Washington State Transportation Commission

Washington State Tolling

August,19 2014

Overview of the Washington State Transportation Commission

An independent, seven-member body of citizens appointed by the Governor for staggered six-year terms – three from east of the mountains and four from the West. The WSDOT Secretary and the Governor's Office serve as *ex officio.*

Roles and Responsibilities

- Proposes transportation policy and finance recommendations to the Governor and Legislature.
- **As the State Tolling Authority, adopts all state highway and bridge tolls and sets fares for Washington State Ferries.**
- A public forum for transportation policy development.
- Develops and issues a comprehensive and balanced 20-year statewide transportation plan.
- Conducts a statewide outreach program, including on-line surveys and polls, to gather public input into state transportation policy, to promote transportation education, and to understand local and regional transportation needs and challenges.

Tacoma Narrows Bridge

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Toll Program is Shared
The Legislature, Commission, WSDOT and OST each play a role

	Washington State Legislature	Transportation Commission	Department of Transportation	Office of the State Treasurer
Toll Authority Under Current Legislation	Establish tolling, designate toll corridors and use of toll revenues	Set toll rates and related fees	Collect tolls, build and operate toll collection systems	
Roles	• Establish legal toll framework • Authorize tolling in designated corridors • Approve financing plans • Enable tolling practices • Appropriate toll operation budget	• Set toll rates within funding requirements • Set toll discounts • Establish advisory committees	• Develop toll collection systems and procedures • Collect tolls • Finance improvements • Operate tolled corridors • Assess financial feasibility of toll projects	• Conducts all financings for the State of Washington • Responsible for the issuance of toll backed debt

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Washington's Tolling History - Building Bridges

Tolls have been the traditional method of financing the construction of major bridges in Washington since 1930.

Bridge	Toll Collection Period	Initial Toll Year	Initial Toll *	Toll Inflation Adj. Dollars (2013)
Longview (SR 433) *(Built in 1930, Purchased in 1947)*	1930 – 1965	1930	$1.00	$13.89
Lacey V. Murrow Memorial Bridge (I-90) *(1st Lake Washington Bridge)*	1940-1949	1940	$0.50	$8.28
Tacoma Narrows Bridge (SR 16) *(1st Bridge) "Galloping Gertie"*	7/1/1940- 11/7/1940	1940	$1.10	$18.22
Agate Pass Toll Bridge (SR 305)	1950-1951	1950	$0.50	$4.81
Tacoma Narrows Bridge (SR 16) *(2nd Bridge) "Sturdy Gertie"*	1950-1965	1950	$1.00	$9.62
Fox Island Bridge (SR 303)	1954 – 1965	1954	$0.75	$6.47
Port Washington Narrows Bridge (SR 303)	1958-1972	1958	$0.20	$1.61
Maple Street Bridge - Spokane	1958-1990	1958	$0.10	$0.80
Vancouver/Portland Bridge (I-5)	1960-1966	1960	$0.40	$3.13
Hood Canal Bridge (SR 104)	1961-1979	1961	$2.60	$20.17
Biggs Rapids Bridge (U.S. 97) *(Sam Hill Memorial Bridge)*	1962-1975	1962	$2.00	$15.36
Evergreen Point Bridge (SR 520) *(2nd Lake Washington Bridge)*	1963-1979	1963	$0.70	$5.31
Vernita Toll Bridge (SR 24)	1965-1976	1965	$1.50	$11.04
Hood Canal Bridge (SR 104) *(Rebuilt)*	1982-1985	1982	$4.00	$9.61
New Tacoma Narrows Bridge (SR 16) *(3rd Bridge)*	2007-Current	2007	$1.75	$1.96

*Initial Toll fees shown are round trip charges for a vehicle and driver only.

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Washington uses Tolling to address different goals and purposes

- Tolling to Fund a Project
- Tolling to Manage Traffic (Express Toll Lanes aka HOT lanes)
- Tolling to Fund a Project & Manage Traffic
- Tolling to Manage a Transportation Corridor

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Current and Future Toll Facilities

Current Toll Facilities

- Tacoma Narrows Bridge
- SR 167 Express Toll Lanes
- SR 520 Bridge

Anticipated Toll Facilities

- I-405 Express Toll Lanes
- SR 99 Alaskan Way Viaduct Replacement Tunnel

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Methods of Payment

"Go To Go!" Pass:

- Provides the lowest toll rates for customers.
- Requires prepaid account and use of transponder.
- The lowest cost collection method.

Pay By Plate:

- Allows customers to pay "pass" rates without using a transponder
- Customers currently pay an additional per-transaction fee of $0.25.
- Requires prepaid account to be set up.

Toll Booths:

- Allows for cash payment of tolls.
- No need to set up pre-paid account or use a transponder.

Pay By Mail:

- Higher toll rate than other forms of payment due to higher collection costs.
- Allows use of a toll road without a pre-paid account, transponder or toll booth.
- A picture is taken of the license plate and a toll bill is mailed to the registered vehicle owner.

Short-term accounts:

- Provides an option for infrequent or visiting customers to pay tolls in advance of, or up to three days after crossing a tolled facility.
- Must establish a short term account.

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Tolling To Fund a Project - Tacoma Narrows Bridge

Project Cost: $735 million:

Toll Revenue used for debt service payments, maintenance, preservation and toll operations.

Does not have time of day pricing/congestion management rate structure.

FIXED RATE TOLLS

Toll Rates for 2-axle vehicles (7/1/14):

Good to Go!: $4.50
Toll Booth: $5.50
Pay by Mail: $6.50

Transit not exempt from tolls.

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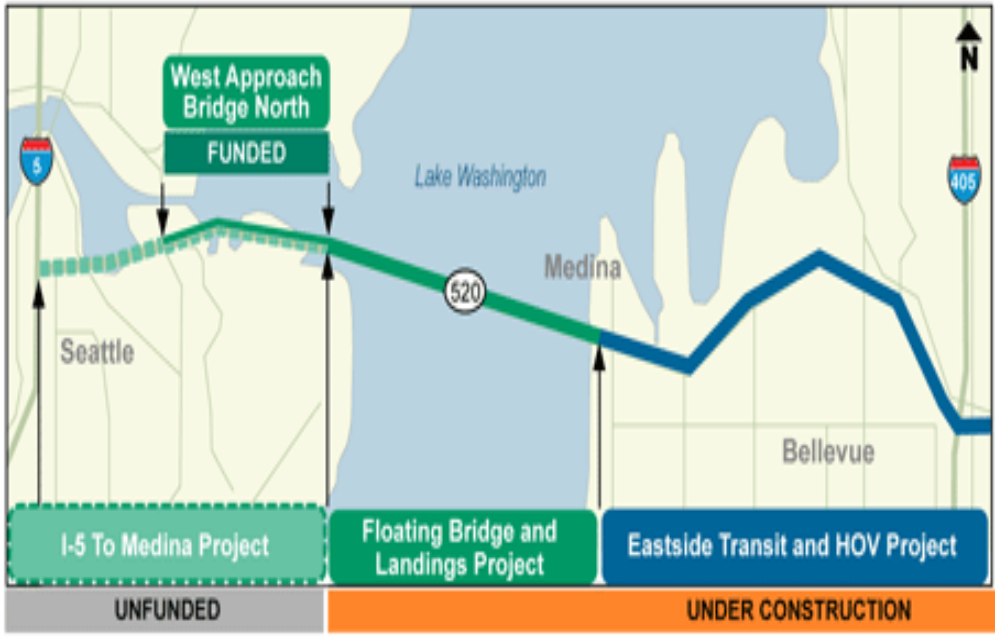
Tolling to Build a Project and Manage Traffic –SR 520 Floating Bridge

Project Purpose & Overview:

- New floating bridge
- Extends HOV lanes system beyond the bridge.
- Must maintain travel speeds across bridge at least 45 mph, 90 % of the peak period time

Total Project Cost: ~$4.2 billion

- Currently Funded ~$2.9 Billion
  - Toll Revenue to contribute $1.2 Billion
- Currently Unfunded ~$1.4 Billion



Tolling Structure:

Variable Rate Tolls

Weekday Peak 2-Axle Toll Rates (7/1/14)

Good to Go!	$3.80
Pay by Mail	$5.40

No tolls 11 pm – 5 am

Registered vanpools and transit are exempt from tolls

Weekend toll rates are reduced

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SR520 2-Axle Variable Toll Rate Schedule

(One way) as of July 1, 2014

Toll Rates Vary by time of day and method of payment choice

Monday-Fridays	Good To Go!™ Pass	Pay By Mail	Pay By Plate	Short Term Account
Midnight to 5:00 a.m.	*$0.00*	*$0.00*	*$0.00*	*$0.00*
5 a.m. to 6 a.m.	$1.75	$3.35	$2.00	$2.85
6 a.m. to 7 a.m.	$3.00	$4.60	$3.25	$4.10
7 a.m. to 9 a.m.	$3.80	$5.40	$4.05	$4.90
9 a.m. to 10 a.m.	$3.00	$4.60	$3.25	$4.10
10 a.m. to 2 p.m.	$2.40	$4.05	$2.65	$3.55
2 p.m. to 3 p.m.	$3.00	$4.60	$3.25	$4.10
3 p.m. to 6 p.m.	$3.80	$5.40	$4.05	$4.90
6 p.m. to 7 p.m.	$3.00	$4.60	$3.25	$4.10
7 p.m. to 9 p.m.	$2.40	$4.05	$2.65	$3.55
9 p.m.to 11 p.m.	$1.75	$3.35	$2.00	$2.85
11 p.m. to 11:59 p.m.	*$0.00*	*$0.00*	*$0.00*	*$0.00*

Saturdays and Sundays	Good To Go!™ Pass	Pay By Mail	Pay By Plate	Short Term Account
Midnight to 5:00 a.m.	*$0.00*	*$0.00*	*$0.00*	*$0.00*
5 a.m. to 8 a.m.	$1.20	$2.80	$1.45	$2.30
8 a.m. to 11 a.m.	$1.80	$3.40	$2.05	$2.90
11 a.m. to 6 p.m.	$2.35	$4.00	$2.60	$3.50
6 p.m. to 9 p.m.	$1.80	$3.40	$2.05	$2.90
9 p.m. to 11 p.m.	$1.20	$2.80	$1.45	$2.30
11 p.m. to 11:59 p.m.	*$0.00*	*$0.00*	*$0.00*	*$0.00*

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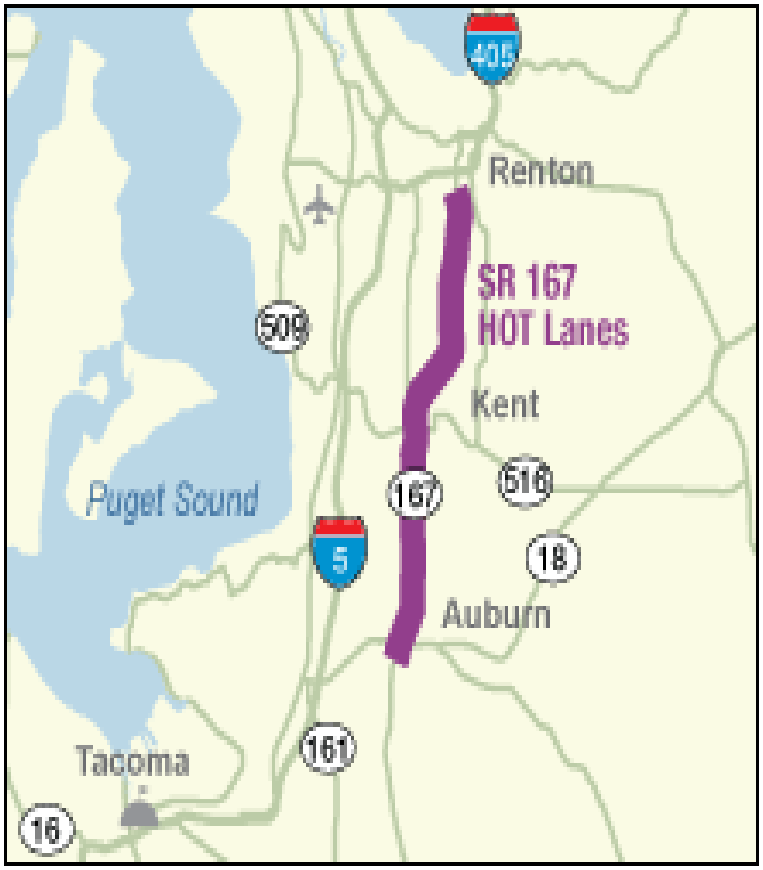
Tolling To Manage Traffic - SR 167 HOT Lane Pilot Project

- High Occupancy Toll (HOT) Lanes using a dynamic toll rate structure.
- Real time rates reflect current traffic in HOT and general purpose lanes.
- Speeds have increased by 11% in GP lanes.
- Must have a GoodToGo! Pass and an account
- Average toll Paid: Less than $1.00.
  - Minimum toll rate: $0.50
  - Maximum toll rate: $9.00
- HOV & transit exempt from tolls.



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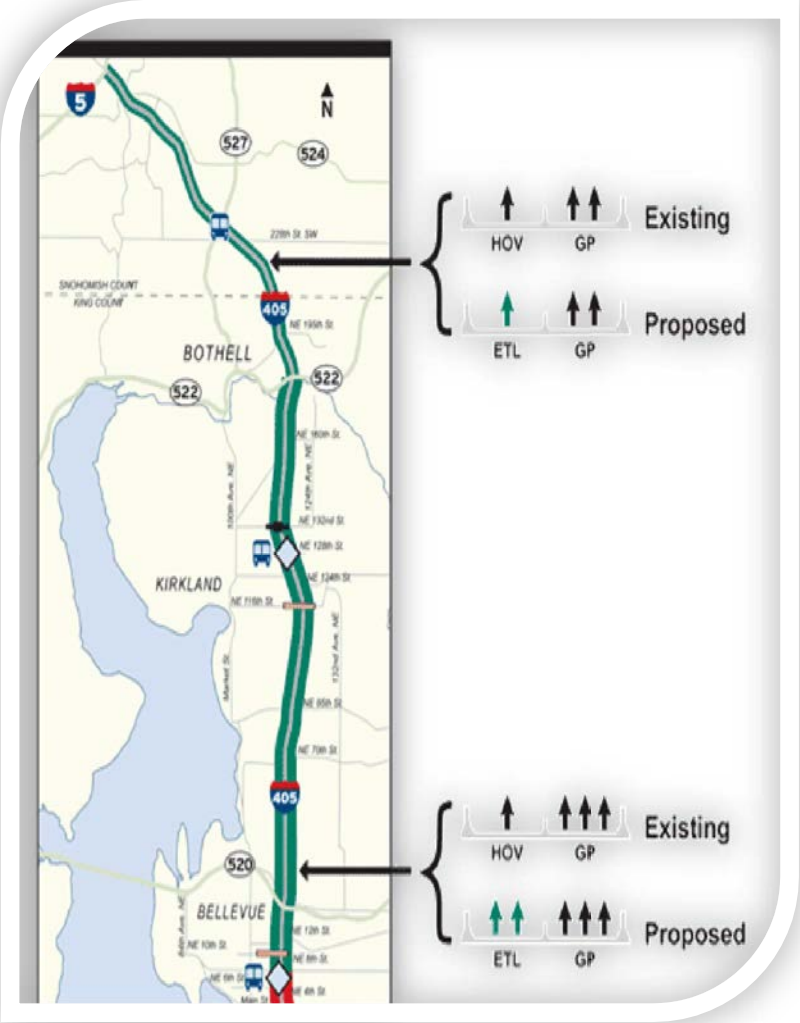
Tolling To Manage Traffic - I-405 Express Toll Lanes

- HOV lanes are failing – currently 2+
- Express toll lanes (ETL) uses dynamic toll rate structure like SR 167 HOT Lanes.
- Generate revenue sufficient to pay for all I-405 ETL operating costs within two years.
- Maintain speeds at 45 mph, at least 90% of the time during peak period hours.
- Transit and motorcycles exempt from tolls.
- Payment Options:
  - Good To Go!
  - Pay By Mail



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Tolling To Manage a Transportation Corridor

Although SR 520 and I-90 function as a cross lake corridor, currently tolls are charged only on SR 520.

As tolling grows and evolves, the future may include using tolling to manage a corridor to balance traffic flows on closely located facilities.

WA State Ferries has a long history of using pricing to manage transportation corridors.

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Conclusion

Tolling is likely to increase in WA State both as a means to fund projects but also to manage congestion.

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Noah Crocker
Senior Financial Analyst
Washington State Transportation Commission
PO Box 47308
Olympia, WA 98504-7308
Email: crocken@wstc.wa.gov
Phone: (360) 705-7934

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