



INTERNATIONAL BRIDGE, TUNNEL AND TURNPIKE ASSOCIATION

International Bridge, Tunnel and Turnpike Association  
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Washington, DC 20036

May 26, 2021

Honorable Tom Carper  
Chairman  
Senate Environment & Public Works Committee  
513 Hart Senate Office Building  
Washington, DC 20510

Honorable Ben Cardin  
Chairman  
EPW Subcommittee on Transportation  
Infrastructure  
509 Hart Senate Office Building  
Washington, DC 20510-2002

Honorable Shelley Moore Capito  
Ranking Member  
Senate Environment & Public Works Committee  
172 Russell Senate Office Building  
Washington, DC 20510

Honorable Kevin Cramer  
Ranking Member  
EPW Subcommittee on Transportation  
Infrastructure  
330 Hart Senate Office Building  
Washington, DC 20510

Dear Senators Carper, Capito, Cardin, and Cramer:

The International Bridge, Tunnel and Turnpike Association (IBTTA) congratulates the Senate Committee on Environment and Public Works (EPW) on unanimously passing the Surface Transportation Reauthorization Act (STRA) of 2021. On behalf of the toll facility operators in the U.S., we applaud your leadership and support your efforts to foster a bipartisan approach to transportation investment and critical policy issues including job creation, environmental stewardship, and equity in access and opportunity.

IBTTA is the worldwide association for the owners and operators of toll facilities and the businesses that serve them. Founded in 1932, IBTTA has members in 23 countries on six continents. In the United States, there are 129 toll operators in 34 states responsible for some of the nation's most critical infrastructure. IBTTA members are implementing state-of-the-art infrastructure and systems, using innovative user-based transportation financing solutions to address the nation's transportation and mobility needs for the 21st century.

IBTTA strongly endorses EPW's support of user-based transportation finance in the STRA.

- We support the reconstituted **Strategic Innovation for Revenue Collection Program** and applaud the continuation of funding for pilot programs related to mileage-based user fees (MBUF) for road users, along with the broadened eligibility for entities that may participate in the program and the increased federal share for project funding.
- We stand ready to support the **National Motor Vehicle Per-Mile User Fee Pilot Program** to demonstrate MBUF at a national scale for all vehicle types. We applaud the intent to establish per-mile fees based upon estimated impacts on infrastructure, safety, congestion, and the environment by different vehicle types. Our members are prepared to serve on the Federal System Funding Alternative Advisory Board and share the knowhow of the IBTTA community in the technology, engineering, data security, personal privacy, financial reciprocity, account management, and customer service aspects of road charging. We are confident we can help ensure that the program addresses areas unrepresented in the prior State pilots: systems engineering approach, enforcement and compliance, partnerships, interoperability, and reciprocity.
- We are pleased to see the provisions for using tolling on the Interstate System as a component of the **Congestion Relief Program** but will continue to advocate for greater flexibility for the use of tolling as a revenue option for States and local regions which are so pressed for transportation investment beyond the funding they receive through federal program. We encourage Congress

to eliminate provisions that limit the use or number of projects that may employ tolling on the Interstate Highway System. We believe federal law should allow State and local decisions for tolling of the interstate highway system for the purpose of reconstruction.

- We encourage Congress not to mandate toll rate practices relative to vehicle types and occupancy in federal law, but to leave these decisions to the State and local interests that need to manage political and public acceptance of pricing decisions and deliver the outcomes expected by users paying the price. Congress should ensure that the federal law provides the proper incentives for local accountability, transparency, delivery of public benefit, and value to users.

Transportation in the U.S. is at a watershed moment, and IBTTA supports significant new levels of investment to address critical infrastructure needs and leverage opportunities. IBTTA stands ready to do its part and support the EPW Committee, the Senate, Congress and the Administration in the weeks and months ahead. The transportation operators and business members of IBTTA are experts in transportation finance, infrastructure, operations, technology, and management, and are uniquely positioned to leverage user payment principles to guide equitable mobility solutions and investment for the future.

Once again, please accept our gratitude for advancing this important legislation to reauthorize the federal surface transportation program.

Sincerely,



Mark Compton  
President, IBTTA  
CEO, Pennsylvania Turnpike Commission



Patrick D. Jones  
Executive Director & CEO  
IBTTA