

July 24, 2014

Dear Senator:

On behalf of the more than 6,000 members of the American Road & Transportation Builders Association (ARTBA), I urge you to support crucial legislation to keep federal highway and public transportation funds flowing to the states. Without congressional action, the U.S. Department of Transportation will begin slowing reimbursements to states in August for federal-aid highway projects already underway and there would be no new highway or public transportation investment beginning October 1.

While preserving the Highway Trust Fund's short-term continuity must be the immediate priority, it should be clear to all the proposals approved by the House and Senate Finance Committee will once again result in another trust fund crisis 10 months from now. The Highway Trust Fund has faced similar revenue shortfalls in 2008, 2009, 2010 and 2012. Each time, Congress has provided an infusion of revenues that assured devastating cuts in federal highway and transit investment would be averted. These short-term actions, however, were not permanent solutions.

There are two lessons that should be learned from the current situation and its four predecessors: the Highway Trust Fund's structural deficit is not going away; and it is past time for Congress to develop a long-term plan that allows state and local governments and the private sector to deliver the 21st Century infrastructure network the U.S. economy and our citizens require.

The House-passed "Highway and Transportation Funding Act of 2014," H.R. 5021, and Senate Finance Committee's "Preserving America's Transit and Highway Act" would certainly stabilize the Highway Trust Fund through May of 2015. The Finance Committee proposal is far superior in that it does not exclusively rely on shifting revenues from other purposes to the trust fund. Unfortunately, given seven years of precedents for moving from one crisis to the next, we have serious concerns that under both of these measures Congress would not return its attention to the Highway Trust Fund until resources again run short next spring.

As such, ARTBA supports the Carper-Corker-Boxer Amendment that would help keep the need for a long-term trust fund solution before Congress during 2014. There are at least five months remaining in the terms of all members of Congress. We believe ending the cycle of uncertainty that has plagued federal surface transportation investment since 2008 warrants serious effort during those five months.

Again, preserving federal highway and transit investment in the short-term must be the immediate priority and we urge your support for legislation that achieves this goal. ARTBA, however, looks forward to working with all members of Congress to ensure this is the last short-term Highway Trust Fund patch.

Sincerely,



T. Peter Ruane
President & CEO