



How to Lower Gas Prices

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Gasoline prices have skyrocketed. The Iran War is to blame, but the President has not been able to bring it to an end.

Still, he has offered a small fix. A [federal gas tax suspension](#)!

In its favor, this temporary measure would offer some relief. In addition, the federal government shouldn't be attaching an excise to fuel sales anyway. The states already burden our fuel bills with their own taxes.

As if to seize a political win, Senator Josh Hawley (R.-Mo.) declared he [will introduce](#) a bill to enact that suspension.

Cutting off a source of revenue would increase the deficit, of course. But there is a simple solution to

that: spend less. For example, the fuel taxes are supposed to fund road repairs. All but two percent of U.S. roads are state roads now. During the emergency, suspend the two percent spending on repairs and let the 98 percent of spending carry on, as it does now, at the state level.

Adam N. Michel at Cato [argues](#) that the best way to spend less would not only reduce the deficit but also lower gas prices: end the Iran War.

And not just rhetorically.

But Michel and his Cato colleagues offer a more politic plan, too: don't merely suspend the tax, end the tax forever and end the highway spending burden along with it. "States know what their infrastructure needs are," he contends, "and they have the fiscal tools — gas taxes, sales taxes, user charges, debt, and privatization — to meet them without a federal middleman."

Before October, Congress is supposed to re-authorize the federal highway program. Don't. Dismantle it all.

For good.

This is Common Sense. I'm Paul Jacob.