



# Tolling for a new I-69 Ohio River Crossing

Each alternative is expected to require a combination of toll-backed financing, traditional funds and grant opportunities to move to construction.

## **Preliminary cost estimates\*:**

- West Alternative 1: \$1.466 billion
- West Alternative 2: \$1.487 billion
- Central Alternative 1: \$1.415 billion

\*Source: Screening Report Supplement, year-of-expenditure \$

## **What will be tolled?**

I-69 **will be** tolled, regardless of which alternative is selected. The toll revenue is necessary to get a new I-69 bridge built and to be able to operate and maintain cross-river mobility in the area.

Tolling US 41 **may be necessary** if West Alternative 1 or Central Alternative 1 is selected.

## **Who decides toll policy?**

A bi-state body will be created to establish toll policy, which will include what facilities are tolled and toll rates.

The I-69 ORX Project Team is gathering information to help guide the decisions of the bi-state body as it develops a financial plan. That includes evaluating tolling scenarios including the potential impact on traffic and expected revenue.

Final toll policy **will not** be determined in the Draft Environmental Impact Statement (DEIS) or Final Environmental Impact Statement (FEIS).

## **How much will tolls be?**

The Project Team makes assumptions to evaluate tolling scenarios. As a starting place, the team is assuming toll rates would be similar to what is used in Louisville for the Ohio River Bridges Project.

Tolls in Louisville are based on the size of a vehicle, its height and number of axles. Vehicles with transponders and prepaid accounts pay the lowest toll rates.

Rates range from **\$2-\$12 per crossing**. The lowest rate of \$2 is for a passenger vehicle with a prepaid account and transponder. A passenger vehicle without an account and transponder is \$4 per crossing. The highest rate of \$12 is for a 5-axle vehicle (a semi) without a prepaid account and transponder.

## **How will tolling work?**

Tolling will be all-electronic tolling, which means no slowing, no stopping and no lines. Traffic keeps moving.

Sensors on toll gantries are used to read transponders, small devices on the inside of a car's windshield, and the appropriate toll is deducted from a prepaid account.

For drivers without accounts and transponders, cameras capture license plates and invoices are sent to the registered owners of the vehicles.

