

## **For Immediate Release**

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**Statement of Patrick D. Jones  
Executive Director & CEO  
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On the Final Report of the  
National Surface Transportation Policy  
and Revenue Study Commission  
("Section 1909 Commission")**

IBTTA expresses its appreciation to the "Section 1909 Commission" for the extensive research and deliberations that led to the issuance of its final report.

We especially commend the Commission for two key recommendations:

- First, that road pricing must become a vital part of America's future transportation financing system, and
- Second, that America's surface transportation system be transitioned away from fossil fuels.

Like the Commission, we recognize pricing as a powerful tool that will help "to avoid imbalances between the transportation capacity available at any particular time and the demand for it."

Also, like the Commission, we recognize that transportation decisions must be thoughtfully planned, efficient, and environmentally sustainable.

The increasing emphasis on the use of tolling and pricing in both the full Commission Report and the "minority view" of Chairperson Peters and two other Commission members was most appropriate and is strongly endorsed by IBTTA. The report correctly recognizes that the motor fuel tax is not sustainable in the long term as the primary source of transportation infrastructure funding. The report suggests a compelling need to identify a new funding mechanism, placing appropriate emphasis on some form of direct road user charging or VMT (vehicle miles of travel) fee. It calls for a definitive study and testing of such a system.

The minority view takes an even more aggressive stance and calls for a more rapid deployment of full direct user charging within ten years, citing the compelling need to “properly align supply and demand” through pricing. The Chairperson also notes that continued dependence on the fuel tax is “inconsistent with national energy policy,” which “seeks to reduce dependence on imported oil, dramatically increase fuel economy and increase the use of alternative and renewable fuels.” The current primary source of revenue for transportation depends on taxation of a commodity whose consumption we are trying to reduce. We would add that increasing challenges to deal with climate change will also encourage a shift to alternative fuel and other new types of vehicles, further weakening the purchasing power of the fuel tax.

In the end, the two “views” expressed in the report come to the same conclusion: that we will ultimately move toward widespread direct charging for road use – a system that better aligns demand with supply and revenue with performance. This reflects a sea change in thinking about how we provide mobility and provides a framework for innovative new strategies that can truly balance the enormous funding and demand management challenges of the future. We applaud this forward looking vision and welcome the coming shift toward road user charging.

The worldwide toll industry has been successfully employing direct road user charging for decades. As we move toward more broad based direct user charging, IBTTA envisions that tolls and electronic pricing will play a critical role in meeting the need for new capacity and demand management; and in providing new sources of revenue to help “rebuild” our infrastructure. To help meet this challenge, IBTTA urges continued reduction in Federal restrictions on tolling and opposes the additional restrictions suggested in some of the Commission’s recommendations.

*The **International Bridge, Tunnel and Turnpike Association (IBTTA)** is the worldwide association for the owners and operators of toll facilities and the businesses that support them. IBTTA has members in 30 U.S. states and in 21 countries on five continents around the world. Founded in 1932, IBTTA is driving positive change in surface transportation.*