Historical Milestones

Celebrating 75 Years of Advocacy

75th Anniversary

AMERICAN HIGHWAY USERS ALLIANCE

75th Anniversary

1932 - 2007

Historical Milestones

The Highway Users Federation was formed in 1970 by the merger of three existing organizations: the National Highway Users Conference, founded in 1932; the Automotive Safety Foundation, founded in 1937; and the Auto Industries Highway Safety Committee, founded in 1947.

The Automotive Safety Foundation was retained as the educational and research affiliate of the Federation. The Auto Industries Highway Safety Committee became the Dealers Safety and Mobility Council, with new car, light truck, and tire dealer members throughout the country. In 1995 the Federation was reorganized and renamed the American Highway Users Alliance, informally referred to as The Highway Users. That same year, the Roadway Safety Foundation was founded and chartered by The Highway Users to replace the Automotive Safety Foundation.

The Highway Users and its predecessors have been instrumental in the passage of virtually all major highway and traffic safety legislation over the past 75 years, and have provided the vital link in the federal-state-private sector partnership in highway transportation, which has made the U.S. the most mobile nation on earth.

A Letter from Honorary Chairman Norman Y. Mineta

Early in my career, I realized that a focus on transportation would be one way that I could make a positive contribution to the lives of nearly everyone. Now that I have returned to the private sector, my desire to keep America moving and growing has remained strong. Today, as Honorary Chairman, I am pleased to offer my time to help the American Highway Users Alliance represent the motoring public.

For nearly half of its 75 years, I've enjoyed working with The Highway Users to advance safe and efficient roads and a fair system of highway user fees. As a Member of the House Committee on Public Works and Transportation, we worked together to promote safety and mobility on five highway authorization bills, including the 1991 ISTEA bill. As Secretary of Transportation during the latest SAFETEA-LU negotiations, I could always count on The Highway Users to present the highway community's united position on safety, economic growth, clear air, and a better quality-of-life. Most recently, we have worked together to advance the case that our roads must be dependable in a time of emergency – whether evacuating from an oncoming storm or rushing to the hospital in labor.

Today, as the American Highway Users Alliance begins its next 75 years of work, the Highway Trust Fund is in crisis and exploding traffic congestion is robbing Americans of quality time with families. For the first time in 25 years, congestion is overwhelming the efficiency gains in freight logistics and reducing business productivity. Even though highways and bridges bring people together and allow them to visit far-away places, these connections are threatened as our older investments fall into disrepair.

I believe The Highway Users can do much to turn our safety, mobility, and security problems around. Without a doubt, The Highway Users can take a major role in breaking through the bottlenecks in Congress, just as they make the case for doing so on our highways. In this spirit, I look forward to our work together in the years to come.

Congratulations on this tremendous milestone and best wishes for many more years of success!

Sincerely,

Norman Y. Mineta
Secretary of Transportation (2001-2006)

celebrating 75 years of advocacy

A Letter from Chairman of the Board, Governor Bill Graves

For my entire life, my family's livelihood has depended on the American dream of mobility. For hundreds of millions of motorists and professional drivers, it is hard to imagine life in this country without the freedom to travel easily over the road from place to place. For seventy-five years, the American Highway Users Alliance has made the case to our elected officials, the media, and the public at-large that our highways form our nation's circulatory system and that the arteries that carry people and commerce must protected and strengthened. No other group has succeeded in carrying forward this vital message while simultaneously demanding respect for each individual motorist who pays to support the system with every tank of fuel purchased. From the advent of the Interstate Highway System, to the passage of our most recent record-breaking highway funding bills, The Highway Users is a primary catalyst to increase public trust in our nation's highway programs.

It is a testament to The Highway Users' strength and relevance that it has persevered over the past 75 years. Today, as our nation's highways and bridges show their age and congestion threatens to rattle the world's strongest economy, the success of The Highway Users is more important than it has been in decades. Looking ahead, the federal highway program will grapple with daunting challenges forcing an examination of transportation priorities. Under the leadership of The Highway Users, the collective strength of America's drivers must be summoned to keep America moving safely and efficiently.

Sincerely,

Bill Graves
President & CEO
American Trucking Associations

Highway Industry Highlights

Decade of the 00's

2007 The Highway Users testified before the National Surface Transportation Policy and Revenue Study Commission on reshaping the focus of federal highway policy at the Commission's invitation. We argued that the program has gradually been turned into a local needs funding program, without a clear purpose, replete with user fee diversions. With bold recommendations for the next fifty years akin to the plan to build the Interstate Highway System, The Highway Users believes elected officials, media editors, and the public will shed their pessimism about our country's ability to improve national mobility, combat congestion, and eliminate the epidemic of fatal crashes. The Highway Users also testified before the House Committee on Transportation & Infrastructure on the issue of the selling and leasing of public roads to private companies, a controversial practice occurring more and more frequently as state governments try to create new revenue streams for roads and highways.

(Left to right) ATA President & CEO Gov. Bill Graves, OOIDA Executive VP Todd Spencer, Highway Users President & CEO Greg Cohen, and Michael Replogle from Environmental Defense testified before the House Subcommittee on Highways & Transit on May 24, 2007.

2006 The Highway Users released a first-of-its-kind research study that provides a clear and understandable rating system for planners, homeland security experts, and the public to use when considering the evacuation challenges facing the nation's largest and most-populated urban areas. After only 24 hours following the release of the study, *Emergency Evacuation Report Card 2006*, The Highway Users amassed nearly 400 media hits from TV, radio and print news outlets. Millions of viewers and readers in the US and around the world learned about the report. This year former U.S. Department of Transportation Secretary Norman Mineta (2001-2006) became Honorary Chairman of The Highway Users. The Federal Highway Administration awarded a $1.722 million public road safety contract to the Roadway Safety Foundation (RSF) for 2006-2009.

Table ES-1

Evacuation Capacity Index: Urban Area Grades

RANK	URBAN AREA	SCORE
GRADE: A		
1	Kansas City	90.0
GRADE: B		
2	Columbus	82.3
3	Memphis	80.5
4	Pittsburgh	80.4
GRADE: C		
5	Indianapolis	79.2
6	Cincinnati	79.0
7	Cleveland	74.5
8	Orlando	74.1
9	San Antonio	73.5
10	St. Louis	70.6
11	Dallas-Fort Worth	70.5
GRADE: D		
12	New Orleans	67.3
13	Austin	66.2
14	Providence	65.9
15	Milwaukee	65.2
16	Baltimore	62.6
17	Sacramento	60.3
GRADE: F		
18	Denver	59.8
19	Tampa-St. Petersburg	58.9
20	Virginia Beach	57.4
21	Houston	54.8
22	Boston	49.4
22	Philadelphia	49.4
24	Atlanta	48.1
25	Portland	47.7
26	Minneapolis-St. Paul	47.5
27	Las Vegas	47.4
28	Detroit	47.3
29	Washington	44.9
30	Phoenix	43.6
31	Seattle	39.9
32	San Diego	37.8
33	San Francisco-San Jose	37.2
34	Miami	36.9
35	New York	31.5
36	Chicago	28.0
37	Los Angeles	25.6

The Highway Users released a first-of-its-kind study in 2006 assessing the evacuation capacity of the nation's 37 largest urban areas. The chart illustrates the rankings.

Senator Charles Grassley was the first recipient of the Highway Hero *award.*

2005 The Highway Users launched a recognition program called *Highway Heroes* to publicly identify and acknowledge Members of Congress who have worked for the benefit of the motoring public. The Honorable Charles E. Grassley (R-IA), Chairman of the Senate Finance Committee, was the first recipient. With extensive lobbying, media, and grassroots efforts, The Highway Users successfully influenced the record-breaking $286 billion of funding in the highway reauthorization bill – SAFETEA-LU.

2004 Presidential candidates John Kerry (D) and George W. Bush (R) responded to an AAA questionnaire referencing The Highway Users study on congestion. The Highway Users released an updated bottleneck study, *Unclogging America's Arteries,* reaching nearly 110 million people around the country with the news. Later that year, The Highway Users returned to independent management under the leadership of President and CEO Greg Cohen.

2003 The Highway Users embarked on a new course in March under the management of a public relations firm. A successful Congressional "fly-in" featuring a keynote address from Senate Minority Whip Harry Reid (D-NV) was conducted in conjunction with a seminar in the Capitol Building on lobbying strategies to promote progress on the slow-moving SAFETEA-LU highway reauthorization bill. A reception on Capitol Hill followed featuring House and Senate transportation committee chairmen and ranking members.

The Highway Users released Cooperative Environmentalism: Safer Roads and a Better Environment, *which was distributed to all Members of Congress.*

2002 In cooperation with several co-sponsors, The Highway Users released a grassroots binder, *The Road to Congress,* to aid election campaigns for those candidates running for federal and state offices. Highway Users' grassroots members met with hundreds of candidates in their home states, along with media editorial boards, to share information about key highway issues and separate "legends from realities." A concerted effort began this year to convince the Environmental Protection Agency and the media that extreme, anti-highway approaches to "smart growth" needed to be reconsidered. With this campaign, we and our partners coined the term "quality growth" to promote the inclusion of good roads in urban and suburban plans.

2001 The Highway Users introduced a new educational program of periodic seminars on selected transportation issues as an outreach initiative. Research released by The Highway Users proposed reforms designed to expedite the environ-

The Highway Users released an updated bottleneck study, Unclogging America's Arteries, reaching nearly 110 million people around the country with the news.

The Highway Users provided specific regulatory and legislative proposals to implement a national congestion relief campaign and to measure the fuel-saving, environmental, and greenhouse-gas-reduction benefits of such a program.

mental review process. Copies of *Cooperative Environmentalism: Safer Roads and a Better Environment* were distributed to all members of Congress, state transportation officials and state legislators. At the invitation of the White House, The Highway Users provided specific regulatory and legislative proposals to implement a national congestion relief campaign and to measure the fuel-saving, environmental, and greenhouse-gas-reduction benefits of such a program. The

Based on the safety, environmental, and time-saving benefits from bottleneck improvements identified in a 1999 study, The Highway Users released Saving Time, Saving Money: The Economics of Unclogging America's Worst Bottlenecks, which revealed that anticipated economic benefits totaled more than $450 million per year.

Federal Highway Administration and RSF as its co-sponsor launched a biennial National Roadway Safety Awards program to recognize outstanding safety achievements by public- and private-sector organizations. In partnership with the U.S. Department of Transportation's Federal Highway Administration, RSF introduced a first-of-its-kind *Roadway Safety Guide* designed to provide local elected officials and other community leaders with basic information to improve roadway safety in their community.

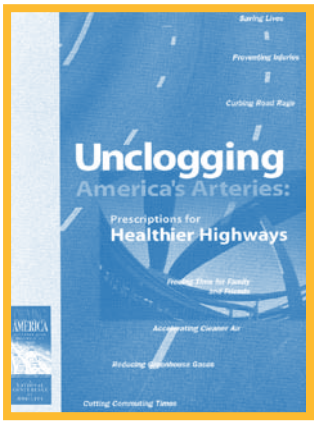
2000 Based on the safety, environmental, and time-saving benefits from bottleneck improvements identified in a 1999 study, The Highway Users released *Saving Time, Saving Money: The Economics of Unclogging America's Worst Bottlenecks,* which revealed that anticipated economic benefits totaled more than $450 million per year. Impressive media coverage reached an estimated 11 million people. The 30th anniversary of Earth Day later that year served as the hook for The Highway Users to reach another 22 million who heard or viewed The Highway Users' paid advertising message that highway improvements help the environment, including a groundbreaking release showing how congestion relief reduces greenhouse gas emissions.

Assuming an average three-year construction period and a 20-year useful life for all potential projects, improving traffic flow at the nation's worst bottlenecks will generate more than $336 billion in economic benefits.

Personal Time Savings	$183 billion
Commercial Time Savings	$77 billion
Fuel Savings	$28 billion
Safety Savings	$27 billion
Environmental Savings	
Greenhouse Gases	$15 billion
Air Pollution	$6 billion
TOTAL	**$336 billion**

Source: Saving Time, Saving Money © 2000

Decade of the 90's



Unclogging America's Arteries *ranked the nation's worst bottlenecks.*

1999 The Highway Users released *Unclogging America's Arteries,* the first-of-its kind study of the nation's 167 worst bottlenecks in the United States, generating unprecedented press coverage by the print media (combined circulation of 21.3 million) and TV and radio (over 122 million viewers alone). In conjunction with the release of the report, The Highway Users sponsored *Driving America,* the decade's most important conference on mobility, which drew a capacity crowd to hear the views of some of the best transportation minds in the world.

1998/97 The Highway Users coordinated the broad-based "Keep America Moving" coalition and worked closely with Governors and other elected officials to pressure Congress to enact the Transportation Equity Act for the 21st Century (TEA 21), which guaranteed record funding levels for highways and bridges through 2003, a 40% increase in funding over ISTEA levels without raising fuel or truck taxes. We supported Congress in moving the 1993 fuel tax increases into the Highway Trust Fund as an important step to "put the trust back into the trust fund."

The Highway Users released Unclogging America's Arteries, …generating unprecedented press coverage by the print media (combined circulation of 21.3 million) and TV and radio (over 122 million viewers alone).

Vice President Al Gore addressed attendees at the Interstate Highway System's 40th Anniversary Celebration in Washington, DC.

1996 The Interstate Highway System turned 40 years old. The Highway Users forever changed the transportation community's attention to this anniversary, by sponsoring a nationwide media and public education campaign to highlight the value of the interstate system to the driving public, culminating in a celebration attended by Vice President Al Gore, Jr. and his father Sen. Al Gore, Sr. who was an architect of the system. The nation's deteriorated highway and bridge infrastructure became the focus of The Highway Users campaign for increased highway funding for the next two years.

1995 Under the leadership of new President and CEO William D. Fay, The Highway Users was reorganized and dedicated to more successful and aggressive issue advocacy on behalf of the highway community. The Highway Users led a successful national lobbying, media and grassroots advocacy campaign to enact legislation officially designating and funding the National Highway System, including the Interstates and other major highways. That same year, the Roadway Safety Foundation was chartered by The Highway Users to replace the

Automotive Safety Foundation, and pursue charitable and educational programs to increase awareness of the connection between better roads and safer travel.

1993 With a tie-breaking vote in the Senate by Vice President Gore, taxes on gasoline and diesel were raised 4.3 cents to reduce the deficit. The Federation opposed the tax increase, which was not intended to be invested in the Highway Trust Fund.

1992 The Federation formed the Coalition for Safe & Efficient Transportation to ensure that the private sector voice was heard while the federal highway bill, ISTEA, was implemented. The Federation marked its 60th anniversary.

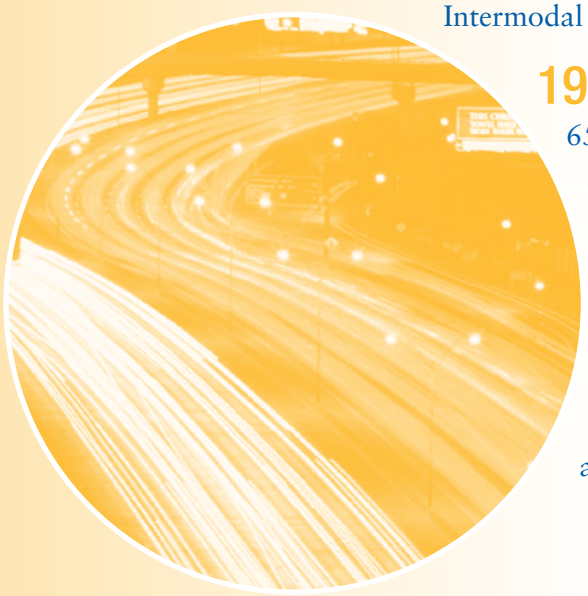
1991 The Federation launched its "Transportation '91" program providing information and materials to the business community to generate support for strong national highway legislation. President Bush signed the $155 billion Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) in December.

1990 The Federation produced a documentary entitled, "Mobility: The Fifth Freedom," illustrating the need for a strong highway program to keep America economically competitive, and distributed thousands of copies throughout the industry.

Virtually all Federation recommendations found their way into the Intermodal Surface Transportation Efficiency Act of 1991.

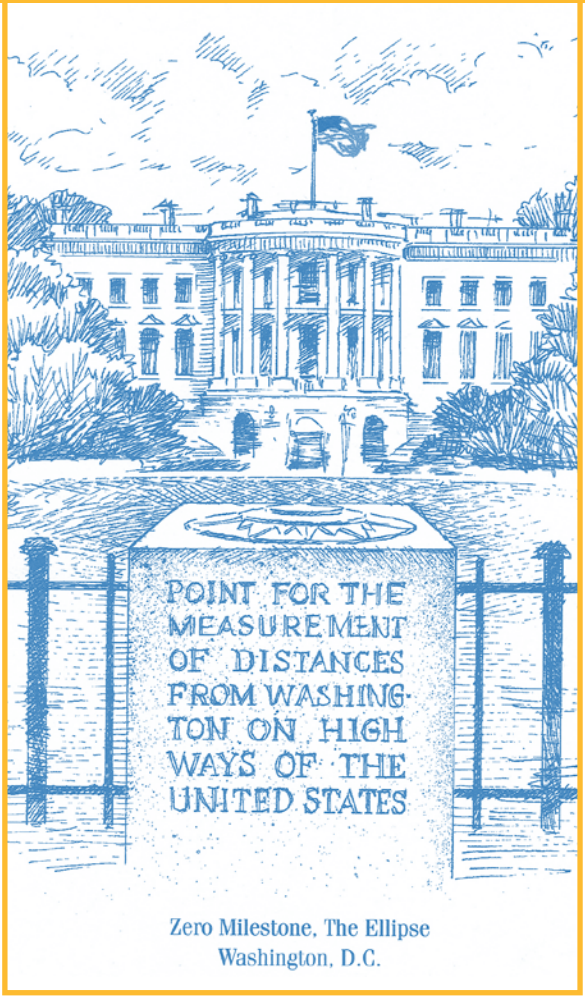
Decade of the 80's

1989 The Federation produced a nine-point future highway program and presented it to Congress and the Administration. We also launched a national public information campaign to generate public support for the national highway program. Virtually all Federation recommendations found their way into the Intermodal Surface Transportation Efficiency Act of 1991.



1987 The Federation launched a two-year series of 65 public forums in all states to gather information on highway needs through the year 2020, resulting in the report *Beyond Gridlock: The Future of Mobility as the Public Sees It.* We also co-sponsored the publication of Alan Pisarski's revolutionary study *Commuting in America: A National Report on Commuting Patterns and Trends*, widely used by urban area transportation system planners, managers, and users.

Zero Milestone Marker: Official Starting



Zero Milestone, The Ellipse
Washington, D.C.

The icon of the 1996 celebration of the Interstate Highway System is the Zero Milestone marker, a little pylon of granite on the Ellipse just across the fence from the south lawn of the White House.

The inscription says the milestone marks the "point for the measurement of distances from Washington on highways of the United States." Ironically, it has seldom, if ever, been used for that purpose.

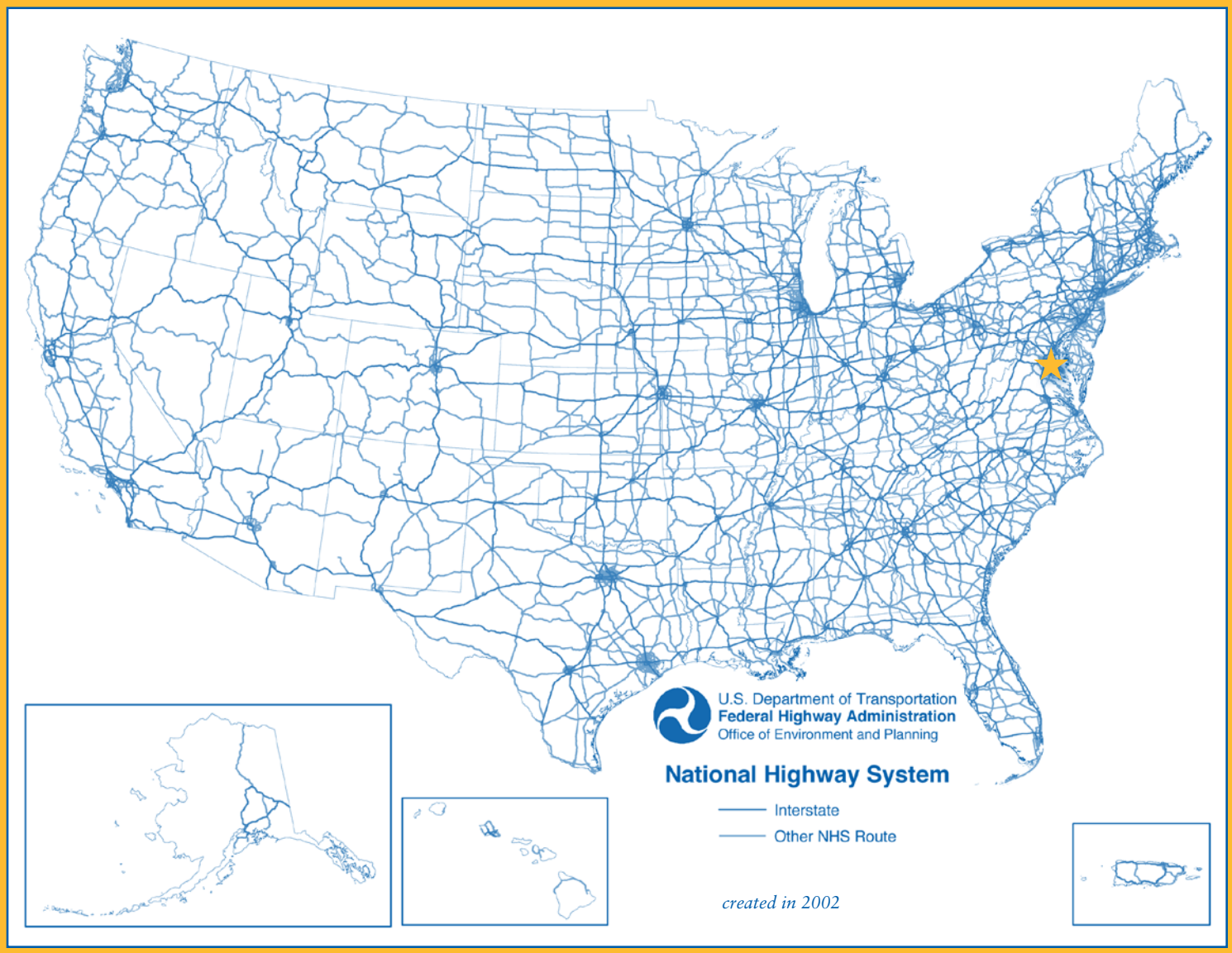
But it does symbolize something very important to highway advocates. It was from here in 1919 that Lt. Col. Dwight David Eisenhower departed with a caravan of military vehicles for an arduous nation-spanning trek to the West Coast. The trip exposed the inadequacies of the existing highway and bridge system and the urgent need for a federal highway program.

Four years later, in 1923, President Harding dedicated the Zero Milestone monument as the U.S. Army Band played a song written for the occasion, "Hail! Hail! The Caravan."

Crystal replicas of the Zero Milestone marker were presented at the 40th Anniversary of the Interstate System.

Point of the Interstate Highway System

The Zero Milestone Marker does symbolize something very important to highway advocates. It was from here in 1919 that Lt. Col. Dwight David Eisenhower departed with a caravan of military vehicles for an arduous nation-spanning trek to the West Coast. The trip exposed the inadequacies of the existing highway and bridge system and the urgent need for a federal highway program.



1985 The Federation sponsored a workshop on older driver safety and mobility with the American Association of Retired Persons (AARP), the U.S. Administration on Aging, and other agencies and industries, focusing national attention on the specific problems of older drivers.

1983 Letters and telegrams were sent to key Congressmen by 73 affiliated highway user groups opposing moratoria on Outer Continental Shelf leasing. A proposed $5 per barrel excise tax on oil was successfully opposed.

1982 The Surface Transportation Assistance Act of 1982 raised the federal gasoline tax from four to nine cents per gallon, along with other user fee increases. One cent of the federal tax on gasoline was earmarked for mass transit.

1981 The Federal-aid Highway Act of 1981 established the Interstate resurfacing, restoration, rehabilitation, and reconstruction (4R) program.

Decade of the 70's

1979 Federation affiliates successfully opposed stringent oil excise tax and oil import quotas proposed by the Department of Energy, which would have created a supply shortfall.

1978 The Surface Transportation Assistance Act of 1978 established Interstate 3R work as a permanent program, 75 percent of which was financed from the Federal Highway Trust Fund.

1977 The Federation launched a two-year "Protect America's Roads" campaign enlisting the aid of more than 150 companies and associations to build public support for the Surface Transportation Assistance Act of 1978.

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Then & Now

	Licensed Drivers	Vehicle Registrations	Vehicle Miles Traveled
1932	36,700,000	24,400,000	200 billion
2005	201,000,000	241,000,000	3.0 trillion

Overlaying Chicago's Edens Expressway with 3" of asphalt pavement, August, 1966. Courtesy: Asphalt Institute

1976 The Federal-aid Highway Act of 1976 provided funds to resurface, restore, and rehabilitate (3R) deteriorating segments of Interstate, which reached their 20-year design life.

1974 During the Arab oil embargo, the Federation produced materials on fuel conservation for 15,000 members of the Dealers Safety and Mobility Council. Also, the organization launched a multi-year "3 by 80" program to reduce the mileage death rate from over 4 to no more than 3 per 100 million miles driven by the year 1980, a goal achieved in 1982.

1972 Our sister organization, the Automotive Safety Foundation, issued an updated version of *A Resource Curriculum in Driver and Traffic Safety Education,* which became the basic document for high school driver education in the U.S.

1971 The Federation published *Urban Parks and Roads and Let's Talk Sense About Transit,* which become influential nationally. More than 500,000 Federation-produced items on traffic safety were distributed to public officials, schools, and other groups.

The Federation launched a multi-year "3 by 80" program to reduce the mileage death rate from over 4 to no more than 3 per 100 million miles driven by the year 1980, a goal achieved in 1982.

The Highway Users Federation was founded.

1970 The Highway Users Federation was formed by the merger of the Automotive Safety Foundation (ASF), National Highway Users Conference (NHUC), and the Auto Industries Highway Safety Committee. The Federation led the private sector effort to implement National Highway Program Safety Standards. The combined organization consisted of 14 regions and 51 affiliated Highway Users Conferences in the states and the District of Columbia.

Traffic Deaths	Mileage Death Rate	Surface Road Mileage	Gasoline Price	New Automobile Price
28,000	14.0	1,045,000	$ .18	$650.00
43,000	1.47	4,000,000	$2.27	$28,400.00

Sources: • 1992 Annual Report, Highway Users Federation • U.S. Department of Transportation • Energy Information Administration • National Association of Automobile Dealers (*includes all light vehicles)

South Burlington, Vermont. Early 1960s.

Decade of the 60's

1968 Congress expanded the designated Interstate System to 42,500 miles.

1966 The Highway Safety Act of 1966 established the National Highway Program Safety Standards, laying the groundwork for federal-state-private sector partnership in traffic accident reduction.

The Highway Safety Act of 1966 established the National Highway Program Safety Standards.

1965 The construction of San Francisco's Embarcadero Freeway was halted by activist groups. "Freeway Revolt" got into full swing, postponing the scheduled completion of some Interstate segments.

1962 The Cuban missile crisis prompted the governor of Florida to name the Florida Highway Users Conference to organize planning of emergency highway traffic regulation.

1961 Federal taxes on tires, tubes, tread rubber and heavy vehicles were raised, further increasing Highway Trust Fund revenues. President John F. Kennedy enlarged the membership of the President's Committee for Traffic Safety and added four Cabinet heads as *ex-officio* members.

Waterbury, Vermont. 1960's.

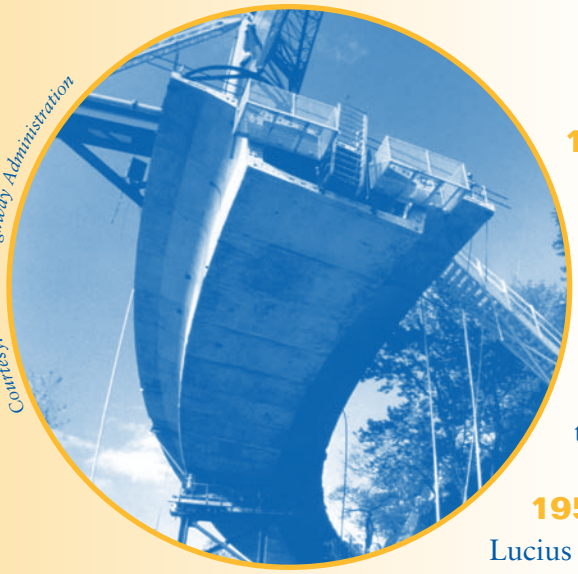
Decade of the 50's

1959 The Federal motor fuel tax, a major source of the Federal Highway Trust Fund, was increased from three to four cents per gallon.

1958 The Secretary of Commerce announced national standards regulating outdoor advertising, displays, and devices adjacent to interstate highways to protect the public's right to scenic beauty.

The National Highway Users Conference supported enactment of the 1956 Federal-aid Highway Act, which authorized a 41,000-mile Interstate Highway System.

> **In 1952, the millionth traffic death occurred in the U.S. since the advent of the automobile.**



Courtesy: Federal Highway Administration

1956 The National Highway Users Conference supported enactment of the 1956 Federal-aid Highway Act, which authorized a 41,000-mile Interstate Highway System. About 2,100 miles of toll roads were immediately integrated into the system. The Federal Highway Trust Fund was established to finance federal-aid highways from dedicated user-fee taxes on motor fuel, tires, trucks, and buses.

1955 An advisory committee headed by General Lucius Clay recommended to President Eisenhower that a national highway system, essential to the economy and defense, be completed in 10 years. Clay's recommendation to build the system by raising funding from bonds was supported by the National Highway Users Conference but rejected by Congress.

1954 President Eisenhower called the White House Conference on Highway Safety, and appointed the President's Committee to provide continuing leadership.

1953 President Dwight D. Eisenhower invited business leaders to the White House to discuss ways to step up the highway safety program. The Automotive Safety Foundation helped to launch a full-scale study of highway laws in all states.

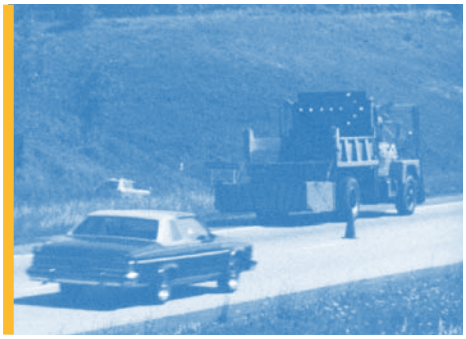
Historical Asphalt Institute ad promoting the use of asphalt in the 1950's. Courtesy: Asphalt Institute

1952 The Federal-aid Highway Act of 1952 increased federal support for Primary and Secondary Highway Systems. The millionth traffic death occurred in the U.S. since the advent of the automobile.

An advisory committee headed by General Lucius Clay recommended to President Eisenhower that a national highway system, essential to the economy and defense, be completed in 10 years.

The Federal-aid Highway Act of 1944 authorized the designation of 40,000 miles of Interstate highways.

Decade of the 40's



Courtesy: Quixote Corporation

1948 The Federal-aid Highway Act of 1948 required the Commissioner of Public Roads to study defense needs for an Interstate Highway System in cooperation with the Secretary of Defense and the National Security Resources Board.

1947 The Automotive Safety Foundation mobilized automobile and tire dealer support for a safety "Action Program" by financing the Auto Industries Highway Safety Committee (subsequently the Dealers Safety and Mobility Council). State highway departments cooperated with urban areas to start more than a score of expressway projects.

1946 The National Highway Users Conference conducted its first Highway Transportation Congress in Washington, D.C. Acting on an Automotive Safety Foundation idea, President Truman called the first President's Highway Safety Conference, which adopted the "Action Program" for traffic safety.

1944 The Federal-aid Highway Act of 1944 authorized the designation of 40,000 miles of interstate highways between principal cities and industrial centers. However, no federal funds were specifically earmarked for interstate highways.

1942 The War Production Board issued an order stopping all construction not essential to the war effort. ASF activities were directed to the war effort through the Highway Traffic Advisory Committee to the War Department, and programs for rubber conservation and steel scrap salvage.

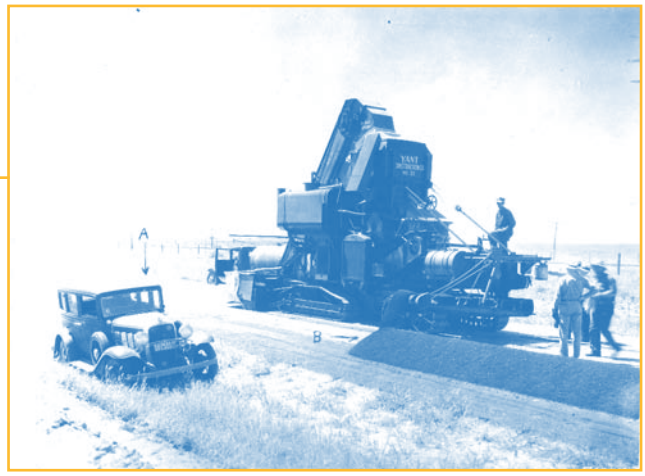
Courtesy: Quixote Corpration

1941 Congress passed the Defense Highway Act providing $150 million for access roads and $125 million to correct deficiencies in strategic highway network. Annual traffic deaths hit an all-time high of nearly 40,000.

The National Highway Users Conference conducted its first Highway Transportation Congress in Washington, D.C.

Decade of the 30's

1939 The Bureau of Public Roads (forerunner of today's Federal Highway Administration) suggested to Congress the development of an interregional system of high-capacity highways. There were an increased number of Automotive Safety Foundation grants for safety projects conducted by the National Education Association, 4-H Clubs, and the National Grange.



Barber-Greene Road Mixer on US 50 in Ohio.
Courtesy: Asphalt Institute

The Automotive Safety Foundation was founded.

1937 The Automotive Safety Foundation was created by automobile and allied industries to coordinate highway safety activities and place the industry effort on a permanent basis. President Roosevelt ordered a feasibility study of major cross-country highways.

1935 *Reader's Digest* sparked a public outcry over traffic fatalities with its article, "And Sudden Death." In the Emergency Relief Appropriations Act, Congress provided $200 million to help eliminate grade crossing hazards.

1934 Congress passed the Hayden-Cartwright Act, which provided emergency funding for urban and secondary farm-to-market roads, abolished limits on federal funding per mile of road, and declared congressional policy against diversion of highway funds to non-highway purposes.

1932 Alfred P. Sloan, Jr., then president of General Motors, and other industry leaders founded the National Highway Users Conference (NHUC) to work for good, all-weather roads in every state to "get the farmers out of the mud" and to protect highway funding sources from depression-born demands for new tax revenues. Congress passed the Emergency Relief and Construction Act, appropriating $120 million to the states.

The National Highway Users Conference was founded.

Glossary

ASF — Automotive Safety Foundation
ISTEA — Intermodal Surface Transportation Efficiency Act of 1991
NHUC — National Highway Users Conference
RSF — Roadway Safety Foundation
TEA 21 — Transportation Equity Act for the 21st Century

Highway Users Leadership Over the Years

CHAIRMEN OF THE BOARD

Year	Name	Title with Organization	Organization
2007	Gov. Bill Graves	President & CEO	American Trucking Associations
2006-2007	Frederick L. Webber	President & CEO	Alliance of Automobile Manufacturers
2002-2005	Michael J. Toohey	Director of Government Relations	Ashland Inc.
2000-2001	Robert R. Miller	President & CEO	Motor & Equipment Manufacturers Association
1997-1999	Donn Osmon	Group Vice President	3M Company, Traffic and Personal Safety Products
1995-1996	William K. Tell, Jr.	Senior Vice President	Texaco Inc.
1994	John E. Doddridge	Vice Chairman and CEO	Magna International, Inc.
1992-1993	Robert A. Lutz	President	Chrysler Corporation
1990-1991	William K. Tell, Jr.	Senior Vice President	Texaco Inc.
1989-1990	F. Alan Smith	Executive Vice President	General Motors Corporation
1987-1988	Patrick C. Ross	Chairman	The Uniroyal/Goodrich Tire Company
1985-1986	Lawrason D. Thomas	President	Amoco Oil Company
1984	Robert E. Mercer	Chairman	The Goodyear Tire and Rubber Company
1982-1983	Stanley W. Gustafson	President	Dana Corporation
1981-1982	Will Scott	Vice President, Government Relations	Ford Motor Company
1980-1981	John C. Landen	Vice President	3M Company
1979	C. James McCormick	Vice Chairman of the Board	Sundance Transportation, Inc.
1978	Robert E. Mercer	Chairman	The Goodyear Tire and Rubber Company
1975-1977	Rene C. McPherson	Chairman	Dana Corporation
1973-1975	Charles A. Eaves, Jr.	Executive Vice President	The Goodyear Tire and Rubber Company
1972-1973	Roy D. Chapin	Chairman of the Board	American Motors Corporation
1971	Rexford S. Blazer	Chairman of the Board	Ashland Oil Inc.
1970	Harry Heltzer	Chairman of the Board	3M Company
1968-1969	J. N. Bauman	Chairman of the Board	White Motor Corporation
1960-1967	H. E. Humphreys, Jr.	Chairman of the Board	Uniroyal, Inc.
1956-1960	William S. Richardson	President	B. F. Goodrich
1948-1956	Albert Bradley	Chairman of the Board	General Motors Corporation
1932-1948	Alfred P. Sloan, Jr.	Chairman of the Board	General Motors Corporation

2007

"As honorary chairman (of The Highway Users), I will not stand on the sidelines as The Highway Users proposes new transportation policies for our nation. We have a tremendous amount of work to do before the federal-aid highway program expires in 2009 and I am excited to be part of the efforts."

NormanY. Mineta

Former Secretary, U.S. Department of Transportation

Honorary Chairman, American Highway Users Alliance

1939

"The need for the work of the Conference is greater today than ever before. The situation (highway financing and construction) is growing more serious and it must be met by stating and publicizing the problems. We have to get a broader foundation under this thing. Others interested in this problem must be brought into the picture."

Alfred P. Sloan, Jr.

Advisory Committee Meeting

September 29, 1939 – New York City

Historical Milestones

The American Highway Users Alliance is the broadest-based transportation coalition in Washington, DC, focused exclusively on promoting highway system performance, roadway safety improvements and freedom of mobility.

AMERICAN HIGHWAY USERS ALLIANCE
75th Anniversary
1932 - 2007

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