

RECENT TOLLING LEGISLATIVE ACTIONS IN WASHINGTON

2002-2010

2002

- Authorizes WSDOT to use tolls to finance the new Tacoma Narrows Bridge.

2005

- Authorizes WSDOT to implement a four-year high occupancy toll lane pilot project on State Route 167.
- Expresses intention that tolls be charged to offset or partially offset the costs for the Alaskan Way Viaduct, SR 520 replacement, and widening of I-405 including a managed lanes concept.
- Directs the Washington State Transportation Commission to conduct a study of the state's transportation system to determine the feasibility of administering tolls on specific transportation facilities or a network of facilities.

2007

- Expresses intention that tolls be charged to offset or partially offset the costs for the following projects, and that a managed lane concept be applied in their design and implementation: the SR 520 replacement project and the widening of I-405.
- Directs the Washington State Transportation Commission to conduct a planning grade tolling study that is based on the comprehensive tolling study authorized in 2005.

2008

- Creates a tolling implementation committee to conduct public outreach related to tolling the SR 520 bridge and indicates legislative intent to pursue tolling as a component of the SR 520 financial plan.
- Establishes broad tolling policy framework for transportation facilities in Washington. (See attached bill summary.)

2009

- Requires that tolling contribute \$400 million to the financial plan for the Alaskan Way Viaduct replacement.
- Authorizes WSDOT to toll the existing and replacement SR 520 bridges.
- Directs WSDOT to coordinate with Oregon to conduct public outreach regarding tolling and the Columbia River Crossing project and report back to the Governor and Legislature.
- Directs WSDOT to conduct an express toll lanes study for the I-405 corridor and report back to the Governor and Legislature.
- Directs WSDOT to conduct tolling feasibility studies for the SR 509 and SR 167 extension projects.

2010

- Considers HB 2941 establishing express toll lanes on I-405, but does not adopt the legislation.
- Adopts legislation providing for post-payment of tolls on SR 520, the Tacoma Narrows Bridge and future toll facilities and establishing a WSDOT adjudication process.

SUMMARY OF ESHB 1773—TOLLING POLICY LEGISLATION

Responsibilities Related to Tolling

- Only the State Legislature may authorize the imposition of tolls on eligible toll facilities.
- Washington Transportation Commission: Tolling Authority
 - Sets toll rates, considers state policy guidelines in determining toll rates, and establishes exemptions.
 - Ensures that toll rates will generate revenues sufficient to meet operating costs of the eligible toll facilities and meet obligations for the timely payment of debt service on the bonds
- Washington Transportation Commission: Tolling Authority
 - Washington State Department of Transportation
 - Responsible for the planning, analysis and construction of all toll bridges and other toll facilities.
 - Must utilize and administer toll collection systems that are simple, unified and interoperable and to the extent practicable, avoid the use of toll booths.

Use of Toll Revenue

- Expenditures of toll revenues are subject to legislative appropriation.
- Expenditures must be made only to cover the operating costs of the eligible toll facility, meet the obligations for the repayment of debt and interest on toll facilities, provide for the operations of conveyances of people and goods or for any other improvements to the eligible toll facilities.

Policy Guidelines for Establishing Toll Facilities

- Washington should use tolling to encourage effective use of the transportation system and provide a source of transportation funding.
- Tolling should be used when it can be demonstrated to contribute a significant portion of the cost of a project that cannot be funded solely with existing sources or optimize the performance of the transportation system.
- Tolling should be fairly and equitably applied and not have significant adverse diversion impacts that cannot be mitigated.
- Tolling should consider relevant social equity, environmental and economic issues, and should be directed at making progress toward the state's greenhouse gas reduction goals.
- Revenue from toll facilities must only be used to improve, preserve, manage or operate the eligible toll facility on or in which the revenue is collected.
- Toll rates must be set to meet anticipated funding obligations. To the extent possible, the toll rates should be set to optimize system performance, recognizing necessary trade-offs to generate revenue.
- Tolls on future toll facilities may remain in place to fund additional capacity, capital rehabilitation, maintenance, management, and operations and to optimize performance of the system.