



United States House of Representatives  
Committee on Ways and Means  
Subcommittee on Select Revenue Measures  
Hon. Dave Reichert, Chairman

Testimony of:  
Mr. Scott Seeley, Chairman  
American Traffic Safety Services Association (ATSSA)

June 24, 2015

Chairman Reichert, Ranking Member Neal and members of the Subcommittee – thank you for accepting my testimony on behalf of the American Traffic Safety Services Association (ATSSA). My name is Scott Seeley, and I serve as Chairman of the Board of ATSSA. In addition, I am Vice President of Ennis-Flint, the world’s largest pavement marking manufacturer.

ATSSA’s 1,600 members manufacture, distribute and install roadway safety infrastructure devices such as traffic signs, pavement markings, rumble strips, guardrail and cable barrier and work zone safety devices, among others. Our mission is “**To Advance Roadway Safety**” with the goal of reducing roadway fatalities toward zero.

A decade ago, more than 43,000 people were killed annually on U.S. roads. Today, that number has been reduced to less than 33,000. However, 33,000 fatalities are still unacceptable. We know that roadway safety advancements help save lives. In fact, nearly 61,000 men, women and children are alive today because of improvements. Investments in roadway safety are critical and must be continued in the reauthorization of the MAP-21 legislation.

In order for ATSSA members and roadway safety professionals across the nation to continue to move toward zero deaths on our roads, Congress *must* take action and pass a robustly-funded, long-term highway bill. However, in order for this to occur, the Highway Trust Fund (HTF) needs to be financially stable. At a time of growing transportation investment needs, we cannot allow the HTF to become insolvent.

ATSSA supports an increase in the federal gas and diesel excise taxes. While we understand the hesitancy of Congress to increase these user fees, these are an efficient, proven and easily administered method for raising the revenue needed for transportation projects across the country. The Federal gas tax is currently 18.4 cents and has stayed fixed since 1993. Adjusted for inflation over those 22 years those dollars would now be equivalent to 11.2 cents. This is not sustainable and we have already seen for several years now the effect of not properly funding our Nation’s transportation needs. To get us to where we should be based on 18.4 cents back in 1993, adjusted for inflation, we are asking for the gas tax to be immediately increased to \$30.2 cents

If Members of Congress remain unwilling to support an increase in these direct user fees, then another option to fund the federal transportation program is to use repatriated foreign earnings. ATSSA supports an initiative to use these dollars for transportation projects, especially if a percentage of that investment is dedicated to infrastructure safety which will reduce roadway fatalities.

In addition to finding a funding solution, ATSSA supports efforts to provide financing options as well. The ability to leverage private funds through public-private partnerships (PPP) - for a public good, such as transportation projects - can be an important tool for certain situations.

Are PPPs a panacea? We do not believe so; however, in this era of funding challenges across the board, it is an option that must be considered.

ATSSA supports your efforts to investigate, find solutions, and most importantly, find the revenue needed for Congress to pass a long-term, safety-focused transportation bill.

Chairman Reichert, Ranking Member Neal and members of the Subcommittee, thank you for the opportunity to submit testimony on behalf of the men and women who work daily to reduce roadway fatalities toward zero.