In 2007, the National Surface Transportation Policy and Revenue Study Commission recommended transitioning to a mileage based user fee (MBUF) as “the most viable and sustainable long term- user pay option for the Federal government.” Our nine national associations, comprising the Highway Materials Group and representing thousands of companies that provide hundreds of thousands of direct highway construction jobs, are committed to the adoption of a user-fee based funding option that is indexed for inflation as a sustainable surface transportation funding mechanism.

We recognize that America’s economic vitality and ability to compete in the global marketplace depends on an integrated national, intermodal surface transportation network that reliably moves goods and people to maximize global competitiveness, quality of life, and economic prosperity for all citizens. To realize this economic prosperity and global competitiveness, our nation must invest in highway infrastructure systems that not only keep pace with today’s businesses and industries, but will also allow for healthy expansion in the future. This requires a robust and sustainable funding mechanism.

Despite the recent increase in surface transportation funding in the FAST Act, it did not include a sustainable funding mechanism to adequately support future highway infrastructure investments. Current Congressional Budget Office estimates suggest that the Highway Trust Fund will face revenue shortfalls yet again in 2021, despite the roughly $70B infusion of general fund dollars provided for in the FAST Act. This is no way to position our Nation for growth and economic success in coming decades.

Though we still support increasing the motor fuel user fee as a short-to-medium term solution, we recognize the political realities surrounding this. However, we continue to be committed to user-fee based funding options will sustain the program for the future. Specifically, we are supportive of the adoption of a mileage based user fee (MBUF) or a user charge based on miles driven in a specific vehicle. Studies by Transportation Research Board, the American Association of State Highway and Transportation Officials (AASHTO), the National Cooperative Highway Research Program and the National Chamber Foundation have concluded that a mileage based user fee (MBUF) would be the preferred long-term alternative to the current fuel tax. Advantages include:

- Fees - simple per mile fee or adjustable rates based on factors like location, congestion, emissions, and type of vehicle.
- Sustainability - revenue generated will not shrink with increases in vehicle fuel efficiency or a transition to other fuels.
- Data - generated on system use, probing the system and providing important information for system management.

We urge Congress to coalesce around the common goal of enacting a long-term, robust and sustainable funding mechanism that addresses the Highway Trust Fund shortfalls with durable solutions that both stabilize and increase critical highway investments now to position America’s economy for future success.