STATUS OF THE HIGHWAY TRUST FUND AND MASS TRANSIT ACCOUNT

In January, the Congressional Budget Office (CBO) released its latest estimate of the fiscal condition of the Mass Transit Account (MTA) and the Highway Account of the Highway Trust Fund (HTF). The FAST Act provided enough one-time revenues to supplement existing user fees to sustain HTF spending through fiscal year (FY) 2020. After FY 2020, the existing user fees – including federal gas and diesel taxes – will not provide sufficient revenues to maintain baseline spending. An additional $120 billion will be needed to fund a six-year surface transportation bill at only current baseline levels for FY 2021-2026.

APTA has long advocated for an increase in federal fuels user fees or dedicating a new, sustainable revenue mechanism to maintain the long-term solvency of the HTF. Congress has an opportunity to address this fundamental issue for our national transportation network and the American economy in the context of comprehensive tax reform this year.

APTA POSITION

- Congress should act now to address the long-term solvency of the Highway Trust Fund.
- All reasonable options to increase and create a sustainable source of dedicated revenues to the HTF should be considered, including increases to federal fuels user fees.
- Significant new revenues will be required to sustain existing federal infrastructure investment programs, address the $90 billion state of good repair backlog for public transportation infrastructure, and invest in new capacity.