

September 27, 2019

The Honorable Mitch McConnell
Majority Leader
U.S. Senate
Washington, D.C. 20510

The Honorable Nancy Pelosi
Speaker
U.S. House of Representatives
Washington, D.C. 20515

The Honorable Charles Schumer
Minority Leader
U.S. Senate
Washington, D.C. 20510

The Honorable Kevin McCarthy
Minority Leader
U.S. House of Representatives
Washington, D.C. 20515

Dear Majority Leader McConnell, Speaker Pelosi, and Minority Leaders Schumer and McCarthy:

The undersigned State Trucking Associations and members of the Trucking Associations Executive Council, write to encourage continued bipartisan action on legislation to improve our nation's crumbling infrastructure. The roads and bridges that crisscross this country are the workplace of the trucking industry, and as we deliver the nation's goods while navigating every pothole, bottleneck, and load-posted bridge, we are acutely aware of the deterioration of American infrastructure. Accordingly, we recognize how vital it is that Congress make a significant investment in infrastructure ahead of the September 30, 2020 expiration of the FAST Act (P.L. 114-94).

We welcome the recent action by the Senate Environment and Public Works Committee in advancing the America's Transportation and Infrastructure Act, and we hope that work can lead to the enactment of a robust, bipartisan surface transportation reauthorization package during the 116th session. The 5-year bill outlines increased investment to meet our infrastructure needs and lays out provisions to improve road safety, streamline project delivery, and promote infrastructure resiliency. Moving forward, we call on the other Senate Committees of jurisdiction to continue advancing the legislative process, and the House of Representatives to begin its work on surface transportation reauthorization.

As that process moves forward, we believe that any infrastructure investment must be grounded in long-term, sustainable funding, based on mechanisms where all road users contribute to rebuilding the American transportation network. With the right investment, we can stem our deepening infrastructure crisis and instead achieve a 21st century infrastructure worthy of the world's leading economy. And the trucking industry is prepared to work hand-in-glove with Congress and the White House towards those efforts. However, discriminatory funding mechanisms that place the burden of funding our roads and bridges solely on the back of the trucking industry will be met with resolute opposition.

Forcing the trucking industry to bear the brunt of our nation's infrastructure investment via truck-only fees, such as a truck-only vehicle miles traveled tax, is unfair, imbalanced and runs counter to public interest. This type of funding scheme would not only cause irreparable harm to the trucking industry, but would paralyze the supply chain and threaten our nation's economic stability. The impact would reverberate throughout our cities, towns and communities, where trucks deliver vital necessities including food and drinking water, clothes to purchase, parts to build automobiles, and fuel to power them.

The trucking industry currently accounts for 4% of registered vehicles and 9% of miles traveled, yet we contribute almost half of all revenue collected for the Highway Trust Fund. We are willing to pay more. However, forcing the industry to cover the entire gap between available revenue and funding needs will jeopardize economic stability and threaten to decimate our nation's recent economic gains. Therefore, we call on you to reject infrastructure funding schemes that single out the trucking industry. Funding

mechanisms should be built around a system where all who benefit from the transportation system contribute fairly. As you well know, trucks are central to our nation's economy and our way of life, and every time the government makes a decision that affects the trucking industry, those impacts are felt by individuals and by the millions of businesses whose existence depends on trucks.

As Congress works to advance a surface transportation reauthorization bill this fall, we look forward to partnering with you and your colleagues to create a legislative package that includes long-term, sustainable funding supported by all road users, and emphatically caution against any discriminatory funding mechanisms such as a truck-only vehicle miles traveled fee. A modest increase in the federal fuel tax, which has not gone up since 1993, would raise \$34 billion per year, while costing the average car driver just \$2 a week.

Thank you for your attention and thoughtful consideration of this important and timely matter.

Sincerely,

Alabama Trucking Association, Inc.
Alaska Trucking Association, Inc.
Arizona Trucking Association
Arkansas Trucking Association
California Trucking Association
Colorado Motor Carriers Association
Delaware Motor Transport Assoc. Inc.
Florida Trucking Association, Inc.
Georgia Motor Trucking Association, Inc.
Hawaii Transportation Association
Idaho Trucking Association
Illinois Trucking Association, Inc.
Indiana Motor Truck Association, Inc.
Iowa Motor Truck Association, Inc.
Kansas Motor Carriers Association
Kentucky Trucking Association, Inc.
Louisiana Motor Transport Association, Inc.
Maine Motor Transport Association, Inc.
Maryland Motor Truck Association, Inc.
Michigan Trucking Association, Inc.
Minnesota Trucking Association
Mississippi Trucking Association
Missouri Trucking Association
Motor Carriers of Montana

Motor Transport Association of Connecticut, Inc.
Nebraska Trucking Association
Nevada Trucking Association, Inc.
New Jersey Motor Truck Association
New Mexico Trucking Association
North Carolina Trucking Assoc., Inc.
North Dakota Motor Carriers Assoc., Inc.
Ohio Trucking Association
Oklahoma Trucking Association
Oregon Trucking Associations, Inc.
Pennsylvania Motor Truck Association
Rhode Island Trucking Association, Inc.
South Carolina Trucking Assoc., Inc.
South Dakota Trucking Association
Tennessee Trucking Association
Texas Trucking Association
Trucking Association of Massachusetts
Trucking Association of New York
Utah Trucking Association
Virginia Trucking Association
Washington Trucking Associations
West Virginia Trucking Association, Inc.
Wisconsin Motor Carriers Association
Wyoming Trucking Association, Inc.

Cc: Members of the House and Senate