



TOLLING. MOVING SMARTER.

INTERNATIONAL BRIDGE, TUNNEL AND TURNPIKE ASSOCIATION

# Priorities for Infrastructure Investment & Surface Transportation Reauthorization

## 1. Tolling Interstate Highways.

- Eliminate provisions in existing law that limit the use of tolling on the interstate highway system and allow tolling of the interstate highway system for the purpose of reconstruction. .

## 2. Road-Use Charging (RUC) System National Pilot Program.

- Advance a national road-use charging pilot program to identify feasible alternatives for the long-term solvency of the Highway Trust fund in light of diminishing motor fuels tax revenues.
- Create a program management structure accountable to Congress, managed by USDOT and led by an Executive Committee of representatives of road users, operators, and policy interests.
- Establish an Advisory Board of national experts, ensuring to capture the knowhow of U.S. toll operators and the International Bridge Tunnel and Turnpike Association (IBTTA) in the technology, engineering, data security, personal privacy, financial reciprocity, account management, and customer service aspects of road charging.
- Ensure that the program addresses areas unrepresented in the prior State pilots: systems engineering approach, enforcement and compliance, partnerships, interoperability, and reciprocity.

## 3. Transportation Infrastructure Finance and Innovation Act (TIFIA).

- Enhance TIFIA to accelerate and facilitate project delivery by encouraging USDOT to support project sponsors in borrowing up to the statutorily allowable 49% of eligible project costs without constraints.
- Provide a borrower the opportunity to seek a one-time amendment to reduce the interest rate on outstanding TIFIA loans in an expedited manner.
- Provide for prompt Build America Bureau evaluation, approval, and implementation of any requests to amend current agreements with any new financing flexibilities granted by Congress.

## 4. Support Transit Flex Lane (TFL) Highway Concepts.

- Allow transit agencies, state DOT's and tolling agencies to become capital funding partners in Transit Flex Lanes, which use congestion-based price management of toll-paying vehicles, while preserving use of these managed lanes for non-tolled public transit vehicles.
- Amend current law to delete the requirement that fixed guideway rights-of-way be reserved for the "exclusive use" of public transportation and allow the reserved right-of-way to be for the "primary benefit" of public transportation.

## 5. Enhanced Access to Funding.

- Ensure operators of tolled roads, bridges and tunnels have direct access to discretionary funding programs for transportation infrastructure investment and improvements in operations.
- Provide flexibility for state departments of transportation to transfer formula funding to a state, multi-state or local public tolling agency that owns or operates a toll facility that is a public road, bridge, or tunnel.

For more information, please contact:

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