The Road to the FAST Act
A Timeline of Major ARTBA Leadership Activities
The Road to the FAST Act

On Dec. 4, 2015, President Barack Obama signed the five-year “Fixing America’s Surface Transportation (FAST) Act” into law. The $305 billion measure includes $286 billion in highway and transit investment through fiscal year 2020.

Over the preceding three-and-a-half years, no other industry organization devoted more financial resources, intellectual firepower, innovative thinking and creativity than ARTBA to making the FAST Act a reality.

The main vehicle for this unprecedented advocacy communications and lobbying effort was the “Transportation Makes America Work” (TMAW) Program. Nearly 70 member firms and state chapters supported the multi-million dollar program of work, which launched immediately following the July 2012 enactment of the two-year, MAP-21 highway/transit law.

The timeline on the following pages highlights some of the key leadership activities of ARTBA and its members on the “road to reauthorization.” A more comprehensive timeline can be found online in the “Government Affairs” section of www.artba.org.
2012

JULY
- President Obama signs “Moving Ahead for Progress in the 21st Century Act” (MAP-21) into law.
- ARTBA Chairman Paul Yarossi announces creation of “Trans2020: MAP-21 Policy Promotion, Implementation & Funding Enhancement Task Force.” Its focus: working with federal, state and local agencies to implement the law, and also laying the groundwork for boosting federal highway/transit investment with the next reauthorization bill.
- Scott L. Cassels, president of the Kiewit Infrastructure Group and executive vice president of the Kiewit Corporation; Bob Alger, president and CEO of Lane Industries, Inc.; and Bud Wright, a Virginia-based transportation consultant, are named co-chairs of “Trans2020.”
- ARTBA Chairman Paul Yarossi, president of HNTB Holdings Ltd., explains to the House Committee on Oversight & Government Reform that regulatory inefficiencies and threats in the areas of hours of service for truck drivers, the Clean Water Act, and the use of coal ash threaten to undermine MAP-21’s reforms.

SEPTEMBER
Trans2020 Task Force co-chairs hold organizational meeting at ARTBA National Convention in Memphis.

OCTOBER
Trans2020 Task Force names work groups to provide industry feedback on MAP-21 implementation:
- National Highway Performance Program (Pierce Homer, Moffat & Nichol);
- Acceleration of Project Delivery (Dave Zanetell, Edward Kraemer & Sons, Inc.; Jeff Nelson, David Nelson Construction Co.; and Raymond Steege, AMEC Earth & Environmental, Inc.);
- P3 Standard Transaction Contracts Development (Tom Stoner, Lochner MMM Group; Neal Sweeney, Kilpatrick Townsend; and Tony Kinn, Virginia Office of Transportation Public-Private Partnerships);
- National Freight Policy Work (Dr. Mike Walton, University of Texas at Austin);
- Safety Program (Taylor Bowlden, 3M; Lee Cole, Oldcastle Materials; and Bob Johnson, Granite Construction);
- National Bridge & Tunnel Inspection Standards Development (Nick Ivanoff, Ammann & Whitney; Tim Zahrn, Sangamon County; and Ray McCabe, HNTB); and
- Rail-Transit (David Thomson, HR Green).

NOVEMBER
ARTBA develops and begins distributing on Capitol Hill a fact sheet highlighting MAP-21’s many policy reforms and emphasizing the need for a permanent Highway Trust Fund (HTF) revenue solution.
FEBRUARY
TCC letter urging the House and Senate to provide the full highway and public transportation investment levels promised under MAP-21 for FY 2013 as part of a government-wide funding measure for the second half of FY 2013. The full MAP-21 investment levels were secured in this legislation as sought by the TCC.

APRIL
- “The root of the federal Highway Trust Fund’s (HTF) revenue challenge is not an antiquated gas tax or alternative-fueled vehicles dominating the U.S. automobile fleet or improved fuel economy, but a more direct and obvious flaw: the federal motor fuels tax and other highway user fees have not been adjusted for 20 years,” ARTBA says in written testimony to the House Budget Committee.

MAY
- ARTBA releases results of national public opinion research that shows—for the first time—just how valuable Americans think our road and transit network is to the nation, our everyday life, and relative to other modern necessities we routinely rely upon. The key finding in the poll conducted by Ipsos finds: 75 to 80 percent of Americans say having safe, efficient and well-maintained transportation infrastructure is at least, if not more, important to our personal livelihood and well-being than good cable, cell phone, internet, water, sewage, and household electricity and natural gas services.
- ARTBA submits comments to U.S. DOT on model P3 contract recommendations called for by MAP-21.
- ARTBA submits comments to U.S. DOT supporting the state of California assuming responsibilities for administering categorical exclusions under MAP-21.

2013

JUNE
- ARTBA First Vice Chairman Nick Ivanoff named a co-chair of the Trans2020 Task Force.
- More than 400 industry executives come to the Nation’s Capital for ARTBA’s Federal Issues Program (FIP) and TCC Fly-In to meet with members of Congress about MAP-21 implementation and the future of the HTF.

JULY
- ARTBA Chairman Steve Wright, president of Wright Brothers Construction, participates in a July news conference with Senate Environment & Public Works Committee Chairman Barbara Boxer (D-Calif.) to highlight the financial difficulties facing the HTF.
- In testimony before the House Judiciary Subcommittee, ARTBA First Vice Chairman & Trans2020 Task Force Co-Chair Nick Ivanoff, Ammann & Whitney, explains that reforming the environmental review process for transportation projects has been a 15-year evolution and that “lessons learned” from the transportation infrastructure arena, including on MAP-21, could be a guide for similar reforms in other federal areas of responsibility.

“Many so-called pundits and prognosticators said passage of a long-term transportation bill wasn't possible in the current harsh political environment. ARTBA proved them wrong! All along the way, no other organization in the construction industry came close to matching ARTBA’s reliable and accurate information on federal transportation policy matters.”

—Steve Wright, president, Wright Brothers Construction, Charleston, Tenn.
AUGUST
- Trans2020 Task Force groups complete their work and submit comprehensive comments on MAP-21 to U.S. DOT in these areas: Performance Management, Bridge Inspection, Project Delivery, Safety, P3s, Public Transportation and Freight Policy.
- With successful fundraising efforts led by Trans2020 Task Force Co-Chairs Scott Cassels and Bob Alger, an expanded “Transportation Makes America Work” program rolls out the industry’s first-ever mobile grassroots app—“TransCon Advocate.”
- National Transportation Coalition formed to bring together currently serving governors and transportation stakeholders to advocate for a permanent HTF solution and a long-term surface transportation program reauthorization bill. ARTBA is a founding member of the group.

SEPTEMBER
- ARTBA submits testimony to the Senate Environment & Public Works (EPW) Committee for a hearing on MAP-21's accelerated project delivery provisions and recommended specific areas to further improve the transportation project review and approval process.
- Appearing before the Senate EPW Committee, ARTBA President Pete Ruane highlights the importance of the federal-aid highway program to state governments. He calls on Congress to finish the job started with MAP-21's policy and program reforms by generating new HTF revenue streams.

OCTOBER
- ARTBA submits a statement to the House Transportation & Infrastructure Committee's Special Panel on 21st Century Freight Transportation. ARTBA describes its 2006 Critical Commerce Corridors freight program proposal and specific revenue plan to support such an initiative.

NOVEMBER
- National Transportation Coalition runs an ad in the Scottsdale, Arizona, edition of “USA Today” in conjunction with a Republican Governors Association meeting in that city to highlight the need for governors to support a long-term federal highway bill using ARTBA’s map of state dependence on federal highway funds.
- TCC writes to House and Senate budget negotiators to urge any long-term budget plan include a process that would require Congress to develop a permanent HTF revenue solution.
“Throughout the long reauthorization battle leading to passage of the FAST Act, ARTBA provided the boots on the ground that the industry needed in D.C. We relied on them to keep us informed on what was going on, as well as when and how we needed to engage our congressional delegation. Once again, ARTBA proved to be a critical investment for our chapter and the industry in Wisconsin.”

—Pat Goss, executive director, Wisconsin Transportation Builders Association

2014

FEBRUARY

• Fixing the HTF will require Congress and the Obama Administration to find more than $16 billion annually just to preserve the current transportation program, ARTBA President Pete Ruane tells the Senate EPW Committee. Ruane also describes ARTBA research on how states use (by project type) and benefit from federal highway funds.

• National Transportation Coalition releases letter to congressional leadership signed by 17 governors urging them to make developing and passing a long-term HTF solution a priority in 2014.

MARCH

• ARTBA Chairman Doug Black, John Deere Landscape, launches the first-of-its-kind “Transportation Investment Advocacy Center” (TIAC), which is anchored by a comprehensive website: www.transportationinvestment.org. TIAC is aimed at helping private citizens, legislators, organizations and businesses successfully grow transportation infrastructure resources at the state and local levels through the legislative and ballot initiative processes.

ARTBA and industry allies distribute more than 50,000 marketing pieces for the “TransCon Advocate” app during CONEXPO in Las Vegas.

APRIL

• ARTBA makes national news with release of its first comprehensive analysis identifying the need to repair 63,000 of the most heavily traveled U.S. bridges. Study’s release is timed to draw public and congressional attention on the importance of fixing the HTF. The report is page one of “USA Today” and is subsequently picked up by hundreds of print, television, radio and Internet news outlets.

• ARTBA releases comprehensive summary of the Obama Administration’s GROW America Act surface transportation reauthorization proposal.
**MAY**

- Sixty percent of likely voters, on average, among a seven-state poll, would have a less favorable view of their representatives and senators in the U.S. Congress if they do not take timely action to protect their state's 2015 federal highway, public transportation and bridge funding. That was WKHN\oQGLQJLQDSROOFRPPLVVLRQHG by ARTBA and the American Public Transportation Association (APTA), and conducted by the bipartisan polling ARTBA submits testimony to the Senate Finance Committee for a hearing on funding and financing highway, bridge and public transportation improvements in the future.

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**JUNE**

- TCC runs ad in Capitol Hill publication telling Congress it needs more than a “band-aid” fix for the HTF.

- ARTBA launches mobile-friendly, infographic-full “Transportation Makes America Work” advocacy website and social media campaign aimed at educating policymakers about the real-world implications chronic underinvestment in transportation has on the safety and quality of life of Americans.

- More than 400 industry executives participate in ARTBA's FIP and TCC Fly-in to continue pushing Congress to advocate for action on the HTF and reauthorization of MAP-21.

- ARTBA P3 Division President Tom Stoner, vice president of H.W. Lochner/Lochner MMM Group, and P3 Division Vice President Matt Girard, COO of Plenary Concessions, meet with Rep. Jimmy Duncan (R-Tenn.), chairman of the House T&I Committee’s Special Panel on Public Private Partnerships (P3s) to discuss the panel's recommendations for P3 provisions in the forthcoming reauthorization bill.

**JULY**

- ARTBA and industry allies work with Congress on final approval of short-term legislation that prevents an Oct. 1 shutdown of highway and transit investment to the states. The proposal provides HTF funding and MAP-21's extension through the end of May 2015. ARTBA works with the U.S. Chamber of Commerce, National Association of Manufacturers and AGC of America to initiate a broad-based stakeholder letter supporting congressional efforts to preserve highway and transit investment and enactment of a permanent Highway Trust Fund fix in 2014—the letter is signed by 62 national organizations.

- Transportation construction executives, “better roads and transportation” professionals, state legislators, and chamber of commerce officials from 22 states participate in the first-ever TIAC-hosted “National Workshop for State & Local Transportation Advocates” in the Nation’s Capital.

- ARTBA develops a tailored message to all Senate offices quantifying the amount of highway funds their states would lose and the resulting state gas tax increase that would be needed to fill the funding void that would be created by an amendment to cut the federal gas tax and attempt to “devolve” the surface transportation programs to the states. The amendment was defeated by a more than two-to-one margin.
SEPTEMBER

ARTBA completes work on its Motor Fuels Refinery Excise proposal to stabilize and grow Highway Trust Fund revenue through a user tax that would be levied on refiners and oil companies as oil is refined into motor fuel. ARTBA begins distributing the proposal on Capitol Hill to the congressional tax and transportation committees as well as the bipartisan leadership of the House and Senate.

OCTOBER

TCC issues press release announcing the beginning of FY 2015 and the countdown to the next HTF revenue crisis in eight months.

NOVEMBER

- To keep the heat on key members of the Senate Finance Committee from both sides of the aisle, ARTBA Chairman Nick Ivanoff writes post-election op-ed that appears in major daily newspapers around the country and calls on Congress to agree on a permanent HTF solution.

- ARTBA works with the staff of the House Transportation & Infrastructure Committee and Senate EPW Committee to quantify the impacts of proposals to devolve the federal highway and transit program to the states.

DECEMBER

TCC-commissioned study completed by IHS Global, Inc., finds that two-thirds of the economic benefits and jobs created by federal highway and transit investment occur in non-construction sectors. The study, which is widely distributed on Capitol Hill and to the news media, also finds that every dollar invested through the HTF in state highway, bridge and public transit infrastructure programs returns 74 cents in tax revenue.

“The targeted television, radio, print and digital media advertising that was funded and leveraged through ARTBA’s ‘Transportation Makes America Work!’ program helped shape and drive the debate in Washington that led to the FAST Act. Once again, ARTBA led the way and delivered like no other organization can in Washington. Lane Industries is proud to have been a major TMAW supporter. It was a good investment in our future.”

—Bob Alger, president & CEO, Lane Industries, Inc., Cheshire, Conn.
JANUARY

“The Wall Street Journal” publishes a letter to the editor from ARTBA President Pete Ruane rebutting the paper’s editorial calling for the abolition of the federal gas tax. Ruane notes that eliminating the source of funding for 52 percent of U.S. highway and bridge capital improvements has no support from any governor.

FEBRUARY

- ARTBA President Pete Ruane joins more than a dozen Democratic members of the Highways & Transit Subcommittee for a roundtable discussion on stabilizing the HTF.
- ARTBA President Pete Ruane participates in a Capitol Hill news conference to support Rep. Earl Blumenauer’s (D-Ore.) legislative proposal to increase the federal motor fuels tax by 15-cents-per-gallon.

2015

MARCH

- ARTBA rolls out a proposal to help end the political impasse over how to fund future federal investments in state highway, bridge and transit capital projects. “Getting Beyond Gridlock” marries a 15 cents-per-gallon increase in the federal gas and diesel motor fuels tax with a 100 percent offsetting federal tax rebate for middle and lower income Americans for six years. It would fund a $401 billion, six-year highway/transit capital investment program.
- TCC develops 10 infographs with key findings from the IHS Global economic impact study and uses them as the basis for launching an advertising and social media campaign urging Congress to find a permanent HTF solution.
- TCC distributes national and state releases showing how much each state would have to increase its gasoline tax under a proposal—the Transportation Empowerment Act (TEA)—being pushed by conservative groups to turn back most of the responsibility of the federal highway/transit program to the states.

APRIL

- ARTBA Senior Vice Chairman Bob Alger, president & CEO of Lane Industries, holds a series of Capitol Hill meetings with key representatives and senators to urge passage of a multi-year surface transportation bill in 2015 and a permanent HTF solution.
- ARTBA releases second annual report card highlighting the state-by-state rankings of structures in need of repair. The report’s release, which is picked up by more than 200 national and local news outlets, is timed to draw public attention to the HTF funding deadline on May 31.
- ARTBA releases a publication and companion infographs—“Fact vs. Fiction: Transportation Funding & Politics”—to provide industry executives with information to help them dispel some of the most common misperceptions or false statements relating to transportation policy issues.

$1 invested
Federal Highway
Trust Fund (HTF)
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Every $1 invested through the Federal Highway Trust Fund (HTF) in state highway, bridge and public transit infrastructure programs returns 74 cents in tax revenue.

March: TCC prepares infographs on IHS Global economic impact study for distribution via social media.

April: ARTBA’s “Fact vs. Fiction” document debunks myths about transportation investment.

FICTION:
Eliminating the federal gas tax and turning the highway and transit program over to the states will solve the nation’s key transportation challenges.

FACT:
Abolishing the federal gas tax would eliminate the source of funding for 52 percent of annual U.S. highway and bridge capital improvements.
More than 500 industry executives from nearly all 50 states came to the Nation’s Capital for the TCC Fly-in to press their members of Congress on an HTF fix and passage of a long-term transportation bill.

ARTBA Chairman Nick Ivanoff and President Pete Ruane participate in a Capitol Hill news conference organized by Senate EPW Committee Chairman Jim Inhofe (R-Okla.) and Ranking Member Barbara Boxer (D-Calif.) highlighting the need for Congress to pass a multi-year highway/transit bill in 2015.

ARTBA rolls out a new grassroots software program—Phone2Action—that allows industry activists to use their mobile phones and tablets to reach members of Congress via email and social media with key messages about the need to fix the HTF.

ARTBA submits comments to the Senate Finance Committee tax reform working group on infrastructure issues. ARTBA highlights the need for a permanent HTF revenue solution and details the specifics of the association’s “Getting Beyond Gridlock” proposal to stabilize and grow HTF revenues.

"ARTBA is THE ‘A’ team when it comes to transportation. The FAST Act certainly did not happen by accident. It is the result of ARTBA’s many years of leadership, persistence, creativity and continuous fact-based insight and information."

—Doug Black, chief executive officer, SiteOne Landscape Supply, Roswell, Ga.
“Astec Industries and ARTBA worked in partnership to generate strong grassroots support at critical times during the debate on the highway bill. Through ARTBA’s use of cutting-edge digital grassroots technologies, Astec’s Don’tLetAmericaDeadEnd.com campaign, and initiatives by other industry firms, we kept the heat on Congress until final passage of the FAST Act.”

–Benjamin G. Brock, president & CEO, Astec Industries, Inc., Chattanooga, Tenn.

MAY
- ARTBA and APTA launch a radio campaign in Washington, D.C., and cities around the country urging key members of Congress to stop playing games with federal transportation funding and find a permanent solution for the HTF.
- ARTBA runs a 60-second television ad on CNN and Fox News in D.C. that highlights the benefits of “Getting Beyond Gridlock” and calls on Congress to find a permanent HTF funding solution.
- ARTBA uses the Phone2Action platform to launch a digital grassroots campaign targeting bipartisan congressional leadership and the leadership of the House and Senate tax writing committees.
- ARTBA releases analysis showing that voting for a gas tax increase to fund transportation investments has not hurt Republicans or Democrats at the ballot box at the state level—95 percent of Republican state legislators who voted to increase their state gas tax to fund transportation improvements in 2013 and 2014 and ran for re-election last November won their races, as did 88 percent of Democratic lawmakers.
- Seven ARTBA leaders—Ray Bond, Balfour Beatty; John Boyle, Mountaineer Contractors; Dave Cantwell, Recycled Aggregates; Tim Duit, TTK Construction; Rob Harms, George Harms Construction; Sam Patel, Fort Myer Construction; and Ben Brock, Astec Industries—attend a national stakeholders’ meeting conducted by the White House Business Council, at which senior administration officials share their current reauthorization priorities.
- ARTBA and TCC run print ads in “The Washington Post,” “CQ Roll Call,” and “Politico” highlighting the impacts of the failure of Congress to identify and agree on a permanent HTF solution.
- TCC sends a letter to the bipartisan House and Senate leadership to make clear the industry’s position on short-term extensions and “patches,” and request an explicit timeline for action on a permanent HTF funding solution.
- The ARTBA-supported and U.S. Chamber of Commerce-led Americans for Transportation Mobility Coalition produced an educational brochure, “Americans Deserve a Faster, Better Safer Transportation Network,” and companion infographics detail how American consumers and businesses are affected by the recurring Highway Trust Fund revenue crises and the lack of a long-term surface transportation bill. The materials, which included ARTBA’s map showing state dependence on federal highway funds, were shared with all members of the House and Senate.

May: Left to right: John Boyle, Mountaineer Contractors (W.Va.); Sam Patel, Fort Myer Construction (D.C.); Tim Duit, TTK Construction (Okla.); Ben Brock, Astec Industries (Tenn.); Rob Harms, George Harms Construction (N.J.); Dave Cantwell, Recycled Aggregates (Md.) and Ray Bond, Balfour Beatty Infrastructure (Ga.). The group met at the White House to discuss with administration officials the reauthorization of the highway/transit bill.

Short-term Extensions & Highway Trust Fund “Patches” Have Consequences

Arkansas, Georgia, Tennessee, Wyoming, Montana, Nevada, Utah, Colorado, Nebraska, Mississippi, Pennsylvania, West Virginia, Connecticut, Vermont, Maryland

These states have already publicly announced they have either delayed or cancelled highway, bridge or transit capital projects THIS YEAR or are considering doing so because of uncertainty over future federal funding caused by the congressional HTF “patches” and extension LAST YEAR. To far, $13 billion in transportation improvement projects have been impacted.

Further Uncertainty Will Not Reduce Traffic Congestion or Repair 61,000 Deficient Bridges

It’s Time to Fix the Highway Trust Fund!

May: TCC ad runs in Capitol Hill publications.
JUNE
- TCC launches television, radio, print and digital advertising campaign targeting congressional staff and primary voters with messages about the need to increase the gas tax to shore up the HTF and support new highway/transit investments.
- ARTBA develops digital video ad to educate congressional staff about the benefits of the “Getting Beyond Gridlock” proposal.
- ARTBA and industry allies run television and digital video ads targeting congressional staff and featuring excerpts of President Reagan’s 1982 radio address to the nation when he endorsed raising the gasoline tax to finance new highway and transit improvements.
- ARTBA submits written testimony for House Ways & Means Committee hearings on June 17 about the future of transportation financing and the HTF. The association makes the point that the HTF’s problems are structural and political, and could be easily solved if Congress increased the federal gasoline tax for the first time in more than 20 years.
- ARTBA submits written testimony for a June 23 House Ways & Means Committee on using international tax reform as a means to temporarily stabilize the HTF. ARTBA urges the committee to find a permanent HTF solution and highlights the components of the ARTBA-developed “Getting Beyond Gridlock” proposal to pair a gas tax increase with a tax credit for 90 percent of tax filers.
- ARTBA Chief Operating Officer Bill Toohy joins Rep. Earl Blumenauer (D-Ore.) and industry leaders at a Capitol Hill news conference to voice support for Blumenauer’s proposal to increase the federal gasoline tax by 15 cents-per-gallon.
- ARTBA President Pete Ruane joins the bipartisan leadership of the Senate EPW Committee at a Capitol Hill news conference to announce their six-year highway/transit reauthorization bill, “Developing a Reliable and Innovative Vision for the Economy (DRIVE) Act.”
- ARTBA works with AGC of America, National Asphalt Pavement Association, and National Stone, Sand & Gravel Association to host a fly-in of construction industry CEOs to meet with key members of the House and Senate to push for a long-term reauthorization bill that increases highway/transit investment.
JULY
- Transportation investment champions from 28 states participate in ARTBA-TIAC's second annual "National Workshop for State & Local Transportation Advocates" in Washington, D.C.
- ARTBA and ASCE run television ad on FOX and CNN inside the District of Columbia highlighting the recent congressional legacy on transportation and calling for passage of a multi-year bill.
- ARTBA initiates a letter signed by 67 other groups urging all U.S. senators to use the DRIVE Act as the vehicle for completing a multi-year highway/transit reauthorization bill.
- ARTBA sends letter urging senators to support reforms of the federal hours of service regulation for commercial motor vehicle operators proposed in the Senate Commerce Committee's safety legislation that would be included in the surface transportation reauthorization bill.

AUGUST
- ARTBA writes to all senators urging them to support DRIVE Act passage.
- TCC writes to all senators explaining DRIVE Act is far superior to another short-term extension—a plan some senators continue advocating.
- Senate passes DRIVE Act 65-34.

SEPTEMBER
- House Transportation & Infrastructure (T&I) Committee overwhelmingly approves legislation to reauthorize the federal highway and public transportation programs for six years. The "Surface Transportation Reauthorization and Reform Act (STRRA) of 2015" would authorize roughly $330 billion in surface transportation investments through Fiscal Year (FY) 2021.
- ARTBA and TCC send separate letters to House T&I Committee members expressing views on a variety of amendments that were proposed by committee members to the STRRA.
- ARTBA leads an effort to express opposition to a STRRA provision that would allow HTF dollars to be diverted to freight rail projects. Nearly 30 other national organizations join ARTBA in urging House T&I Committee members to strike the provision.

OCTOBER
- ARTBA prepares and widely distributes a comprehensive analysis of STRRA.
- ARTBA initiates a letter, signed by 30 other organizations, to the House bipartisan leadership urging them to support inclusion of a bicameral process to develop a permanent HTF revenue solution as part of the House surface transportation reauthorization bill.

NOVEMBER
- U.S. House of Representatives passes STRRA 363-64.
- With House consideration of the STRRA looming, ARTBA and the TCC send a series of letters to all House members expressing concern or support for a variety of amendments filed to the legislation that would directly impact the transportation construction industry.
- House and Senate conferees named to work out the differences between the respective bills.
- ARTBA and nearly 40 other construction industry, business, and highway user groups and labor unions send a letter urging conferees to deliver meaningful surface transportation investment increases as part of a final multi-year bill.
ARTBA and TCC send multiple letters to congressional and transportation leaders calling on Congress to maximize the investment levels in the final, multi-year highway/transit bill.

ARTBA and APTA launch a print ad campaign in Capitol Hill publications pushing for maximum highway and transit investment in the final bill. The “Reality Check” ad calls on conferees to maintain purchasing power and for legislation that “maximizes the benefits it provides as opposed to the years it would last.”


ARTBA writes letter to new House Ways & Means Committee Chairman Kevin Brady (R-Texas) urging him to make developing a permanent HTF revenue solution an immediate priority and not let the trust fund’s fiscal condition sit on the back burner until it once again reaches a crisis situation.

DECEMBER

ARTBA Chairman David Zachry testifies before congressional committee on MAP-21.

House and Senate negotiators reach final agreement and release 1,300 page conference report, “Fixing America's Surface Transportation (FAST) Act.”

House passes FAST Act 359-65.

Senate passes FAST Act 83-16.

President Obama signs FAST Act Dec. 4.

TRANSPORTATION MAKES AMERICA WORK PROGRAM CONTRIBUTORS

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- 3M
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- AECOM
- AGC of Nebraska
- AGC of Texas
- Aon Risk Services, Inc.
- APC Educational Trust Fund
- Astec Industries, Inc.
- Beaver Excavating Co.
- Carolinas AGC
- Caterpillar Inc.
- CH2M
- Connecticut Road Builders Association Inc.
- D’Annunzio & Sons
- David A. Bramble, Inc.
- Edw. C. Levy, Co.
- Florida Transportation Builders’ Association
- Fluor Enterprises, Inc.
- Gallagher Asphalt Corp.
- Gannett Fleming, Inc.
- General Contractors Association of NY
- Gerken Paving, Inc.
- Granite Construction Company
- Gray & Son Inc./ Maryland Paving, Inc.
- HCSS
- HDR Engineering, Inc.
- Heritage Construction & Materials
- HNTB
- J. D'Annunzio & Sons, Inc.
- John Deere
- John S. Lane Corp.
- Kentucky Association of Highway Contractors, Inc.
- Kiewit
- Liberty Mutual Insurance Company
- Lockton Companies
- Luck Stone
- Martin Marietta Materials
- Modjeski & Masters, Inc.
- Ohio Contractors Association
- Oldcastle Materials, Inc.
- Oxford Construction Company
- WSP | Parsons Brinckerhoff
- PCL Civil Constructors, Inc.
- Rock Road Companies, Inc.
- Rogers Group
- Skanska USA Civil, Inc.
- Summers Taylor
- Tennessee Road Builders Association
- Terex Corporation
- Terracon
- The Heritage Group
- The Lane Construction Corporation
- Travelers
- UTCA of New Jersey
- Vecellio Group
- Virginia Transportation Construction Alliance
- Volkert, Inc
- Volvo Construction Equipment
- Vulcan Materials Company
- Wagman Heavy Civil
- Webber LLC
- Williams Brothers Construction Co., Inc.
- Willis North America
- Wright Brothers Construction Co., Inc.
- York County Community Foundation
- Zachry Corporation