

CHAMBER OF COMMERCE  
OF THE  
UNITED STATES OF AMERICA

R. BRUCE JOSTEN  
EXECUTIVE VICE PRESIDENT  
GOVERNMENT AFFAIRS

1615 H STREET, N.W.  
WASHINGTON, D.C. 20062-2000  
202/463-5310

April 14, 2015

The Honorable Jim Renacci  
U.S. House of Representatives  
Washington, DC 20515

Dear Representative Renacci:

The U.S. Chamber of Commerce, the world's largest business federation representing the interests of more than three million businesses of all sizes, sectors, and regions, as well as state and local chambers and industry associations, and dedicated to promoting, protecting and defending America's free enterprise system, applauds the introduction of the bipartisan "Bridge to Sustainable Infrastructure Act," which is a valuable addition to the current debate over how to sustainably fund the nation's surface transportation infrastructure and presents a workable solution to addressing the impending Highway Trust Fund (HTF) shortfall and its solvency for the next decade.

Congress and the administration must solve the HTF revenue problem by this summer in order to, at a minimum, maintain or, preferably, to increase investment and move from perpetual uncertainty back to multi-year legislation with firewalls and funding guarantees.

By indexing the gas and diesel taxes to inflation prospectively, the Bridge to Sustainable Infrastructure Act would raise approximately \$27.5 billion. This revenue would be used to maintain current funding levels through the end of 2016. Then, in order to help reach a truly long-term solution to funding the HTF, this legislation would create a bipartisan, bicameral commission charged with determining a path forward for sustainable funding. If that commission fails to come up with a proposal, or if Congress rejects the revenue proposal, there would be an automatic increase in user fees. This approach would provide Congress the opportunity to identify long-term revenue sources to ensure the federal government continues to support highway and public transportation investments. Even if the commission fails to make a recommendation, the Bridge to Sustainable Infrastructure Act would still end the damaging pattern of short-term patches for road, bridge, and transit programs.

The Chamber believes the simplest, most straight-forward, and effective way to generate enough revenue for federal transportation programs in the short-run is by increasing and indexing existing user fees.

Over time, however, a nominal gas tax rate will decline in real terms while the costs associated with funding roads will increase with inflation. This problem with the current system was highlighted by the work of two blue-ribbon commissions created by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users —The National Surface Transportation Policy and Revenue Study Commission and the National Surface Transportation Infrastructure Financing Commission.

The Chamber encourages Congress to re-examine the work of the two commissions that considered the full array of reports and research on the topic of federal revenues for surface transportation. The Finance Commission, in particular, took an analytical, highly structured approach to assessing revenue options. The array of transportation-related revenue sources—the underpinning of multi-year certainty for federal transportation programs—that can provide sustainable, predictable, ongoing funding has not changed in the years since the commissions released their reports.

The Chamber commends you for offering a solution to end the perpetual HTF crisis that would require Congress to act rather than kick the can down the road. We appreciate your leadership on critical issue and look forward to working with the full Congress to restore certainty to the nation's highway, public transportation, and highway safety programs.

Sincerely,

A handwritten signature in black ink, appearing to read "R. Bruce Josten". The signature is fluid and cursive, with a large initial "R" and "B".

R. Bruce Josten



## AMERICAN TRUCKING ASSOCIATIONS

950 N. Glebe Road \* Suite 210 \* Arlington, VA \* 22203-4181  
www.trucking.org



**David J. Osiecki**  
Executive Vice President and  
Chief of National Advocacy

April 14, 2015

The Honorable Jim Renacci  
U.S. House of Representatives  
Washington, DC 20515

The Honorable Reid Ribble  
U.S. House of Representatives  
Washington, DC 20515

Dear Representatives Renacci and Ribble:

The American Trucking Associations is pleased to support the "Bridge to Sustainable Infrastructure Act." The bill would give Congress the opportunity to address the long-term funding needs of the Highway Trust Fund with a sustainable revenue source, whether a fuel tax increase – ATA's preferred approach – or an alternative that produces similar funding stability and certainty. We have previously endorsed other legislation to increase the fuel tax, and we continue to strongly support this approach.

Congress should avoid passing short-term extensions that are, today, putting people out of work and forcing states to cancel or delay critical projects necessary to save lives and address system maintenance and congestion needs. We are grateful for your leadership on this very serious issue and we hope that all Members of Congress will follow your example by supporting a long-term fix to the crisis facing the Highway Trust Fund.

Sincerely,

Dave Osiecki  
EVP & Chief of National Advocacy



April 10, 2015

Washington Office  
607 14<sup>th</sup> Street, NW, Suite 200  
Washington, DC 20005  
202/942-2050  
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The Honorable Jim Renacci  
United States House of Representatives  
130 Cannon House Office Building  
Washington, D.C. 20515

The Honorable Bill Pascrell, Jr.  
United States House of Representatives  
2370 Rayburn House Office Building  
Washington, D.C. 201515

Dear Representatives Renacci and Pascrell:

As the nation's largest association representing motorists, AAA supports your legislation that provides sound solutions for addressing the ongoing Highway Trust Fund shortfall. Given your membership on the House Ways and Means Committee, we believe this proposal should be given serious consideration by your committee, and encourage all members to support this legislation.

This legislation would ensure more than a temporary patch by laying out a systematic approach to identify predictable funding for the trust fund over the next 10 years. Indexing the user fee to inflation is an overdue action that will be easy to implement and administer. This will generate the revenue required to maintain the immediate solvency of the Highway Trust Fund, while providing Congress with time to identify a true long-term solution by September 2016. This legislation also provides the impetus for Congress to enact a long-term plan by establishing a bipartisan, bicameral commission for identifying sustainable funding going forward, including a "trigger" for a gas tax increase if no action is taken.

It is noteworthy and appropriate that Congress is closely examining other funding solutions, such as tax reform, to address the insolvency issues facing the Highway Trust Fund. AAA understands that tax reform is feasible and could provide a funding source to support our nation's infrastructure. However passing tax reform legislation in the 114<sup>th</sup> Congress faces many political hurdles and still needs much further review before being implemented. This legislation gives Congress time to fully explore these other funding proposals without resorting to yet another funding fix or extension, which has been the path of choice for too long.

Time is running out on the Highway Trust Fund as the current extension expires on May 31. There are many challenges that Congress must address this year but we believe that finding a solution to solve the looming transportation funding shortfall should be at the top of that list. Rather than continuing to resort to general fund transfers or other patches that only extend the debate for months or years, we support taking action that addresses the issue pragmatically, immediately and sustainably.

Thank you for your leadership on this important issue. We look forward to continuing to work with you and other leaders in Congress to address the funding needs of our nation's transportation system.

Sincerely,

A handwritten signature in blue ink, appearing to read "Robert L. Darbelnet".

Robert L. Darbelnet  
CEO, AAA



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Suite 375 East  
Washington, DC 20001  
(202) 789-7850  
Fax: (202) 789-7859  
Web: <http://www.asce.org>

April 8, 2015

The Honorable James B. Renacci  
United States House of Representatives  
328 Cannon House Office Building  
Washington, D.C. 20515

Dear Congressman Renacci:

The American Society of Civil Engineers supports your efforts to address the funding shortfall of the federal surface transportation program. The "Bridge to Sustainable Infrastructure Act," provides a minimum timeframe of 10 years of surface transportation funding certainty, while at the same time providing multiple legislative triggers that urge Congress to more adequately fund our nation's roads, bridges and transit systems.

ASCE supports indexing the federal motor fuels tax to inflation, as your bill does, and the components of your bill that would raise highway user fees should Congress fail to enact an additional method of investment. The legislation underscores the value of utilizing highway user-fees to pay for surface transportation, and provides states and localities with at least a decade of planning certainty in order to deliver much needed projects. The bill creates a Congressional commission which could recommend additional revenue options for the Highway Trust Fund, and ASCE urges any future commission to identify funding sources that could grow the program over the short- and long-term. In order to ensure our transportation system can be modernized and to meet our future needs, it is vital to increase overall investment for the program.

ASCE's 2013 Report Card for America's Infrastructure, a comprehensive assessment of the nation's infrastructure across 16 sectors, found that America's cumulative GPA for infrastructure stands at a D+. The infrastructure investment deficit in surface transportation at all levels of government is nearing \$50 billion annually, which is compounded by the cost to motorists and businesses due to aging and inefficient infrastructure. According to ASCE's Failure to Act economic study, the nation's deteriorating surface transportation will cost the U.S. economy more than 876,000 jobs, and suppress the growth of the country's GDP by \$897 billion in 2020.

Congress should provide our nation with the funding certainty and resources necessary to make additional investments in our surface transportation system. This will result in increased economic growth and productivity, and a higher quality of life for all Americans. Thank you for your commitment to improving America's infrastructure.

Sincerely,

Robert D. Stevens, Ph.D., P.E., F.ASCE  
President  
American Society of Civil Engineers (ASCE)

April 9, 2015

Congressman Jim Renacci  
328 Cannon House Office Building  
Washington, DC 20515

Dear Representative Renacci,

On behalf of the over 6,000 members of the American Road and Transportation Builders Association (ARTBA), I commend your leadership in working in a bipartisan manner with your House Ways & Means Committee colleague, Rep. Bill Pascrell (D-N.J.), to draft legislation designed to address the serious and now chronic cash flow problem that faces the federal surface transportation improvement programs supported through the Highway Trust Fund (HTF).

ARTBA unequivocally supports the user funding concept to pay for federal investments in transportation infrastructure—specifically the motor fuels excise, and indexing it annually to inflation. Your legislation recognizes the continued utility of the federal motor fuels excise, indexed to inflation, for this purpose.

The “Bridge to Sustainable Infrastructure Act” would ensure the revenue stream necessary to maintain the existing level of funding for HTF programs through December 2016. It also establishes a process moving forward intended, although not guaranteed, to ensure action is taken to keep federal surface transportation investment growing with inflation annually thereafter.

We note that this legislation does not provide the long-term certainty on future federal highway and transit funding that is essential for project planning in the states. Nor would it substantially grow federal investment commensurate to meet the historic federal share of highway and transit capital investment needs articulated in the U.S. Department of Transportation’s recent report to Congress. Nonetheless, it provides a significant and welcomed step forward as Congress deliberates on these issues.

Again, we commend your leadership. And we look forward to continuing to work with you as together we seek to meet the nation’s mobility and safety needs by putting the Highway Trust Fund on the solid footing necessary to support a properly funded multi-year surface transportation program authorization.

Sincerely,



T. Peter Ruane  
President and CEO

CHARLES L. GRECO, President  
MARK KNIGHT, Senior Vice President  
ART DANIEL, Vice President  
JOSEPH M. STELLA, Treasurer  
STEPHEN E. SANDHERR, Chief Executive Officer  
DAVID LUKENS, Chief Operating Officer

**AGC of America**  
THE ASSOCIATED GENERAL CONTRACTORS OF AMERICA  
Quality People. Quality Projects.



April 9, 2015

The Honorable James Renacci  
U.S. House of Representatives  
328 Cannon House Office Building  
Washington, DC 20515

Dear Representative Renacci:

Thank you for having both the vision and commitment for solving America's infrastructure crisis that led you to conceive of and introduce the "Bridge to Sustainable Infrastructure Act." AGC supports the legislation because it seeks to put an end to the short-term cash bailouts of the Highway Trust Fund; it forces difficult decisions to be made, and it puts us on a path to trust fund certainty. Your leadership on this issue – which, quite frankly, many refused to take a leadership position on – is greatly appreciated.

As you know, the Highway Trust Fund has required \$62 billion in general fund transfers since 2008 just to maintain current investment levels for federal highway and transit programs. This has led to a series of extensions that have reduced both the confidence in and effectiveness of the federal program. This legislation would, if fully implemented, end those transfers and ensure the Highway Trust Fund has enough revenue to continue funding Highway Trust Fund programs at current levels through 2016, and hopefully beyond.

Just as important, AGC believes this legislation shows that some in Congress are willing to take on big important issues. It represents the important first steps to the eventual resolution of the revenue issues facing the Highway Trust Fund. This bill and others like it are proof that there is overwhelming recognition that the federal transportation programs are efficient, effective, and necessary. States and the construction industry are looking for long-term certainty and a transportation program that meets our growing infrastructure needs. If enacted, we are very optimistic that the bipartisan, bicameral commission established by this legislation can take bold action and move the country towards the long-term certainty and growth that is essential for efficient project planning in the states.

Again, thank you for your leadership. We urge your colleagues to join you in cosponsoring this legislation and look forward to working with you to ensure the long-term solvency of the Highway Trust Fund.

Sincerely,

Jeffrey D. Shoaf  
Senior Executive Director  
Government Affairs



AMERICAN  
PUBLIC  
TRANSPORTATION  
ASSOCIATION

April 9, 2015

The Honorable James Renacci  
United States House of Representatives  
328 Cannon House Office Building  
Washington, DC 20515

Dear Congressman Renacci:

On behalf of the American Public Transportation Association (APTA) and its more than 1,500 member organizations, we are writing in support of the Bridge to Sustainable Infrastructure Act which increases dedicated revenues for the Highway Trust Fund by immediately indexing the gas tax and forming a bipartisan, bicameral commission to work on a long-term sustainable funding source for the highway trust fund. APTA supports an increase in motor fuels taxes because they are user based and the most cost efficient way to provide a steady revenue stream to the Highway Trust Fund.

Currently, system needs far surpass available resources from all levels of government. At the federal level, fuel taxes dedicated to the Mass Transit Account of the Highway Trust Fund, last raised in 1993, have lost more than 37 percent of their purchasing power. A long-term, sustainable funding source for public transportation is essential to grow our communities and ensure that America retains our global competitiveness. APTA's recommendations for the next authorization of the surface transportation bill call on Congress to "increase current motor fuels taxes to a rate that would support growth of the federal surface transportation program in the near term, in order to bridge the gap between Highway Trust Fund revenue levels and investment needs until other, more reliable, dedicated revenue sources can be fully implemented."

Thank you again for your leadership on this issue. Passage of the Bridge to Sustainable Infrastructure Act will provide Congress a mechanism to find a long-term sustainable funding for transportation, and still allow the highway trust fund to maintain funding if there is no agreement. If you have any questions, please have your staff contact Brian Tynan of APTA's Government Affairs Department at (202) 496-4897 or email [btynan@apta.com](mailto:btynan@apta.com).

Sincerely,

Michael P. Melaniphy  
President & CEO

*Executive Committee*

*Chair*

*Phillip A. Washington*

*Vice Chair*

*Valarie J. McCall*

*Secretary-Treasurer*

*Doran J. Barnes*

*Immediate Past Chair*

*Peter Varga*

*Members-at-Large*

*Michael A. Allegra*

*Christopher P. Boylan*

*Nathaniel P. Ford Sr.*

*Huelon A. Harrison*

*Angela Iannuzziello*

*Paul C. Jablonski*

*Jeanne Krieg*

*Donna P. McNamee*

*Rosa Navejar*

*Keith T. Parker*

*Thomas F. Prendergast*

*Michael A. Sanders*

*Patrick J. Scully*

*Carl G. Sedoryk*

*President & CEO*

*Michael P. Melaniphy*

April 13, 2015

The Honorable Reid Ribble  
U.S. House of Representatives  
1513 Longworth House Office Building  
Washington, D.C. 20515

The Honorable Jim Renacci  
U.S. House of Representatives  
328 Cannon House Office Building  
Washington, D.C. 20515

Dear Representatives Ribble and Renacci:

The National Stone, Sand and Gravel Association wants to thank you for your leadership on surface transportation funding. We are encouraged that you continue to press your colleagues to act now to fund America's surface transportation infrastructure.

We have long stated that the most effective and efficient method of filling the highway funding gap is through an adjustment in the user fees for gasoline and diesel. Your "Bridge to Sustainable Infrastructure Act" provides welcome relief from the frequent short-term fixes and uncertainty that have plagued the Highway Trust Fund for the past decade. This will allow business and industry to make necessary investments in equipment, technology, and people that they otherwise would be hesitant to undertake.

NSSGA is pleased to support your legislation that indexes gas and diesel taxes to inflation prospectively. This lone adjustment can raise roughly \$27.5 billion, eliminating about 1.7 years of the Highway Trust Fund's current shortfall and assuring the 10-year plan is funded through December 31, 2016. Furthermore, the bipartisan, bicameral commission established by your legislation and tasked with finding sustainable funding sources aims for the long-term solution that is necessary to ensure we do not find ourselves in such a crisis again.

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.

We have 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 necessary funding, to meet the growing needs of our system (critical capacity enhancement, as well as structural improvement).

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 more state transportation agency project delays; dramatically affecting the industries that serve them. These delays will result in cost increases undermining economic recovery and growth.



AED Government Affairs Office  
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April 13, 2015

The Honorable James Renacci  
U.S. House of Representatives  
328 Cannon House Office Building  
Washington, D.C. 20515

**AED STRONGLY SUPPORTS THE BRIDGE TO SUSTAINABLE INFRASTRUCTURE ACT**

Dear Congressman Renacci:

I am writing on behalf of Associated Equipment Distributors (AED) to express our organization's strong support for the Bridge to Sustainable Infrastructure Act. AED is the trade association representing distributors of construction, mining, energy, forestry, industrial, and agricultural equipment. A state-by-state listing of AED members is available at [www.aedauthorized.com](http://www.aedauthorized.com).

The Highway Trust Fund (HTF) is consistently flirting with bankruptcy as gas taxes and other highway user fee revenues are insufficient to support even the current inadequate levels of transportation investment, let alone the additional construction needed to rebuild America's crumbling infrastructure. The HTF's dire situation repeatedly puts highway and transit investment at risk, creating enormous uncertainty for transportation planners and threatening economic growth. In fact, AED estimates that failure to address the HTF's insolvency jeopardizes over \$2.4 billion in equipment market activity (i.e., dealer revenue from sales, rental, and product support) and close to four thousand equipment dealership jobs (see Appendix A for a state-by-state breakdown).

A 2013 study conducted by researchers at William & Mary's Thomas Jefferson Program in Public Policy found that the HTF deficit will amount to \$365.5 billion by 2035. The AED report also proposed practical solutions: increasing the gas tax to 25 cents per gallon and indexing it for future inflation would raise \$167 billion more than current baseline spending requirements over the next two decades.

The Bridge to Sustainable Infrastructure Act will force Congress to make bold decisions to position our country for long-term economic growth, job creation, competitiveness, and security. We commend your efforts and look forward to working with you in a bipartisan manner to solve the nation's infrastructure crisis.

Sincerely,

Brian P. McGuire  
President & CEO

## Appendix A

### Equipment Market and Dealership Job Impact of Federal Highway Funding

AED estimates that based on FY 2014 levels, the federal highway program will generate over \$2.4 billion in equipment market activity (sales, rental, and product support) and sustain nearly 4,000 equipment dealership jobs. Those numbers do not include additional construction market activity supported by federal transit investment and state transportation construction activity induced by the federal program. The following table illustrates the core federal highway program's state-by-state impact on the equipment industry.

State	2014 Federal Highway Apportionment <sup>1</sup> (dollars)	Equipment Market Impact <sup>2</sup> (dollars)	Equipment Dealership Jobs Impact <sup>3</sup>
Alabama	732,263,043	46,864,835	77
Alaska	483,955,039	30,973,122	51
Arizona	706,182,063	45,195,652	75
Arkansas	499,714,166	31,981,707	53
California	3,542,468,412	226,717,978	374
Colorado	516,112,989	33,031,231	55
Connecticut	484,770,705	31,025,325	51
Delaware	163,267,961	10,449,150	17
Dist. of Col.	154,002,708	9,856,173	16
Florida	1,828,689,002	117,036,096	193
Georgia	1,246,238,772	79,759,281	132
Hawaii	163,244,192	10,447,628	17
Idaho	276,061,294	17,667,923	29
Illinois	1,372,231,384	87,822,809	145
Indiana	919,668,926	58,858,811	97
Iowa	474,345,450	30,358,109	50
Kansas	364,737,489	23,343,199	39
Kentucky	641,292,458	41,042,717	68
Louisiana	677,413,014	43,354,433	72
Maine	178,165,560	11,402,596	19
Maryland	580,007,300	37,120,467	61
Massachusetts	586,191,765	37,516,273	62

<sup>1</sup> FY 2014 Federal-Aid Highway Program Apportionments Under the Moving Ahead for Progress in the 21<sup>st</sup> Century Act, U.S. Department of Transportation Federal Highway Administration, Oct. 25, 2013  
<http://www.fhwa.dot.gov/legregs/directives/notices/n4510770t1.cfm>. Chart reflects apportioned total.

<sup>2</sup> Derived by multiplying state highway apportionment by .064 based on finding by Dr. Stephen Fuller of George Mason University that each dollar in highway spending creates, on average, 6.4 cents in equipment market opportunity (defined as equipment sales, rental, and product support).

<sup>3</sup> Derived by dividing equipment market opportunity by 605,943 based on 2013 AED Cost of Doing Business Report finding that the typical AED distributor averages \$605,943 in sales per employee.

AED Support Letter for the Bridge to Sustainable Infrastructure Act  
 April 13, 2015  
 Page 3 of 3

Michigan	1,016,207,628	65,037,288	107
Minnesota	629,372,872	40,279,864	66
Mississippi	466,803,812	29,875,444	49
Missouri	913,719,741	58,478,063	97
Montana	396,007,464	25,344,478	42
Nebraska	278,976,662	17,854,506	29
Nevada	350,472,546	22,430,243	37
New Hampshire	159,469,843	10,206,070	17
New Jersey	963,682,664	61,675,690	102
New Mexico	354,439,590	22,684,134	37
New York	1,620,088,460	103,685,661	171
North Carolina	1,006,630,450	64,424,349	106
North Dakota	239,621,802	15,335,795	25
Ohio	1,293,739,008	82,799,297	137
Oklahoma	612,127,810	39,176,180	65
Oregon	482,423,497	30,875,104	51
Pennsylvania	1,583,603,275	101,350,610	167
Rhode Island	211,081,927	13,509,243	22
South Carolina	646,306,850	41,363,638	68
South Dakota	272,190,802	17,420,211	29
Tennessee	815,605,297	52,198,739	86
Texas	3,331,596,800	213,222,195	352
Utah	335,148,600	21,449,510	35
Vermont	195,886,832	12,536,757	21
Virginia	982,180,040	62,859,523	104
Washington	654,304,963	41,875,518	69
West Virginia	421,797,542	26,995,043	45
Wisconsin	726,226,908	46,478,522	77
Wyoming	247,262,623	15,824,808	26
<b>Total</b>	<b>37,798,000,000</b>	<b>2,419,072,000</b>	<b>3,992</b>



ASSOCIATION OF  
EQUIPMENT MANUFACTURERS

AGRICULTURE  
CONSTRUCTION  
FORESTRY  
MINING  
UTILITY

April 10, 2015

The Honorable John Boehner  
Speaker of the House  
H-232 The Capitol  
Washington, DC 20515

The Honorable Paul Ryan  
Chair, Committee on Ways & Means  
1233 Longworth House Office Building  
Washington, DC 20510

The Honorable Nancy Pelosi  
Office of the Democratic Leader  
H-204, The Capitol  
Washington, DC 20515

The Honorable Sander Levin  
Ranking Member, Committee on Ways & Means  
1236 Longworth House Office Building  
Washington, DC 20510

Dear Speaker Boehner, Leader Pelosi, Chairman Ryan, and Ranking Member Levin:

AEM congratulates Congressmen Jim Renacci, Reid Ribble, Bill Pascrell and Dan Lipinski for putting forth a substantive and politically courageous proposal to fix the Highway Trust Fund. Their legislation deserves serious consideration in the Ways and Means Committee as soon as Congress returns from its recess.

While the proposal is not perfect, it is a serious effort to give certainty to America's transportation infrastructure and impose accountability on Congress to force lawmakers to develop a long-term solution to make the Highway Trust Fund solvent.

And notably, this is a bipartisan effort to end the stalemate on Capitol Hill over highway spending. Because Congress has been unable to generate a sustainable stream of revenue to make up for the annual shortfall in the Highway Trust Fund, America's infrastructure has been chronically underfunded. The proposed Bridge to Sustainable Infrastructure Act seeks to break the cycle of patchwork efforts to short up the trust fund a few months at a time.

This legislation also seeks to uphold the user fee principle by finally indexing the gas tax, which hasn't been raised since 1993, to inflation. But it would also force lawmakers in both parties to examine how to move beyond the gas tax in the future and generate alternative means of ensuring America's infrastructure investment adequately meets our nation's changing needs. Just as importantly, it imposes a safeguard against failure if a bipartisan group of lawmakers is unable, after a year of deliberations, to reach agreement on an alternative to raising gas taxes.

In essence, this legislation would force Congress to act. It would make the Highway Trust Fund solvent in the short-run and bring together a bipartisan group of leaders in Congress to figure out a way to finance America's surface transportation for the future. And if those efforts fail, this plan provides a path forward to ensure the Highway Trust Fund is made whole in the future.

Congressmen Renacci, Ribble, Pascrell and Lipinski have earned equipment manufacturers' thanks for offering a serious proposal to end the cycle of borrowing, delay and excuses that have plagued Capitol Hill for too long. And they should earn the thanks and support of their colleagues. Please ensure this important bill is considered in the Ways and Means Committee without delay.

Sincerely,

Dennis Slater  
President

1000 Vermont Avenue, NW  
Suite 450  
Washington, DC 20005

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**Thomas J. Gibson**  
President and Chief Executive Officer

April 13, 2015

The Honorable Jim Renacci  
328 CHOB  
Washington, DC 20515

The Honorable Bill Pascrell  
2370 RHOB  
Washington, DC 20515

The Honorable Reid Ribble  
1513 LHOB  
Washington, DC 20515

The Honorable Mike Capuano  
1414 LHOB  
Washington, DC 20515

Dear Congressmen Renacci, Pascrell, Ribble and Capuano:

I am writing on behalf of the U.S. producer members of the American Iron and Steel Institute to thank you for your efforts to shore up the highway trust fund (HTF) while assessing options to ensure long-term sustainable funding of the HTF by introducing The Bridge to Sustainable Infrastructure Act.

A globally competitive economy depends on an effective and efficient transportation infrastructure system as it directly impacts the competitiveness of the manufacturing sector and creates significant demand for steel fabricated products. As such, the steel industry is acutely aware of the negative ramifications of underinvestment in our nation's infrastructure and is a strong supporter of a long-term, sustainable funding mechanism for the HTF as part of a multi-year transportation reauthorization bill. AISI believes that this requires a significant increase in revenue to the HTF from one or more dedicated sources of funding that are based on the user fee principle.

We greatly appreciate that your bill provides a creative approach to help Congress take steps toward a long-term solution which would be a major accomplishment for our nation. We look forward to working with you and the House Ways and Means and Transportation and Infrastructure Committees on the advancement of a multi-year reauthorization bill in the days and months ahead.

Sincerely,

A handwritten signature in blue ink, appearing to read "Thomas J. Gibson".

Thomas J. Gibson

*Representing steel producers  
in Canada, Mexico and the United States*



DAVID A. RAYMOND  
PRESIDENT & CEO

April 10, 2015

The Honorable James B. Renacci  
U.S. House of Representatives  
328 Cannon  
Washington, DC 20515

Dear Congressman Renacci:

The American Council of Engineering Companies (ACEC) strongly supports your efforts to provide long-term funding certainty for federal transportation programs. Thank you for your tremendous leadership on this critical issue.

The "Bridge to Sustainable Infrastructure Act" would update the federal user fee dedicated to improving and maintaining our nation's surface transportation system, while providing a process for developing alternative funding options. We recognize the need to look for new ways to fund road, bridge and transit projects, and have endorsed a range of options for doing so. In the near term, however, we must stabilize the Highway Trust Fund and restore the purchasing power of the user fee that has been the basis of the federal-aid program for decades. This is a relatively small price to pay for improving safety, enhancing mobility and ensuring American competitiveness. This legislation helps to achieve all of these goals.

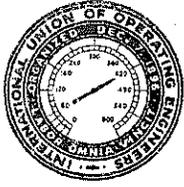
As you know, nearly \$63 billion has been transferred into the Highway Trust Fund since 2008 because of the failure to address systemic funding shortfalls with real revenue solutions. Absent congressional action, the balance of the Trust Fund will soon be depleted again, imperiling more state and local projects with continued uncertainty. The recent pattern of short-term patches is fiscally irresponsible, relying on government borrowing and budget gimmicks and raising costs through project delays.

It is past time for Congress to advance a sustainable, long-term solution to the Highway Trust Fund. Predictable and growing revenue sources – particularly user fees – will give state and local agencies the funding certainty they need to plan and deliver infrastructure investments that foster economic growth and enhance our quality of life.

Thank you again for your leadership.

Sincerely,

A handwritten signature in black ink, appearing to read "David A. Raymond", is written over a faint, larger version of the same signature.



# International Union of Operating Engineers

LOCAL 18 AND ITS BRANCHES • SERVING OHIO

THIRTY-FIVE FIFTEEN PROSPECT AVENUE • CLEVELAND, OHIO 44115-2648

(216) 432-3138

FAX: (216) 432-0370

Patrick L. Sink  
Business Manager



April 14, 2015

The Honorable James B. Renacci  
U.S. Representative, 16<sup>th</sup> District  
130 Cannon House Office Building  
Washington, DC 20515

Dear Mr. Renacci:

First, on behalf of the 15,000 Operating Engineers in Ohio and nearly 8,000 retirees I want to express our thanks to your efforts in the U.S. Congress to improve the quality of life of all Americans, especially your efforts to secure long range funding of the Highway Trust Fund. Your position of funding it forward without accumulating debt for our children and grandchildren is the right approach.

As you well know the transportation sector provides many jobs for our membership in maintenance, repair and improvements. These projects not only allow for our benefit programs to support the needs of workers but also facilitate expansion of other industries in Ohio. Your remarks and suggestions at the March 30, 2015 Transportation Round Table in Cleveland were well received and I thank you for inviting us to be part of it.

In summation Local 18 supports a user fee such as a "gas tax" that does not include adding any more government agencies. We fully support your development of a long-term solution and doing something instead of what a lot of others do, talk and "admire" the problem for another day.

Thank you again for your willingness to do something.

Sincerely,

Patrick L. Sink  
Business Manager

Richard E. Dalton  
President

Mark A. Totman  
Legislative Representative



April 13, 2015

The Honorable Reid Ribble  
U.S. House of Representatives  
1513 Longworth HOB  
Washington, DC 20515

The Honorable Jim Renacci  
U.S. House of Representatives  
328 Cannon HOB  
Washington, DC 20515

The Honorable Bill Pascrell  
U.S. House of Representatives  
2370 Rayburn HOB  
Washington, DC 20515

Dear Representatives Ribble, Renacci, and Pascrell:

The National Asphalt Pavement Association (NAPA) strongly supports your legislative efforts that provide funding certainty for federal and state transportation programs. NAPA and its membership stand ready to provide our support to ensure this legislation is enacted.

The "Bridge to Sustainable Infrastructure Act" will provide the necessary funding to the Highway Trust Fund (HTF) and deliver funding sustainability through December 2016. The legislation also provides a structure that spurs Congress to take action and craft a viable long-term solution.

Since 2008, Congress has enacted six general fund transfers, totaling \$62 billion in deficit spending, to keep the Highway Trust Fund solvent. This legislation can end the cycle of general fund transfers and drive real legislative action.

This important legislation gives contractors and our members the ability to make long-term planning decisions and make necessary capital investments. We applaud your efforts and thank you again for your leadership.

Sincerely,

A handwritten signature in black ink that reads "Mike Acott". The signature is written in a cursive, slightly slanted style.

Mike Acott  
President

Roger A. Wentz, CAE  
President & CEO  
roger.wentz@atssa.com



April 13, 2015

The Honorable Reid Ribble  
Member of Congress  
1513 Longworth House Office Building  
Washington, DC 20515

Dear Rep. Ribble,

On behalf of the 1,600 members of the American Traffic Safety Services Association (ATSSA), I congratulate you on your leadership in working to find a funding solution for the Highway Trust Fund. The current transportation law, MAP-21, expired in September 2014, and the most recent extension expires this May. The "Bridge to Sustainable Infrastructure Act", which ATSSA is proud to support, helps to overcome this obstacle by forcing Congress to recognize and address this critical funding challenge.

ATSSA's members manufacture, distribute and install roadway safety infrastructure devices such as traffic signs, guardrail and cable barrier, pavement markings, rumble strips, and work zone safety devices, among many others. Without a sufficiently funded Highway Trust Fund, critical safety projects nationwide will be significantly impacted. Each year, more than 32,000 men, women and children die on our roadways. Projects which are in part funded by the Highway Trust Fund have helped to significantly reduce this number from a decade ago.

Again, ATSSA strongly supports your efforts to address the funding crisis of the Highway Trust Fund and applauds your leadership on this important national issue.

Sincerely,

A handwritten signature in black ink that reads 'Roger A. Wentz'. The signature is written in a cursive style with a large initial 'R'.

Roger A. Wentz, CAE



Portland Cement Association  
1150 Connecticut Avenue, NW, Suite 500  
Washington, DC 20036-4104  
202.408.9494 Fax 202.408.0877  
www.cement.org

April 13, 2015

The Honorable James B. Renacci  
United States House of Representatives  
328 Cannon House Office Building  
Washington, D.C. 20515

Dear Congressman Renacci:

The Portland Cement Association (PCA) applauds your efforts to address the funding shortfall of the Highway Trust Fund (HTF) through responsible, bipartisan legislation. I am pleased to inform you America's cement manufacturers support the *Bridge to Sustainable Infrastructure Act*.

As our nation's transportation infrastructure deteriorates at an alarming rate, the HTF is facing a significant revenue crisis that will inhibit economic growth and cost American jobs. Absent the enactment of reforms that achieve long-term solvency, the condition of highways and mass transit throughout the United States will continue to worsen, impeding mobility and commerce necessary for economic recovery.

PCA supports the existing user-fee based system for funding infrastructure development. We are pleased your legislation continues this sensible approach to funding the HTF by indexing the federal motor fuels tax to inflation. Additionally, we support your efforts to compel Congress to develop a sustainable mechanism that will generate long-term solvency.

To preserve American jobs and foster economic growth, the U.S. cement industry supports the bipartisan *Bridge to Sustainable Infrastructure Act*.

Sincerely,

A handwritten signature in blue ink, appearing to read "James G. Toscas", is written over a light blue horizontal line.

James G. Toscas  
President & CEO  
Portland Cement Association

March 24th, 2015

The Honorable James Renacci  
U.S. House of Representatives  
328 Cannon HOB  
Washington, DC 20515

The Honorable Bill Pascrell  
U.S. House of Representatives  
2370 Rayburn HOB  
Washington, DC 20515

Dear Representatives Renacci and Pascrell:

We write today in support of your efforts in finding a long-term funding solution for the Highway Trust Fund through the "Bridge to Sustainable Infrastructure Act." As you know, the crumbling status of the nation's surface transportation network requires a long-term policy solution. General fund transfers provide short-term relief with little indication of a longer-term solution, which does no more than kick the can down the road.

The Alliance for Innovation and Infrastructure (Aii) is a non-partisan, non-profit, public policy organization dedicated to finding solutions to the many challenges our national infrastructure system faces. As the Highway Trust Fund approaches insolvency, and roads and bridges fall to even further disrepair, we thank you for your leadership on such a critically important issue.

Simply increasing the gas tax alone is not a sustainable solution to fully funding our nation's infrastructure needs. Fuel consumption will continue to decline as vehicles become more energy efficient, and the amount of electric cars and other non-gasoline and diesel powered vehicles on the road continue to increase. Further, gas prices are uncharacteristically low at the moment, but Americans need protection from increased taxes and fees on gasoline and diesel fuel if prices begin to rise back to the levels experienced in the early part of this decade.

This Bill begins an important dialog, and certainly provides the funding needed to maintain our highways and transit systems in the immediate term, and provides some funding certainty to states and builders into the future. It also creates the foundation, and an incentive structure, for Congress and the Administration to work together to a find more sustainable long-term solution. Developing a solution for the short-term, while also keeping long-term goals in sight, exemplifies the type of leadership and action needed to take on this issue.

We are eager to share our ideas and work with you, your teams, and the working group created by legislation to find positive, innovative, and sustainable solutions to our nation's highway and transit funding shortfalls.

Sincerely,

The Alliance for Innovation and Infrastructure



The Greater Cleveland  
Regional Transit Authority

1240 West 6th Street  
Cleveland, Ohio 44113-1302  
Phone: 216-566-5100  
rideRTA.com

April 13, 2015

The Honorable James Renacci  
United States House of Representatives  
328 Cannon House Office Building  
Washington, DC 20515

Dear Congressman Renacci:

The Greater Cleveland Regional Transit Authority (GCRTA) strongly supports the Bridge to Sustainable Infrastructure Act which increases dedicated revenues for the Highway Trust Fund by immediately indexing the gas tax and forming a bipartisan, bicameral commission to work on a long-term sustainable funding source for the highway trust fund. The GCRTA supports an increase in motor fuels taxes because they are user-based and the most efficient way to collect and provide a steady revenue stream to the Highway Trust Fund.

Currently, system needs far surpass available resources from all levels of government. At the federal level, fuel taxes dedicated to the Mass Transit Account of the Highway Trust Fund, last raised in 1993, have lost more than 37 percent of their purchasing power. A long-term, sustainable funding source for public transportation is essential to grow our communities and ensure that America retains our global competitiveness.

Both nationally and in Northeast Ohio, transit ridership is growing. These trends will not only continue but will accelerate as our nation ages, as people with disabilities become more mainstream and as our millennials continue to locate to regions where public transit is a viable alternative to driving.

And public transit is good for the economy. According to a recent ODOT study, every \$1 billion invested in public transit leads to an average 41,000 jobs, \$3.8 billion in business sales and \$530 million in tax revenues.

At the GCRTA our unfunded capital needs continue to grow. For example, over 1/3 of the buses in the State of Ohio are being operated beyond their useful life due to lack of funding that will allow for their replacement. It is imperative that adequate investments are made to allow us to first attain, and then maintain a state-of-good repair for our bus and rail infrastructure. Deferring such needed maintenance only increases future costs and will, at some time in the near future, compromise the safety and reliability of our systems for our 200,000 daily weekday commuters.



City of Cleveland  
Frank G. Jackson, Mayor

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Office of the Mayor  
Cleveland City Hall  
601 Lakeside Avenue, Room 202  
Cleveland, Ohio 44114  
216/664-3990 • Fax 216/420-8766  
www.cleveland-oh.gov

April 13, 2015

Congressman Jim Renacci  
328 Cannon House Office Building  
U.S. House of Representative  
Washington, DC, 20515

Congressman Bill Pascrell  
2370 Rayburn House Office Building  
U.S. House of Representatives  
Washington, DC, 20515

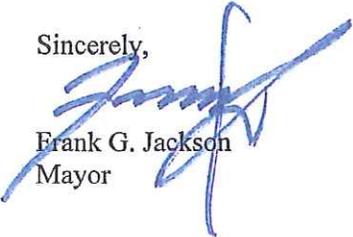
Dear Representatives Renacci and Pascrell:

I write today in support of the Highway Trust Fund sustainability efforts created by Representative Renacci. The legislation "Bridge to Sustainable Infrastructure Act" guarantees ten years of funding for the roads and infrastructure projects, as well as allowing the fuel user fees to be indexed in 2016.

As local governments are finding it increasingly difficult to fund road and bridge improvement projects, movement towards funding stability would benefit our communities greatly. It would also allow for the trust fund to remain solvent.

Again, I support the "Bridge to Sustainable Infrastructure Act" if you have any further questions please feel free to call Valarie J. McCall, Chief of Government & International Affairs, at 216-664-3544 or via email at [vmccall@city.cleveland.oh.us](mailto:vmccall@city.cleveland.oh.us).

Sincerely,

  
Frank G. Jackson  
Mayor



# City of North Royalton

## Mayor Robert A. Stefanik

Email: [mayorstefanik@northroyalton.org](mailto:mayorstefanik@northroyalton.org)

14600 State Road · North Royalton, OH 44133

440-237-4300 · fax: 440-582-6334

April 7, 2015

Congressman Jim Renacci  
328 Cannon House Office Building  
U.S. House of Representatives  
Washington, DC, 20515

Congressman Bill Pascrell  
2370 Rayburn House Office Building  
U.S. House of Representatives  
Washington, DC, 20515

Dear Representatives Renacci and Pascrell,

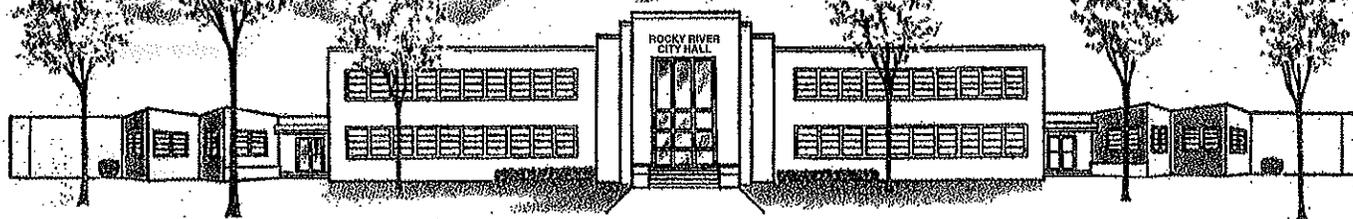
I write today in strong support of your efforts to find a long term, sustainable funding solution for the Highway Trust Fund. If left unaddressed, the HTF is expected to run out of funding this summer, right during the heart of construction season. This uncertainty makes it difficult to plan for future projects and a shortfall in the fund has the potential to disrupt current projects. I hear from my constituents and companies in my town each and every day about this looming threat.

Our economy depends on an adequate infrastructure system – it is that simple. Businesses need to have a reliable way to transport goods within the state of Ohio and across the country. The American Society of Civil Engineers estimates that 8.3 percent of the bridges in Ohio are “structurally deficient” and 16.3 percent are “functionally obsolete.” In addition, 15 percent of Ohio’s major roads are in “poor condition.” This costs Ohio motorists roughly \$3.3 billion a year in vehicle repairs and operating costs, or \$413.37 per motorist. These statistics are alarming and reiterate the need for the continuation of a strong federal-state partnership when it comes to maintaining a safe and reliable transportation system in the United States.

Your legislation, “Bridge to Sustainable Infrastructure Act,” is a step in the right direction as it grants ten years of funding for the HTF and forces Congress to get serious about financing our nation’s infrastructure. The longer we wait to fix our deteriorating roads and bridges, the more it will cost in the long run.

Congress cannot continue to kick the can down the road. Our construction companies and workers as well as the users of our roads need the certainty and predictability that adequate and timely funding provide.

# CITY OF ROCKY RIVER



21012 HILLIARD BLVD.

• ROCKY RIVER, OHIO 44116

• (440) 331-0600

April 9, 2015

Congressman Jim Renacci  
328 Cannon House Office Building  
U.S. House of Representatives  
Washington, DC, 20515

Congressman Bill Pascrell  
2370 Rayburn House Office Building  
U.S. House of Representatives  
Washington, DC, 20515

Dear Representatives Renacci and Pascrell,

I write today in strong support of your efforts to find a long term, sustainable funding solution for the Highway Trust Fund. If left unaddressed, the HTF is expected to run out of funding this summer, right during the heart of construction season. This uncertainty makes it difficult to plan for future projects and a shortfall in the fund has the potential to disrupt current projects. I hear from my constituents and companies in my town each and every day about this looming threat.

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Your legislation, “Bridge to Sustainable Infrastructure Act,” is a step in the right direction as it grants ten years of funding for the HTF and forces Congress to get serious about financing our nation’s infrastructure. The longer we wait to fix our deteriorating roads and bridges, the more it will cost in the long run.

Congress cannot continue to kick the can down the road. Our community as well as local construction companies and the users of our roads need the certainty and predictability that adequate and timely funding provide.

We cannot pass on the liability of our crumbling infrastructure to our children and grandchildren. Again, we commend you for your efforts on this important issue and urge Congress to take swift action on adopting the Bridge to Sustainable Infrastructure Act.

Sincerely,

A handwritten signature in cursive script that reads "Pamela E. Bobst". The signature is written in black ink and is positioned above the printed name and title.

Pamela E. Bobst  
Mayor



# City of Parma Heights, Ohio

Office of Mayor Michael P. Byrne

[www.parmaheightsoh.gov](http://www.parmaheightsoh.gov)

---

6281 Pearl Road

440-884-9600

Parma Heights, Ohio 44130

April 9, 2015

To Whom It May Concern:

I support Representative Renacci's (OH-16) Highway Trust Fund sustainability efforts and believe the creation of a bipartisan, bicameral Transportation Commission to recommend a long-term funding solution is critical.

As local governments are finding it increasingly difficult to fund road and bridge improvement projects, movement towards funding stability would benefit our communities.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael P. Byrne". The signature is written in a cursive style with a long horizontal line extending to the right.

Michael P. Byrne  
Mayor