

Robust highway bill would repair our crumbling roads and bridges, create American jobs and grow our economy immediately

Washington, DC—Yesterday, Congressman Tim Walz introduced a Motion to Instruct the Transportation Conference Committee to put their partisan differences aside and bring forward a robust, bipartisan transportation bill that will repair our crumbling roads and bridges, while creating jobs and growing our economy.

“It has been nearly 100 days since the Senate passed a bipartisan highway bill that will work to rebuild our crumbling infrastructure and create hundreds of thousands of American jobs. I believe it’s time for the conference committee to come together in bipartisan fashion and do the same,” said Walz. **“We simply can’t afford to kick the can down the crumbling road by passing another short-term extension that doesn’t give local small businesses and construction workers the certainty they need to plan for the future.”**

Traditionally, transportation bills have been a place where Congress has worked together in bipartisan fashion to move our country forward. For the past 25 years, transportation bills have passed with overwhelming bipartisan support.

- In 2005, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) passed the House by a vote of 412 – 8 and the Senate by a vote of 91 – 4;
- In 1998, the Transportation Equity Act for the 21st Century (TEA-21) passed the House by a vote of 297 – 86 and the Senate by a vote of 88 – 5;
- In 1991, the Intermodal Surface Transportation Efficiency Act (ISTEA) passed the House by a vote of 372 – 47 and the Senate by a vote of 79 – 8; And
- In 1987, the Surface Transportation and Uniform Relocation Assistance Act passed the House by a vote of 350 – 73 and passed the Senate by a vote of 67 – 33.

In that same bipartisan tradition, the Senate recently passed Moving Ahead for Progress in the 21st Century (MAP-21) by an overwhelming bipartisan vote of 74-22. A similar version of that bipartisan bill has 122 cosponsors in the House.

Walz continued, **“At a time when our competitors overseas are investing in smarter roads and faster trains, our infrastructure is crumbling. This is unacceptable. The conference committee should put their partisan differences aside and bring forward a robust transportation bill that invests in a 21st century infrastructure system, creates American jobs, and allows our small businesses, construction workers, and communities the freedom to grow and prosper.”**

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