

## Tolling in Washington State

**Paula Hammond**  
Secretary of Transportation

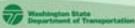
**David L. Dye, P.E.**  
Deputy Secretary

**Steve Reinmuth**  
Chief of Staff

**Craig Stone**  
Toll Division Director

**Jennifer Ziegler**  
Toll Division  
Government Relations & Communications Director

**Financial Management Advisory Council**  
Thursday, November 17, 2011




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## Agenda

- Overview of tolling in Washington State
- How tolling works
- Authorized toll facilities
  - Tacoma Narrows Bridge
  - SR 167 HOT Lanes
  - SR 520
- Future tolling options for other corridors






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## Why Tolling in Washington State?

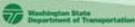
Tolling offers potential benefits to keep traffic and the economy moving



SR 167 High Occupancy Toll (HOT) Lanes

### Tolling Objectives

- Revenue Generation
  - To help build projects
- Congestion Management
  - Optimize vehicle throughput
- Manage Demand
  - Move optional trips out of busiest travel times
  - Transit and carpool options
- Environmental Benefits
  - Reduce greenhouse gases



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### Why Tolling in Washington State?

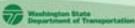
**Legislation passed in 2008 established state tolling objectives**

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.



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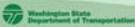
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### Tolling Is Part of Washington's History

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)

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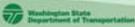
### How Tolling Works in Washington State

**Payment Methods**

- **Toll booths**
  - Pay with cash (only available on Tacoma Narrows Bridge)
- **Electronic tolling**
  - Good To Go! transponders
  - Photo Tolling
    - Pay By Mail
    - Short Term Accounts
    - Pay By Plate




Electronic tolling visualization



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### How Tolling Works in Washington State

**Technology** - New Transponder Passes

- **Sticker Pass** 
- **Moveable Passes** 
- **Specialty Passes** 

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### How Tolling Works in Washington State

**Toll Rates** -Toll rate structures can vary to support different tolling objectives

- **Tacoma Narrows Bridge**
  - *Fixed* toll rates generate revenue to pay for bridge construction
- **SR 167 HOT Lanes**
  - *Dynamic* toll rates adjust every minute to best manage traffic throughput based on current traffic conditions
- **SR 520**
  - *Variable* toll rates change on a set time of day schedule provides expected toll to pay for bridge construction and manage traffic



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### Future Tolling Options: Legislatively Directed Toll Studies

- **I-405/SR 167 Corridor Study on Express Toll Lanes**
  - Report sent to Legislature and Governor January 2010
- **Columbia River Crossing**
  - Report sent to Legislature and Governor January 2010
- **Alaskan Way Viaduct Replacement**
  - Report sent to Legislature and Governor January 2010
- **I-5 Express Lanes**
  - Report due to Legislature June 2011
- **SR 167 Extension**
  - Report sent to Legislature and Governor September 2010
- **SR 509 Extension**
  - Report sent to Legislature and Governor September 2010



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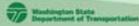
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**2011 Legislative Action: EHB 1382**

*an Act relating to the use of express toll lanes in the Eastside Corridor*

- Develop and operate express toll lanes (ETL) on I-405 between Bellevue and I-5 in Lynnwood.
- Any tolling equipment contract terms may not take effect until appropriation authority is provided in 2012.
- Establish performance standards for travel time, speed, and reliability and provide annual performance reports to the Legislature.
- ETL operation must be terminated if the ETL's do not meet stated performance standards and generate enough revenue to pay for operating costs.
- Transportation Commission to hire an independent expert to conduct a traffic and revenue analysis for a 40-mile ETL system.
- With the transportation commission, WSDOT will develop a corridor-wide project management plan for phasing and use information from the traffic and revenue study to develop a finance plan to fund further improvements on I-405 and SR 167.
- Consult with a committee consisting of local and state elected officials from I-405 and SR 167 Corridor and transit agencies during development of the studies/plans.
- Conduct ongoing education and outreach.
- Submit both the traffic and revenue and the phasing and financing plans to the Governor and the Legislature by January 2012.



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**Questions?**

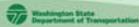
For more information,  
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Communications Director

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206-464-1194 or [ZiegleJ@wsdot.wa.gov](mailto:ZiegleJ@wsdot.wa.gov)



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