The Honorable Paul D. Ryan  
Speaker of the House of Representatives  
H-232, U.S. Capitol  
Washington, D.C. 20515  

The Honorable Kevin Brady  
Chairman  
Ways and Means Committee  
1102 Longworth House Office Building  
Washington, D.C. 20515  

The Honorable Bill Shuster  
Chairman  
Transportation and Infrastructure Committee  
2251 Rayburn House Office Building  
Washington, D.C. 20515  

May 21, 2018

Dear Speaker Ryan, Chairman Brady and Chairman Shuster,

As you consider an infrastructure plan, I am writing to urge you to consider repealing the overly burdensome 12 percent federal excise tax on heavy-duty trucks (FET) which makes it harder for small businesses to afford a new heavy-duty truck. With the consensus that the Highway Trust Fund must be fixed, funding alternatives that do not depress new heavy-duty truck sales and delay the sale of cleaner and safer trucks should be considered.

First imposed in 1917 to help fund World War I, the FET is the highest excise tax levied by the federal government. Since then, the FET has quadrupled, increasing the cost of new heavy-duty trucks by as much as $22,000. New trucks sales are also under a tremendous regulatory burden, estimated to be around $40,000. These factors heavily depress the market for the purchase of new heavy-duty trucks – which are cleaner, more efficient, and safer – hurting truck retailers, hauling businesses of all sizes, and the drivers themselves.

As you consider a plan to modernize infrastructure funding, I respectfully urge you to include bipartisan legislation I introduced, H.R. 2946, which repeals the onerous and antiquated FET. This legislation would spur new truck sales, jump-start American manufacturing, and promote the entry of cleaner and safer trucks on our roads.

H.R. 2946 has bipartisan support and is backed by the American Truck Dealers, Baker Commodities, Bendix Commercial Vehicles, Daimler Trucks North America, Mack Trucks, National Trailer Dealers Association, Navistar, NTEA – the Association for the Work Truck Industry, Recreational Vehicle Dealers Association, Truck and Engine Manufacturers Association, Truck Renting and Leasing Association, Truck Trailer Manufacturers Association, and Volvo Trucks North America. Many other stakeholders want Congress to consider a more
reliable and consistent revenue mechanism to protect the Highway Trust Fund rather than relying on the volatility of trucks sales for highway revenue. (See attached U.S. retail sales of heavy duty trucks.)

Inclusion of H.R. 2546 in a potential infrastructure package would end this punitive, arbitrary tax that hampers economic growth. Congress has an ideal opportunity to address this issue, create jobs and put safer, more efficient trucks on the road immediately by repealing the FET. Thank you for your consideration of this request. I look forward to working with all of you on this issue in the coming weeks.

Sincerely,

Doug LaMalfa
Member of Congress