



ALLIANCE FOR  
TOLL-FREE INTERSTATES

## INTERSTATE TOLLS ARE NOT THE ANSWER

New tolls result in double taxation, traffic diversion, and negative economic impacts

### Rhode Island's Controversial Plan

Federal law generally prohibits new tolls on existing interstate highway lanes, and yet, Rhode Island has repeatedly tried to impose statewide tolling. Knowing that federal law allows states to charge tolls for ailing bridges, Rhode Island is now using this exemption to create an entire network of new tolls in an unprecedented bureaucratic maneuver. Creating 14 new tolls will not fix Rhode Island's infrastructure problems. There are many creative solutions to transportation funding challenges, but tolling is the least efficient option and most detrimental. Governor Raimondo's administration has played hide and seek with specific information about the RhodeWorks plan, and the information the administration has released has been questioned for its accuracy. Rhode Island citizens and businesses deserve a reliable, sustainable funding source for transportation, which tolls will not accomplish.

**“The proposal currently under consideration in the Rhode Island General Assembly...does not provide enough additional revenue to meet RIDOT's cash flow requirements.”**

-- Rhode Island Public Expenditure Council, RIPEC Analysis: Truck Tolling Proposal and the RhodeWorks Infrastructure Improvement Program, February 2016

## CONSEQUENCES OF TOLLS

### Hurting the Economy

Placing new tolls on existing bridges will increase the cost to move goods throughout the supply chain, hurting Rhode Island's economic competitiveness and consumers. As the smallest state in the U.S., Rhode Island is avoidable for many truck routes. Fewer trucks passing through Rhode Island will negatively impact communities and businesses that rely on the unhindered flow of people and goods, such as restaurants and truck stops. Only the local trucks who have no choice but to use our roads will be the ones forced to pay the tolls.



### Increasing Traffic and Construction

Putting tolls on existing bridges diverts traffic to local and secondary roads that were not designed to handle heavy traffic. This will drive up maintenance costs, traffic accidents, and delays for local commuters and first responders who rely on secondary roads, thereby jeopardizing communities' well-being and safety.

### Double Taxation

Tolling an existing piece of infrastructure forces motorists to pay two taxes for the same road: a gas tax and a “toll tax.” Dedicated gas tax revenue is the current mechanism for funding road and bridge maintenance and construction, and has worked for decades with proven success.

### Wasting Taxpayers' Money

Tolling facilities are expensive to build, maintain, operate and enforce. On major toll roads, toll collection administrative costs can exceed 30% of revenue collected from the toll. The latest technologies only cut this to 12-20% of toll revenue. Fuel taxes such as the state gas taxes, which cost approximately 2% to administer, are much more efficient. There are no additional collection costs associated with raising existing fees.

To learn more about the Alliance for Toll-Free Interstates (ATFI), please visit [www.tollfreeinterstates.com](http://www.tollfreeinterstates.com).