

SUPPORT ADDRESSING HIGHWAY TRUST FUND

Sign bipartisan Graves–Norton letter to Ways & Means Committee

Supported by: AAA; American Bus Association; American Concrete Pipe Association; American Council of Engineering Companies; American Highway Users Alliance; American Public Transportation Association; American Road & Transportation Builders Association; American Society of Civil Engineers; American Traffic Safety Services Association; American Trucking Associations; Associated General Contractors of America; Association of Independent Passenger Rail Operators; Commercial Vehicle Safety Alliance; Geosynthetic Materials Association; International Brotherhood of Teamsters; National Asphalt Pavement Association; National Stone, Sand & Gravel Association; National Utility Contractors Association; Owner Operator Independent Drivers Association; Portland Cement Association; Railroad Cooperation and Education Trust

Dear Colleague:

As Congress works toward comprehensive tax reform legislation, it is important that we address the long term finances of the Highway Trust Fund (HTF).

The President and Members of Congress from both parties have expressed a strong desire to invest in infrastructure during the 115th Congress. While many ideas for how to boost infrastructure investment have been publicly discussed, one of the best ways to positively affect long term investment would be to fix the financial stability of the HTF.

While Congress was able to pass the *Fixing America's Surface Transportation Act* in 2015, the five year reauthorization was supplemented by a General Fund transfer and offset with federal resources unrelated to the surface transportation programs. Without any action Congress will be again tasked with finding close to billions in offsets to fully fund the next long term surface transportation bill which expires in 2020.

Now is the time to come together and begin discussions on how to address the HTF's long term financial stability.

Deadline for signatures is May 19th. For more information or to sign onto the letter, please contact Jack Ruddy with Representative Graves (x5-7041, jack.ruddy@mail.house.gov) or Lauren Dudley (x5-8050, lauren.dudley@mail.house.gov) with Representative Norton.

Sincerely,

Sam Graves
Member of Congress

Eleanor Holmes Norton
Member of Congress

May XX, 2017

The Honorable Kevin Brady
Chairman
Committee on Ways and Means
U.S. House of Representatives
Washington, DC 20515

The Honorable Richard Neal
Ranking Member
Committee on Ways and Means
U.S. House of Representatives
Washington, DC 20515

Dear Chairman Brady and Ranking Member Neal:

As the Committee on Ways and Means continues to work toward a much-needed update of the U.S. tax code, you have an opportunity to fix the Highway Trust Fund (HTF). A long-term solution to the HTF structural revenue deficit would promote increased transportation infrastructure investment and meaningful economic growth in every state.

While recent laws authorizing the federal surface transportation programs have greatly improved the effectiveness and efficiency of these programs, Congress has relied on general fund transfers and other offsets from federal resources unrelated to the surface transportation programs since 2008. Without resolving the issues facing the HTF prior to the expiration of the FAST Act in 2020, Congress will be required to either pass more short-term stopgap measures or provide additional offsets to support a multi-year bill.

A safe, modern, and efficient transportation network is critical to the economic success of this country. It allows businesses to move their products across the country while facilitating access to domestic markets and suppliers, which makes it more cost-effective for companies to manufacture goods in the United States. Simply put, if states are unable to rely on timely reimbursements from the HTF for work performed, projects will be halted, improvements to road safety and congestion relief will be jeopardized, and America's infrastructure will fall further behind the rest of the world. This would put our businesses—and the American worker—at a significant disadvantage in the competitive global economy.

Over the past 30 years, all HTF revenue enhancements have been included in larger tax and deficit reduction packages. Any HTF solution should entail a long-term, dedicated, user-based revenue stream that can support the transportation infrastructure investment supported by President Trump and Members of Congress from both parties.

As the Committee on Ways and Means continues to pursue tax reform, we urge you to include a long-term solution for the HTF and we stand ready to work in partnership to reach this critical goal. Not only do our roads, bridges, and public transportation facilities depend on a positive, long-term solution, but the American economy does as well.

Sincerely,

Sam Graves
Chairman
Subcommittee on Highways
and Transit

Eleanor Holmes Norton
Ranking Member
Subcommittee on Highways
and Transit