

**United States Senate**  
**WASHINGTON, DC 20510**

November 18, 2015

The Honorable Jim Inhofe  
Chairman  
Committee on Environment and  
Public Works  
U.S. Senate  
Washington, DC 20510

The Honorable Barbara Boxer  
Ranking Member  
Committee on Environment and  
Public Works  
U.S. Senate  
Washington, DC 20510

The Honorable Bill Shuster  
Chairman  
Transportation and Infrastructure  
Committee  
U.S. House of Representatives  
Washington, DC 20515

The Honorable Peter DeFazio  
Ranking Member  
Transportation and Infrastructure  
Committee  
U.S. House of Representatives  
Washington, DC 20515

Dear Chairmen Inhofe and Shuster, and Ranking Members Boxer and DeFazio:

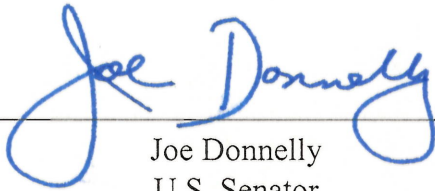
We write to request that any long-term transportation authorization ensures fair funding for all states. Although we are all committed to the timely passage of a long-term transportation bill, the bill's current calculation of minimum state apportionments would result in significantly less federal funding for the states we represent. We believe that any long-term transportation reauthorization should address this issue.

The inequity in the current formula is a result of transfers from the General Treasury to the Highway Trust Fund (HTF) and can be fixed by a simple adjustment in the state apportionment calculations to ensure that a state's share of total apportionments is at least equal to 95 percent of that state's share of contributions to the HTF. With each state having a great need for transportation funding, the shortcomings offered by the current formula is being felt in each of our state infrastructure budgets and warrants an appropriate fix.

Previous surface transportation authorizations contained provisions designed to ensure a fair, minimum return to those states that contribute a higher share to the Highway Trust Fund (HTF) than they receive in return, also known as 'donor states'. Currently, federal law requires that donor states receive at least 95 cents for every dollar they have invested in the HTF; however, because of the way the formula is currently drafted, some states are receiving returns of federal funding significantly below 95 percent. Updating the formula to allow states to receive 95 percent of their share of contributions to the HTF would bring current law in line with the original intent of the 95 percent threshold.

We believe that every state deserves its fair share of federal highway funding. As we work together to implement a long-term highway bill, we have the opportunity to make a simple change that will greatly benefit infrastructure projects nationwide. We look forward to working with you to ensure that all states receive their fair share of federal transportation funding.

Sincerely,



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Joe Donnelly  
U.S. Senator



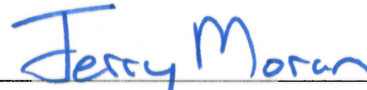
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Jeff Flake  
U.S. Senator



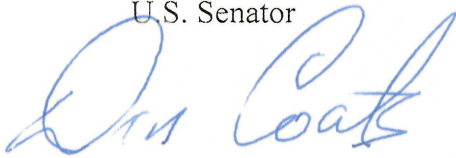
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Al Franken  
U.S. Senator



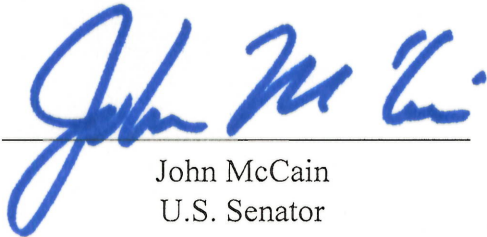
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Jerry Moran  
U.S. Senator



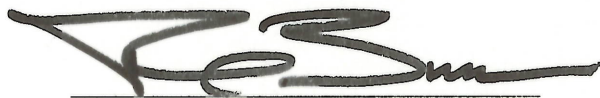
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Dan Coats  
U.S. Senator



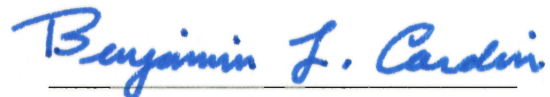
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John McCain  
U.S. Senator



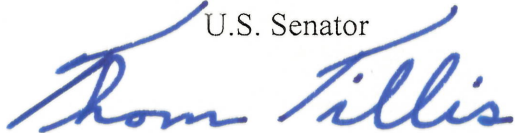
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Richard Burr  
U.S. Senator



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Benjamin Cardin  
U.S. Senator



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Thom Tillis  
U.S. Senator



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Gary Peters  
U.S. Senator