

SR 99 Tunnel Project Advisory Committee on Tolling and Traffic Management Update

Paula J. Hammond, P.E.
Secretary

Steve Reinmuth
Chief of Staff

Craig Stone, P.E.
Assistant Secretary, Toll Division

Washington State Transportation Commission
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Overview

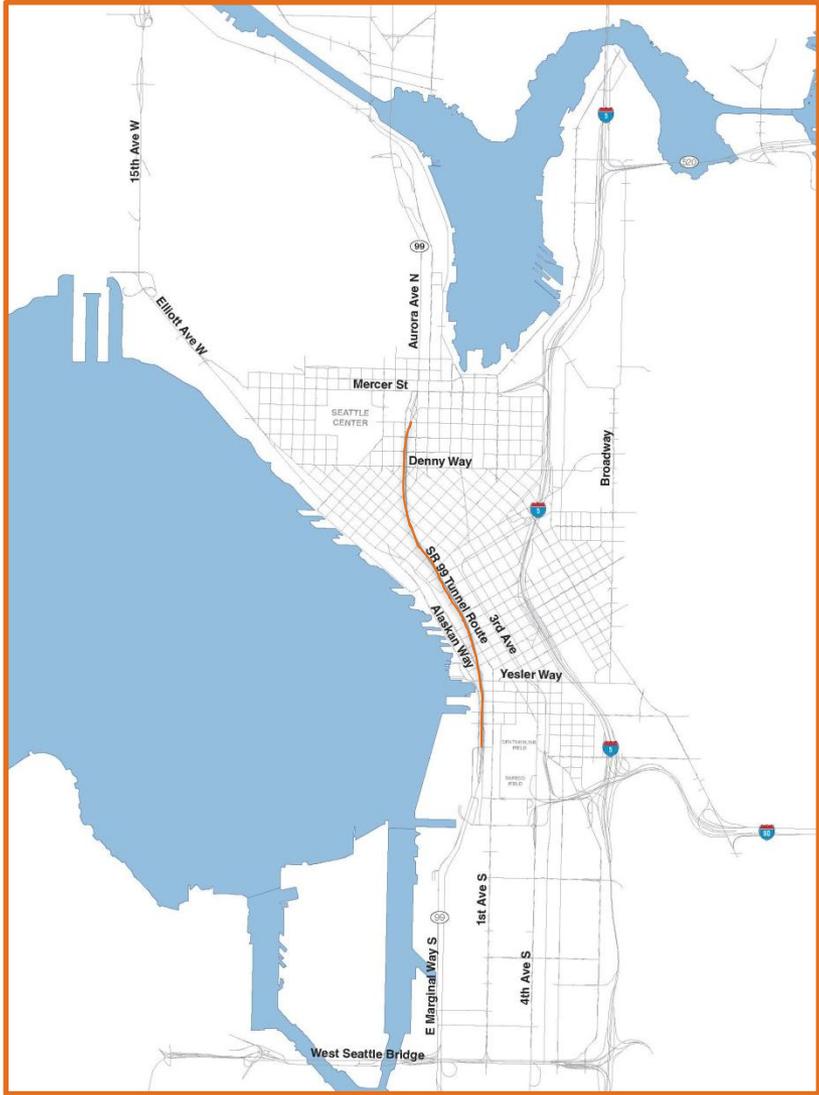
Today's topics:

- Advisory Committee on Tolling and Traffic Management round 2 scenarios.
- Policy questions raised by ACTT and committee progress report.
- Next steps.

Advisory Committee on Tolling and Traffic Management

- The committee's scope was established via:
 - Federal Highway Administration-issued Record of Decision.
 - Seattle Department of Transportation and WSDOT Memorandum of Agreement.
 - City of Seattle's resolution 31323.
- The committee will make advisory recommendations on strategies for:
 - Minimizing traffic diversion from the tunnel due to tolling.
 - Tolling the SR 99 tunnel.
 - Mitigating traffic diversion effects on city streets and I-5.

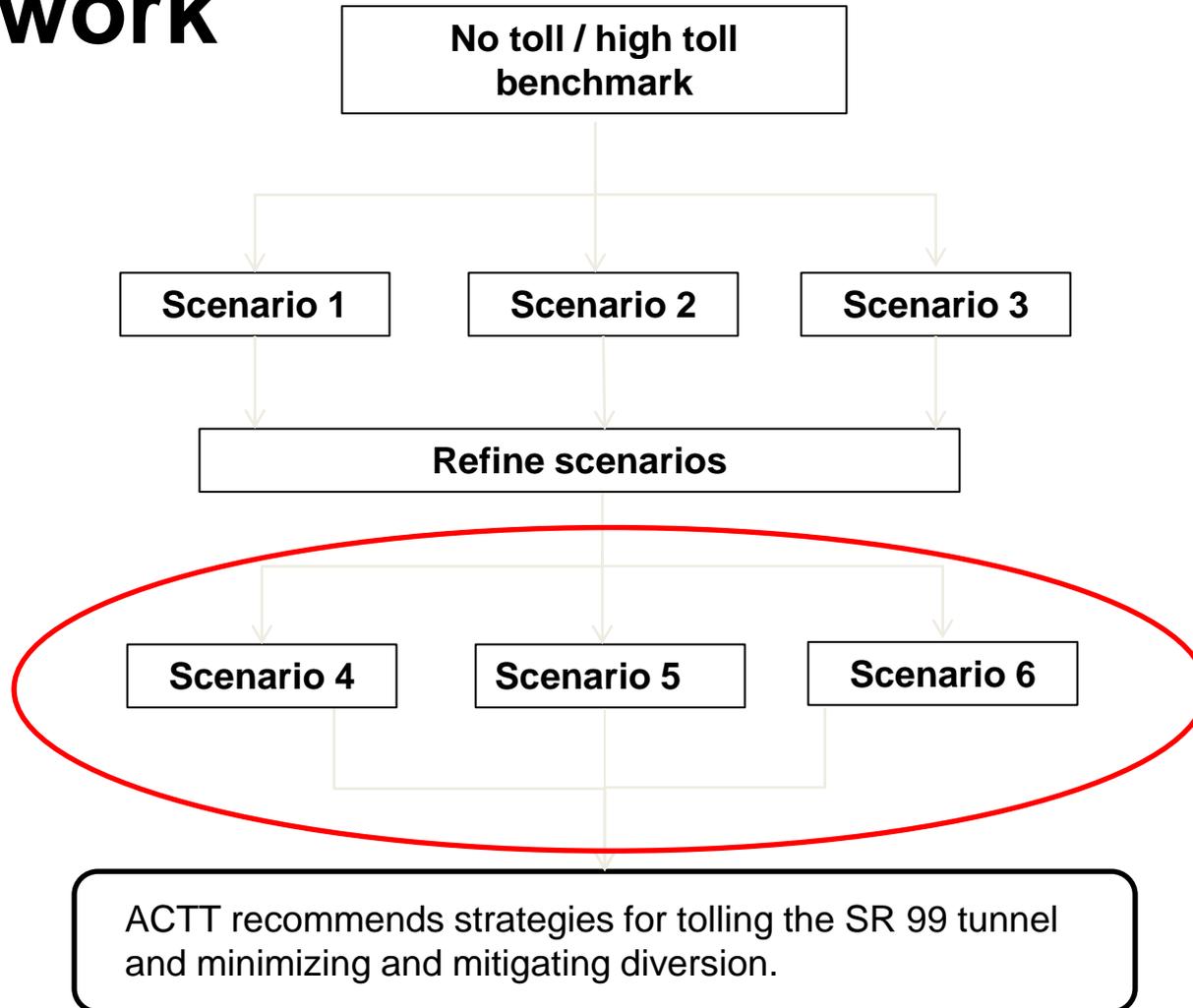
Seattle Area



Replacing SR 99 Through Seattle



Potential Toll Scenario Evaluation Framework



ACTT Round One Scenarios Analyzed

- No toll and high toll (\$1 - \$4) are being studied as benchmarks.
- Scenario 1 (\$1 - \$3.25): Objective is to achieve funding target.
- Scenario 2 (\$0.75 - \$2.25): Objective is to reduce diversion.
- Scenario 3 (\$0.75 - \$2.50): Objective is to balance funding and diversion.
- Scenarios 1 – 3 each have time periods with no tolls such as overnight or weekends.

ACTT Round 2 Scenarios

- Scenario 4: Achieve the funding target, which includes capital costs (project funding) and ongoing ownership costs.
- Scenario 5: Reduce diversion and cover ownership costs (no project funding).
- Scenario 6: Reduce diversion and increase revenue by attracting more trips into the tunnel.

Scenario 4 - Funding Target

Assumptions:

- Refined scenario 1.
- Toll rate same for northbound and southbound travel.
- No tolls overnight.
- Includes weekend tolls.
- Freight toll is 1.5 times the toll rate for all trucks, regardless of size or axle count.

| | Scenario 1 toll rate | Potential scenario 4 toll rate |
|-----------------------------------|------------------------|--------------------------------|
| A.M. shoulder 5 – 6 a.m. | \$1.00 - \$1.25 | \$1.50 |
| A.M. Peak Period 6 – 9 a.m. | NB \$2.75 SB \$1.75 | \$2.25 |
| Mid-day 9 a.m. – 3 p.m. | \$1.50 | \$1.50 |
| P.M. Peak Period 3 – 6 p.m. | NB \$2.50 SB \$3.25 | \$2.75 |
| Evening 6 – 11 p.m. | NB \$1.00 SB \$1.25 | \$1.25 |
| Weekends 5 a.m. – 11 p.m. | \$1.00 - \$2.00 | \$1.00 - \$2.00 |
| Overnight 11 p.m. – 5 a.m. | \$0 | \$0 |

NB: northbound
SB: southbound

Scenario 5a and 5b - Cover Ownership Costs

Assumptions:

- Refined scenario 2.
- Designed to cover tunnel ownership costs.
- Other funding sources would need to be identified for the project's capital funding need.
- No bonds would be sold.
- Reduced facility insurance.
- Low starting toll that increases with inflation on an annual basis.
- Freight tolls based on number of axles.

Scenario 5a and 5b - Cover Ownership Costs

Two approaches:

- Toll peak periods with no mid-day tolls.
- Low tolls throughout the day.

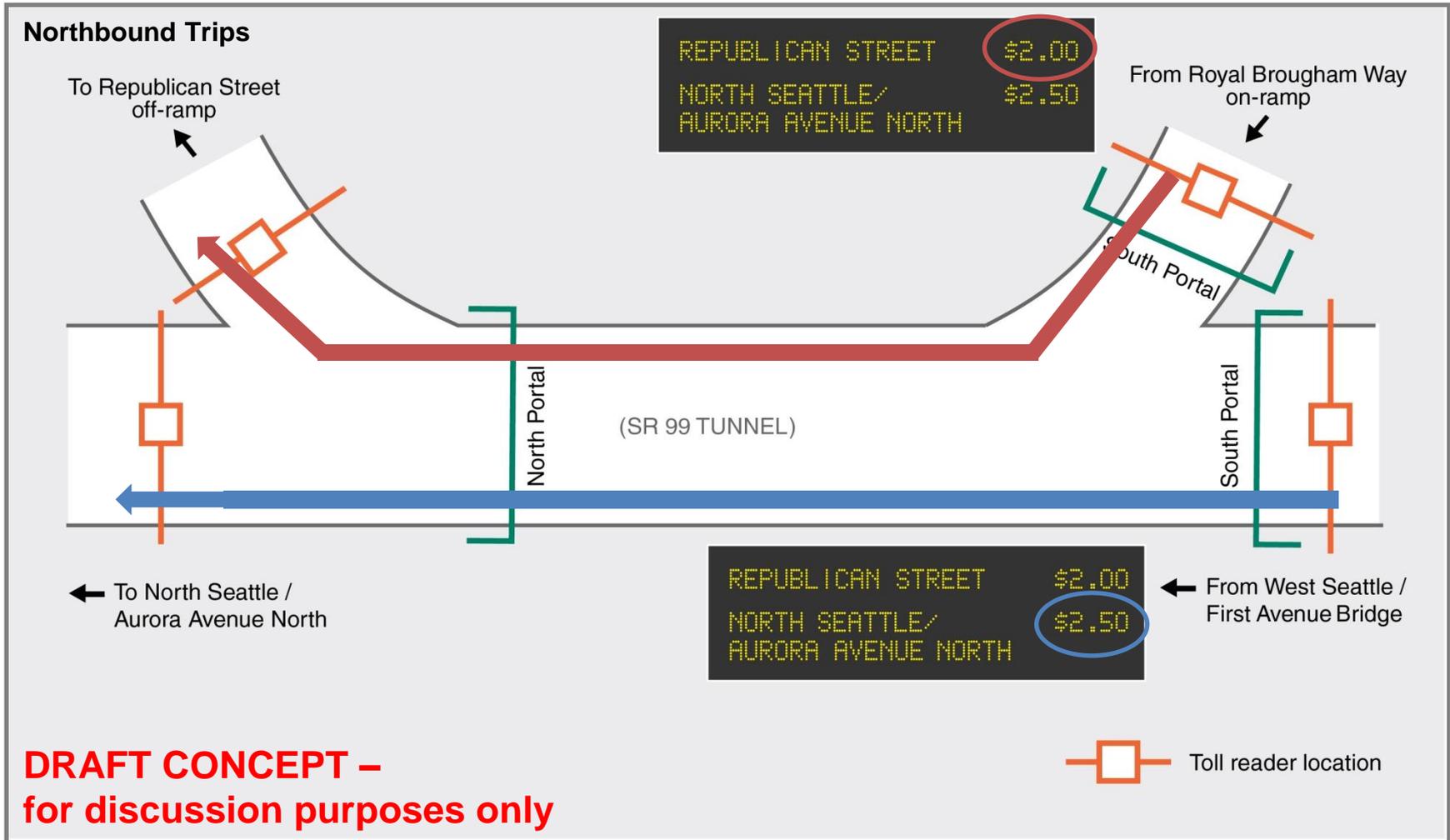
| | Scenario 2 toll rate | Potential scenario 5a peak period only | Potential scenario 5b low toll rate |
|--------------------------------|------------------------|--|-------------------------------------|
| A.M. Peak Period 6 – 9 a.m. | NB \$2.00 SB \$1.25 | \$1.50 - \$1.75 | \$0.75 |
| Mid-day 9 a.m. – 3 p.m. | \$0.75 | \$0 | \$0.50 |
| P.M. Peak Period 3 – 6 p.m. | NB \$1.50 SB \$2.25 | \$1.50 - \$1.75 | \$0.75 |
| Evening 6 – 7 p.m. | NB \$0.75 SB \$1.25 | \$0 | \$0.50 |
| Weekends 5 a.m. – 11 p.m. | \$0 | \$0 | \$0 |
| Overnight 11 p.m. – 6 a.m. | \$0 | \$0 | \$0 |

NB: northbound
SB: southbound

Scenario 6 – Tunnel Portal Tolling

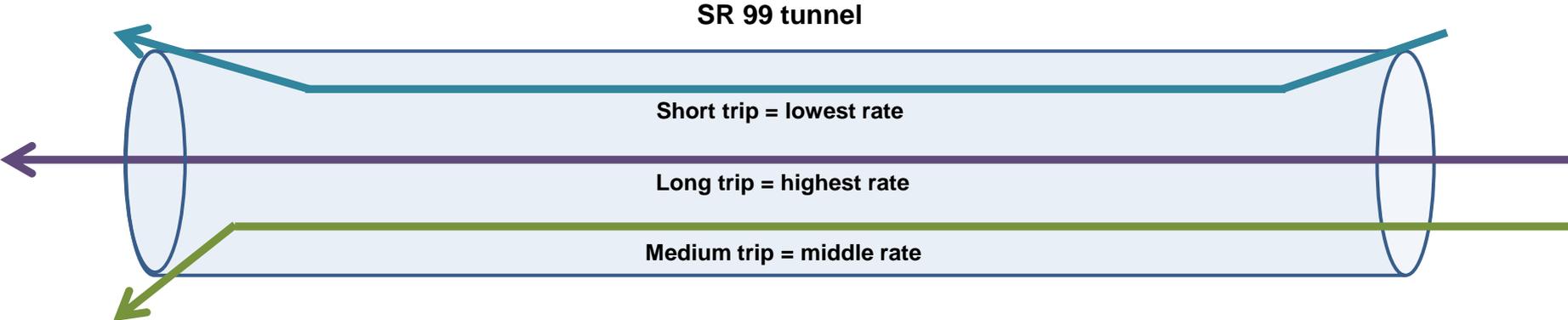
- Results of previous modeling:
 - Longer trips generally use SR 99 tunnel.
 - Shorter trips were more likely to divert and find another route.
- Reduces diversion by attracting more of the shorter trips into tunnel.
- Assumptions:
 - Shorter trips pay a reduced toll compared to longer trips.
 - Tunnel users pay toll.

Scenario 6 – Tunnel Portal Tolling



Toll reader locations and toll rates are examples only.

Scenario 6 – Tunnel Portal Tolling



Scenario 6 – Tunnel Portal Tolling

Potential Rates

- Assumptions:

- Tolls from 5 a.m. to 11 p.m.
- No tolls overnight.
- Includes weekend tolls.
- Freight toll is 1.5 times the toll rate for all trucks, regardless of size or axle count.

| Potential scenario 6 toll rates | A.M. | Midday | P.M. |
|------------------------------------|--------|--------|--------|
| Short | \$0.90 | \$0.45 | \$1.20 |
| Medium | \$1.70 | \$0.85 | \$2.10 |
| Long | \$2.50 | \$1.25 | \$3.00 |

ACTT Policy Questions From Sept. 19 Meeting

- What does toll revenue pay for and at what funding level?
- Could toll rates escalate over time to match inflation and cover costs?
- How should toll collection costs be allocated among state toll facilities?
- What should the toll rate structure look like: single point or multi-point toll, shoulder rates, freight toll rate?
- Is there a segment or system-wide tolling study?
- Could incentive programs be created?

ACTT Progress Report

- Progress report to be reviewed and approved by ACTT at Dec. 12 committee meeting.
- Will include summary of work to date and initial observations.
- ACTT will make recommendations in 2013.

Coordination with Transportation Commission

- Coordinate with Commission staff prior to each ACTT committee meeting.
- Commission staff attend ACTT committee meetings.
- Commission coordination:
 - Oct. 19, 2011 meeting
 - Feb. 21, 2012 meeting
 - May 23, 2012 meeting
 - July 17, 2012 meeting
 - Oct. 17, 2012 meeting
 - Dec. 11, 2012 meeting
 - 2013 meetings

Questions?



Website:

www.alaskanwayviaduct.org

Email:

viaduct@wsdot.wa.gov

Hotline:

1-888-AWV-LINE