

April 28, 2025



The Honorable Sam Graves
Chairman
Committee on Transportation & Infrastructure
U.S. House of Representatives
Washington, DC 20515

Dear Chairman Graves:

As the President and CEO of the American Highway Users Alliance (Highway Users) I am pleased that you are taking steps towards reforming and preserving the Highway Trust Fund. For far too long, the Highway Trust Fund has relied on general fund revenue transfers to supplement increasing deficits due to declining revenue generated by the gas tax. The Highway Users believe these investments have been critical towards improving our infrastructure and we need to increase our investments in order to ensure the safe and efficient movement of goods and people. Furthermore, we believe that the Highway Trust Fund will soon no longer be able to rely on general fund revenue in order to make the robust investments our infrastructure needs. We have to find a new way to pay for these investments.

That is why we support your proposal for a “Universal Fee” on all passenger vehicles. We believe that this Universal Fee is a positive step towards our shared goal of repealing the current taxes on fuel and trucks and replacing them with a simpler and more predictable revenue source. This new revenue source should be a full replacement for the existing Federal taxes that are dedicated to the Highway Trust Fund and not a supplement to the current taxes. It should also be simple for the public to understand and must be dedicated to the Highway Trust Fund. It is essential that fees collected from the driving public must go into the Highway Trust Fund and we applaud your efforts to ensure that these fees do so.

Importantly, as we look to a new revenue model, it is essential that all vehicles, regardless of powertrain technology, are treated equitably. Electric vehicles (EVs) have not historically contributed to the Highway Trust Fund through the federal gas tax; the Universal Fee provides an opportunity for all vehicles to contribute their fair share to the Highway Trust Fund. This contribution should be prospective — ensuring that all vehicles currently on the road are paying into the system going forward — but it should not be punitive or retrospective. A Universal Fee creates a clear, transparent, and fair path to ensure that all drivers, regardless of fuel type, help sustain the Highway Trust Fund in the future. Similarly, as this fee structure is developed, we encourage careful consideration of the differences among hybrid vehicles. Traditional hybrid electric vehicles (HEVs) and plug-in hybrid electric vehicles (PHEVs) have distinct patterns of energy use and road impact. HEVs primarily rely on gasoline and already contribute through fuel taxes, while PHEVs utilize electric charging for a portion of their miles. A uniform approach to all hybrid technologies may not accurately reflect their

contributions to the Trust Fund or their patterns of use. Any future structure should account for these differences to ensure a fair and balanced treatment across all vehicle types.

The Highway Users understand the need to use the reconciliation process to begin the important work of fully reforming the Highway Trust Fund, and we look forward to continuing that work in the Surface Transportation Reauthorization Bill next year. It is essential that the future revenue source not only treat all types of passenger cars equitably but also includes trucks and buses which pay a significant percentage of the Highway Trust Fund revenue despite being only a small percentage of the vehicles on the road. Repealing the existing taxes on gasoline and diesel fuel, the tire tax, the Heavy Vehicle Use Tax, and the Federal Excise Tax on trucks and trailers and replacing them with a simple and predictable source of revenue that does not require general fund revenue will be critical for the future of roads and bridges.

The Highway Users look forward to working with you and the rest of the Transportation and Infrastructure Committee on fully reforming the Highway Trust Fund and sustaining future investments in our roads and bridges.

Thank you,



Andrew Stasiowski
President and CEO
American Highway Users Alliance