

CUTTING THE GAS TAX IS A COST WE CAN'T AFFORD

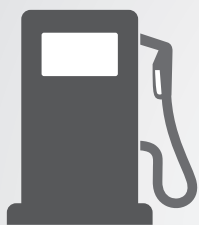
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Fatalities on our roads have increased. According to estimates from the National Safety Council, the first half of 2021 saw an **increase of traffic fatalities by 16 percent** over the previous year.¹

42,000 
lives lost
on U.S. roadways in 2020

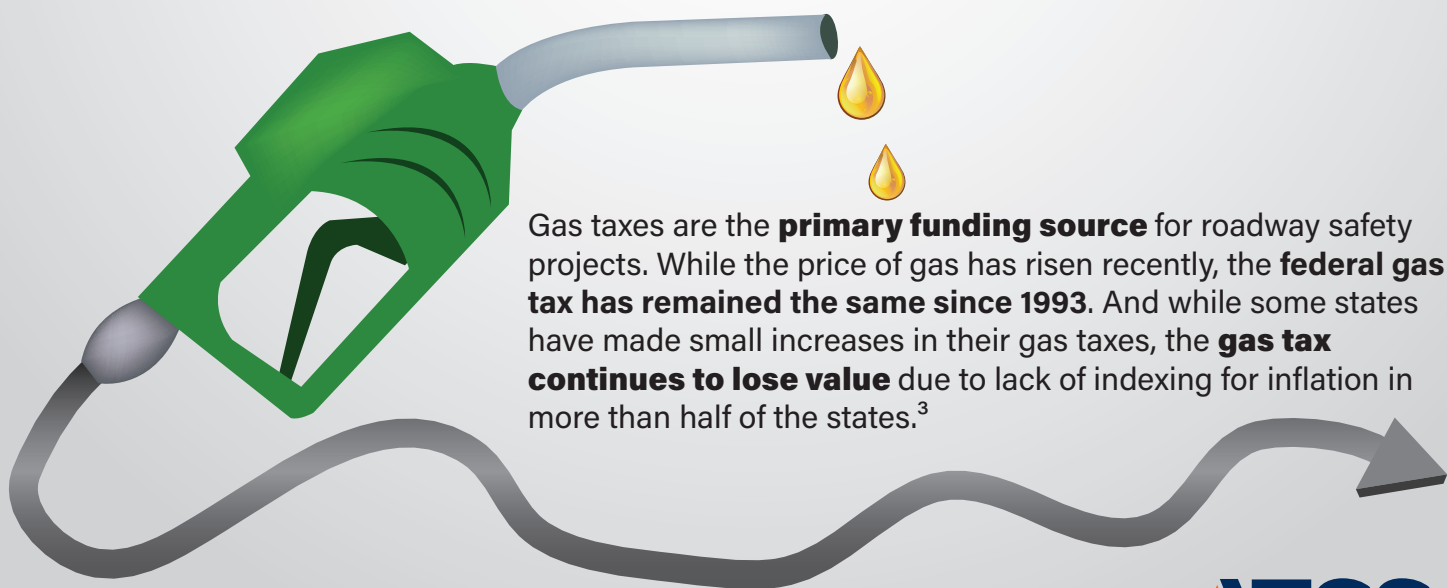
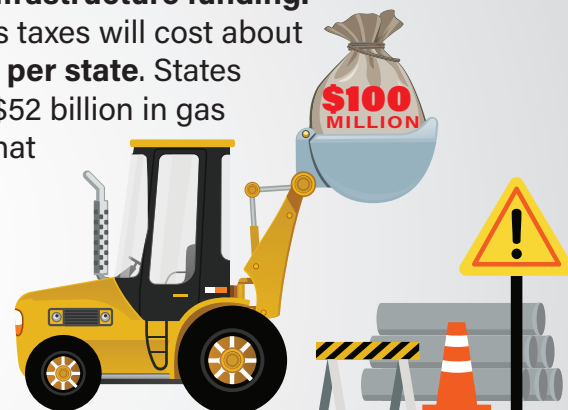


Consumers will not see savings. Producers are likely to enjoy savings from suspended gas taxes. However, it is unenforceable to ensure those benefits are passed on to consumers.



Continue to fund roadway safety. State gas taxes fund important safety projects. Short term political wins lead to long term complicated problems.²

Tremendous cost for infrastructure funding. State suspensions of gas taxes will cost about **\$100 million per month per state.** States and localities collected \$52 billion in gas taxes in 2019—most of that is earmarked for transportation projects.



Gas taxes are the **primary funding source** for roadway safety projects. While the price of gas has risen recently, the **federal gas tax has remained the same since 1993.** And while some states have made small increases in their gas taxes, the **gas tax continues to lose value** due to lack of indexing for inflation in more than half of the states.³

Sources:

1) <https://www.nsc.org/newsroom/nsc-preliminary-estimates-motor-vehicle-deaths-con>

2) <https://www.eia.gov/tools/faqs/faq.php?id=10&t=10>

3) <https://www.urban.org/policy-centers/cross-center-initiatives/state-and-local-finance-initiative/state-and-local-backgrounders/motor-fuel-taxes#revenue>

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Safer Roads Save Lives