

Tolling in Washington State

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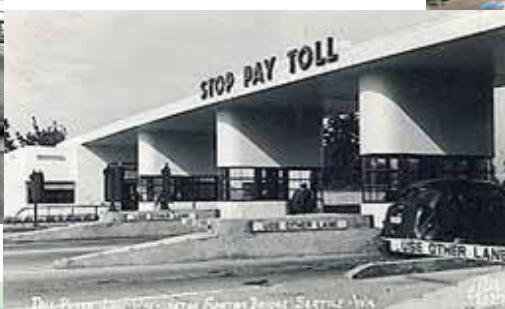


Tolling in Washington State

Tolling is part of Washington's History

14 bridges financed with bonds and paid for with tolls from the 1930s through the 1980s, including:

- Evergreen Point Bridge (SR 520 in Seattle)
- Two original Tacoma Narrows bridges
- Vancouver-Portland Bridge (I-5)
- Hood Canal Bridge (SR 104)
- First Lake Washington Bridge (I-90)
- Agate Pass (SR 305)
- Maple Street Bridge (Spokane)



Washington State
Department of Transportation

Current tolling projects in Washington State

Tacoma Narrows Bridge

State's first electronic tolling facility opened July 2007



Flat toll rates repay construction bonds



Washington State
Department of Transportation

SR 167 HOT Lanes Pilot Project

State's first high-occupancy toll lanes launched May 2008



Dynamic toll rates manage traffic performance, no debt issued

SR 520 Floating Bridge

- Partially funded with major gaps
- Urban Partnership Agreement
- Significant outreach effort
- Tolling began December 2011



Variable toll rates to repay bonds and manage traffic

The Legislature established Washington's tolling framework in 2008

- Tolling should be used when it can:
 - Contribute a significant portion of the cost of a project that cannot be funded solely with existing sources
 - Optimize the performance of the transportation system
- Toll rates must be set to meet anticipated funding obligation to the extent possible. The toll rates should be set to optimize system performance, recognizing necessary trade-offs to generate revenue.
- Tolling should be fairly and equitably applied and not have significant adverse diversion impacts that cannot be mitigated.
- Tolling authority is shared:
 - Legislature has authority to implement tolls
 - Transportation Commission sets toll rates
 - WSDOT plans and implements the tolling program

Washington State's tolling network

Current toll facilities:

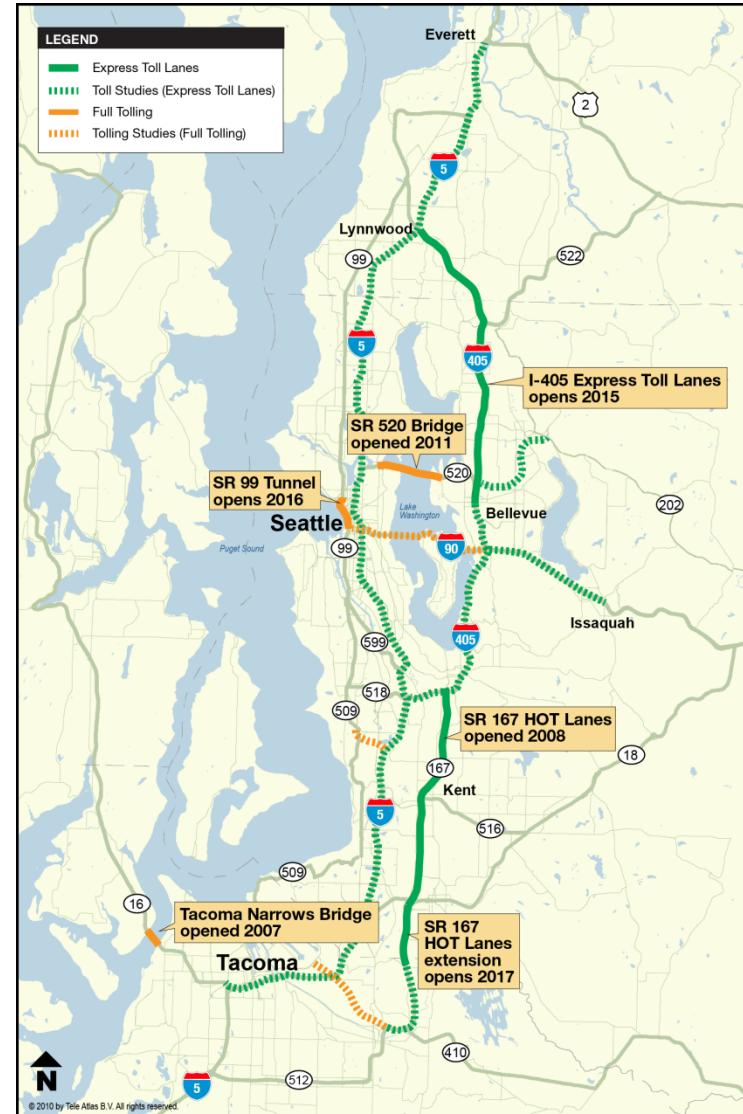
- Tacoma Narrows Bridge
- SR 167 HOT Lanes Pilot Project
- SR 520 Floating Bridge

Authorized toll facilities:

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

Under study:

- I-90 Floating Bridge
- Puget Sound Gateway Project (SR 167, SR 509, I-5)
- I-5 Express Toll Lanes



SR 520 Floating Bridge



\$154 million federal grant to improve congestion in the SR 520 corridor:

- Variable tolling on the SR 520 bridge
- King County and Sound Transit added more than 130 daily bus trips across the SR 520 bridge
- Vanpool and carpool programs encourage people to commute together
- Smarter Highways on SR 520 and I-90 provide drivers with variable speed limits and real-time driver information
- Electronic travel time signs on I-405, SR 520 and SR 522 direct drivers to the best route across Lake Washington



SR 520 Floating Bridge tolling highlights

- All-Electronic Tolling
- Pre-Completion Tolling
- 84% of trips are pre-paid with a *Good To Go!* account, 16% are post-paid with *Pay By Mail*
- 95% of all tolls are paid within 80 days
- Traffic, diversion patterns and revenue forecasts on target

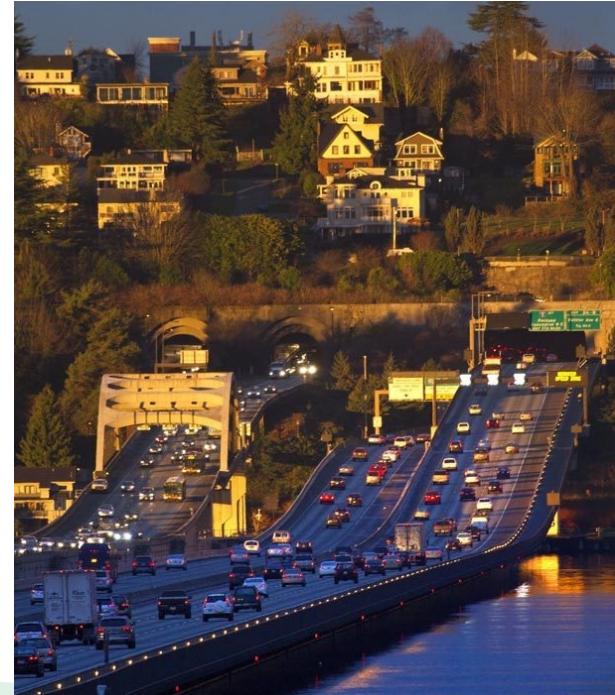
Transit and vanpool update

- Increased transit ridership more than 40 percent
- Vanpools in the SR 520 corridor have increased 40 percent
- Overall Cross-Lake Washington vehicle trips decreased 5 percent



I-90 Floating Bridge

- Focuses on revenue for the Cross-Lake Washington Corridor, and traffic management on I-90
- \$2.9 billion of SR 520 program is funded, with \$1.2 billion financed from SR 520 tolling
- I-90 tolling could potentially finance up to \$1 billion of the \$1.4 billion needed to complete the SR 520 program
- WSDOT is eligible to toll I-90 under the Federal Highway Administration's Value Pricing Pilot Program



I-405 Express Toll Lanes

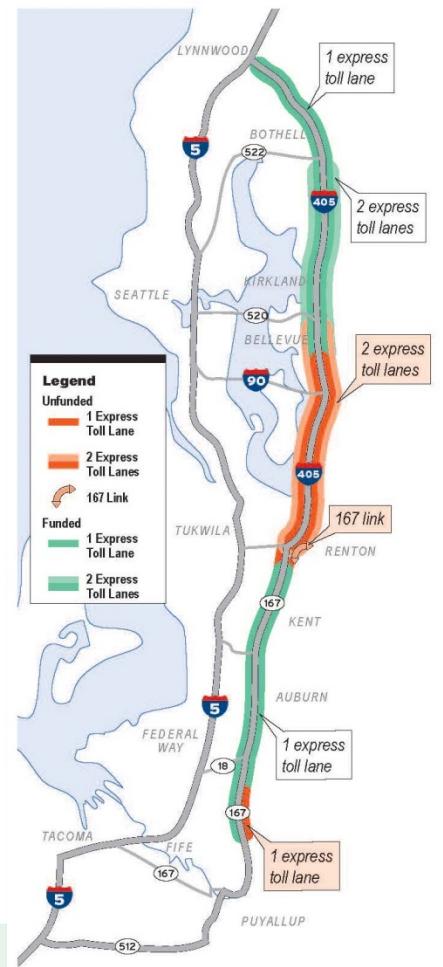
Overview

- Corridor experienced 12 hours of congestion daily
- Regional consensus on I-405 Master Plan
 - 2 new lanes in each direction
 - Local arterial improvements
 - Transit & transportation choices
 - Environmental enhancements
- Future plans to extend south and create a 40-mile express toll lanes system on I-405 and SR 167.



Future Planning

- Effectively managing future demand to improve speed and reliability
 - May require change in HOV toll exemption from 2+ to 3+
- Revenue could help fund future corridor improvements from Renton to Bellevue and at the SR 167/I-405 interchange
 - Could potentially finance up to \$500 million



Principles for tolling success

- Demonstrating value to the user in each tolling project
- Whether proposed uses of revenue are compelling
- Toll dollar is accountable to each facility
- Perceived fairness
- State of the economy
- Agency credibility and quality customer service
- Evolving federal policies
- Political leadership

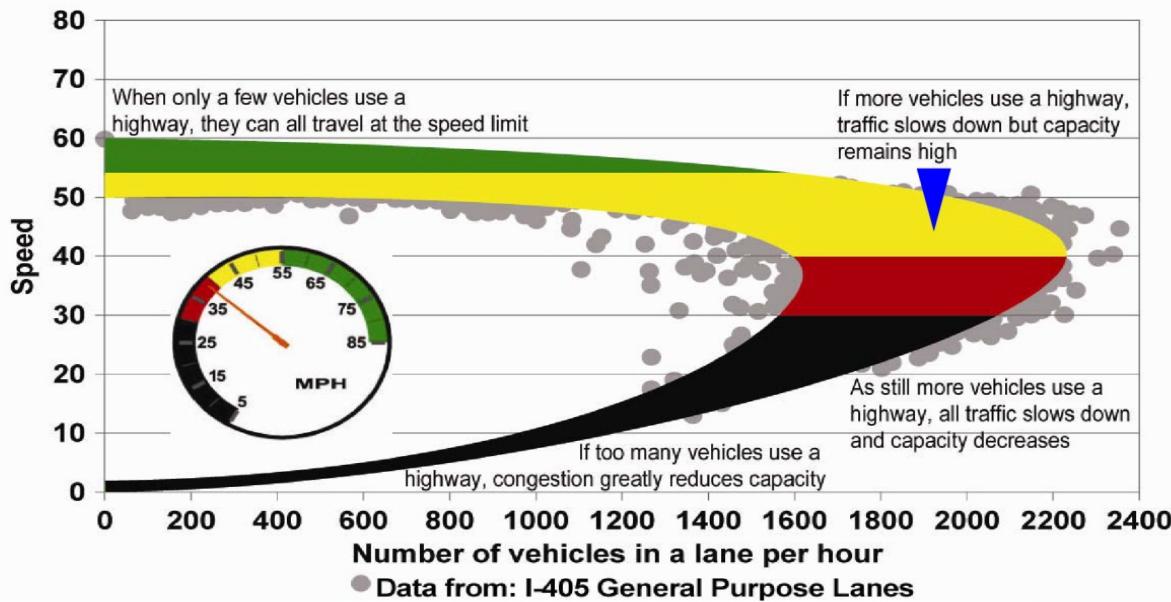
For questions or further information...

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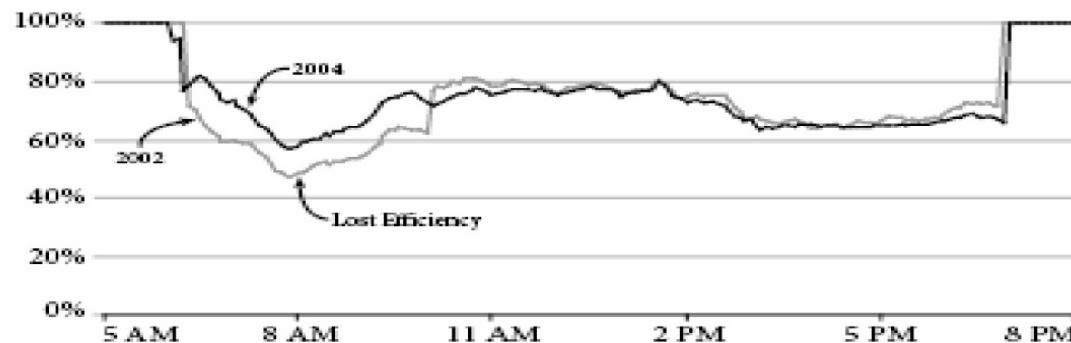
206-464-1222 or StoneC@wsdot.wa.gov

Maximizing Throughput

Making lanes more efficient



I-405 at SR 169 in Renton



Lost Productivity

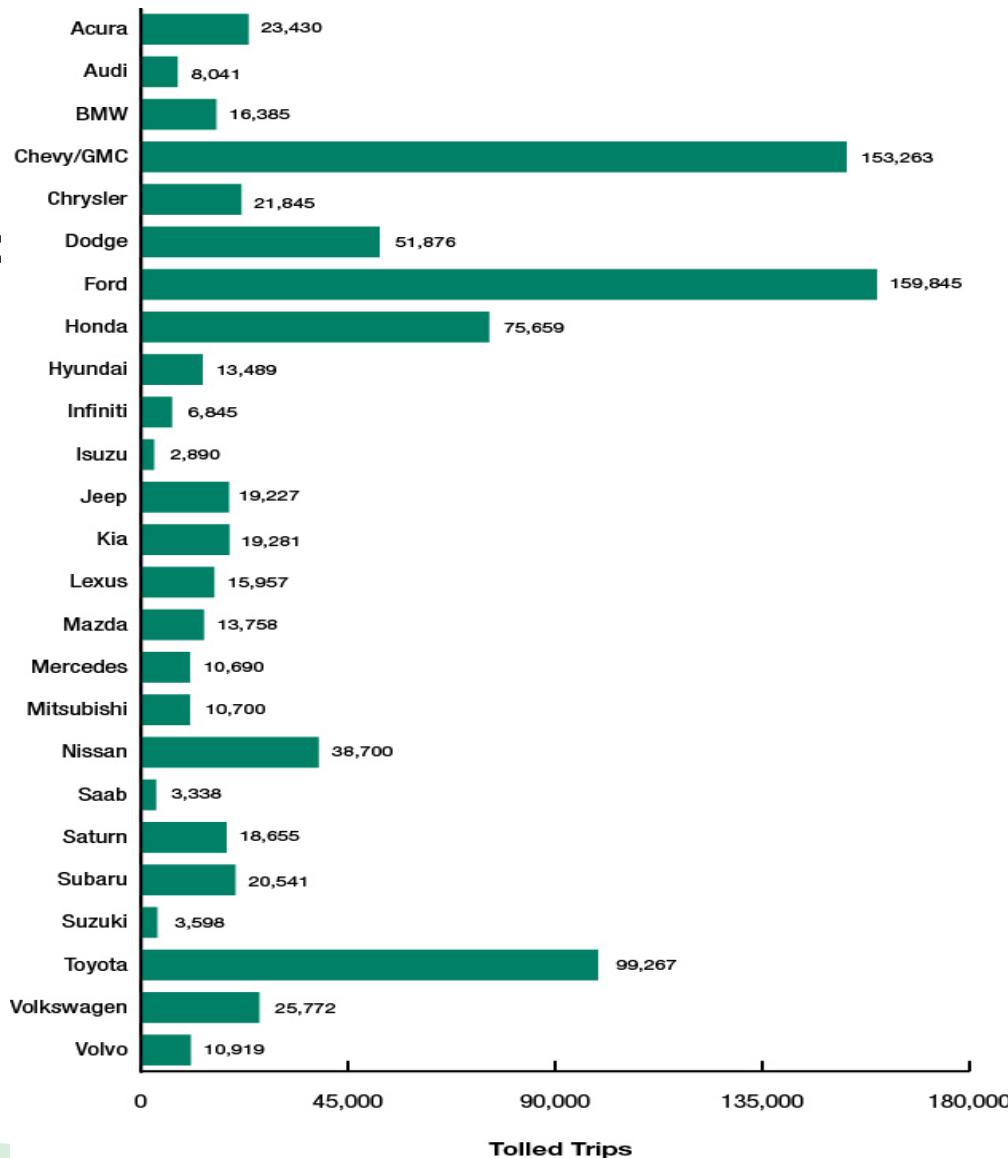
Despite increased demand during rush-hour congestion, fewer vehicles move through each lane.

Who is driving in the SR 167 HOT lanes?

Five most frequently tolled vehicles in SR 167 HOT lanes:

1. Ford
2. Chevrolet/GMC
3. Toyota
4. Honda
5. Dodge

Based on *Good To Go!* account data for HOT Lanes users who paid a toll



Costs and Funding for Replacing SR 520 Bridge

SR 520 program cost estimate		\$4.3 B
Funding received to date		\$2.9 B
State and local funding (Nickel and TPA)	\$0.58 B	
Federal funding	\$0.2 B	
SR 520 Account (tolling and future federal funds)	\$1.65 B	
Federal TIFIA loan	\$0.30 B	
Deferred sales tax	\$0.16 B	
Unfunded need		\$1.4 B

Program cost estimate based on 2012 CEVP - updated 10/25/12

SR 99 Alaskan Way Tunnel budget

State Funding

- 2005 Gas Tax Partnership Funding: \$1,506.0 million
- 2003 Gas Tax Nickel Funding: \$311.3 million
- Other state transportation funds: \$36.9 million
- Federal funds: \$787.2 million
- Local funding: \$22.8 million
- Toll: \$200 million
- Port of Seattle: \$281 million

Total Source of Funds \$3,145.1 million

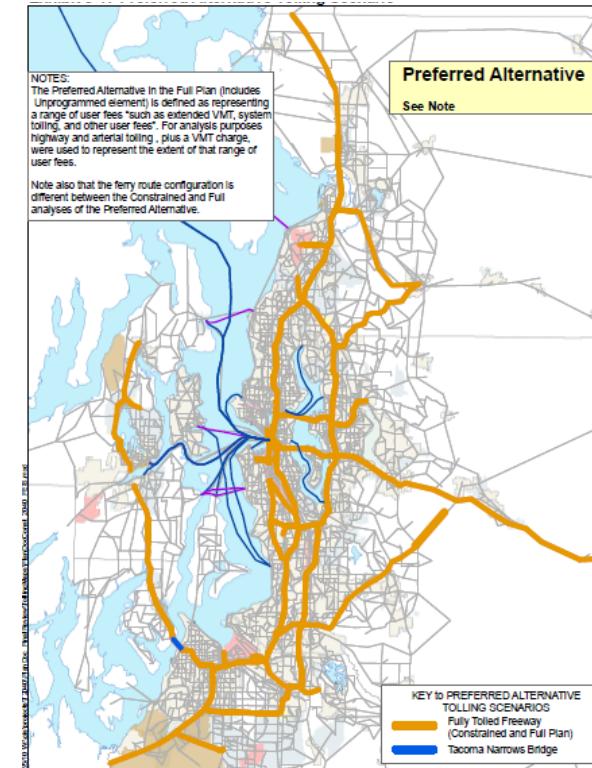
Future of tolling in Washington State

Washington is on an incremental path

- Opened three new facilities between 2007 and 2011, on course to open two additional facilities by 2016
- The Washington State Legislature will determine how quickly to advance new tolling initiatives

Regional Transportation 2040 Plan

- Traditional funding early, including segment tolls; gas tax replacement mid term; regional system tolling on the freeway network long term
- Tolling revenue is a key financial strategy for highway and transit, but co-benefits of reduced congestion and greenhouse gasses are also important



Components of a successful campaign

- Outreach and education
- Advertising
- Social media
- Publications and collateral
- Retail



Results

Good To Go!TM

Educational marketing summary

- \$7 million spent on advertising, marketing and public outreach
- 201 million impressions
- \$487,638 in bonus ads through transit, radio, TV, newspaper, online
- \$300,000 in free advertising and value from promotional partners
- \$1.5 million in free advertising through Safeway retail pilot

Goals exceeded

- 146,000 new accounts set up by start of SR 520 tolls – goal was 100,000
- Vehicles crossing the SR 520 bridge with a pass was 56 percent on first day of tolls (now it's 84 percent) – goal was 50 percent
- 222,000 *Good To Go!* passes sold by first day of tolls – goal was 164,000