



**Vermont Legislative Research Service**

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**Tolls and Toll-by-Plate in Vermont**

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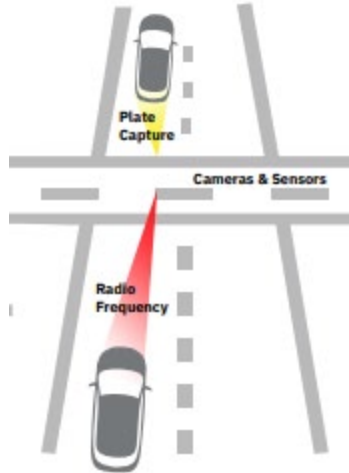


Figure 2: Dual Readers

*Source: Heather Nolan, "Toll by Plate: Impact on Fleets & Best Practices for Management," Bestpass Thought Leadership Series: 01/22/2020, accessed May 5, 2021,*

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revenues as an alternative to the gas tax.<sup>14</sup> This creates some resistance to private operation.<sup>15</sup> Advocacy groups claim other reasons, such as the shift in accountability from the public to shareholder, lack of transparency, and the loss of control of roadway policy and construction, all of which may create higher monitoring costs, create resistance as well.<sup>16</sup> Private operation, however, allows for faster construction of new roads due to a larger availability of funds without taking public funds from other projects or having to rely on yet-to-be-

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including the Massachusetts Department of Transportation (MassDOT) and Transport for London, have clear-set lengths of time for which information is stored, after which the data is purged from the system.<sup>25</sup>

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It's easier to ensure payment by Massachusetts drivers, as unpaid tolls prevent vehicle registration.<sup>42</sup> The issue of unpaid tolls by out-of-state drivers is a source of concern, as it's more difficult to ensure payment. During the pilot implementation of AET at Tobin Bridge, 64% of unpaid tolls were Massachusetts residents. MassDOT estimated a higher percentage of unpaid tolls coming from out-of-staters on the turnpike.<sup>43</sup> Massachusetts has developed reciprocity agreements with DMVs in some neighboring states in order to prevent out-of-state leakage.<sup>44</sup>

## Tolling in Vermont

### *History*

Vermont has a brief history with toll collection, and none of the roadways previously established(-)Tj0.003 22va2-1 (r.7H)-4 (g.83 0 Td(-)Tj-0.011 Tc 0.01 (n)-6 ( so)6 (m)-2 -01 Tw 14.15M4 22va2-1 (r.7

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day.”<sup>51</sup> The authors posit, using 2013 data, that “only a small portion of I-89 in Chittenden County would qualify.” As of 2019, the eligible roads by these standards are Route 7, Route 2, and I-89, with all the highway segments residing in Chittenden County.<sup>52</sup> These roadways are federal aid highways subject to the regulations in Title 23, U.S.C., presented below.<sup>53</sup>

## Feasibility

### *Federal Statutes*

Current federal law Title 23, United States Code (U.S.C.) requires “all highways constructed under the provisions of this title be free from tolls of all kinds,” with the exceptions noted in Section 129 (these exceptions can be found in Appendix A).<sup>54</sup>

Robert S. Kirk, Specialist in Transportation Policy for the Congressional Research Service, sums up the federal tolling legislation by stating “that all conversions of existing federal-aid highways, bridges, or tunnels to toll facilities require that the facility be reconstructed, restored, rehabilitated, or replaced (unless the conversion occurs under the Value Pricing Pilot

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Cash-only tollbooths are the most expensive, mostly due to the labor and toll plaza infrastructure costs.<sup>59</sup>

AET collection, however, requires niche radio-frequency identification infrastructure that is typically not already in place.<sup>60</sup> HNTB, an infrastructure design firm working for the New Hampshire Department of Transportation, estimated the cost of the AET equipment to be

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## Appendix A

The Section 129 exceptions

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