

April 7, 2017

The Honorable Diane Black  
Chairman  
Committee on the Budget  
United States House of Representatives  
Washington, D. C. 20515

The Honorable John Yarmuth  
Ranking Member  
Committee on the Budget  
United States House of Representatives  
Washington, D.C. 20515

Dear Chairman Black and Ranking Member Yarmuth:

As the Senate prepares to advance an FY 2018 budget resolution, our organizations want to highlight the importance of federal transportation investment to growing the U.S. economy and creating jobs. The budget process provides several key opportunities to enable needed investment to maintain and upgrade the nation's critical transportation infrastructure network.

While the 2015 "Fixing America's Surface Transportation (FAST) Act" surface transportation reauthorization law provides sufficient Highway Trust Fund (HTF) resources to support the modest surface transportation investment increases it authorized through FY 2020, it relies on \$70 billion in transfers to achieve this goal. According to the Congressional Budget Office, there will be a nearly \$20 billion average annual shortfall between existing revenue and the amount needed to prevent cuts in highway and public transportation investment once the FAST Act expires.

The HTF's revenue challenges and the resulting consequences on other parts of the federal budget and U.S. economy warrant a long-term solution to stabilize and grow federal surface transportation investment as part of any tax reform initiative. To facilitate achievement of that goal, we urge you to include instructions in the FY 2018 budget resolution calling on the relevant tax and authorizing committees to develop legislation to permanently address the trust fund's structural revenue deficit. Furthermore, the FY 2018 budget should at least assume full-funding of the FAST Act's authorizations and include a reserve fund that would allow these investment levels to increase if additional trust fund resources are generated by tax reform or some other legislative vehicle.

Failure to address the HTF's revenue shortfall as part of a comprehensive measure would increase the likelihood of Congress again shifting funds from elsewhere in the budget to support another in a long-string of one-time trust fund infusions. While such actions have temporarily stabilized highway and transit investment, they do not provide states the certainty needed to implement long-term transportation plans. Equally problematic, these temporary legislative fixes pass the HTF problem off to another Congress at an increased price tag.

A long-term, growth-supporting revenue solution for the HTF would achieve many of the economic and fiscal objectives of both parties. We urge you to make boosting infrastructure investment in a fiscally responsible manner a key priority for any tax reform package by ensuring the FY 2018 budget resolution includes the necessary provisions to initiate this process.

Sincerely,

United States Chamber of Commerce  
National Association of Manufacturers  
American Road & Transportation Builders Association  
Associated General Contractors of America  
American Association of State Highway and Transportation Officials

Americans for Transportation Mobility  
Building America's Future  
American Highway Users Alliance  
American Public Works Association (APWA)  
American Public Transportation Association  
American Society of Civil Engineers  
Associated Equipment Distributors  
National Stone, Sand and Gravel Association  
American Council of Engineering Companies  
The Association of Union Constructors  
Sheet Metal and Air Conditioning Contractors' National Association  
National Association of State Highway and Transportation Unions  
People for Bikes – Business Network  
National Asphalt Pavement Association  
Concrete Reinforcing Steel Institute  
American Iron and Steel Institute  
National Utility Contractors Association  
American Concrete Pavement Association  
Precast/Prestressed Concrete Institute  
Laborers' International Union of North America  
International Union of Operating Engineers  
American Concrete Pipe Association  
National Ready Mixed Concrete Association  
National Electrical Contractors Association  
American Traffic Safety Services Association  
Association of Equipment Manufacturers  
Portland Cement Association  
National Steel Bridge Alliance  
**Transportation Construction Coalition**

Cc: House Budget Committee Members