



AMERICAN TRUCKING ASSOCIATIONS

950 N. Glebe Road ★ Suite 210 ★ Arlington, VA ★ 22203-4181
www.truckline.com



HIGHWAY REAUTHORIZATION

FINANCING

The American Trucking Associations (ATA) supports continued reliance on the federal fuel tax (both diesel and gasoline) as the primary funding source for the highway program and will support an increase in the fuel tax to meet a refocused program objective. ATA believes that user fees should meet the following criteria:

- Minimize opportunity for evasion;
- Inexpensive and simple for government to administer, collect and enforce without imposing excessive administrative and record keeping burdens on highway users;
- Based chiefly on readily verifiable measure of highway and vehicle use;
- Reasonably uniform in application among classes of highway users; and
- Not create impediments to interstate commerce.

ATA believes that the current federal fuel tax meets all of these criteria and suggests that the merits of any alternative taxing schemes be judged against these principles.

TOLLS AND PRIVATIZATION OF HIGHWAY ASSETS

ATA opposes the lease or sale of existing highway assets to private parties. It is patently unfair to highway users – who have paid for the construction and maintenance of these facilities through user fees - to transfer ownership of highways, roads and bridges to for-profit corporations. Additionally, ATA supports federal guidelines that maintain the integrity of the current national highway network and establish terms and conditions for public private partnerships that increase system capacity while protecting the national public interest. Finally, ATA opposes the imposition of tolls on existing Interstates other than on existing HOV lanes.

DEDICATED FREIGHT PROGRAM

ATA supports the establishment of a dedicated freight program – paid for by freight users – to address the congestion caused by highway bottlenecks and to fund corridor expansion or network routes designed to address long-term needs. In short, freight dollars going to freight projects.

PERFORMANCE STANDARDS

The federal government, in consultation with state and local government and private sector stakeholders, must tie federal funding to the fulfillment of broad national goals in order to ensure that federal investments are consistent with national priorities. Consequently, ATA supports the recommendation of the National Surface Transportation Policy and Revenue Study Commission calling for the development of performance standards which ensure that projects are completed in a timely manner, address national congestion and safety goals and address the maintenance needs of highways and bridges on critical corridors.

PRODUCTIVITY

There is a growing recognition that reform of federal truck size and weight standards is one of the keys to improving our energy efficiency and reducing our environmental footprint. ATA supports allowing States to authorize more productive vehicles to operate on the Nation's highways, consistent with sound engineering standards, improved safety and cost responsibility. This will result in fewer trucks transporting more freight thus reducing the trucking industry's vehicle miles traveled.

Good stuff.

