

**CITY OF GIG HARBOR
RESOLUTION NO. 533**

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GIG HARBOR RELATING TO POTENTIAL TOLLS TO FINANCE CONSTRUCTION OF NEW ROADS AND BRIDGES, AND TO REFINANCE PRESERVATION AND MAINTENANCE OF EXISTING PUBLIC HIGHWAYS AND BRIDGES, ORIGINALLY CONSTRUCTED USING TOLL REVENUES.

WHEREAS, the State of Washington has several traditional sources of revenue available to finance preservation and maintenance of existing public infrastructure: gas tax, MVET, federal grants and Referendum 49 bond proceeds, and

WHEREAS, even so, the State of Washington is considering widespread use of tolls to finance preservation and maintenance of existing public highways and bridges originally constructed using toll revenues, and

WHEREAS, tolls, congestion pricing, and other toll-based options are also being considered to finance new highway and bridge construction, and

WHEREAS, in November 1998 the residents of the City of Gig Harbor rejected the proposal to construct a new Tacoma Narrows Bridge using tolls with a vote of 80% against,

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GIG HARBOR THAT:

Section 1. The State Legislature should confine financing of existing and new public transportation infrastructure to traditional state revenue sources: gas tax, MVET, federal grants and state bond proceeds - and avoid toll-based financing options. Any toll-based financing must be debated by the Legislature with appropriate public input.

Section 2. Tolls/user fees are regressive taxes, unfairly impacting all citizens on limited incomes, reducing freight mobility, and adding to costs for small business. Tolls should not be used to finance, preservation and maintenance of existing public transportation facilities and corridors.

Section 3. Use of tolls should be selectively considered and should be subject to the following constraints:

Taxpayers must be assured that regulation of tolls is fair and equitable and consumer interests are protected by independent toll rate regulation.

Tolls, similar to utility rates, must be regulated by an independent regulatory agency that would hold public hearings on establishing/changing toll rates.

Toll revenue must be subject to the Executive/Legislative budget process and oversight, including periodic audit by the State Auditor.

Any new proposed toll-financed construction projects must provide a non-toll alternative, and be subject to a public advisory vote of the communities in the affected areas -- the advisory vote should require a 60% majority to approve the project.

That no toll project shall be permitted without fixed price bidding and award to the lowest responsible bidder.

PASSED BY THE CITY COUNCIL, at the regularly scheduled City Council meeting of the 24th day of May, 1999.

Gretchen Wilbert, Mayor

ATTEST:

Molly M. Towslee, City Clerk

Filed with City Clerk: 5/19/99

Passed by City Council: 5/24/99