



## Highway Financing Principles

The Arizona Trucking Association believes that fuel taxes and other equitable user fees are the most efficient methods for collecting revenues to maintain existing highways and expand infrastructure to meet growing commuter and freight needs.

Although ATA does not generally support the concept of toll roads or of privatizing the construction or operation of highway infrastructure, at a minimum any toll road plan should incorporate the following criteria:

1. Toll financing should be used only to build new highways. Existing, committed or funded roads must not be included in toll road plans (i.e. Prop 400 projects or those in ADOT's 5-year plan, for example).
2. The use of toll roads should be voluntary. Vehicles should not be restricted, nor otherwise discouraged, from operating on non-toll, alternative routes.
3. No toll road project should grant monopolistic pricing authority to a toll road operator.
4. In order to provide consumers a reasonable choice, there must be a free alternative route of like mileage, grade and condition to any toll road.
5. Toll collections should be limited only to the amounts needed to cover the related costs of construction, reconstruction and maintaining the facility on which the tolls are collected. Tolls should not be used to finance other facilities.
6. Consumers should pay only once for roads. Fuel taxes and weight fees incurred during travel on any toll facilities must be refunded to the user.
7. Impacts on toll facility traffic and revenues should not be a factor in decisions to improve alternative routes.
8. To ensure connectivity and the smooth flow of commerce, toll facilities' truck operating standards should permit any federally authorized combinations
9. Any proposed toll road agreement or modification must be fully disclosed to the public, explained and discussed at a public hearing, and subject to public comment prior to execution of any agreement.

(Formally adopted by Board of Directors 3.7.07)