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## Ohio Turnpike Commission approves toll rates for electronic tolling (E-ZPass®)

**Berea, Ohio** – The Ohio Turnpike Commission (OTC) today approved the schedule of toll rates that will be implemented once it commences electronic tolling. The conversion to **E-ZPass**® is expected to begin sometime during the fourth quarter of 2009.  Executive Director George Distel cited a number of factors that led to the Commission's decision to approve the proposed toll rates:

### I.   Inflationary Factors and Declining Toll Revenues

*The OTC has lost nearly 30% of its purchasing power during the last nine years and, without the proposed toll rate adjustments, the OTC will struggle to maintain the roadway in good condition and repair.*

   a) Since 2000, total revenues have increased by only 1.5%, while the Consumer Price Index during that same time has risen 31%.

   b) Prices for utilities, fuel, and materials needed to maintain the roadway such as road salt and asphalt have risen dramatically.

   c) Total revenues in 2008 were $10.6 million dollars (or 5.4%) below those in 2007.

   d) Total revenues during the first two months of 2009 were $4.7 million dollars (or 15.2%) below those from the first two months of 2008.

### II.  Capital Needs

*The OTC's capital needs are significant and funds are currently not available for several multi-million dollar improvement projects including:*

   a) Service plazas: Three sets of the original 53-year old facilities have yet to be reconstructed.

   b) Concrete base: 965 lane miles of deteriorating concrete base need to be replaced.

   c) Third lane: 21.8 lane miles of third lane have yet to be completed.

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d) Pavement Resurfacing projects: The pavement resurfacing program has been curtailed in recent years, resulting in a greater than threefold increase in deficient pavement riding surface.

## III. Toll Rate Incentives

*OTC customers have been requesting electronic tolling. As an added customer convenience, the OTC is implementing this technology.*

a) Heavy Freight: The OTC is encouraging truckers with heavier loads to use the Ohio Turnpike rather than parallel routes. Under the proposed toll rate structure, heavier trucks will pay slightly less than truckers currently pay, while lighter trucks will pay somewhat more.

b) **E-ZPass®** Incentives: The proposed toll rates will provide an incentive for customers to use an **E-ZPass®** transponder -- they will pay less than customers who don't use **E-ZPass®**. Furthermore, the passenger car rate for **E-ZPass®** users will not change from what it is today.

The new vehicle classification system will change from weigh-in-motion to a system that will classify vehicles based on the number of axles and the height of the vehicle over the first two axles. In addition, axle counting is a more efficient way to classify vehicles, particularly with **E-ZPass®**.

## The following statement can be attributed to George Distel:

*"By approving the new toll rates, the Commission will be able to continue to provide the traveling public with the highest level of service and maintain the Turnpike's infrastructure in very good condition. The Commission's declining revenues over the last few years have forced it to postpone several important capital improvement projects that can no longer be deferred. Ohio Turnpike's new toll rates will still be among the most competitive in the country."*

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More information, including a full white paper is available on the Commission's website at www.ohioturnpike.org. Below is a chart showing the approved toll rates and the comparison of Ohio Turnpike toll rates to other toll agencies.

# APPROVED TOLL RATES

E-ZPASS RATES:

|  | FOURTH QUARTER 2009 | | JANUARY 1, 2012 | |
|---|---|---|---|---|
| CLASS | FULL TRIP | PER MILE | FULL TRIP | PER MILE |
| 1 | $ 10.25 | $ 0.042 | $ 11.25 | $ 0.047 |
| 2 | 18.00 | 0.075 | 20.00 | 0.083 |
| 3 | 22.00 | 0.091 | 24.00 | 0.100 |
| 4 | 27.00 | 0.112 | 30.00 | 0.124 |
| 5 | 32.00 | 0.133 | 35.00 | 0.145 |
| 6 | 45.00 | 0.187 | 50.00 | 0.207 |
| 7 | 65.00 | 0.269 | 72.00 | 0.299 |

NON E-ZPASS RATES:

|  | FOURTH QUARTER 2009 | | JANUARY 1, 2012 | |
|---|---|---|---|---|
| CLASS | FULL TRIP | PER MILE | FULL TRIP | PER MILE |
| 1 | $ 15.00 | $ 0.062 | $ 16.50 | $ 0.068 |
| 2 | 25.00 | 0.104 | 28.00 | 0.116 |
| 3 | 30.00 | 0.124 | 33.00 | 0.137 |
| 4 | 35.00 | 0.145 | 39.00 | 0.162 |
| 5 | 40.00 | 0.166 | 44.00 | 0.182 |
| 6 | 55.00 | 0.228 | 61.00 | 0.253 |
| 7 | 75.00 | 0.311 | 82.00 | 0.340 |

## SELECTED TOLL RATES PER MILE

| Toll Authority | | Year | E-ZPass Toll Rates Per Mile | | | Non E-ZPass Toll Rates Per Mile | | |
|---|---|---|---|---|---|---|---|---|
| | | | Car | Light 5-axle Truck (30,000 lbs.) | Heavy 5-axle Truck (80,000 lbs.) | Car | Light 5-axle Truck (30,000 lbs.) | Heavy 5-axle Truck (80,000 lbs.) |
| Ohio Turnpike | | 1999 | N/A | N/A | N/A | $ 0.037 | $ 0.091 | $ 0.176 |
| | | 2007 | N/A | N/A | N/A | 0.042 | 0.100 | 0.139 |
| | (a) | 2009 | $ 0.042 | $ 0.133 | $ 0.133 | 0.062 | 0.166 | 0.166 |
| | (a) | 2012 | 0.047 | 0.145 | 0.145 | 0.068 | 0.182 | 0.182 |
| Illinois Tollway | | 2008 | 0.028 | 0.281 | 0.281 | 0.056 | 0.281 | 0.281 |
| Indiana Toll Road | (b) | 2008 | 0.030 | 0.174 | 0.174 | 0.051 | 0.174 | 0.174 |
| | | 2009 | 0.030 | 0.183 | 0.183 | 0.054 | 0.183 | 0.183 |
| | | 2012 | 0.030 | 0.211 | 0.211 | 0.062 | 0.211 | 0.211 |
| Pennsylvania TP | (c) | 2008 | 0.064 | 0.151 | 0.341 | 0.064 | 0.151 | 0.341 |
| | | 2009 | 0.080 | 0.189 | 0.426 | 0.080 | 0.189 | 0.426 |
| | | 2012 | 0.087 | 0.206 | 0.466 | 0.087 | 0.206 | 0.466 |
| New York Thruway | (d) | 2008 | 0.041 | 0.206 | 0.206 | 0.043 | 0.217 | 0.217 |
| | | 2009 | 0.043 | 0.216 | 0.216 | 0.045 | 0.228 | 0.228 |
| | | 2010 | 0.045 | 0.227 | 0.227 | 0.047 | 0.239 | 0.239 |
| New Jersey TP | | 2008 | 0.043 | 0.188 | 0.188 | 0.057 | 0.205 | 0.205 |
| | (a) | 2008 | 0.077 | 0.252 | 0.252 | 0.077 | 0.275 | 0.275 |
| | (a) | 2012 | 0.117 | 0.385 | 0.385 | 0.117 | 0.422 | 0.422 |

Notes:
(a) Proposed
(b) Indiana Toll Road froze E-ZPass rates for cars until 2016. All other rates increase annually by the highest of two percent, the increase in the CPI, or the increase in the GDP. This analysis assumes annual increases of five percent.
(c) Pennsylvania Turnpike has approved a 25 percent toll increase in 2009 plus annual increases of three percent thereafter. There is no discount for E-ZPass users.
(d) New York Thruway has approved toll increases of five percent in both 2009 and 2010. E-ZPass tolls rates are set at five percent below non E-ZPass rates.

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