



April 30, 2025

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

The Honorable David Rouzer
Chairman
Subcommittee on Highways and Transit
Committee on Transportation and
Infrastructure
U.S. House of Representatives
Washington, DC 20515

Dear Chairman Graves and Subcommittee Chair Rouzer:

NATSO, Representing America's Travel Centers and Truckstops, and SIGMA: America's Leading Fuel Marketers (together, the "Associations")¹ strongly support several of the provisions included in the House Transportation and Infrastructure Committee's (the "Committee's") proposal for reconciliation pursuant the Concurrent Resolution on the Budget for Fiscal Year 2025. Specifically, the Associations' offer our support for the proposed registration fees for motor vehicles and the rescission of grant funds for a sustainable aviation fuel ("SAF") grant program.

The Committee's areas of jurisdiction under the budget reconciliation process offer an opportunity to build a reliable, efficient, and well-capitalized surface transportation system. The budget reconciliation process is also an opportunity to support reliable energy from a variety of sources at reasonably low, stable prices. In this respect, the Associations urge the Committee to advance technology-neutral policies that encourage investment in alternative refueling infrastructure that lowers fuel prices for consumers.

The Associations welcome the Committee's proposal to adopt a technology-neutral highway funding mechanism that ensures all vehicles utilizing federal roads and bridges contribute to the Highway Trust Fund. Though the proposed vehicle registration fee would not result in proportionate contributions from electric vehicles that do not pay the federal gas tax, it represents an important first step in establishing a technology-neutral approach to highway funding. Ultimately, the proposed approach could pave the way for a long-term, sustainable funding mechanism that equitably assesses fees on all Interstate highway users. The Associations applaud the proposal.

The Associations also strongly support the Committee's efforts to rescind funding the unnecessary, inefficient SAF grant program ("FAST Grant Program") created in the Democratic Inflation Reduction Act of 2022.² Republicans voted unanimously against the enactment of this program. The FAST Grant Program utilizes taxpayer funds to divert existing biofuel production capacity toward sustainable jet fuel production to meet the Biden Administration's 'ESG' goals.

¹ NATSO currently represents approximately 5,000 travel plazas and truckstops nationwide, comprising both national chains and small, independent locations. SIGMA represents a diverse membership of approximately 260 independent chain retailers and marketers of motor fuel. The retail fuels and convenience industry provide 2.38 million jobs at approximately 120,000 retail establishments across the country.

² See Public Law 117-169 at Sec. 40007 and 49 U.S. Code 44504.

Specifically, the FAST Program funded projects to dismantle active ethanol and advanced biofuel capacity to construct costly new SAF facilities on the taxpayer dime.³

Because of the relative production inefficiencies of SAF and the limited availability of biofuel feedstocks, projects funded under the FAST Grant Program will result in a decrease in overall biofuel production capacity. In turn, the reduced availability of ethanol and other advanced biofuels will raise fuel prices for consumers at the pump. Congress should ensure that incentives for alternative fuels are technology-neutral and direct biofuel feedstocks towards their most efficient, environmentally-compelling use case. The Associations are grateful that the Committee is proposing to rescind funding for this program that, if left unchecked, will ultimately result in higher over-the-road fuel prices.

The Associations are eager to work with the Committee to advance well-designed policies that support a robust, well-capitalized surface transportation system where consumers have access to low-cost and reliable refueling infrastructure. We encourage the Committee to adopt the budget reconciliation proposal as drafted.

Sincerely,

NATSO, Representing America's Travel Plazas and Truckstops
SIGMA: America's Leading Fuel Marketers

Cc: Republican Members of the House Transportation and Infrastructure Committee

³ The Biden Administration utilized the FAST Grant Program to award \$16.8 million in taxpayers funds to convert an *existing* ethanol and isobutanol fuel refinery in Luverne, Minnesota, to a facility for SAF production. See <https://www.faa.gov/newsroom/biden-harris-administration-announces-nearly-300-million-awards-sustainable-aviation-fuels#>.