

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