**AASHTO-AGC-ARTBA Joint Committee**

**Joint Position Statement JPS-5-16**

**Title: Highway Trust Fund Solvency**

**WHEREAS,** the President signed the Fixing America’s Surface Transportation (FAST) Act on December 4, 2015 authorizing federal highway and public transportation programs through September 30, 2020; and

**WHEREAS,** Congress failed to provide an increase in the federal excise tax on gasoline and diesel fuel or create any new on-going revenue source for the Highway Trust Fund, but instead transferred $70 billion from the General Fund of the U.S. Treasury; and

**WHEREAS,** the Congressional Budget Office estimates that in order to simply maintain current investment levels for federal highway and public transportation programs the Highway Trust Fund revenue gap at the expiration of the FAST Act will be $20 billion annually; and

**WHEREAS**, in the first term of the next President, the Highway Trust Fund will once again be facing significant revenue shortfalls that will create uncertainty and lead to disruptions in states delivering their transportation programs, ultimately impacting safety, economic development, and quality of life; and

**WHEREAS**, presidential candidates have expressed support for increased infrastructure investment; and

**WHEREAS,** any responsible new infrastructure funding proposal needs to take into consideration and address the long-term solvency of the Highway Trust Fund and maintain the historic 80/20 split of revenues between the Highway Account and the Mass Transit Account; now, therefore, be it

**RESOLVED**, that the AASHTO-AGC-ARTBA Joint Committee and its component associations urge the next administration, the U.S. House of Representatives and the U.S. Senate to secure the long-term solvency of the Highway Trust Fund by providing real, reliable, dedicated and sustainable revenue sources derived from the users and beneficiaries of the system for the Highway Trust Fund.