The Need for Legislation:
As Ohio and Kentucky work together to deliver a project that is vital to the health of both states and the region we can’t wait or rely on help from Washington. Ohio and Kentucky are taking matters into their own hands and working together to develop a new bridge sooner rather than later. But, there is still work to be done before construction can begin. Ohio needs to make modifications to existing tolling implementation and enforcement statutory provisions. This is needed to permit the installation and implementation of tolling systems that utilize modern tolling technology. In addition, statutory changes need to be made to ensure an effective transparent toll collection system that provides both ease of collection and the transparency that the motoring public expects. These refinements are designed to provide ODOT with necessary tools to finance and construct transportation projects in the most economical and efficient manner possible.

What the Legislation Does:
- Aligning with Federal Standards – Current Ohio law prohibits the tolling of existing capacity. The Brent Spence Bridge project will involve adding some capacity, but the project is not financially viable unless the existing capacity and new capacity are both tolled. The legislation will bring Ohio in-line with definitions used at the Federal level allowing for tolling on projects that are substantially reconstructed as well as provide that the provision applies to the Brent Spence project specifically.
- Implementation of All Electronic Tolling (AET) – Current law does not clearly allow ODOT to implement open road tolling for BSB. Open road tolling is essential for delivery of the project. The project footprint is not sufficient to install traditional toll booths. AET is necessary to maintain free flowing traffic across the bridge.
- Privacy Controls – Establishes a criminal penalty for the disclosure of information for non-user fee purposes without a court order. Sets the amount of time data can be kept passed its administrative value, and clarifies that the information is not a public record.
- AET Enforcement – Current law does not provide for an effective enforcement mechanism for failure to pay AET invoices. To be constitutional, a toll enforcement mechanism must provide for due process to contest a violation for failure to pay.
- Public-Private-Partnership updates –As ODOT moves in a more innovative direction regarding funding for major infrastructure projects, industry leaders have provided input about how to improve ODOT’s public-private-partnership (P3) statute. The legislation provides changes that will allow the Brent Spence Bridge Corridor project to be more cost effective and generate the greatest interest from the industry.

What is All Electronic Tolling:
- Traditional toll booths – dropping quarters in a basket – are becoming a thing of the past. With today’s technology, two new methods allow drivers to maintain their highway speeds and make travel more seamless:
  - **Automatic vehicle identification systems** use electronic transponders to deduct the toll from a pre-paid account;
  - **Video capture systems** use specialized cameras and lighting units to capture license plate numbers and invoice to the registered owner.
- Both are widely used together around the country. More than 30 All Electronic Tolling systems are currently in operation or the planning stages across 14 states. Of those, Texas has 12 projects either in operation or planned for the near future.
- Reduce congestion and traffic delays to improve safety compared to traditional tolls by eliminating distracted driving and lane changes.
- Significantly lower operating costs than traditional-toll systems.