

What you will likely hear.

I support infrastructure, but there is no way to pay for it - there is no viable funding mechanism.

- **NOT TRUE!** Two congressionally appointed commissions have concluded that the only viable mechanism to fund a transportation bill in the short to medium term is with an increase in the federal motor fuels tax.

We can't raise fuel taxes right now, the public won't stand for it.

- **NOT TRUE!** Six states raised motor fuels taxes for transportation in the last two years.
- Another six states have such increases pending in the legislature.
- Another nine states have raised transportation revenues in the last 2 years through other means (sales tax, registration, bonds, tolls, etc).
- A 10 cent per gallon increase in the federal motor fuels tax translates to **16 cents per day** for the average American driver.

We already pay too much in federal fuel taxes.

- **REALLY?** The current federal fuel tax on gasoline is 18.4 cents per gallon, which has remained unchanged for the last 17 years (since 1993).
- According to a USA Today report, Americans today spend **less than ½ of what they spent in 1975** on fuel taxes. In fact, Americans spend less on fuel taxes as a percentage of income than at any time since the Government began keeping records in 1929.
- This 18.4 cent per gallon gasoline tax allows us to drive anywhere on the **roughly one million mile** federal aid highway network.
- It is truly America's **BEST VALUE!**

The stimulus bill and all those infrastructure dollars didn't work.

- **NOT TRUE!** The infrastructure portion of the stimulus bill **DID** work. Recent testimony by several highway agencies and member contractors in the House T&I committee removes any doubt about this. The challenge is that only **3.5%** of the stimulus dollars were available for highway infrastructure.
- The investment in transportation infrastructure as a result of the stimulus bill **have** had a positive impact on both employment and capital investment.
- In fact, according to the Congressional Budget Office, infrastructure and transportation investment is where the stimulus funding has been most effective in generating jobs and providing economic stimulus.

Use these points above to diffuse any objections or challenges. We **must** neutralize these types of arguments or concerns.

Keep in mind, we have to hold these members of congress accountable to history. Transportation authorizations have traditionally been non-partisan discussions. America is at a crossroads, and our future is at stake. **It is time for congress to take action now!**