



ALLIANCE FOR
TOLL-FREE INTERSTATES

KEEP INTERSTATES TOLL-FREE

New tolls on existing interstates result in wasted revenue, double taxation, traffic diversion, and negative economic impacts. Repeal the failed ISRRPP.

Background

While federal law generally prohibits new tolls on existing Interstate highway lanes, the Interstate System Reconstruction and Rehabilitation Pilot Program (ISRRPP), created in 1998, provides an exception for three states. Missouri, Virginia, and North Carolina currently hold these slots, but none have successfully put new tolls on an existing interstate due to public recognition of and opposition to tolling's harmful consequences.

The ISRRPP has proven that tolling existing interstates is not a viable road funding option. It should be repealed, not expanded. **We urge Congress to reject any attempts to add more slots to the ISRRPP.**

CONSEQUENCES OF TOLLS

Double Taxation

Tolling an existing interstate forces motorists to pay two taxes for the same road: a gas tax and a toll tax. Dedicated gas tax revenue has been the mechanism for funding interstate maintenance and construction since the Interstate Highway System was established in 1956. New tolls on existing interstate lanes would be a violation of the public trust.

Wasted Revenue

Tolling facilities are expensive to build, maintain, operate and enforce. On major toll roads, toll collection costs can exceed 30% of revenue. The latest technologies only cut this to 12-20% of revenue. Compare this with the cost of collecting the federal fuel tax (~1% of revenue).

Traffic Diversion

A toll on existing interstate lanes diverts traffic to local and secondary roads near toll facilities that were not built to handle interstate-level traffic volume. This contributes to increased maintenance costs, traffic accidents, and delays for local commuters and first responders who rely on secondary roads every day.

Negative Economic Impacts

Placing tolls on existing interstate lanes will increase the cost to move goods throughout the supply chain, hurting the competitiveness of U.S. companies and raising consumer prices. It will also impact communities and businesses that rely on the unhindered flow of people and goods, such as restaurants and truck stops.

The Alliance for Toll-Free Interstates (ATFI) is a broad-based organization united by the belief that a viable, sustainable solution to America's transportation needs must not include putting new tolls on existing interstates. ATFI is focused on educating the public and policymakers about the negative impacts that tolling existing interstates will have on citizens, businesses, and the U.S. economy.

Between 2014 and 2050, diversion from potential tolls on I-95 in North Carolina would cost businesses located within a mile of the I-95 corridor approximately \$1.1 billion dollars in lost revenue.

Source: Cambridge Systematics, Inc. for North Carolina Department of Transportation, 2013. *North Carolina I-95 Economic Assessment*

TOLLS vs. GAS TAX

Collection Costs as % of Revenue

