February 2, 2015

The Honorable Mitch McConnell  
Majority Leader  
U.S. Senate  
Washington, D.C.  20510

The Honorable Harry Reid  
Minority Leader  
U.S. Senate  
Washington, D.C. 20510

Dear Leader McConnell and Leader Reid:

We encourage you to lead your colleagues in the Senate to act now to fund America’s surface transportation infrastructure. We represent the collective voice of the Highways Material Group, which is comprised of organizations that provide the construction materials and equipment essential to building America’s roads, highways, and bridges.

Our member companies will employ tens of thousands of men and women in well-paying American jobs that can strengthen our country with a new surface transportation initiative, not only because of their work, but also because of the taxes they will pay and the goods and services they will purchase. We are sensitive to the challenges of reconciling the differences regarding the federal funding of our nation’s highways, airports, and bridges, but investing in infrastructure is an imperative for economic growth and job creation; national security; improved safety for our citizens; cleaner air from reduced congestion; and freedom of mobility that is an essential American value.

Our group has been working since before passage of MAP-21 to build support for action by Congress on a multi-year, impactful surface transportation reauthorization. Although we supported MAP-21 and its policy reforms, it did not provide all the necessary provisions, including enough funding, to meet the growing needs of our system (critical capacity enhancement, as well as structural improvement). We are, of course, grateful that Congress passed a temporary measure to extend some funding through the end of May, but we are urging you to get behind a longer-term program that allows Federal and State transportation officials to plan ahead. This will allow business and industry to make necessary investments in equipment, technology, and people.

Our group has never endorsed one funding option over another, but at this time we believe the most effective and efficient method of filling the highway funding gap is through an increase in the user fees for gasoline and diesel.
We are encouraged that a growing number of elected officials have identified dealing with the long-overdue highway funding crisis as a priority. We agree that it should continue to receive what has traditionally been bipartisan support, not only because there are no Republican or Democratic highways or bridges, but fundamentally because the future of our nation’s surface transportation infrastructure needs it so desperately. It is easy for some to look at the surface condition of roads and bridges and conclude that they are adequate, but experts in the field of engineering, materials, and construction advise that many of our systems are wearing out structurally and the remaining service life of our infrastructure network is in decline.

The funding cliff we faced last year looms again, and if Congress fails to act, we fear this will trigger a crisis of confidence and signal significant setbacks to public transportation agencies and the industries that serve them. We are already seeing states delay highway and bridge projects, and these delays (and the associated cost increases) will only spread throughout the nation.

We urge you to lead your colleagues in Congress to act now to fund America’s surface transportation infrastructure. Attached are our principles for reauthorization. We hope you agree with these principles and will engage us in further discussion on our views. Please call on any of us if we can be of assistance as Congress deals with this critical issue.

Sincerely,

Jerry Voigt  
President & CEO  
American Concrete Pavement Association

Dennis J. Slater  
President  
Association of Equipment Manufactures

Brian P. McGuire  
President & CEO  
Associated Equipment Distributors
Bob Risser  
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 Tosca  
President & CEO  
Portland Cement Association

Enclosure
Funding Principles for the Next Surface Transportation Authorization

According to the U. S. Department of Transportation, it will be unable to undertake any new federal highway obligations to the states after May 2015. Our eight national associations, comprising the HIGHWAY MATERIALS GROUP, strongly urge Congress to act now to solve the Highway Trust Fund challenge by enacting a six year Surface Transportation Authorization bill and the funding necessary to stabilize and grow the HTF before May 31, 2015.

The HIGHWAY MATERIALS GROUP, representing nearly one million direct jobs in the highway materials industry, is committed to an authorization bill that has a bold vision to increase Federal-aid highway investments.

- **America's Economic Prosperity/Global Competitiveness**
  America’s economic vitality depends on an integrated national, intermodal surface transportation network that moves goods and people to maximize global competitiveness, quality of life, and economic prosperity for all citizens. Unfortunately, the investments needed to maintain and expand the highway system have been inadequate. As a result, America is ill-prepared to meet the competitive demands of the global economy.

- **Constitutional Responsibility**
  Maintaining a vital, national infrastructure has been a federal responsibility since the founding of the Republic. Congress is tasked with establishing “post roads”, pre-cursors of today’s national highway system, and regulating commerce among the states and with other nations. Commerce is the lifeblood of our nation’s economy, and America’s transportation infrastructure is its circulatory system. This network of roads and transportation structures – built by Americans employed in well-paying jobs that cannot be exported – is essential for the economic growth, safety, security, freedom of mobility, and quality of life benefiting every American. We oppose efforts to transfer this responsibility to the states as an unfunded federal mandate.

- **User-fee based**
  In order to overcome the highway funding gap, we support the adoption of any user-fee based funding options and innovative finance tools to provide federal and state transportation departments with the funding they need to make critical investments in our transportation infrastructure.

- **Timeliness/Long-term authorization**
  The longer Congress delays in making the investments necessary to our highways, roads and bridges, the more difficult and expensive it will be for our nation to finance this critical and necessary endeavor. At a time when cost is paramount, Congress must act now. Timely enactment of a six year authorization bill is critical for state transportation departments to plan and budget for projects and for our industry to make critical business decisions.

*We urge Congress to enact a six year, user-fee funded surface transportation authorization NOW!*