



Received Granholm appointments to both the Task Force on Transportation Funding (TF2) and the Citizens Advisory Committee (CAC). Helped lead these groups to create comprehensive reports on overall transportation needs, reforms and funding options to make a major state investment in infrastructure.

Fought to amend the new Michigan Business Tax to allow companies to deduct the cost of construction materials from the gross receipts. This was the only MBT fix that has passed the Legislature and been signed by the governor since the original tax was put in place.

Broke the logjam over approving federal airport construction projects and in approving the state budget due to controversy over the Detroit River International Crossing to avoid an MDOT shutdown.

Protected construction companies and aggregate producers from harsh new regulations on water use and dewatering.

Passed work zone safety legislation to get rid of unnecessary "fines doubled in traffic zones" and "injure or kill a worker" signs where appropriate.

Created and passed legislation to give flaggers statutory authority to override existing traffic control devices in work zones.

Met with Department of Environmental Quality officials to push for use of up to \$1 billion in Clean Water bond money for SRF projects.

Led efforts to mitigate the harsh tax consequences of the new Michigan Business Tax (MBT) on the construction industry. Stopped the cascading tax effect of taxing subcontracts, fought to allow a building materials deduction and got rid of the double taxation of S-Corporations and LLCs.

Lobbied Congress to help provide an additional \$8 billion from the General Fund to make up the shortfall in the Federal Highway Trust Fund.

Helped pass federal legislation in the House to significantly increase the 2009 Wastewater State Revolving Fund appropriation.

Worked with Michigan's Congressional delegation to try to include infrastructure money as part of a federal stimulus package.

\* Report Updated October 2008