October 21, 2015

The Honorable Bill Shuster  
Chairman  
Committee on Transportation and Infrastructure  
2167 Rayburn House Office Building  
Washington, DC 20515

The Honorable Peter DeFazio  
Ranking Member  
Committee on Transportation and Infrastructure  
2163 Rayburn House Office Building  
Washington, DC 20515

Dear Chairman Shuster and Ranking Member DeFazio:

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.

While you are to be commended for reaching agreement on a proposed bill to reauthorize the Federal-aid Highway Program we do have serious concerns with the investment levels in the legislation.

We believe that status quo funding levels for surface transportation, as in the Surface Transportation Reauthorization and Reform Act (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 attempt to increase funding levels for highway programs beyond where they currently exist in STRRA. As we have emphasized in the past, the Federal 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.

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 do understand there are significant challenges in finding the revenue needed to offset STRRA, and this legislation is an important first 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 through Committee and onto the House Floor.
Sincerely,

Thomas H. Adams  
Executive Director  
American Coal Ash Association

Jerry Voigt  
President & CEO  
American Concrete Pavement Association

Dennis J. Slater  
President  
Association of Equipment Manufacturers

Brian P. McGuire  
President & CEO  
Associated Equipment Distributors

David McDonald  
Interim President & CEO  
Concrete Reinforcing Steel Institute

Mike Acott  
President & CEO  
National Asphalt Pavement Association

Robert Garbini  
President  
National Ready Mixed Concrete Association

Michael W. Johnson  
President & CEO  
National Stone, Sand & Gravel Association

Jim Toscas  
President & CEO  
Portland Cement Association