

ARTBA's 2016 Advocacy Priorities

Transportation Infrastructure Market Development

Ensuring a Permanent Highway Trust Fund Revenue Solution is included in any Tax Reform or Other Major Revenue Vehicle—The five-year federal surface transportation program authorization (FAST Act) signed into law in December 2015 *did not* provide the permanent revenue solution necessary to sustain federal highway and transit investments at even current levels long-term. When the FAST Act transfer of \$70 billion in General Fund money to the Highway Trust Fund (HTF) is exhausted on September 30, 2020, the program will face a projected \$19 billion-and-growing annual revenue shortfall. Getting Congress to permanently address this shortfall well before that time as part of tax reform or any other revenue-related measure under consideration is ARTBA's top legislative priority.

ARTBA will also continue to advance federal initiatives that would provide additional transportation capital investment outside of the HTF through public-private partnerships and innovative financing programs or mechanisms. This will include advocating an increase in the cap on highway project-related Private Activity Bonds.

Ensuring the Funding Authorized by the FAST Act for Highway and Transit Capital Programs is Realized—The new law authorizes \$905 million and \$187 million funding increases respectively for the highway and transit programs in FY 2017. These increases, however, are subject to the annual congressional budget and appropriation processes. ARTBA will work to ensure these levels, at minimum, are preserved.

Obtaining Long-Term, Increased Federal Investment for Airport Capital Improvements in an FAA Program Reauthorization—The federal aviation programs are due for reauthorization this year. ARTBA will push for a multi-year reauthorization law that increases federal funding for capital projects through the Airport Improvement Program and by raising the cap on the federal Passenger Facility Charge.

Helping ARTBA State Chapters and Their Allies Achieve Transportation Investment Increases at the State & Local Levels—ARTBA's "Transportation Investment Advocacy Center™" (TIAC), now in its third year of operation, is the dynamic, national hub for information, research and workshops to assist activist organizations and individuals at the state and local levels.

Preventing Unwarranted/Excessive Federal Regulatory Actions—The Obama Administration has made it clear that it will be aggressively initiating Executive Orders and regulatory actions—particularly in the environmental and health arenas— during its last year in office. ARTBA will continue to closely monitor these developments, assess potential threats to the transportation infrastructure market, and aggressively represent the industry's interests in these matters—by engaging in the rulemaking process and, if necessary, in federal litigation.

ARTBA will also continue to support and work with general business coalitions on regulatory and legislative issues like comprehensive immigration reform, health care reform, and estate tax repeal that could impact our members.

Engaging—When Necessary—in Federal Litigation—ARTBA has been the industry's leading advocate in federal court on key environmental and business issues since 1993. ARTBA is already engaged in litigation this year to protect a transportation contractor's standing in court and to protect the industry's market interests threatened by excessive federal water and air regulatory actions. These litigation activities are supported by voluntary member contributions to the "Transportation Makes America Work!" (TMAW) Program.

Ensuring Key Policy Reforms are Implemented by the U.S. DOT—The FAST Act and its predecessor, MAP-21, include important policy reforms sought by the transportation construction industry. They include policy and regulatory requirements to:

- Accelerate the environmental and approval processes for federally-funded highway and transit projects;
- Implement new programs that direct federal resources to improving the safety, capacity, condition and efficiency of the nation’s critical freight corridors;
- Make information on how states use their federal funds more transparent and publicly accessible in a timely manner to improve confidence in, and build future support for, these investments.