



NATIONAL STONE, SAND
& GRAVEL ASSOCIATION

June 23, 2022

Dear Members to the 117th Congress:

On behalf of the 400 members of the National Stone, Sand & Gravel Association, I am writing to share our strong opposition to policies that would diminish revenue sources used to fund the Highway Trust Fund (HTF). Specifically, we call on Congress to reject any legislation which would suspend collection of the federal user fee on gasoline or diesel. This funding is critical to support infrastructure projects which greatly benefit American families and businesses.

NSSGA represents aggregates producers and those who manufacture equipment and services that support the construction industry. Our members are essential to the work of this country, and we represent more than 90 percent of the crushed stone and 70 percent of the sand and gravel produced annually in the United States. Our members employ more than 100,000 hard-working men and women, who are responsible for the essential raw materials found in every home, building, road, bridge and public works project.

It is no secret the method for funding the HTF is in dire need of reform. Our user-fee system is not keeping pace with the demand for new infrastructure and Congress has had to approve almost \$300 billion in general fund transfers over the last two decades to keep the HTF solvent. For years, NSSGA has called upon Congress to address the growing solvency issues and ensure common sense, sustainable measures are in place to fund critical infrastructure projects to keep our country moving.

NSSGA strongly opposes legislation that suspends or halts the collection of the current gas user fee that is used to fund the HTF. It is critical to our collective livelihoods and supports thousands of construction projects and millions of jobs across the nation. Suspending the federal gas tax is a shortsighted solution that will force tens of billions in debt financing and brings increased uncertainty to the solvency of the surface transportation system – all at a time when state DOTs and federal agencies are looking to implement the bipartisan infrastructure law. More debt and delays to building roads, bridges, rail, ports and critical infrastructure projects will not solve inflation challenges and, in fact, will likely cause more harm.

It should also be noted, collection of the \$0.184 federal motor fuel user fee is applied at the wholesale level and not at the pump. There is no guarantee that the savings of the suspended collection will be passed on to consumers. While only saving consumers a handful of dollars, this shortsighted policy risks undermining our ability to improve roads and build transit networks.



We appreciate the commitment of lawmakers who want to find legislative solutions that reduce the burden of increased gas prices on American families and businesses. NSSGA supports policies that will increase the domestic supply of energy and investments that allow energy to move more efficiently and be delivered to American families. The global pandemic, supply chain crisis and drastic inflationary pressures have impacted America's aggregates producers who are also faced with shortages and increased operation costs. However, temporarily reducing the federal user fee on fuel will not yield savings for families and, instead, risks bringing more turmoil to the men and women who build and use our infrastructure.

We call on Congress to get serious about reforms to funding the HTF that are fair and applied to all transportation users, which will bring greater certainty to fixing our nation's transportation networks.

Sincerely,

A handwritten signature in black ink, appearing to read 'M. Johnson', is centered on a white rectangular background.

Michael Johnson
President and CEO
National Stone, Sand & Gravel Association

