

TRANSPORTATION

1773: Setting statewide tolling policy. The bill designates transportation commission as tolling authority of state, and establishes tolling policy criteria. Although, the legislature must first authorize the tolls if the tolls are imposed on state routes. It allows duration of tolling to extend beyond debt repayment to fund additional capacity and maintenance. A tolling proposal should consider diversion of traffic to other routes, relevant social equity, environmental, and economic issues and greenhouse gas reduction goals. Toll rates may include variable pricing to optimize system performance. Any local tolls must be reviewed and approved by the tolling authority if the tolls would have a significant impact on any state facility. **Passed legislature.**

3096: SR 520 bridge replacement. States that bridge replacement will be 6 lanes, with 2 lanes for transit and HOV travel. The finance plan shall include \$1,700,000,000 in state and federal funds; \$1,500,000,000 - \$2,000,000,000 in tolling revenue, including early tolls that could begin in late 2009; \$85,000,000 in federal urban partnership grant funds; and other “contributions” from private and other government sources. Allows a deferral of the sales tax paid on construction costs until five years after the project is open to traffic. WSDOT shall work with federal highways administration to get authorization to toll I-90 floating bridge. Creates a SR 520 tolling implementation committee. **Passed legislature.**

6771: Repealing the RTID. As passed the Senate, the bill merely prohibited the RTID from going to the ballot until 2009. It was amended into a study of whether the RTID could succeed, and **died in House Rules.**

6772: Regional transportation governance. The bill changed the RTA name to “regional transportation authority”. The bill “expanded” Sound Transit authority by changing its governance structure to a 12 person board (6 elected by districts, 3 appointed by county executives, one elected at-large, and two non-voting members), and the bill gave the RTA the ability to put a local transportation package to the ballot. **Died in the Senate Transportation Committee.**

Others:

2016: Eminent domain. Mandated review of other alternatives; increased proposal review fee from \$750 to \$10,000; mandated 7 year buy-back provision. **Died in Senate.**

3051: Narrows bridge sales tax forgiveness. Required sales & use tax revenue on Narrows Bridge to be transferred back to the project to reduce the cost. When 50% or more of cost of a project, or more than \$1 billion will be paid by tolls, allows the state sales and use tax to be transferred to the tolling account of the project (applied same provision to a TBD project of in a county over 400,000 that borders another state, and extended sales tax authority beyond current 10 year limit). **Died in Senate.**