



520 Tolling Implementation Committee

Cascadia Center for Regional Development

Beyond Oil Conference

Thursday, September 4, 2008

**Richard Ford, Commissioner
Washington State Transportation
Commission**

Committee members



Bob Drewel, Chair

Puget Sound
Regional Council



Paula Hammond

Washington State
Department of
Transportation
Secretary



Dick Ford

Washington State
Transportation
Commission

Committee charge

- Evaluate
 - Traffic diversion from 520 to other routes, including 522, and recommend mitigation
 - Advanced tolling technology
 - New applications of emerging technology to better manage traffic
- Explore opportunities to partner with the business community to reduce congestion and contribute financially
- Confer with mayors and city councils
- Conduct public work sessions and open houses to solicit citizen views on tolling the existing 520 bridge, tolling both 90 and 520, providing incentives for transit and carpooling, implementing variable tolling
- Provide a report to the governor and legislature in January 2009

Committee charge - engagement

Engage citizens on the following topics:

- Funding a portion of the 520 replacement project with tolls on the existing bridge
- Funding the 520 replacement project and improvements on the 90 Bridge with a toll paid by drivers on both bridges
- Providing incentives and choices for transit and carpooling
- Implementing variable tolling as a way to reduce congestion

What evaluation criteria are being considered?

- The “reasonableness” of the tolls
- How much bridge funding is generated
- The diversion effects of tolls – people can choose to:
 - Stay on 520 but switch to carpool or transit
 - Stay on 520 but switch to different times
 - Travel on different routes
 - Choose a different destination – don’t have to cross the lake
- The performance of the bridge (potential congestion relief)
- The impacts tolls may have on low income bridge users

How much funding for a new 520 might come from tolls?

Preliminary results – more work needed

	Total Contribution from Tolls
Scenario 1. Start tolling 520 in 2016	~\$835 million
Scenario 2. Start tolling 520 in 2010	~\$900 million
Scenario 3. Start tolling the new 520 and 90 in 2016	~\$2,300 million
Scenario 4. Start tolling 520 in 2010, and 90 in 2016	~\$2,500 million

Financing assumptions:

Term: 30-year, general obligation/motor vehicle fuel tax bonds
Minimum Debt Service: Annual revenue 1.25 times debt service
Interest Rate: 5.9% for current interest bonds, 6.4% for capital appreciation bonds

Open Houses

Public open houses to hear from the public

July 29 – UW Bothell North Creek Events Center

July 31 – Spirit of Washington Events Center (Renton)

August 5 – Naval Reserve at South Lake Union (Seattle)

August 6 – Bellevue City Hall

August 7 – Kirkland Performance Center

August 13 – Mercer Island Community Center

What are some of the things we heard at public open houses?

- General acknowledgement of need to replace the bridge and tolling as a part of funding strategy
- Concerns: toll rates, particularly for lower income households
 - diversion to alternate routes
 - segment tolls
- Support for added corridor transit service, possibly funded from tolls
- Questions: how long would tolls be in place?
 - how would tolls be paid if you don't have a transponder?
- Questions about model results—
 - are gas prices factored in?
- Suggestions for additional scenarios to examine

What happens next?

Additional information on how tolls may impact low income bridge users

- Outreach to groups

- Public feedback

- Transit survey results

Learn more about...

- Rising gas prices and affect on tolling scenario results

- Travel model and financial estimates

- Other toll scenarios or assumption changes suggested by public

- Follow-up on peer review recommendations