



SENATE RESEARCH OFFICE
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Bill:	SB 125	Sponsors:	Senators Beach of the 21 st and others
Version:	SB 125/FA/2	Amends:	Title 32
Status:	As Passed Senate As Amended	Committee:	Transportation

MANAGED LANES

SUMMARY

- Authorizes the development of a system of managed lanes, including toll collection.

ANALYSIS

Managed Lanes

Current law authorizes the Department of Transportation (DOT) to designate travel lanes on any road in the state highway system for the exclusive use of certain vehicles. Further, DOT, in cooperation with the State Road and Tollway Authority (SRTA), is authorized to implement high occupancy toll (HOT) lanes, where appropriate, in qualifying HOV lanes. The bill allows DOT to install gates, signs, or barriers to restrict access to managed lanes, and prohibits a person from driving a vehicle through, around, or under any barrier or closed/moving gate of a managed lane. Vehicles must enter or exit a managed lane at designated points, unless directed by authorized emergency personnel.

Toll Collection

For the purpose of earning sufficient revenue to finance the construction or acquisition of projects with revenue bonds, current law authorizes SRTA to collect tolls on projects it constructs or acquires; however, SRTA is charged with the responsibility of a reasonable and equitable adjustment of toll charges between the various classes of users of any given project. Tolls must also be fixed and adjusted so as to carry out and perform the terms and provisions of any resolution, trust indenture, or contract with, or for the benefit of, bondholders. This bill clarifies that a reasonable and equitable adjustment of toll charges is only required on projects in which the repayment of financing is the primary or exclusive purpose for the exercise of the toll power, and that tolls can only be collected on projects SRTA constructs. Further, if the repayment of financing is not the primary or exclusive purpose for the toll power, SRTA is not required to issue or have outstanding bonds in order to fix, revise, charge, enforce, or collect tolls for a project.

Further, this bill authorizes SRTA to collect tolls on projects the authority constructs in which managing the flow of traffic is the primary or exclusive purpose. SRTA is charged with the responsibility of taking into consideration value pricing and lane management in determining toll charges on these projects. As described in current law, "value pricing" recognizes the need to vary the road user charge according to the levels of congestion and time of day; and, "lane management" restricts access to the designated HOT lanes based on occupancy, vehicle type, or other objective which maximizes the efficiency of the federal-aid highway system. Finally, this bill clarifies that the tax exemption for the bonds of SRTA also includes the exemption from sales and use tax on property purchased by, or for use of, SRTA.

Toll Enforcement

Current law prohibits a motor vehicle from being driven or towed through a toll collection facility without payment of the proper toll; the authorized owner of the motor vehicle is liable to SRTA, upon notice, for the proper toll and an administrative fee of \$25 per violation. This bill authorizes SRTA to provide subsequent notices to the registered owner if the owner fails to respond to the initial notice. The administrative fee is clarified to mean up to \$25, and may also increase with each notice; however, the fee must not exceed a cumulative total of \$25 per violation.

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