

Written Testimony of Wade Thomson III

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President of Omega Concrete, LLC

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Before the United States House of Representatives

Committee on Ways and Means

The One Big Beautiful Bill Delivering for Small Business,

Manufacturing, and Working Families

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Chairman Smith, Ranking Member Neal, and members of the Committee, thank you for having me today. I want to thank my congressman, David Kustoff, for inviting me, and Chairman Smith for bringing this Committee to West Tennessee.

My name is Wade Thomson. I am the owner and President of Thomson Prestress in Jackson, Tennessee. We are a PCI certified precast and prestressed concrete manufacturer. We make the bridge beams, piling, bridge deck panels, and wall panels that go into highways, bridges, and buildings across the Mid-South, and my family has been doing it since 1959. I am the third generation to run the company.

I also own Universal Hauling, a heavy haul trucking company, and Omega Concrete, a ready mix concrete company we launched after this bill took effect. Each of my businesses is a pass through. That means the tax rules this Committee writes directly affect what I have available to reinvest in those businesses and in the community. Every dollar we save in taxes is a dollar I can put back into the business or into philanthropic efforts that I believe in.

What the bill changed for us

The One Big Beautiful Bill did four things that matter to a company like mine.

First, it restored permanent 100 percent bonus depreciation for qualifying equipment acquired and placed in service after January 19, 2025. Eligible used equipment can qualify too, and that is how a small manufacturer stretches a dollar.

Second, it raised the Section 179 expensing limit to \$2.5 million for 2025, with inflation adjustments thereafter.

Third, it lets us deduct domestic research and development costs in the year we spend them, instead of spreading them over five years.

And fourth, it made the 20 percent deduction for qualified pass through business income ***permanent***, subject to its eligibility rules and limitations. [1]

The word I want you to hear is ***permanent***. A manufacturer does not build a production bed or purchase a fleet of trucks for one tax year. We make investments for twenty or thirty years. When a tax break is about to expire, we plan ***around*** it... When it is permanent, we plan ***on*** it.

Full expensing does not change ***how much*** a company can deduct over the life of a truck or a machine... It changes ***when***. Getting that deduction up front is often the difference between buying equipment this year and buying it three years from now.

What we built

Congress talks about capital investment in the abstract. Let me tell you what it looks like in Jackson, Tennessee.

Since the bill took effect, our companies have invested, committed, or budgeted more than \$6 million in equipment, facilities, and research in West Tennessee. That includes launching Omega Concrete, upgrading our equipment and concrete batch plant, developing new concrete mixes, and constructing a new production building on the yard and an addition to our offices.

Since January 2025, our companies have hired approximately 50 employees, and the certainty provided by this law is helping us continue that expansion.

We started a ready mix company from scratch and purchased 42 mixer trucks. We bought two tractors, seven trailers, three tankers, two front end loaders, and a large trackhoe. We have also made substantial upgrades to our concrete batch plant since the One Big Beautiful Bill took effect.

We recently ordered new custom steel forms so we can produce bridge girders and piling we could not make before. We are now installing a new prestress production line, with a roughly 40 foot tall manufacturing building over it. And over the next six months, we will add onto our office building to make room for all the people we are hiring.

I want to be precise about cause and effect, because it is fair to ask whether we would have made these investments anyway. Under the old law, bonus depreciation was phasing down to 40 percent in 2025, 20 percent in 2026, and zero in 2027. Some of what I described, like the new forms, we would have bought regardless, out of necessity. But this bill moved forward the purchase of our 42 mixer trucks and our new prestress production line. The cash flow and growth that followed are why we are adding to our offices now rather than years from now. These provisions have allowed us to keep reinvesting aggressively instead of stopping to rebuild cash.

Research

Cement production is one of the largest industrial sources of carbon dioxide emissions in the world, accounting for roughly 8 percent of the global total. [2] We are investing in research to develop lower carbon concrete mixes, including technologies designed to permanently store carbon in concrete.

For several years, the tax code required a company like mine to capitalize domestic research costs and recover them over five years. For a family owned manufacturer, that made experimentation more expensive. Now we can deduct those research costs in the year we spend the money. [1]

The people and the community

The employees we have hired are drivers, plant crews, and office staff in West Tennessee. Many of them work long hours in our busy season, and the new deduction for qualified overtime can put real money back in eligible employees' pockets.

A lower tax burden also reaches beyond our payroll. It gives us more capacity to support the organizations that make Jackson a better place to live and do business, including the Jackson Symphony, the Jackson Soccer Club, and our Greater Jackson Chamber of Commerce. When a business in a community like ours does well, the benefits do not stop at the factory gate.

And for a business that has been running for 67 years, the permanently increased estate and gift tax exemption means families like mine can plan for the next generation with confidence.

Roads and bridges

Most of my employees depend on the federal highway program. When highway money comes in sporadically, we feel it: bid lettings get pushed, crews sit idle, and we hold off on hiring.

The highway program has been extended only through December 11, 2026. [3] A long term bill known as the BUILD America 250 Act cleared the House Transportation and Infrastructure Committee **62 to 2** on May 22, 2026. [4] I would urge Congress to get it done, including putting the Highway Trust Fund on solid footing.

Roads and bridges are not a partisan issue. Every load of American commerce rides on them.

One request

The bill made many of the provisions most important to our long term investment decisions permanent. But one major manufacturing provision is temporary. The new 100 percent expensing for qualified production property generally requires construction to begin after January 19, 2025, and before January 1, 2029, and the property to be placed in service before January 1, 2031. This treatment applies to qualifying manufacturing space; office and administrative space is excluded. [1]

Factories are among the largest, longest lived investments an American manufacturer makes. If immediate expensing makes sense for the machine inside the factory, I believe it should make sense for the factory itself. I would ask Congress to make that provision permanent.

Closing

Thomson Prestress has operated under thirteen U.S. presidents and more versions of the tax code than I can count. What I have learned is simple: businesses do not grow on generous rules; they grow on predictable ones.

When Congress gives manufacturers certainty, we buy equipment, build plants, hire people, take risks, and plan for the next generation. This law gave us that certainty. I ask you to preserve it and to make permanent the same treatment for the factories where American manufacturing actually happens.

Thank you. I look forward to your questions.

References

[1] Public Law 119-21, enacted July 4, 2025, sections 70105, 70106, 70202, 70301, 70302, 70306, and 70307; Internal Revenue Service, Revenue Procedure 2025-32, section 4.24 (2026 Section 179 inflation adjustment).
<https://www.govinfo.gov/content/pkg/PLAW-119publ21/html/PLAW-119publ21.htm> and https://www.irs.gov/irb/2025-45_IRB

[2] World Economic Forum, “Sustainable concrete is possible — here are 4 examples.”
<https://www.weforum.org/stories/sustainable-development/cement-production-sustainable-concrete-co2-emissions/>

[3] Public Law 119-103, Division C, Surface Transportation Extension Act of 2026.
<https://www.govinfo.gov/content/pkg/PLAW-119publ103/html/PLAW-119publ103.htm>

[4] House Committee on Transportation and Infrastructure, “Surface Transportation Reauthorization.”
<https://transportation.house.gov/surface-transportation-reauthorization/>