



As federal motor fuels taxes have not increased since 1993, the purchasing power of the gas tax has declined by over 60 percent since then. Since 2008, the HTF has faced a chronic funding deficit, which has made it continuously difficult for Congress to meaningfully invest in transportation infrastructure as passing legislation has required multiple transfers from the federal government's general revenue account.

Unfortunately, suspending the 18.4 cents per gallon federal gasoline tax would further detract from that funding method. Such a move, which offers no promise of tax savings actually being passed on to the consumer, is misguided, as Congress carefully negotiated a revenue structure that will pay for the bipartisan IIJA just three months ago. The IIJA will provide historic levels of funding for transportation infrastructure projects across the country, allowing construction firms to provide long-term, sustainable jobs and invest in their businesses and communities over the long-term. There has never been a more important time to ensure the method for how this federal infrastructure investment is funded is not deteriorated.

A suspension of the gas tax, no matter how brief or if Congress moves to replace the lost revenue through a transfer of funds, undermines the already depleted user-pay system for which the Highway Trust Fund is built upon, and will make it harder for Congress to fund transportation infrastructure projects in the future.