

THE CONSTRUCTION MATERIALS INDUSTRY **ON THE ISSUES**



America Needs to BUILD; Reauthorize NOW!

This is the critical moment. Uncertainty is already forcing states, contractors, suppliers and workers to pause hiring and investment decisions right now. Project pipelines will slow, and long-term planning is at risk. Congress has a narrow window to support national economic growth and prevent years of setbacks, while advancing one of the most important domestic priorities.

The current authorization for federal surface transportation programs expires on Dec. 11. Without timely reauthorization, the U. S. faces a dangerous funding cliff that will stall road, bridge, public transit and freight infrastructure, as well as the broader economy.

Unlike other legislation, a surface transportation bill gives states and localities the authority to obligate federal funding on a multi-year basis, rather than relying solely on annual appropriations. This allows for responsible, long-term planning and construction decisions for capital investments on the infrastructure projects most critical to moving people and goods safely and efficiently across the country; roads, highways, bridges, rail and transit systems. Transportation projects are planned, designed, permitted, contracted and constructed over a multi-year cycle — not over a few months. The bid letting process — where contractors bid on a project based on today's prices, but factor in the cost of potential disruptions — is improved whenever more certainty is given and ensures precious federal resources are maximized properly.

Our Ask to Congress:

Pass a robust five-year surface transportation reauthorization bill now with predictable, year-over-year funding increases for roads, bridges, rail, public transit and freight infrastructure. The bill must:

- Deliver reliable multi-year formula funding to allow for effective long-term construction investments.
- Maintain strong, dedicated support for highways.
- Preserve proven exemptions for construction materials.
- Include targeted investments in safety, efficiency and workforce certainty.

We thank Transportation and Infrastructure Committee Chairman Sam Graves and Ranking Member Rick Larsen for introducing H.R. 8870, **the BUILD America 250 Act**, legislation that authorizes \$580 billion for surface programs over five years, including \$474.4 billion in guaranteed funding from the Highway Trust Fund. The bill delivers key investments for our industries, which will drive demand for construction materials.

This includes:

- \$376 billion in guaranteed funding for programs overseen by the Federal Highway Administration, including continued strong support for the core highway programs (ex. National Highway Performance Program, Surface Transportation Block Grant, etc.), ensuring high-volume, predictable needs for construction materials;
- The first new funding stream into the Highway Trust Fund in over 30 years by creating a registration fee for electric and hybrid vehicles, preserving the longstanding user-pays principle;
- Work zone safety provisions that strengthen protections for roadway workers through enhanced data transparency, interagency coordination, work zone safety improvements, and supports state efforts without mandates protecting workers and drivers alike;
- Project delivery language that streamlines environmental reviews and cuts red tape to allow the faster movement of materials from a quarry and material plant to the jobsite for all surface transportation projects;
- Maintaining the previously enacted common-sense exclusion of construction materials from Buy America preferences, which recognizes the unique sourcing requirements for cement and cementitious materials; aggregates such as stone, sand, or gravel; or aggregate binding agents or additives, asphalt binder, as well as wet concrete and asphalt given the unique sourcing requirements of these materials;
- The largest-ever federal investment — \$9 billion annually — to repair and modernize the nation's aging bridge network.

The BUILD America 250 Act passed the House Transportation and Infrastructure Committee by a bipartisan vote of 62-2 this past May. We urge the Senate to immediately take up companion legislation so that a final bill can be debated and signed into law this year. Both chambers of Congress must continue to recognize — and act on — the critical importance of the existing core highway formula programs.

For more information, please contact staff at:

