

June 24, 2015

The Honorable James M. Inhofe
Chairman
Committee on Environment and Public
Works
United States Senate
Washington, DC 20510

The Honorable Barbara Boxer
Ranking Member
Committee on Environment and Public
Works
United States Senate
Washington, DC 20510

The Honorable David Vitter
Chairman, Subcommittee on Transportation
& Infrastructure
Committee on Environment and Public
Works
United States Senate
Washington, DC 20510

The Honorable Thomas R. Carper
Subcommittee on Transportation &
Infrastructure
Committee on Environment and Public
Works
United States Senate
Washington, DC 20510

Dear Chairman Inhofe, Ranking Member Boxer, Subcommittee Chairman Vitter, and Senator Carper:

We congratulate you on the release of the DRIVE Act of 2015. We appreciate your hard work and persistence in moving forward with this important legislation.

We particularly want to express our strong support for Section 1021 (Interstate System Reconstruction and Rehabilitation pilot program) of the DRIVE Act being considered by the Senate Environment & Public Works Committee. This section would allow States to consider the use of tolls for the reconstruction and rehabilitation of the Interstate System in their respective states. In addition, this section streamlines the process for approval and implementation of the pilot program – allowing states to move forward once they have met the requirements and are ready to do so.

Providing this type of flexibility to three (3) states is an important and modest step to enable states to meet the growing funding needs of the aging Interstate System.

While we recognize that tolling is not the solution to the federal Highway Trust Fund shortfall, tolling is one of many tools in the transportation funding tool box with a long and proven history as a user fee. With limited federal revenues available to support our nation's infrastructure, it only makes sense to give states the ability to choose the best way to pay for reconstruction and rehabilitation of the vital Interstate System within their borders. This flexibility, offered to a small number of states, provides a potential pathway to address the high-costs associated with Interstate System reconstruction and rehabilitation projects in some States – projects that might otherwise languish for lack of adequate funding.

We look forward to working with the Committee to advance reauthorization legislation that promotes safety, greater mobility, productivity and provides a long-term source of funding for the federal-aid highway program.

Sincerely,

American Association of State Highway and Transportation Officials

American Council of Engineering Companies

American Road & Transportation Builders Association

American Society of Civil Engineers

Associated General Contractors of America

Association of Equipment Manufacturers

International Bridge, Tunnel and Turnpike Association

ITS America

Mileage Based User Fee Alliance

National Asphalt Pavement Association

National Association of Surety Bond Producers

Natural Resources Defense Council

US Tolling Coalition