



# PA Turnpike Commission

## 2025 Toll Schedule In Brief

In preparation for Open Road Tolling (ORT), the Pennsylvania Turnpike Commission approved a toll schedule that moves the PA Turnpike to a consistent per-mile rate and follows national standards for vehicle classification.

**The approved toll schedule keeps the PA Turnpike costs at mid-range among tolling agencies across the country.**

### WHAT WAS APPROVED

Due to ongoing debt repayment, the resulting debt service and in accordance with our [Act 44 financial plan](#), a 5% toll increase beginning Jan. 5, 2025 was approved by commissioners on July 2, 2024. The PA Turnpike rates will continue to be at the mid-range of our peers across the country. Because of other changes approved to modernize rates, a straight 5% increase will not be felt by all customers in 2025.

### SUPPORTING QUOTES

“The PTC continues to balance predictable rate increases with responsible stewardship,” said **PennDOT Secretary and Commission Chair Mike Carroll**. “Toll rate increases are the direct result of state-mandated financial obligations, which PTC leadership has always taken seriously. Annual expenditures have remained flat for more than 15 years and are predicted to come under budget in Fiscal Year 2024.”

“As Commissioners, this is the most challenging vote we make each year, as required to continue the repayment of Act 44 and 89 obligations,” said **Commissioner Sean Logan**. “We work every day to ensure our customers receive value for their tolls, including 24-hour roadside assistance, a dedicated maintenance force to keep the roadway clear of debris, trash and snow, and a reconstruction program aimed to decrease congestion and increase rideability and safety.”

### RATE STANDARDIZATION & VEHICLE CLASSIFICATIONS

The PA Turnpike is an 85-year-old roadway that has been built over time, so toll rates were priced to fund each section as it was built. This led to a system that was not consistent in price mile-to-mile. Additionally, we’re the only system in the nation still using weight-based classification rather than axle and height via Automatic Vehicle Classification (AVC). We are now correcting both to bring consistency and predictability to customers.

Commissioners approved a base per-mile rate of \$0.07/mile plus a \$1.09 fee per segment (distance between interchanges) for E-ZPass customers. Toll By Plate (TBP) customers will pay double that rate. Additional vehicle classes will pay a multiple of the E-ZPass or TBP base rate.

Due to the changes with standardization and the AVC classification change, nearly 50% of passenger car trips will see a lower toll rate in 2025 compared to what they pay today.

About 84% of E-ZPass and 74% of TBP trips will see a toll cut or an increase of under \$1 in 2025 and about 70% of commercial vehicles will see an increase of \$5 or less.

E-ZPass			Toll By Plate (TBP)		
Class	AVC Factor	Toll Rate (AVC Factor x Base Rate)	Class	AVC Factor	Toll Rate (AVC Factor x Base Rate) x 2
2L	1.0	1.0 x (\$0.070/mile + \$1.09/segment)	2L	1.0	1.0 x (\$0.070/mile + \$1.09/segment) x 2
3L	1.5	1.5 x (\$0.070/mile + \$1.09/segment)	3L	1.5	1.5 x (\$0.070/mile + \$1.09/segment) x 2
4L	2.0	2.0 x (\$0.070/mile + \$1.09/segment)	4L	2.0	2.0 x (\$0.070/mile + \$1.09/segment) x 2
5L	2.5	2.5 x (\$0.070/mile + \$1.09/segment)	5L	2.5	2.5 x (\$0.070/mile + \$1.09/segment) x 2
6L	3.0	3.0 x (\$0.070/mile + \$1.09/segment)	6L	3.0	3.0 x (\$0.070/mile + \$1.09/segment) x 2
2H	1.5	1.5 x (\$0.070/mile + \$1.09/segment)	2H	1.5	1.5 x (\$0.070/mile + \$1.09/segment) x 2
3H	2.0	2.0 x (\$0.070/mile + \$1.09/segment)	3H	2.0	2.0 x (\$0.070/mile + \$1.09/segment) x 2
4H	3.0	3.0 x (\$0.070/mile + \$1.09/segment)	4H	3.0	3.0 x (\$0.070/mile + \$1.09/segment) x 2
5H	4.0	4.0 x (\$0.070/mile + \$1.09/segment)	5H	4.0	4.0 x (\$0.070/mile + \$1.09/segment) x 2
6H	5.0	5.0 x (\$0.070/mile + \$1.09/segment)	6H	5.0	5.0 x (\$0.070/mile + \$1.09/segment) x 2
7H	6.0	6.0 x (\$0.070/mile + \$1.09/segment)	7H	6.0	6.0 x (\$0.070/mile + \$1.09/segment) x 2

The standardization of rates and the move to AVC will not result in additional revenues for the Turnpike beyond the 5% increase approved for 2025. The change in vehicle classification will have a limited impact on non-commercial customers; most widely impacting commercial customers who primarily travel the PA Turnpike empty.

### OPEN ROAD TOLLING (ORT)

[Open Road Tolling](#) is the culmination of the PA Turnpike’s decade-long journey to modernize operations on our 560+ miles of roadway. In the ORT system, tolls are charged electronically as customers drive at highway speeds beneath overhead structures, called gantries, without slowing down or stopping at toll booths. Equipment on the gantry and in the roadway classifies and identifies the vehicle and electronically processes tolls, allowing for free-flowing traffic: which reduces accidents, improves the environment, and allows new access points.

ORT will launch on the mainline PA Turnpike east of Reading along with the Northeast Extension beginning Jan. 5, 2025 and statewide in Jan. 2027. Where gantries are not yet operational, tolls will still be charged to a customer as an interchange-to-interchange trip but based on the new rate structure.

### **IMPACTS OF ACT 44**

Toll increases are not a reflection of PTC's financial management. Rather, this is part of our [Act 44/89 obligations](#) which required the PA Turnpike Commission to pay PennDOT \$450M to fund non-Turnpike transportation needs around Pennsylvania totaling \$8 billion since 2008. Act 44/89 payments have been reduced to \$50M however the debt service remains and is funded through annual toll increases. Before the Commission asks customers to pay more, we do everything we can to control our costs. The Commission has worked to control operating costs, staying below budgeted actual expenses for seven consecutive years and keeping operating costs at a compound average annual growth rate of 0.8%. Our [Act 44 Plan](#) set the course for toll increases through 2051. Not following it would cause our credit rating to slip, increasing our debt costs.