

Congress of the United States
Washington, DC 20515

May 25, 2016

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

Hon. Sander Levin
Ranking Member
Ways and Means Committee
U.S. House of Representatives
Washington, DC 20515

Dear Chairman Brady and Ranking Member Levin:

We understand the Ways & Means Committee is working towards updating and reforming the United States tax code. With this in mind, we urge you to consider making a permanent solution to the Highway Trust Fund's (HTF) structural revenue deficit a priority in any tax reform proposal.

As you know, the need for improvements to our nation's infrastructure and safety programs is long overdue. However, the current finances of the HTF make it unable to support those investments. For the past eight years, Congress has enacted a series of mostly short-term measures that have supplemented the trust fund with a General Fund transfer, offset with federal resources unrelated to the surface transportation programs. Most recently, the enactment of the first long-term bill in over a decade, *Fixing America's Surface Transportation (FAST) Act*, at the end of 2015 authorized highway and public transportation funding – and provided the revenue needed to support these investments – but only through FY 2020. While progress was made by passing this critical, long-term legislation, more uncertainty and potential HTF insolvency await states after the FAST Act has expired.

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 the HTF is unable to make payments to states, projects will be halted, improvements to road safety and congestion will be jeopardized, and America's infrastructure will fall behind the rest of the world. This would put our businesses – and the American worker – at a significant disadvantage in the competitive global economy.

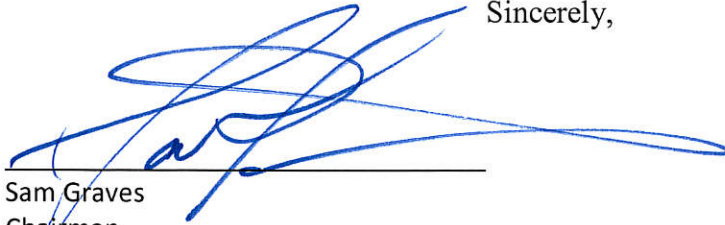
Now is the time to begin searching for a solution to the HTF's long-term shortfall. The FAST Act includes a pilot program for user fee programs in order to set the stage for funding in the next reauthorization. But we recognize there is likely no silver bullet and Congress must consider a range of options to address this problem. Every possible solution should be on the table.

Over the past 30 years, all HTF revenue enhancements have been made as part of larger tax and deficit reduction packages, and recent tax reform proposals in both the House and Senate have begun to highlight the challenges facing the HTF. We recognize that tax reform legislation will

be a heavy lift. Finding a solution requires ingenuity and will involve building consensus among competing interests and ideas, but we stand ready to work in partnership to reach this critical goal.

Accordingly, as the Committee pursues tax reform over the coming months and years, we urge you to consider the sweeping impact tax policy has on the HTF and our transportation network. Not only do our roads and highways depend on a positive, long-term solution, but the American economy does as well.

Sincerely,



Sam Graves
Chairman
Subcommittee on Highways and Transit



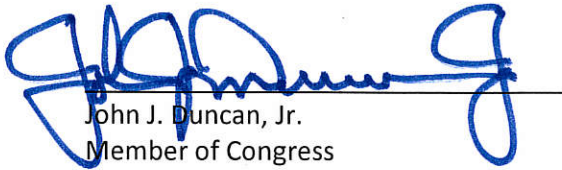
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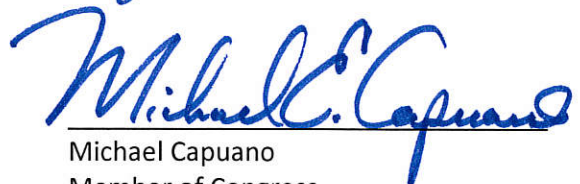
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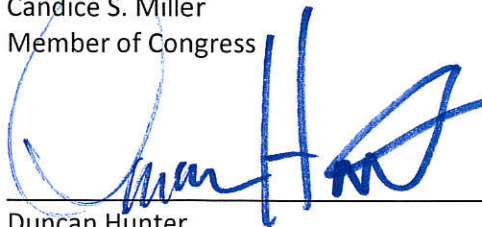
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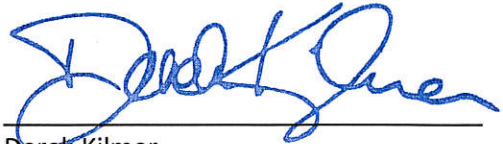
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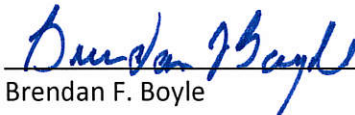
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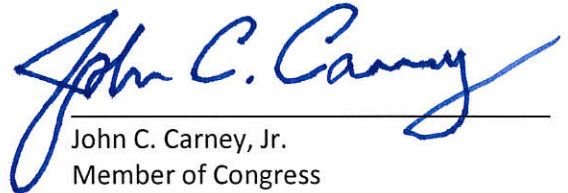
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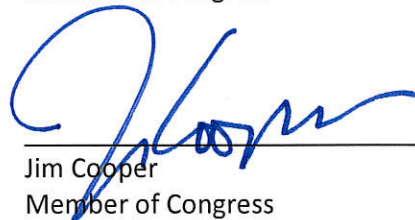
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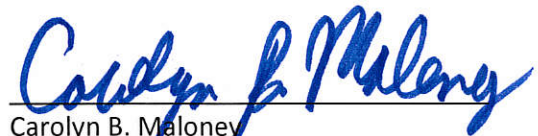
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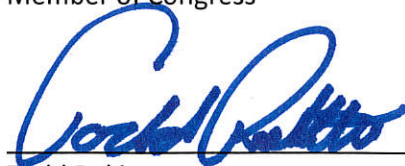
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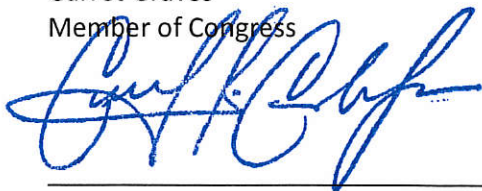
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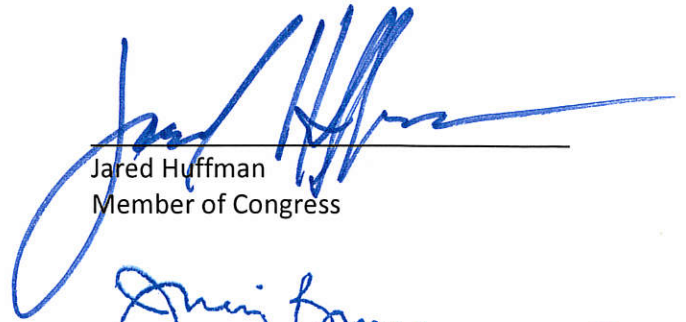
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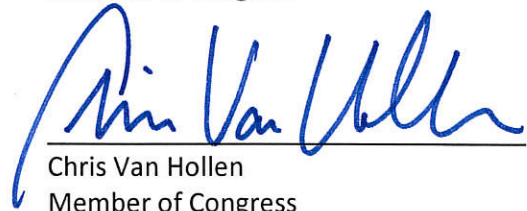
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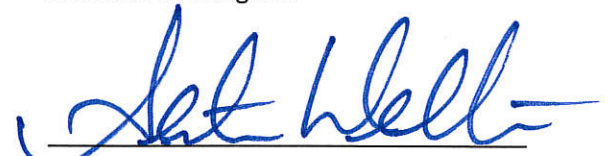
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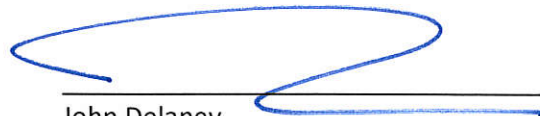
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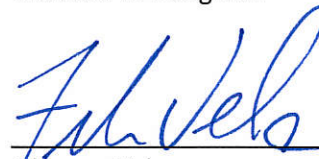
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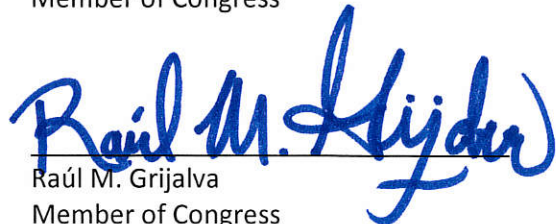
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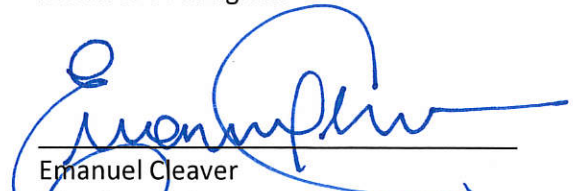
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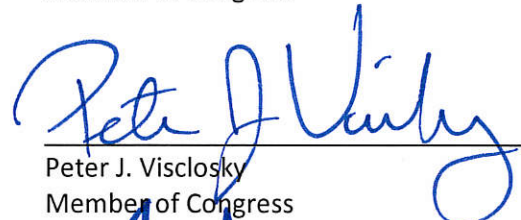
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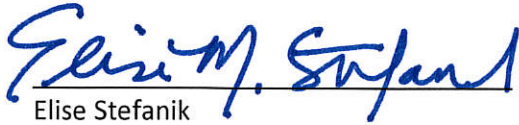
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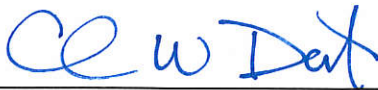
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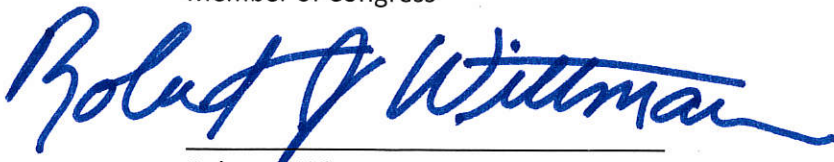
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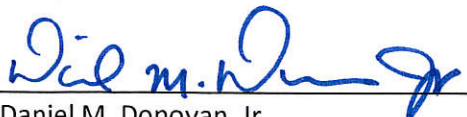
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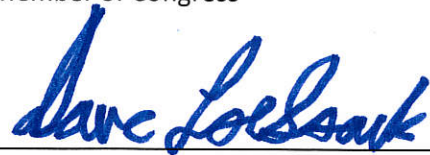
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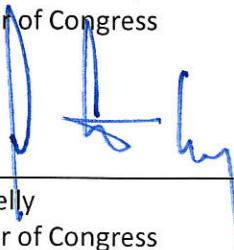
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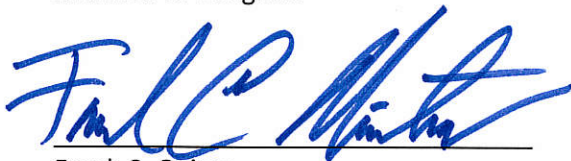
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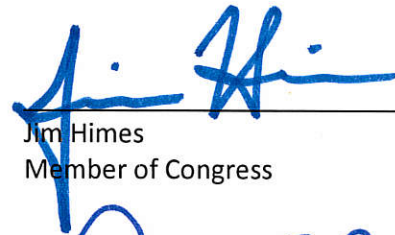
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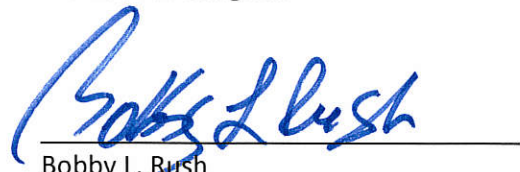

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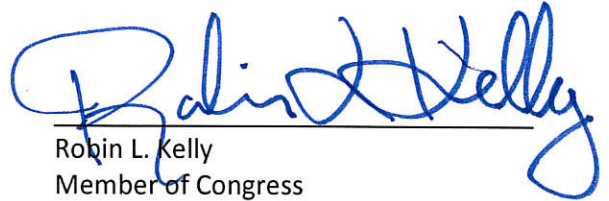
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