

THE CONSTRUCTION MATERIALS INDUSTRY **ON THE ISSUES**



Addressing Infrastructure Challenges

The Infrastructure Investment and Jobs Act (IIJA) of 2021 took a historic step in addressing our nation's infrastructure challenges. However, there are still notable areas where Congress must act to ensure America does not fall further behind. The next surface transportation legislation must be considered before Sept. 2026, when IIJA expires. Therefore, the 119th Congress will be responsible for building on IIJA's success. The next transportation bill should ensure we have the necessary resources to keep our nation's transportation and infrastructure network competitive with our adversaries, grow our economy and keep America moving safely and efficiently. Below are key issues the construction materials industry continues to support:

Sensible Infrastructure Investment that Keeps America Competitive:

■ While IIJA represented a substantial “downpayment” for the nation's transportation network, continued investment is needed to ensure the United States stays competitive with our foreign adversaries, like China, who leads the world in infrastructure spending related to GDP. When IIJA expires in Sept. 2026, Congress must swiftly move towards consideration of the next surface transportation reauthorization and send a strong message to nations worldwide that the U.S. can unite to improve our outdated systems, grow our economy and stay competitive on the world stage.

Highway Trust Fund Solvency:

■ While we applaud Congress for providing five more years of solvency for the Highway Trust Fund (HTF) in IIJA, Congress must look beyond that timeframe to ensure long-term solvency. The next surface transportation reauthorization bill must incorporate visionary and evolutionary revenue increases to avoid a devastating shortfall. We support sustainable revenue sources

to adequately fund needed investments and create financial certainty, including vehicle-miles-traveled (VMTs), bonding measures, registration fees for electric vehicles, national registration fees and the raising and indexing of the federal gas tax, which has been unchanged for nearly 30 years. As discussions about the HTF unfold, we support consideration of all potential funding methods. It's crucial to explore sustainable and stable funding sources while explicitly avoiding reliance on yearly appropriations, which could jeopardize the consistency and effectiveness of infrastructure investments.

Maintain Support for Highways:

■ Highways are the lifeblood of America, providing the means for transportation of people, goods, services, and medicine to rural and urban communities. Highways must continue to receive the dedicated investments needed to advance projects that increase vital access, reduce congestion and improve the lives of all Americans. We support the continued utilization of the long-standing and proven 80-20 revenue ratio for highway and transit investments out of the HTF.

Construction Materials Exemption from Federal Buy America Requirements:

■ IIJA provided historic federal investment into existing and new programs to improve infrastructure across the country. One of the key policy changes made under IIJA was the creation of new federal Build America Buy America (BABA) sourcing requirements, which include the addition of “construction materials” to Buy America preferences across federal infrastructure programs. The construction materials industry strongly supports the goals of Congress and the administration to improve our outdated infrastructure expeditiously. The next surface reauthorization bill must not impose any sourcing requirements or paperwork burdens on cement, aggregates and asphalt additives and binder. This will ensure maximum project delivery and American job creation.

more on reverse



For more information, please contact staff at:



nssga.org



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Improve Work Zone Safety:

■ Congress must help protect the hard-working men and women that maintain, improve and construct the work zones within our surface transportation network every day. Our colleagues are running the heavy equipment, laying down or removing pavement material and establishing the barriers, signs and flaggers who keep workers and the motoring public safe. Unfortunately, work zone incidents and fatalities have been rising, with almost 100,000 work zone crashes leading to

over 35,000 injuries and almost 1,000 deaths annually. We must urge FHWA to engage and report back how IIJA funds via the bipartisan Work Zone Safety Contingency Fund (WZSCF) are being used. We also ask FHWA to champion policies that ensure workers are given the necessary tools to complete their job safely, including: additional funds for relevant safety equipment at work sites, increased technologies and signage for State DOTs and law enforcement to utilize, reconsidering certain work zone activities that occur during increased rush hour, late-night hours and/or single-lane closure.

