



May 20th, 2025

The Honorable Mike Johnson
Speaker of the House
521 Cannon House Office Building
Washington, DC 20510

The Honorable Hakeem Jeffries
House Minority Leader
2267 Rayburn House Office Building
Washington DC 20510

Dear Speaker Johnson and Leader Jeffries,

Investing in our nation's critical surface transportation network provides the American people and businesses the opportunity to thrive. As you know, we must accomplish a highway reauthorization package by next October, as the current highway package within the Infrastructure Investment & Jobs Act (IIJA) is set to expire on September 30th, 2026. In 2022, our nation's road and bridge network facilitated the movement of over 19 billion pounds of freight worth an estimated \$18 trillion – 72% of our nation's cargo. In addition to freight, our highway system paves the way for people to move efficiently and effectively to school, sports, work and travel. On behalf of the National Asphalt Pavement Association (NAPA), we share our support for user-fee increase by capturing the hybrid and electric vehicle (EV) market within the current Budget Reconciliation package before the House.

NAPA is the only national trade association representing over 1,100 companies associated with the production and application of over 400M tons of asphalt pavement mixtures annually. NAPA members operate pavement mix plants in virtually every Congressional district, coast to coast, border to border. More than 94 % of America's roadways and over 80% of airfields are surfaced with asphalt, and our industry employs over 350,000 hard working men and women throughout the country.

This critical highway system relies on funding from Congress via the highway trust fund. Since its inception, the highway trust fund has been a user-based system, meaning funding for maintenance and construction of the network comes from the highway users. These revenues are primarily derived from gas and diesel taxes as well as truck excise taxes, however, over the last two decades, declines in revenues have created significant budget shortfalls within the trust fund. Revenues from the trust fund have not been adjusted since the gas tax was raised in 1993 and each year these revenues decline due to a more fuel-efficient fleet and an increase in electric vehicles. Currently, those electric vehicles do not pay a federal user-fee, although, 38 states around the country have implemented a similar fee.

To address the concerning declines in revenue and address the \$250 billion dollar gap in funding over the next decade, Congress must act. As you know, the House Transportation and Infrastructure Committee recently marked-up its portion of the budget reconciliation package which included new user-fees for EV and hybrid vehicles. This proposal is [endorsed](#) by NAPA, and directly benefits federal investment in our aging national surface transportation network. This new user-fee is not only a step in the right direction in shoring up the highway trust fund but will also address the current inequity of EVs using the roads for free. It is estimated that these new revenues will increase revenues to the trust fund by \$38 billion over 10 years. While this proposal will not completely address the shortfalls in the trust fund, they begin the critical work of finding a sustainable funding source for the highway trust fund. We also encourage House Leadership to ensure that these new revenue sources remain in the Bill and, once collected, are remitted to and remain in the highway trust fund.

Thank you for your dedication and commitment to addressing the challenges associated with financing our nation's critical surface transportation network. This proposal is a great step in the right direction, ensuring a fair and

equitable solution that maintains the highway trust fund and its historic user-fee approach. Our nation's roads and bridges are the foundation of the economy, and these policies and investments will have lasting impacts for generations to come.

Sincerely,



Nile Elam
Vice President of Government Affairs
National Asphalt Pavement Association