



P3 Bridge Tolling Background

➤ **What is the PennDOT P3 Major Bridge Tolling Initiative?**

On November 12, 2020, the Pennsylvania Public Private Partnership (P3) Board approved the Major Bridge Initiative, to use the P3 delivery model for bridges in need of rehabilitation or replacement. The P3 Board was created by Act 89 of 2013 in conjunction with the increase in the Pennsylvania's gas tax, the second highest in the country. PennDOT is implementing these tolls to offset the shortfall in infrastructure funding that is not currently being met by the recently passed federal funding and the state gas tax.

➤ **Bridges to be tolled:**

- I-78 Lenhartsville Bridge Replacement Project (Berks County);
- I-79 Widening, Bridges and Bridgeville Interchange Reconfiguration (Allegheny County);
- I-80 Canoe Creek Bridges (Clarion County);
- I-80 Nescopeck Creek Bridges (Luzerne County);
- I-80 North Fork Bridges Project (Jefferson County);
- I-80 Over Lehigh River Bridge Project (Luzerne and Carbon counties);
- I-81 Susquehanna Project (Susquehanna County);
- I-83 South Bridge Project (Dauphin County); and
- I-95 Girard Point Bridge Improvement Project (Philadelphia County).

Why Oppose P3 Bridge Tolls

➤ **Traffic Congestion and Public Safety**

- Vehicles will divert to avoid tolls will affect Main Street Businesses by creating more traffic with less parking which will deter customers and create rapid and costly deterioration of the roadways.
- Emergency Medical Services (EMS)-tolling and diverted traffic will impact response times on an already short-staffed and under-funded emergency services.

➤ **Increased Costs to Citizens and Businesses**

- The cost per bridge toll is estimated to be \$1-\$4/car and \$8-\$12/truck and other large wheelbase vehicles including RVs. According to the Pennsylvania Motor Truck Association, the cost to operate a truck in PA will increase by over \$6,000 annually. These costs will be passed on to consumers, exacerbating an already inflated market.
- Tolling expenses will create a financial burden to businesses who will be required to pay tolls. Businesses in PA could simply choose to relocate to avoid these burdensome tolls or to never locate in PA at all. These tolls would do even further damage to our statewide and local economies.

➤ **Electronic Tolling Problems:** PennDOT plans to rely on the same toll collection technology that cost the PA Turnpike over \$104 million in uncollected tolls in 2020. The cost to collect Turnpike tolls exceeds 20% of the actual revenue collected.

➤ **Who's Next?** Once PennDOT and the P3 Board have established the authority to institute these tolls, they will replicate this model across the Commonwealth. You may not be directly affected by one of these nine bridges today, but your community could be next on PennDOT's list.



Toll Management

- PennDOT has chosen a consortium of six companies, led by an Australian firm. This effectively hands the management, control, and funds gathered from the nine bridges to international entities. This loss of control to foreign entities is very concerning.

PennDOT Needs a Long-Term Funding Solution

- The No P3 Bridge Tolls Coalition supports finding long-term, sustainable solutions for PennDOT's infrastructure funding needs. We don't support this inequitable patchwork approach that unfairly overburdens a few local communities.
 - Bridge tolling is described in the P3 report as the most immediate action that can be taken to create funding for specific bridge replacement, but no long-term funding strategy, nor steps toward establishing a long-term funding strategy is identified. Several bills have passed in the last twenty years, including the increase to the gas tax, but none of these have adequately met the long-term needs for infrastructure funding.
 - The P3 report addresses the continuing and building shortfall in funds for infrastructure, due in part to fuel efficiency, hybrid and electric vehicles, yet offers no solution for users of these vehicles to contribute to the costs of transportation infrastructure. Given the track record, over multiple administrations, it appears likely these tolls could easily stay in place in perpetuity to fund other transportation needs.
 - The majority of the funding for the Pennsylvania State Police remains on the Motor License Fund, paid for by the gas tax. This money is supposed to be dedicated to infrastructure investment. The PSP are a vital service for the health and safety of Pennsylvania's citizens but continuing to use gas tax funds for that purpose is exacerbating the funding shortfalls.

About the Coalition

- The No P3 Bridge Tolls Coalition is a group of concerned local chambers, economic development entities, statewide business organizations, business leaders, affected community leaders, and citizens. We stand opposed to the tolling of these nine bridges because of the effect it will have on our local and statewide economy and to stop PennDOT from using this version of the P3 process from negatively impacting more communities in the future.