



ALLIANCE FOR  
TOLL-FREE INTERSTATES

May 3, 2021  
Alliance for Toll-Free Interstates  
PO Box 20  
Richmond, VA 23218

*Delivered via email*

The Honorable Mitch McConnell  
Majority Leader  
Senate Republican Caucus  
United States Senate

The Honorable John Thune  
Majority Whip  
Senate Republican Caucus  
United States Senate

RE: The Republican Roadmap and Tolling

Dear Senators McConnell and Thune:

The Alliance for Toll-Free Interstates (ATFI) is a growing alliance of individuals, businesses and organizations advocating for long-term, sustainable, efficient, equitable, and sensible highway infrastructure funding solutions. ATFI applauds the renewed public emphasis on infrastructure funding coming from Congress but wishes to register our opposition to tolling on existing interstates. We are particularly concerned that Senate Republicans may be considering an expansion of tolling authority, as evidenced by the promotion of “private sector investment and utilization of financing tools” in the key principles recently released in “The Republican Roadmap” framework document.

Implemented properly, infrastructure funding can provide meaningful employment opportunities while modernizing the transportation system to improve the free flow of people and goods throughout the country. However, poorly conceived infrastructure legislation can be counter-productive, causing unintended impacts that are detrimental to transportation networks, economies and local communities.

Keeping these principles in mind, **ATFI strongly opposes financing surface transportation infrastructure through tolling existing interstates.** Tolling interstate lanes that drivers now freely access is not only unpopular, it is the worst approach available to raising transportation revenue because:

- **Tolling is an underhanded tax, not a user fee.** Tolls raise business costs for moving goods through the supply chain, hurting American manufacturers and the competitiveness of local companies. Tolls force everyday consumers to shoulder the burden of paying more for goods transported by truck, even if they did not drive on the tolled road. Hardest hit by tolls will be America’s small businesses and their employees who are struggling to recover from the devastating economic impacts of the COVID-19 pandemic.

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- **Tolling existing interstates is double taxation.** Since the inception of the Federal Interstate Highway System, the federal gas tax has always been the primary source of revenue for the construction and maintenance of federal interstate lanes. Every time a motorist puts gas in their vehicle, they are upholding their end of the deal for interstate maintenance. Converting non-tolled roads to tolled facilities, even when combined with a congestion relief effort, forces drivers to pay two taxes for that same road: a gas tax and a toll tax.
- **Tolling is a highly inefficient, bureaucracy-laden form of taxation, to the point of being fiscally irresponsible.** Even with the latest technology, the Congressional Budget Office estimates collection costs alone are at least 8 to 11 percent of revenue collected. Toll management, enforcement and operations total an even larger portion of revenues that do not go to actual road improvements. In 2018, the all-electronic North Carolina Triangle Expressway spent 36.8 percent of annual revenue on toll operating costs. If tolls are a “user fee,” diverting significant funds from infrastructure improvements violates the public trust.
- **Loosening tolling restrictions amounts to the federal government shirking its responsibility to generate sustainable funding for roads.** Financing through public-private partnerships does not address the long-term solvency problems of the Highway Trust Fund. Allowing states the “flexibility” to toll in fact foists the infrastructure funding problem onto state and local governments and fragments our infrastructure system.

When it comes to tolls, Americans will pay more and get less. Americans need sustainable investment in our infrastructure, not inefficient policies that take more and more money from hardworking motorists and businesses. The needs of America’s transportation network are vast and deserve serious attention without the distraction of tolls.

As infrastructure is discussed, ATFI’s members – thousands of private citizens and numerous businesses and organizations – urge you to fully reject tolling in infrastructure policy by eliminating programs for tolling existing interstates, restricting toll bridge projects and further limiting how toll revenue is spent.

Thank you for your time and consideration. We look forward to working with Congress on this important issue and further strengthening motorist protections from tolls. Should you have any questions, please do not hesitate to contact [info@tollfreeinterstates.com](mailto:info@tollfreeinterstates.com).

Sincerely,

Alabama Trucking Association, Inc.

American Farm Bureau Federation

Alaska Trucking Association, Inc.

American Frozen Food Institute

American Bakers Association

American Highway Users Alliance

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American Motorcyclist Association	Maine Motor Transport Association, Inc.
American Moving and Storage Association	Maryland Motor Truck Association, Inc.
American Trucking Associations	Trucking Association of Massachusetts
Arizona Trucking Association	Michigan Trucking Association, Inc.
Arkansas Trucking Association	Minnesota Trucking Association
Best Way Express	Mississippi Trucking Association
California Trucking Association	Missouri Trucking Association
Citizen Outreach	Motor Carriers of Montana
Colonial Freight Systems, Inc.	Motor Transport Association of Connecticut
Colorado Motor Carriers Association	Motorcycle Riders Foundation
Delaware Motor Transport Association, Inc.	National Association of Blind Merchants
Duncan & Sons Lines, Inc.	National Association of Convenience Stores
FedEx Freight	National Council of Chain Restaurants
Georgia Motor Trucking Association, Inc.	National Motorists Association
Golden Strip Transfer	National Private Truck Council
Hawaii Transportation Association	National Shippers Strategic Transportation Council (NASSTRAC)
Idaho Trucking Association	National Tank Truck Carriers
Illinois Trucking Association, Inc.	NATSO, representing America's Travel Plazas and Truckstops
Indiana Motor Truck Association, Inc.	Nebraska Trucking Association
International Franchise Association	Nevada Trucking Association, Inc.
Iowa Motor Truck Association, Inc.	New Hampshire Motor Transport Assoc.
Kansas Motor Carriers Association	New Jersey Motor Truck Association
Kentucky Trucking Association	New Mexico Trucking Association
Leathers Enterprises	New York State Motor Truck Assn.
Louisiana Motor Transport Association, Inc.	

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No Tolls I-95 Coalition, Inc.  
North Carolina Trucking Association, Inc.  
North Dakota Motor Carriers Association  
Ohio Trucking Association  
Oklahoma Trucking Association  
Old Dominion Freight Line, Inc.  
Owner-Operator Independent Drivers Association (OOIDA)  
Pennsylvania Motor Truck Association  
Rhode Island Trucking Association, Inc.  
SIGMA, America's Leading Fuel Marketers  
South Carolina Trucking Assoc., Inc.  
South Dakota Trucking Association  
Specialized Carriers & Rigging Association  
Tennessee Trucking Association  
Texas Trucking Association  
Truck Renting and Leasing Association  
Truckload Carriers Association  
UPS  
Utah Trucking Association  
Vermont Truck and Bus Association, Inc.  
Virginia Trucking Association  
Volvo Group North America  
Washington Trucking Associations  
West Virginia Trucking Association, Inc.  
White Castle  
Wisconsin Motor Carriers Association  
Wyoming Trucking Association, Inc.  
Yellow, formerly YRC Worldwide

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