



## ACPA Position on Transportation Authorization

August 2010 – The American Concrete Pavement Association supports a well-funded, and robust multi-year surface transportation program, which we believe must be enacted now to meet the critical structural and preservation needs. ACPA also says the program is vital to the U.S. economy, global competitiveness, personal mobility, safety, and emergency preparedness. Other perspectives:

- **Extensions:** The most recent highway bill, SAFETEA-LU, was signed on August 10, 2005 and expired on September 30, 2009, but has been extended at about the same funding levels three times since the expiration. ACPA's position is that extensions are not a worthy substitution for passage of the long-term bill, because they hamper agencies' and contractors' abilities to plan for the future, and because of that, may actually have a negative effect for all concerned. In addition, the positive impacts that the infrastructure portions of the stimulus funding has had on employment and the economy through capital investment, are in jeopardy because of the uncertainty associated with continued federal investment in transportation infrastructure. For these reasons, ACPA is urging Congress to enact a surface transportation bill now.
- **Motor-Fuels Tax:** Although the issue of increasing federal motor fuels taxes is controversial, ACPA supports it for several reasons. First and foremost, a 2007 report by the Congressionally mandated National Surface Transportation Policy and Revenue Study Commissions (established under Section 1909 of SAFETEA-LU) titled "Transportation for Tomorrow" clearly recognizes that an increase in the federal motor fuels tax is the only viable funding mechanism for the highway trust fund in the short-to-medium term. The federal motor fuels tax has been unchanged at 18.4 cents/gal. since 1993, and because of inflation, that amount is worth much less now than it was then<sup>1</sup>. In a poll that revealed most Americans believe the tax is raised every year, more than half of the same respondents said, "our country's infrastructure is outdated, unreliable, and inefficient." For these reasons, ACPA is urging Congress to address an increase in the federal motor fuels tax, which should be indexed to the Consumer Price Index.
- **Delays/Opposition:** The highway bill has not received the priority attention it deserves from neither Congress nor the Administration, and opponents and supporters in Congress point to a lack of a strong push from constituents, as well as the lack of funding solutions. ACPA is working closely with the Transportation Construction Coalition, as well as an *ad hoc* group of associations representing materials used in highway construction to apply pressure in Congress and to educate members of Congress about this issue, including the challenges that face us as a Nation if we do not act swiftly, as well as the solution to the problem. However, further action is needed. Because of this, ACPA is urging members to write, call, and email the President, as well as elected U.S. Senators Representatives, to approve a robustly-funded, multi-year surface transportation bill with the appropriate CPI-indexed federal motor fuels tax increase.

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<sup>1</sup> Lafsky, M. "How Often is the Gas Tax Raised?" THE INFRASTRUCTURIST, January 21, 2010.