT'D

ARTBA leader Jack Sanford, Falconer Construction Company, tells the U.S. House Committee on Small Business a legislative “one-two” punch is needed immediately to help aid economic recovery, including an extension of the depreciation bonus provision for equipment purchases, and passage of a long-term highway/transit reauthorization bill.

Kevin Gannon, an ARTBA director and vice president of Northeast Asphalt, Inc., tells the House T&I Committee that the highway investments in the stimulus law have been a bright spot for a transportation construction industry hard hit by recession-induced cutbacks in state programs and decline in private sector work, but continued uncertainty about passage of a multi-year surface transportation reauthorization bill is hindering chances for a sustained economic recovery.

ARTBA President Pete Ruane sends letter to President Obama explaining market impacts resulting from continued delays on reauthorization and calls on the President to get involved to help secure final passage of a new long-term bill.

OCTOBER

House T&I Ranking Member John Mica (R-Fla.) calls on Congress to complete action on a six-year bill during a speech at ARTBA National Convention in New York City.



President Obama, joined by former U.S. secretaries of transportation, several governors and mayors, uses a Columbus Day White House news conference to make a public push for congressional action on a six-year bill, saying it will help create jobs and boost the U.S. economy and international competitiveness.

JANUARY

House Republican majority adopts a new rules package repealing a HTF protection included in the 1998's TEA-21 law that guaranteed user-generated revenues would be fully invested in highway and public transportation improvements each year.

ARTBA government relations team meets with newly elected members of Congress to educate them about the need for a multi-year reauthorization bill.

MARCH

Congress passes and President Obama signs an extension of the highway/transit authorization through September 30.



At a March 30 House Highways & Transit Subcommittee hearing, ARTBA Chairman Bill Cox, Corman Construction, calls on Congress to jumpstart the highway and transit bill reauthorization process by producing legislation.

MAY

ARTBA & APTA launch radio and TV ad campaign featuring Presidents Reagan & Clinton speaking about the importance of transportation to the economy and urging Congress to take action on the bill.



ARTBA co-sponsors first "Rally for Roads" in the Nation's Capital.

Nearly 500 industry executives storm Capitol Hill to lobby for passage of a long-term highway/transit investment bill during TCC Fly-in.

A groundbreaking study by the Harvard Center for Risk Analysis at the School of Public Health finds that additional fine particulate matter emissions traced back to traffic congestion in the nation's 83 largest urban areas led to more than 2,200 premature deaths in the U.S. during 2010. The related public health cost, researchers say, was at least \$18 billion. The study, commissioned by the ARTBA co-chaired TCC, receives widespread national media attention and is distributed to all congressional offices.

FEBRUARY

ARTBA Vice President of Economics & Research Dr. William Buechner tells the Democratic Steering and Policy Committee that investing in transportation infrastructure creates jobs in the construction industry and throughout the rest of the economy and urges timely passage of a robust multi-year surface transportation reauthorization bill.

President Obama's FY 2010 budget includes proposal for a six-year, \$556 billion surface transportation reauthorization bill.

ARTBA sends a letter all members of the House urging support for legislation (H.R. 662) to extend the highway/transit authorization programs through the end of FY 2011.

APRIL

The U.S. House of Representatives April 15 votes 235 to 193 to approve its version of a FY 2012 budget resolution that, among other things, assumes a 30+ percent reduction in total federal transportation spending from current year levels.

JUNE

TCC spokesmen conduct satellite radio tour with stations across the country highlighting the results of the Harvard study.

TMAW campaign runs print ads in Capitol Hill publications distinguishing transportation infrastructure investment from other types of government spending.

NO OTHER "GOVERNMENT SPENDING" PROGRAM DOES ALL OF THESE:

- Creates and preserves American jobs
- Results in tangible, long-lasting capital assets
- Provides access to virtually every tax-generating American job
- Facilitates a business transaction of some kind almost every time it's used
- Enables every American export and import
- Produces extraordinary productivity results
- Makes emergency response and evacuation to natural and man-made disasters possible
- Is critical to military mobilizations and national defense
- Responds to a constitutional mandate for federal support

INVEST In America!
Pass a Multi-year Highway/Transit Bill NOW!

ARTBA American Road & Transportation Builders Association TRANSPORTATION BUILDERS FOR AMERICA

JULY

House T&I Committee Chairman John Mica (R-Fla.) announces a six-year, \$230 billion highway/transit reauthorization proposal, which amounts to a roughly 30 percent cut from current investment levels.

ARTBA sends letter to President Obama, Vice President Biden and House and Senate leaders to address the HTF revenue challenge as part of an overall budget agreement. The association also calls for a federal "highway transportation service fee" to help finance expanded transportation infrastructure investments.



AUGUST

ARTBA again launches “Mobilize” grassroots action campaign calling on its members to meet with their U.S. Senators and Representatives and urge timely action on the highway/transit reauthorization bill.

SEPTEMBER

ARTBA President Pete Ruane and the TCC send letters to Sens. Boxer (D-Calif.) and Inhofe (R-Okla.) urging full EPW Committee support for passage of the Surface Transportation Extension Act of 2012.

President Obama addresses a joint session of Congress and calls for new transportation infrastructure investments to boost the economy and create jobs.

The House Transportation, Housing and Urban Development Appropriations Subcommittee approves legislation that would, among other things, cut federal highway and public transportation investment by more than 30 percent in FY 2012.

ARTBA President Pete Ruane sends a letter to the House Transportation Appropriations Subcommittee Chairman Tom Latham (R-Iowa) and Ranking Member John Olver (D-Mass.) asking the committee to reconsider its proposal to cut \$14 billion in highway and \$3 billion in public transit investment in the FY 2012 appropriations bill.

Congress approves and President signs the Surface and Air Transportation Programs Extension Act of 2011, which extends the authorizations of the federal highway and public transportation programs for six months and the aviation programs for four months. Also included in the measure are a six-month extension of the Highway Trust Fund taxes and a four-month extension of the taxes that support the Airport and Airway Trust Fund.

DECEMBER

More than 100 House Democrats and Republicans send letter to President Obama urging him to support passage of a six-year highway and transit bill.

JULY CONT'D

ARTBA President Pete Ruane testifies at Senate Commerce Committee hearing, and urges Congress to act quickly on a new, long-term reauthorization bill that, at minimum, maintains current levels of transportation investment. He calls for inclusion of innovative financing programs such as an infrastructure bank, TIFIA, and Build America Bonds.



Senate EPW announces outline for a two-year, \$109 billion surface transportation bill. It consolidates the core highway program into five categories, expands TIFIA and establishes performance standards for states.

NOVEMBER

TCC runs print ad in Capitol Hill publications spotlighting a letter from some of the nation’s top business leaders calling on Congress and the President to complete action on the reauthorization bill.

Bipartisan Senate EPW Leaders introduce S.1813, “Moving Ahead for Progress in the 21st Century” (MAP-21), a two-year, \$85 billion reauthorization of highway and research programs. It includes inflation-adjusted current levels of surface transportation investment.



ARTBA and TCC send letters to Capitol Hill expressing support for and timely action on the Senate EPW proposal.



JANUARY

ARTBA and industry allies write members of Congress urging them to “Make Transportation Job #1” upon their return from the holidays.

House transportation leaders introduce H.R. 7, “The American Energy and Infrastructure Jobs Act of 2012.” Authorizing approximately \$260 billion in highway, public transportation and safety investments from FY 2012 through FY 2016.



MARCH

ARTBA sends letter to all Senate offices expressing the industry’s views about a series of amendments to MAP-21.

Senate overwhelmingly passes MAP-21 by a vote of 74-22.

TCC sends a letter to all members of Congress urging action to prevent a March 31 lapse in highway/transit funding.

Congress approves a 90-day extension of the highway/transit program.



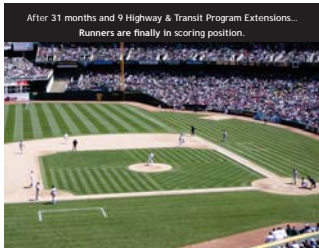
It marks the 9th time the program has been extended since September 2009.

ARTBA co-sponsors second annual “Rally for Roads” in the Nation’s Capital.

JUNE

TCC runs baseball-themed print ads in Capitol Hill newspapers reminding transportation conference committee members to complete work on the highway/transit bill.

ARTBA and industry allies send letters to Capitol Hill urging Congress to pass an adequately funded transportation bill by the end of the month.



After 31 months and 9 Highway & Transit Program Extensions... Runners are finally in scoring position.

Highway & Transit Bill Conference Committee Members, it's time to step up to the plate. American workers are looking to you to “bring them home.”



FEBRUARY

House and Senate begin debate on their respective reauthorization bills.

ARTBA sends letter to members of the House urging timely action on H.R. 7.

ARTBA sends a letter to House Ways & Means Committee Chairman Dave Camp (R-Mich.) expressing opposition to his committee’s proposal to eliminate federal gas tax support for public transportation projects.

TCC runs print ads in Capitol Hill newspapers highlighting the number of days since SAFETEA-LU expired and reminding Congress of the approaching reauthorization deadline.



APRIL

House T&I Committee Chairman John Mica (R-Fla.) announces a six-year, \$230 billion highway/transit reauthorization proposal, which amounts to a roughly 30 percent cut from current investment levels.

ARTBA sends letter to President Obama, Vice President Biden and House and Senate leaders to address the Highway Trust Fund revenue challenge as part of an overall budget agreement. The association also calls for a federal “highway transportation service fee” to help finance expanded transportation infrastructure investments.

MAY

TCC runs print ads in Capitol Hill publications urging members of Congress to vote for the transportation conference committee report.

Transportation Conference Committee holds first meeting.

TCC sends letter to all conferees urging them to complete action on a reauthorization bill as soon as possible and include a host of transportation policy reforms.

Everyone Agrees, Congress Needs to Pass the Highway & Transit Bill

“Washington Post” editorial, June 24: “Congress should fund the transportation bill...Funding highways is a basic federal responsibility.”

Alan Blinder, professor of economics and public affairs at Princeton University and a former Vice Chairman of the Federal Reserve, “Wall Street Journal” op-ed, June 20: “Unlike private investment, inadequate public investment is part of the problem. America’s infrastructure needs are so huge, and so painfully obvious, that it’s mind-boggling we’re not investing more.”

House Speaker John Boehner (R-Ohio), “The Hill,” June 14: “House Republicans want to get a highway bill done.”

American Conservative Union Chair, All Cardenas, “Washington Examiner” op-ed, June 21: “...not passing a [highway/transit] bill will hurt our already suffering economy... Failure to pass a transportation bill would have a negative effect on commerce and the businesses that count on safe and reliable roads.”

Senate Majority Leader Harry Reid (D-Nev.), “Roll Call,” June 2: “It’s time now the House agrees with us to get a bill. We’re talking about millions of jobs.”

Vote for the Transportation Conference Committee Report.

www.transportationconstructioncoalition.org



JUNE CONT'D

TCC runs radio ads back in the states and districts of select congressional leaders and conferees encouraging constituents to contact their lawmakers and tell them to pass the transportation bill.

House and Senate give final approval to 27-month highway and transit reauthorization law—MAP-21.

JULY

ARTBA Chairman Paul Yarossi, HNTB, and ARTBA President Pete Ruane attend White House ceremony where President Obama signs MAP-21 into law.



ARTBA Chairman Paul Yarossi, HNTB announces formation of a task force to spearhead an effort to secure additional federal investment in transportation programs as part of any new omnibus budget and tax reform legislation. The group is also charged with working with federal and state agencies on implementation of MAP-21.

MAY CONT'D

ARTBA sends a letter to conferees urging that the final report, at minimum, restore highway investment by \$2 billion, back to the \$41 billion level approved in FY 2011.

More than 400 TCC and ARTBA members descend on Capitol Hill to lobby members of Congress on the need to complete action on the reauthorization bill.





Special thanks are due to the following organizations for their generous support of the campaign:

- Adams Construction Co.
- AECOM
- AGC of Texas
- Aldridge Electric, Inc.
- American Infrastructure, Inc.
- Arbor Green, Inc.
- Associated Pennsylvania Constructors
- Beaver Excavating Co.
- C.W. Roberts Contracting, Inc.
- Carolinas AGC
- Caterpillar Inc.
- CH2M HILL
- Citnalta Construction
- Colas, Inc.
- Connecticut Road Builders Association
- Corman Construction, Inc.
- Mr. Daniel Israel
- D'Annunzio & Sons, Inc.
- David A. Bramble, Inc.
- Earl Dudley, Inc.
- Earle Asphalt Co.
- Ellis-McGinnis Construction Co.
- Florida Transportation Builders' Association
- G.A. & F.C. Wagman, Inc.
- Gannett Fleming, Inc.
- General Contractors Association of New York
- George Harms Construction Co., Inc.
- Gerken Paving
- Ghilotti Brothers, Inc.
- Granite Construction, Inc.
- Gray & Son, Inc.
- H.W. Lochner, Inc.
- Heritage Construction & Materials
- Hinkle Contracting Company
- HNTB Corporation
- Hoffman Brothers, Inc.
- IEW Construction Group
- Illinois Road & Transportation Builders Association
- J.H. Reid General Contractor
- John S. Lane & Sons, Inc.
- Judlau Contracting
- Kentucky Association of Highway Contractors
- Kleinfelder
- Lanford Brothers Company, Inc.
- Martin Marietta Materials, Inc.
- Massman Construction Company
- Michigan CAT
- Midasco, LLC
- Moretrench Inc.
- National Utility Contractors Association
- Ohio Contractors Association
- Oldcastle Materials, Inc.
- Oxford Construction Company
- Pandolf-Perkins
- Parsons Brinckerhoff
- Paul J. Rach, Inc.
- Permatile Concrete Products Co.
- Phend & Brown Inc.
- Randolph Peters Co.
- Rock Road Companies, Inc.
- Rogers Group
- Scituate Concrete Pipe Corp.
- Stacy & Witbeck, Inc.
- Summers-Taylor, Inc.
- Superior Construction Company
- Tennessee Road Builders Association
- Terex Corporation
- The Edw. C. Levy Co.
- The Lane Construction Corp.
- The Ruhlin Company
- UTCA of New Jersey
- Vecellio Group, Inc.
- Virginia Transportation Construction Alliance
- Volvo Road Machinery
- Vulcan Materials
- Williams Brothers Construction Co., Inc.
- Wilson & Associates Engineering & Survey PC
- Wisconsin Transportation Builders Association
- Wright Brothers Construction, Inc.
- York County Community Foundation

Special thanks to Congressional Leaders

The passage of MAP-21 could not have happened without the leadership of these key members of Congress: Senate Majority Leader Harry Reid (D-Nev.), House Speaker John Boehner (R-Ohio), Senate Environment & Public Works (EPW) Committee Chairwoman Barbara Boxer (D-Calif.), EPW Ranking Member Jim Inhofe (R-Okla.), Senate Finance Committee Chairman Max Baucus (D-Mont.), House Transportation & Infrastructure (T&I) Committee Chairman John Mica (R-Fla.), and T&I Committee Ranking Member Nick J. Rahall (D-W.Va.).

They all deserve credit for their perseverance and commitment to America's transportation network.



Sen. Harry Reid (D-Nev.)



Rep. John Boehner (R-Ohio)



Sen. Barbara Boxer (D-Calif.)



Sen. Jim Inhofe (R-Okla.)



Sen. Max Baucus (D-Mont.)



Rep. John Mica (R-Fla.)



Rep. Nick J. Rahall (D-W.Va.)

About ARTBA

Established in 1902, the award-winning American Road & Transportation Builders Association (ARTBA) is a federation whose primary goal is to aggressively grow and protect transportation infrastructure investment to meet the public and business demand for safe and efficient travel. In support of this mission, ARTBA also provides programs and services designed to give its members a global competitive edge.

The U.S. transportation construction industry generates \$380 billion in U.S. economic activity annually and sustains 3.4 million American jobs.

Learn more at www.artba.org.



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