

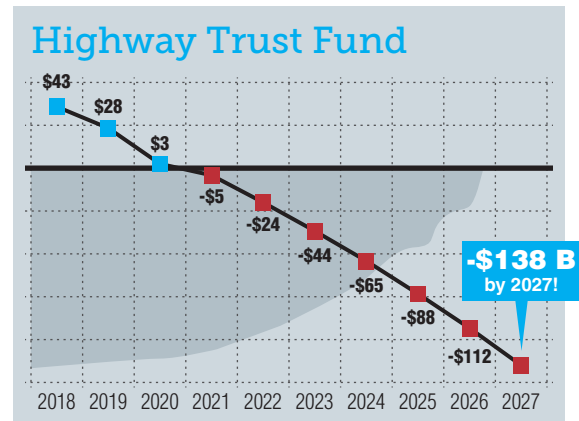


## A GROWING ECONOMY NEEDS TO BE SUPPORTED BY STRONG INFRASTRUCTURE. THE BUILD AMERICA FUND PAVES THAT ROAD TO A BETTER FUTURE.

### 1 America is heading straight toward a highway funding cliff.

The Highway Trust Fund, supported by a consumption fuel tax, will go broke in FY2021. At that point, the Federal Government will either raid the general treasury – Americans hard-earned tax dollars – to keep the Highway Trust Fund solvent, as it has done several times since 2008, or allow the HTF to fail, causing the cancellation or delay of critical transportation projects and throwing hundreds of thousands of people out of work.

Projections show that by 2025 as much as \$88 billion in taxpayer dollars will be needed to shore up the HTF in order to prevent a reduction in funding.

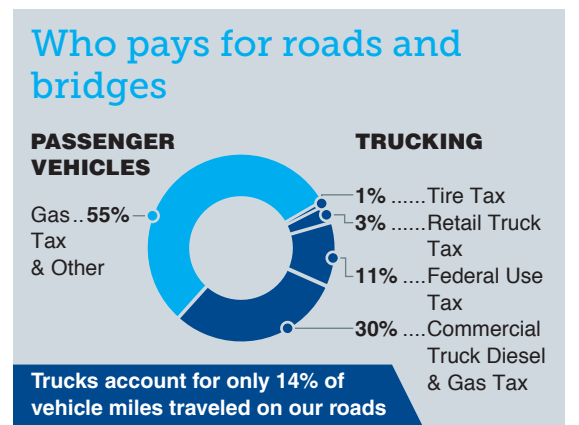


Source: Congressional Budget Office

### 2 Truckers currently pay nearly half the nation's highway funding tab – And we want to pay more.

America's truckers pay 45% of total Highway Trust Fund user fee revenue – even though trucks account for only 14% of vehicle miles traveled on our roads. Notwithstanding, the trucking industry is willing to pay more. We are proposing the Build America Fund because no one knows America's roads and their worsening condition better than truckers do.

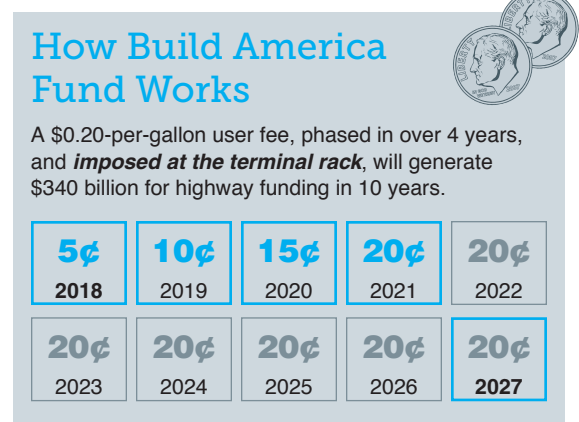
Traffic congestion adds more than \$63 billion to our nation's freight costs every year – a bill felt not just by truckers, but also by retailers, small business and consumers.



### 3 The Build America Fund will cover the highway funding gap – and then some.

To fix this crisis, American truckers propose the Build America Fund: a 20-cent-per-gallon user fee on all transportation fuels, including diesel, gasoline and natural gas. The fee will be applied at the wholesale terminal rack, before fuel reaches the retail gas pump, and indexed to inflation and improvements in fuel efficiency.

The Build America Fund will generate an estimated \$340 billion over the course of a decade, which will not only cover the highway funding gap, but also create an account to invest in the nation's most urgent infrastructure needs, including projects at the state and local level.

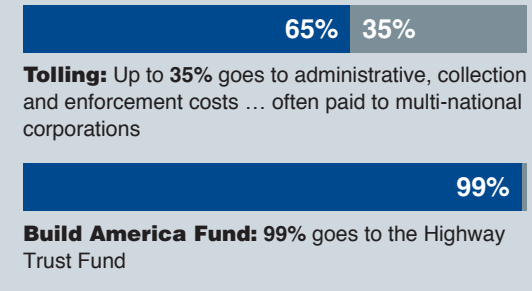


## 4 The Build America Fund is the fiscally conservative solution to fixing our infrastructure.

Decades of data show that tolling is a massive waste of taxpayer money. The administrative, collection and enforcement costs of a typical toll facility are between 12% and 33.5% of the revenue generated. Compare that to the cost of collecting the fuel tax: less than 1% of revenue.

Even worse, many Public-Private Partnerships (a code word for tolls) are operated by multi-national corporations putting Americans' hard-earned dollars in the pockets of foreigners.

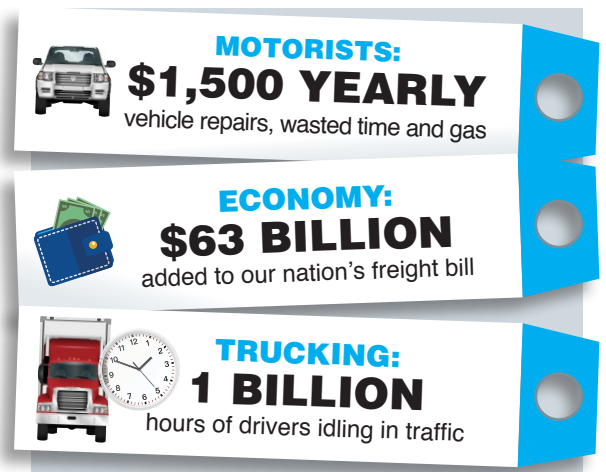
Which is a more efficient way to spend tax money?



## 5 The hidden costs of failing infrastructure far exceed a 20-cent user fee.

When roads fall into disrepair, motorists pay the price. The typical driver loses \$1,000 each year in wasted gas and time due to traffic congestion, and poor road conditions cost \$500 annually in vehicle maintenance and repair – and a collective 6.9 billion hours stuck in traffic.

By contrast, a 20-cent user fee would only cost the average motorist \$100 per year and would alleviate traffic congestion caused by failing infrastructure.



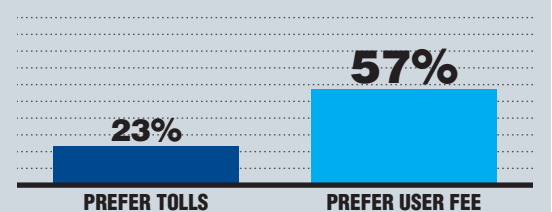
Source: TRIP; Texas A&M Transportation Institute; ATRI

## 6 The American people much prefer a user fee to tolls.

An abundance of public polling data shows motorists strongly prefer a new user fee to tolling. That preference only grows stronger when they are presented with the minimal cost of a user fee compared to the exorbitant waste of tolling and hidden costs of failing infrastructure.

### Motorists Prefer User Fee

When asked between user fee and tolling, motorists' preference is clear:



Source: National survey of 800 registered voters, conducted June 25-28, 2017.

## 7 Despite inflation, the fuel tax hasn't been raised in decades.

The last increase to the federal fuel tax happened in 1993, which is why the Highway Trust Fund is now barreling toward insolvency. During that time, our roads have been used more and more while the federal fuel tax has remained flat – an increase of 0% over 25 years.

Compare that to a postage stamp, which cost 29 cents in 1993 but today costs 49 cents – a 60% increase despite the advent and widespread adoption of email.

