June 25, 2014

Dear Senate Finance Committee Members:

    The members of the Americans for Transportation Mobility Coalition and the 31 national association and building trade union members of the Transportation Construction Coalition urge you to take immediate action to preserve federal highway and transit investment for the remainder of 2014.

    The Highway Trust Fund’s Highway Account is projected to reach a zero balance this August and will fall below the level the U.S. Department of Transportation claims is necessary for operational purposes in a matter of weeks. At that point, the department will begin slowing reimbursements to state departments of transportation for already ongoing and completed highway and bridge projects. Furthermore, the trust fund will be unable to support any new highway or transit spending beginning October 1. This outcome would result in a one-time investment cut of nearly $50 billion that would threaten hundreds of thousands of jobs in 2015.

    According to the American Association of State Highway and Transportation Officials, 26 states have identified projects in jeopardy if the Highway Trust Fund is not stabilized. The consequences of failed action, however, would be felt in all states. U.S. Department of Transportation data show that since 2001 states rely on federal funds to support an average of 52 percent of their highway and bridge capital improvements each year. These investments not only support jobs, but they deliver the long-term assets needed to keep the U.S. economy functioning and provide mobility to all Americans.

    We recognize that there are legitimate disagreements on how to stabilize the trust fund. Those disagreements, however, do not warrant a shutdown of the federal highway and public transportation programs. The process for reauthorizing these programs will provide opportunities to achieve policy and funding goals unrelated to the Highway Trust Fund’s continuity. Chairman Wyden deserves applause for laying out a path forward and all members of the committee should work together towards a solution that can pass the committee and the full Senate.

    Lastly, once this short-term Highway Trust Fund crisis is resolved, we urge all Finance Committee members to work with their colleagues in the Senate and House of Representatives to establish a permanent solution to stabilize and grow federal highway and public transportation investment this year. America’s transportation infrastructure network requires a long-term federal commitment and this cannot be achieved with a Highway Trust Fund that can only function in the short-term. We pledge to work with you to achieve this critical goal.

Sincerely,

Americans for Transportation Mobility
Transportation Construction Coalition