



January 26, 2015

Dear Members of the 114th Congress,

AAA, the American Trucking Associations, and the U.S. Chamber of Commerce welcome you for the 114th Congress. Our organizations are committed to improving our nation's infrastructure system and look forward to working with you to fully fund the roads and bridges that are the backbone of American mobility and competitiveness.

Americans are frustrated with our nation's crumbling infrastructure, including increasingly congested highways and deficient roads and bridges. Thirty-two percent of major roads are in poor or mediocre condition. This neglect costs the average driver \$324 each year in additional vehicle repairs and operating costs. Commutes between home and work are longer than ever before, and the average American spends 38 hours each year stuck in traffic. Furthermore, congestion on the Interstate System alone costs freight trucks more than 141 million hours in wasted time, equivalent to 51,000 drivers sitting idle for a working year.

Fortunately, there is a simple solution to address this issue in the near-term: raise the federal fuels user fee, provided the funds are used to ease congestion and improve safety. While the impact of insufficient funding is evident, how we got here is not always clear. With this in mind, our organizations have put together an educational infographic on the Highway Trust Fund to serve as a primer for lawmakers and the general public as the funding of roads and bridges is considered this spring. That infographic can be found [here](#).

There are many challenges that Congress must address this year, but we believe that finding a solution for funding the Highway Trust Fund is at the top of that list. Rather than continuing to resort to short-term funding patches that only delay tough decisions, our organizations support action to address the issue pragmatically, immediately and sustainably. While no one wants to pay more, we urge you to support an increase to the federal fuels user fee, provided the funds are used to ease congestion and improve safety, because it is the most cost efficient and straightforward way to provide a steady revenue stream to the Highway Trust Fund.

The last increase to the federal user fee for gasoline was 1993. Since then, inflation, increased fuel economy, and rising costs associated with labor and construction, have eroded the user fee's purchasing power. Congress must act to provide a reliable revenue stream to support jobs, address maintenance needs and provide Americans with a safe and efficient transportation system. Congress has patched the Highway Trust Fund five times since 2008, continuing to kick the can further down the road, and now faces yet another looming shortfall in the Highway Trust Fund with current funding set to expire on May 31.

Thank you again for your time and consideration and we look forward to continuing to work together to address the funding needs of our nation's transportation system.

Sincerely

AAA, American Trucking Associations and U.S. Chamber of Commerce