



Cape May County Bridge Commission

Proposed 2022-2024
Toll Adjustments

REVENUES & EXPENSES 2010-2020

Year	Receipts from Bridge Tolls	Administrative Expenses	Payments to Suppliers and Vendors	Net Cash
2010	\$ 3,222,866.05	\$ 1,458,975.50	\$ 1,448,382.29	\$ 315,508.26
2011	\$ 3,059,274.91	\$ 1,432,362.98	\$ 1,370,710.95	\$ 256,200.98
2012	\$ 3,048,478.25	\$ 1,387,909.28	\$ 1,497,816.99	\$ 162,751.98
2013	\$ 2,875,550.20	\$ 1,448,834.58	\$ 1,550,030.47	\$ (123,314.85)
2014	\$ 2,798,052.46	\$ 1,333,251.67	\$ 1,904,050.98	\$ (439,250.19)
2015	\$ 2,752,434.11	\$ 1,257,228.13	\$ 2,296,544.52	\$ (801,338.54)
2016	\$ 2,916,564.87	\$ 1,283,737.64	\$ 1,432,709.16	\$ 200,118.07
2017	\$ 2,790,165.27	\$ 1,259,122.72	\$ 1,316,938.45	\$ 214,104.10
2018	\$ 2,702,856.56	\$ 1,108,662.62	\$ 1,539,163.20	\$ 55,030.74
2019	\$ 2,800,153.86	\$ 1,151,604.04	\$ 1,390,814.87	\$ 257,734.95
2020	\$ 3,042,657.61	\$ 1,173,110.70	\$ 1,297,929.40	\$ 571,617.51
Change from 2010	\$ (180,208.44)	\$ (285,864.80)	\$ (150,452.89)	\$ 256,109.25
	5.6% decrease	19.6% decrease	10.4% decrease	

Since 2010:

- ▶ Toll Revenue decreased by 5.6% (2020 compared to 2010)
- ▶ Administrative Expenses decreased by 19.6%
 - ▶ Full-time Collectors replaced with part-time Collectors as they retire
 - ▶ Wage freeze from 2015 - 2019
- ▶ Payments to Vendors decreased by 10.4%
- ▶ Installed E-ZPass in 2018
 - ▶ Improved collection rates and visibility of all toll transactions
 - ▶ Increased system efficiency at Ocean City-Longport Bridge with E-ZPass Only lane
- ▶ Updated Shared Services Agreement with County to share personnel, buildings and equipment.
- ▶ Bond refunding in 2020 to save \$340,332.79 in interest.



3-Stage System-wide Toll Adjustment

- ▶ First toll adjustment in twelve years - Last increase was February 1, 2009.
- ▶ \$0.50 increase across all Vehicle classes in three separate adjustments.
- ▶ First \$0.50 toll adjustment on or after February 1, 2022.
- ▶ Second \$0.50 toll adjustment on or after February 1, 2023.
- ▶ Third \$0.50 toll adjustment on or after February 1, 2024.

Proposed Toll Schedule - 2022 - 2024

Class	Description	Current Rate	2022 Proposed Rate	2023 Proposed Rate	2024 Proposed Rate
Class 2 - Under 11'	2 axle passenger vehicle, motorcycle, moped, mini-bus, school bus	\$1.50	\$2.00	2.50	3.00
Class 3 - Under 11'	2 axle vehicle with 1-axle trailer	2.75	3.25	3.75	4.25
Class 4 - Under 11'	2-axle vehicle with 2-axle trailer	3.50	4.00	4.50	5.00
Class 5 - Under 11'	2-axle vehicle with 3-axle trailer	4.25	4.75	5.25	5.75
Class 2 - Over 11'	2 axle truck, 2-axle RV	3.75	4.25	4.75	5.25
Class 3 - Over 11'	3-axle truck, 2-axle truck with 1-axle trailer, 2-axle RV with 1-axle trailer	6.00	6.50	7.00	7.50
Class 4 - Over 11'	4-axle truck, 3-axle truck with 1-axle trailer, 2-axle truck with 2-axle trailer. 2-axle RV with 2-axle vehicle in tow	8.25	8.75	9.25	9.75
Class 5 - Over 11'	5-axle truck, 4-axle truck with 1-axle trailer	10.50	11.00	11.50	12.00
Class 6 - Over 11'	6-axle truck, 3-axle truck with 3-axle trailer	12.75	13.25	13.75	14.25

How Toll Adjustment will be Utilized

- ▶ Commission does not currently have funding for any bridge projects. All maintenance, repairs and upgrades are funded by County.
- ▶ Commission will begin funding smaller maintenance and repair projects with toll revenue.
- ▶ Projects include:
 - ▶ Mechanical and Electrical Upgrades
 - ▶ Toll facility and ancillary building maintenance and repairs
 - ▶ Priority repairs found during bridge inspections
 - ▶ Safety and preventative maintenance projects

Financial Forecast with Toll Adjustment

	Estimated Revenue	Estimated Expenses	Bridge & Facility Maintenance	Estimated Surplus
2021	\$3,028,000.00	\$2,816,756.00	\$0.00	\$211,244.00
2022	\$4,159,707.50	\$3,001,200.00	\$550,000.00	\$608,507.50
2023	\$5,150,571.00	\$3,061,224.00	\$1,500,000.00	\$589,347.00
2024	\$6,141,434.50	\$3,122,448.48	\$2,500,000.00	\$518,986.02