November 2, 2015

Dear Congressman:

We respectfully urge the U.S. House of Representatives to pass a multiyear surface transportation reauthorization bill and go to conference with the U.S. Senate to produce a bill that can be signed into law prior to the current extension deadline of November 20. The Highway Materials Group (HMG) is comprised of nine national associations listed below. Our organizations provide the construction materials and equipment essential to building America’s roads, highways, and bridges, and together, our member companies employ tens of thousands of men and women in well-paying American jobs. The House Transportation and Infrastructure Committee unanimously approved the Surface Transportation Reauthorization and Reform Act (STRRA) on October 22. This six-year surface transportation bill contains meaningful policy reforms while maintaining broad bipartisan support, but we do have serious concerns with the investment levels put forth in the proposal.

We believe that status quo funding levels for surface transportation, as in the STRRA, are inadequate. Currently this underinvestment costs the average motorist driving on deteriorated urban roads as much as $1,044 annually, according to TRIP (a nonprofit, nonpartisan organization that researches, evaluates and distributes economic and technical data on surface transportation issues).

Congress should utilize every available opportunity to increase funding levels for highway programs beyond where they currently exist in STRRA. As we have emphasized in the past, the Federal-aid Highway Program investment levels should be based on improving pavement and bridge conditions and performance, and the best way to fund the program is with an increase in the excise motor fuels tax combined with annual indexing. We support all efforts for increased investment levels and finding a long term funding solution, including the Renacci/Pascrell amendment to create a bipartisan, bicameral commission within Congress to develop a longer-term funding solution.

In closing, although STRRA is an improvement over the recent short-term extensions that have prevented state transportation departments and the transportation construction industry from long-term planning, it does not provide the long term certainty required for adequate planning and cost efficient resource investment. Nevertheless, we understand there are significant challenges in finding the revenue needed to offset STRRA, and this legislation is an important step in resolving the funding dilemma that is preventing the needed investments in America’s highways, roads and bridges.

We look forward to working with you to advance this reauthorization legislation to pass the House floor and onto the President’s desk.

Sincerely,

American Coal Ash Association  
Association of Equipment Manufacturers  
Concrete Reinforcing Steel Institute  
National Ready Mixed Concrete Association  
Portland Cement Association

American Concrete Pavement Association  
Associated Equipment Distributors  
National Asphalt Pavement Association  
National Stone, Sand & Gravel Association