April 30, 2025

The Honorable Sam Graves
Chair, Transportation and Infrastructure
1135 Longworth House Office Building
Washington DC 20510

The Honorable Rick Larsen
Ranking Member, Transportation and Infrastructure
2163 Rayburn House Office Building
Washington DC 20510

Dear Chairman Graves and Ranking Member Larsen,

Investing in our nation's critical surface transportation network provides the American people and businesses the opportunity to thrive. In 2022, our nation's road and bridge network facilitated the movement of over 19 billion pounds of freight worth an estimated $18 trillion – 72% of our nation's cargo. In addition to freight, our highway system paves the way for people to move efficiently and effectively to school, sports, work and travel.

This critical highway system relies on funding from Congress via the highway trust fund. Since its inception, the highway trust fund has been a user-based system, meaning funding for maintenance and construction of the network comes from the highway users. These revenues are primarily derived from gas and diesel taxes as well as truck excise taxes, however, over the last 2 decades, declines in revenues have created significant budget shortfalls within the trust fund. Revenues from the trust fund have not been adjusted since the gas tax was raised in 1993 and each year these revenues decline due to a more fuel-efficient fleet and an increase in electric vehicles. Currently, those electric vehicles do not pay a federal user-fee, although, 38 states around the country have implemented a similar fee.

We support the Committee's efforts to raise revenues for the trust fund through user fees - by implementing an electric vehicle registration fee and ensuring all road-users continue to pay into the system. While these proposals will not completely address the shortfalls in the trust fund, they begin the critical work of finding a sustainable funding source for the highway trust fund We also encourage the Committee to ensure that revenues collected new fee are remitted to and remain in the highway trust fund.

Thank you for your dedication and commitment to addressing the challenges associated with financing our nation's critical surface transportation network. This proposal is a great step in the right direction, ensuring a fair and equitable solution that maintains the highway trust fund and its historic user-fee approach. Our nation's roads and bridges are the foundation of the economy, and these policies and investments will have lasting impacts for generations to come.

Sincerely,

National Asphalt Pavement Association

National Stone, Sand & and Gravel Association

Portland Cement Association

National Ready Mixed Concrete Association