



City Of Coronado

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SR 75/282 Transportation Corridor Project (TCP) Tolling Study Frequently Asked Questions

1. Why is it necessary to consider tolling as a part of the project's financing plan?

The current and expected future economic climate and limited access to regional, state and federal tax dollars prompted the City to consider a variety of funding options to pay for this project. One of those options includes creating a new toll for those traveling along the SR75-282 corridor that connects the region to Naval Air Station North Island (NASNI). NASNI is a major regional economic engine that provides valuable jobs and resources to people throughout San Diego County.

2. Isn't this just reinstating the bridge toll?

No. If a toll were assessed in the future to help fund the proposed project it would be a new toll for users of the SR 75/282 transportation corridor that travel to and from NASNI and Coronado from across the region.

3. When would tolling begin?

The tolling study assumes that an interim toll collection system would be put in place in 2014 when the project is scheduled to begin construction. A permanent toll collection facility would be in operation at the completion of the project in 2019.

4. How much is the proposed toll?

Construction of the project is projected to last from 2014 to 2018. During this time, a fixed interim toll rate of \$1.50 is assumed. When the project opens in 2019, it is assumed in the study that the toll could range from \$1.50 to \$2.25 at the lowest travel times and \$2.50 to \$5.00 for vehicles traveling in the peak direction at the peak travel times. For this study, peak traffic periods are 5 a.m. to 8 a.m. and 2 p.m. to 5 p.m.

5. Why would the tolls start before the project is done?

Tolls are used to finance transportation projects in all phases, including design, right of way acquisition, construction, operation and maintenance. For the purpose of this study, it was assumed the tolls would begin five years prior to project completion in order to help fund a portion of the capital costs, as well as reduce toll revenue bond requirements.

6. How much would tolls contribute to project funding?

During the four-year construction period, tolls would contribute \$140 million to project funding. Overall, tolls would contribute \$330 million to \$460 million over the course of 40 years based on the public

sector financing the project. Toll financing may be up to 15% higher for a private concession under favorable conditions.

7. Would toll booths be used for this project?

Traditional cash payment at a toll plaza was not considered for this project, as this system can lead to traffic congestion at collection points and require more space than is available at the proposed project entrance, as well as higher operating costs. Instead, the toll collection system would be electronic and would have overhead structures with devices to collect vehicle and transponder data, called a gantry, near the Glorietta Bay Boulevard entrance and exit to the project. Another gantry would be constructed over the surface street entries and exits to and from Coronado.

8. How would the tolls be collected?

The toll collection system for this project is anticipated to be a fully electronic collection tolling system that would levy tolls on all vehicles for travel in both directions. To collect tolls, an automatic vehicle identification subsystem would be used, which employs an antenna and requires that vehicles be equipped with a transponder (or "toll tag").

9. Where would the tolls be collected?

The tolls would be collected at the Glorietta Bay Boulevard approach to and exit from the bridge.

10. How would tolls be collected for cars without a transponder, cars from out of state or rental cars?

For vehicles without a transponder, a license plate recognition system would be utilized. In these instances, the vehicle's license plate number would be photographed and the registered vehicle owner would be sent a bill for the toll.

11. What steps would be necessary to implement a toll on the corridor?

San Diego Association of Governments (SANDAG) is authorized by California law to impose a toll on vehicles crossing the bridge and its "necessary approaches," including the SR 75/282 corridor, which accommodates regional traffic. SANDAG can institute a toll of up to \$1.50 with approval from its Board of Directors. The project is subject to the California Environmental Quality Act and would require an EIR prior to tolls being established. Any toll over \$1.50 would require revising SANDAG enabling legislation by the California State Legislature.

12. Why does the study use higher project costs than have been discussed?

The study uses year of expenditure dollars in order to match funding with the timing of estimated construction costs. Year of expenditure costs take inflation on elements such as construction, labor and raw materials into account. Current environmental studies use 2007 dollars because that is when the first detailed cost estimates were prepared.

13. When would the tolls be removed?

The tolling study assumes an end date of 2056 in order to calculate how much could be raised to pay for a number of transportation improvement projects. However, this date is not firm and the toll could potentially continue as long as it is deemed necessary by decision-makers.

14. Would Coronado residents have to pay the toll?

Yes. Coronado residents that use the corridor and the bridge contribute to the traffic volumes and are therefore assumed to pay the tolls. Many resident trips would take place outside of peak traffic times and would pay the lower toll rates.

15. Would there be discounts to residents, frequent users, carpools, etc.?

No. All vehicles that travel on the corridor are assumed to pay the tolls.

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