November 16, 2015

The Honorable James Inhofe, Chairman
Senate Environment and Public Works Committee

The Honorable Barbara Boxer, Ranking Member
Senate Environment and Public Works Committee

The Honorable Bill Shuster, Chairman
House Transportation and Infrastructure Committee

The Honorable Peter DeFazio, Ranking Member
House Transportation and Infrastructure Committee

Dear Chairman Inhofe, Ranking Member Boxer, Chairman Shuster, Ranking Member DeFazio, and members of the Conference Committee on H.R. 22, Surface Transportation Reauthorization and Reform Act of 2015:

The Highway Materials Group (HMG) comprised of the nine undersigned national associations urge you to consider the following recommendations as you reconcile the House and Senate surface transportation reauthorization proposals:

**Support the DRIVE Act funding levels at a minimum and increase funding levels that actually meet the needs of the highway transportation system.** We strongly oppose locking in funding levels that actually lead to worse highway and bridge conditions over the next few years. This is the time for Congress to be bold and secure funding levels that improve performance, make America competitive and lead to cleaner air and safer roads.

**Wrap up the Conference this week.** There is no reason why this should be a protracted conference. Both House and Senate bills are similar and there are more pressing issues the country faces that Congress should be focused on.

The Highway Material Group also urges you to consider the following issues:

**Support the House provision (Section 1100) establishing a Critical Commerce Corridors Program.** This provision would establish a Critical Commerce Corridors Program to improve the movement of freight throughout the nation. This section contains a number of policy provisions that would ensure funds provided for the program support highway-related freight specific activities that maximize goods movement. We urge you to support this provision in the final bill.

**Support the House provision (Section 5306) and Senate provision (Section 32201) which would exempt ready mixed concrete drivers from the Federal Motor Carrier Safety Administration’s Driver’s Hours-of-Service 30-min break rule permanently.** The Senate provision also provides reform language streamlining the exemption process.
Support the House provision (Section 5514) which will allow ready mixed concrete driver’s logbook exemption that will increase the 12-hour on-duty logging threshold to 14 hours in order to be consistent with the maximum on-duty period in the FMCSA’s HOS regulations. This section is aimed at improving the Paperwork Reduction Act without sacrificing safety. This provision does not currently exist in the Senate bill.

Support the House provision (Section 5516) which would simply modernize a current HOS exemption by increasing the air-miles radius from 50-miles to 75 air-miles for the transportation of construction materials and equipment, to satisfy the 24-hour reset period. While allowing the states the ability to opt out of the increase, provide it is for travel within that respective state. This provision does not currently exist in the Senate bill.

We appreciate your leadership and consideration of these items of great importance to our surface transportation network. We also look forward to working with you to see the final bill enacted and implemented as quickly as possible.

Thomas H. Adams
Executive Director
American Coal Ash Association

Dennis J. Slater
President
Association of Equipment Manufacturers

David McDonald
President & CEO
Concrete Reinforcing Steel Institute

Robert Garbin
President
National Ready Mixed Concrete Association

Jerry Voight
President & CEO
American Concrete Pavement Association

Brian P. McGuire
President & CEO
Associated Equipment Distributors

Mike Acott
President & CEO
National Asphalt Pavement Association

Michael W. Johnson
President & CEO
National Stone, Sand & Gravel Association
Jim Toscas
President & CEO
Portland Cement Association