



RECOMMENDATIONS MADE FOR VEHICLE CLASSIFICATION

State leaders to vote on tolling policy and business rules May 11

JEFFERSONVILLE, Ind. (May 9, 2016) – Indiana and Kentucky transportation officials are releasing recommendations for the vehicle classification system for RiverLink, the new, all-electronic tolling system making the Louisville – Southern Indiana Ohio River Bridges project possible.

Transportation and finance leaders from both states are scheduled to meet May 11 to vote on the recommendations and other measures that make up tolling policy and business rules.

Vehicle Classification

Toll rates will be based on vehicle height and number of axles, which is consistent with the classification system used by the majority of other tolling systems. Initial toll rates range from \$2-\$12. The lowest rates are for drivers with transponders.

Vehicle Classification		RIVER LINK		
CLASSIFICATION	VEHICLE DESCRIPTION	TOLL WITH TRANSPONDER	TOLL WITH REGISTERED PLATE	TOLL WITH UNREGISTERED PLATE
Passenger Vehicle	2-axle up to 7 ½ feet in height 	\$2	\$3	\$4
Medium Vehicle	2-axle more than 7 ½ feet in height 	\$5	\$6	\$7
	All 3-axle 			
Large Vehicle	All 4-axle 	\$10	\$11	\$12
	5-axle or more 			

“It’s important to have a system that is clear and easy to understand, meets the financial requirements of the project and works with the capabilities of the tolling system,” said Kentucky Transportation Secretary Greg Thomas. “We believe we’ve achieved that, while keeping in mind our local and area businesses.”

Passenger Vehicles

- All 2-axle vehicles up to 7 ½ feet in height

Examples: cars, SUVs, pickup trucks, vans, motorcycles

Medium Vehicles

- All 2-axle vehicles more than 7 ½ feet in height
- All 3-axle vehicles
- All 4-axle vehicles

Examples: box trucks, buses, dump trucks, concrete trucks, high-roof vans, most vehicles towing trailers

Large Vehicles

- All vehicles with 5 or more axles

Examples: semi-trailer trucks, some large RVs towing a vehicle, vehicles towing 3-axle trailers

“The medium vehicle category is deliberately large,” said Jim Stark, deputy commissioner of innovative project delivery with the Indiana Department of Transportation. “Many of these vehicles are short-haul, regional trucks. They’re delivery and service-based and some are making numerous trips across the bridges on a daily basis.”

Businesses do not qualify for a frequent-user discount, but the more affordable toll rates in the medium vehicle category are designed to assist many businesses in the region.

Toll Policy and Business Rules

Transportation and finance leaders from Indiana and Kentucky will vote on several business items May 11 at the Sheraton Hotel Ballroom, located at 700 W. Riverside Dr. in Jeffersonville.

The Joint Board consists of the Kentucky Public Transportation Infrastructure Authority (KPTIA) Chairman, the Indiana Public Finance Director, the Kentucky Transportation Cabinet Secretary and the Indiana Department of Transportation Commissioner, or their designees. The Joint Board meeting will begin at 2 p.m.

The bi-state Tolling Body is responsible for setting toll rates and establishing toll policy. It includes the four Joint Board members and an appointed member from each state. The Tolling Body will meet at 2:30 p.m. to vote on tolling policy and business rules that will govern the operation of the new tolling system.

Business rules include everything from initial toll rates and account management to the invoice process and nonpayment fees. Most of the information has been shared previously during a series of a dozen open houses held this year in Kentucky and Indiana.

Start of Tolling

Tolling will begin when cross-river capacity is added to the system. That means either the improved John F. Kennedy Memorial Bridge or the new East End bridge will be complete and fully open to traffic. Both are expected to happen late this year. Transponders will be available and customer service centers are expected to open by late summer.

The new Abraham Lincoln Bridge, the improved Kennedy Bridge and the new East End bridge will be tolled. The Sherman Minton Bridge and the Clark Memorial Bridge will not be tolled.

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RiverLink

RiverLink is the all-electronic tolling system making the Louisville – Southern Indiana Ohio River Bridges Project possible. There will be no toll plazas, no coin machines, no lines and no stopping. The new Abraham Lincoln Bridge, the improved Kennedy Bridge and the new East End bridge will be tolled. The Sherman Minton Bridge and the Clark Memorial Bridge will not be tolled in connection with the project. Tolling is expected to begin in late 2016. Find more information at www.riverlink.com.

Ohio River Bridges Project

The Louisville – Southern Indiana Ohio River Bridges Project includes two new bridges and their approaches, an improved Kennedy Bridge and reconstruction of the Kennedy Interchange, where I-65, I-64 and I-71 come together in downtown Louisville. The new Abraham Lincoln Bridge will carry six lanes of I-65 northbound traffic. The improved Kennedy Bridge will carry six lanes of southbound traffic. The new East End bridge will connect the Gene Snyder Freeway in Prospect, Kentucky with the Lee Hamilton Highway in Utica, Indiana. Both projects are scheduled for substantial completion late this year. Find all of the latest traffic information and more details on the Ohio River Bridges Project at www.kyinbridges.com.