

Alaskan Way Viaduct **REPLACEMENT** PROGRAM



**Advisory Committee on Tolling and Traffic
Management**
Nov. 1, 2012

Overview

Previous discussions:

- Revenue modeling results for scenarios 1 – 3, high benchmark.
- Policy questions and potential round 2 scenarios.

Today's topics:

- Respond to recurring questions.
- Round 2 scenarios and committee feedback.
- Discussion about mitigation.
- Progress report.
- Committee work plan and schedule.

ACTT Purpose

- 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.

Responding to Recurring Questions

How the SR 99 Tunnel Compares to Other Facilities

Your handout includes the following:

Page 1: Comparison to toll facilities in other states.

Page 2: Comparison to other WSDOT tolled facilities.

Page 3: Comparison to toll cost allocations among WSDOT tolled facilities.

Page 4: Comparison between I-90 and SR 99 tunnels operations and maintenance (O&M) costs.

Page 5: Explanation of repair and replacement (R&R) costs for SR 99 tunnel.

Addressing Forms of Diversion

People choose to pay or avoid tolls by making changes to the following:

- Route
- Mode
- Departure time
- Destination
- Eliminate trip

SR 520 Update

- Average weekday daily traffic is tracking the forecast.
- Overall, average daily traffic was +2.4 percent above forecast.
- Weekend usage higher than previously projected.
 - Average weekend daily traffic exceeds forecast by +14 percent.
- Higher participation in *Good To Go!* program earlier than expected.
 - Approximately 80 percent of average daily trips were prepaid (*Good To Go!*) transactions.
- Less shifting of traffic from higher to lower toll periods.

SR 520 Traffic Update - September 2012

SR 520

- Toll traffic is generally at or above projected levels.
- Travel times are six minutes shorter on average during the peaks.

I-90

- Traffic has increased 13 percent.
- I-90 travel times are three minutes longer on average during the peaks.

SR 522

- Traffic has increased 13 percent.
- Travel times have not increased during the morning peak and are about two minutes longer during the afternoon peak.

I-5

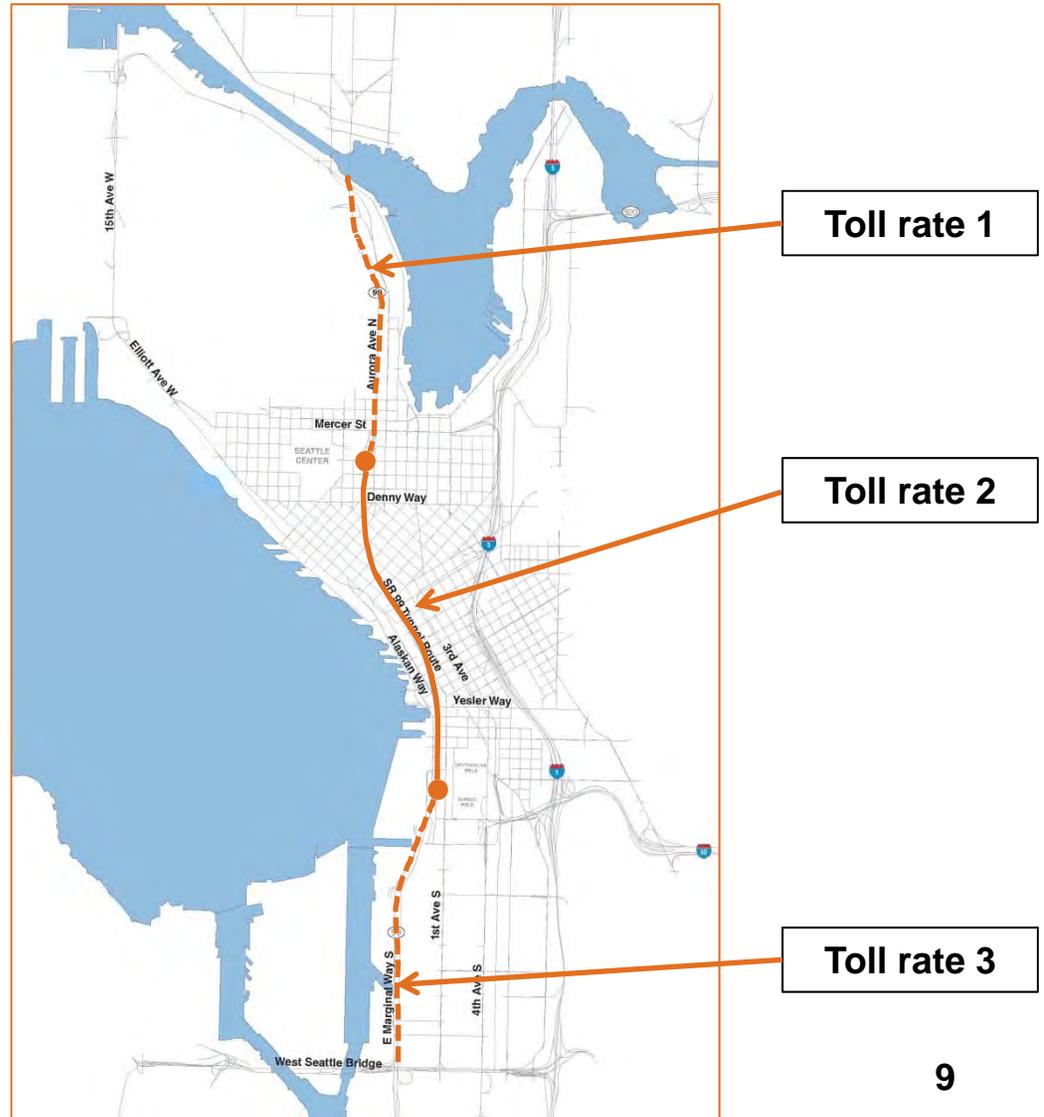
- Traffic has increased approximately 3 percent in downtown Seattle.
- Travel times through downtown Seattle are approximately two minutes slower in both directions.

I-405

- Traffic has increased approximately 6 percent in downtown Bellevue.
- Travel times through Bellevue are approximately one minute slower southbound and eight minutes slower northbound during the PM peak.

Segment Tolling

- Definition: For purposes of SR 99, adding a toll to segments of the corridor north and south of the SR 99 tunnel for drivers going into or out of downtown Seattle during peak periods.



Segment Tolling

Segments previously studied in January 2010 report:

- South segment: North of South Spokane Street to south tunnel portal.
- North segment: South of Aurora Bridge to north tunnel portal.

Results:

- Segment tolls generated more revenue than tunnel-only tolls.
- Volumes in the tunnel were slightly higher with a segment toll.
- Tolling the segments diverts some non-tunnel trips to other routes.

Trade-offs:

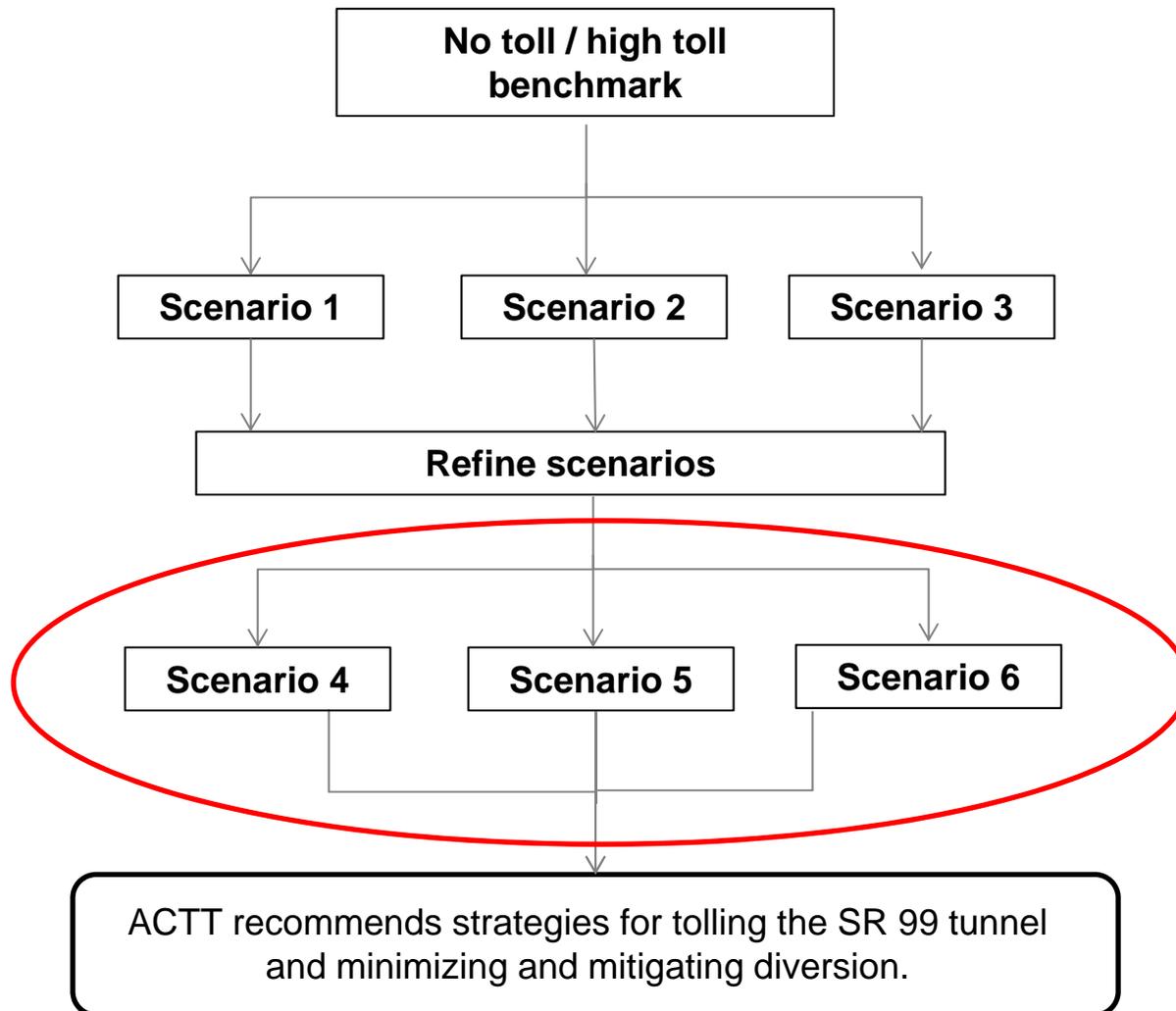
- Would be tolling a larger pool of drivers who aren't tunnel users.
- Potential effects to freight, transit and downtown Seattle.

Segment Tolling

- Introduces diversion in areas with stakeholders who have not been included in a formal process.
- Has not been cleared through an environmental process.
- WSDOT has legislative authority to toll the SR 99 tunnel.

Round 2 Scenarios and Committee Feedback

Potential Toll Scenario Evaluation Framework



Round 2 Scenarios - Staff Recommendations

- Round 2 scenario recommendations for traffic and revenue modeling:
 - 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. 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 SB \$1.25	\$1.25
Weekends 5 a.m. – 11 p.m.	\$1 - \$2	\$1 - \$2
Overnight 11 p.m. – 6 a.m.	\$0	\$0

NB: northbound
 SB: southbound

Scenario 5 - 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 5 - Cover Ownership Costs

Possible approaches:

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

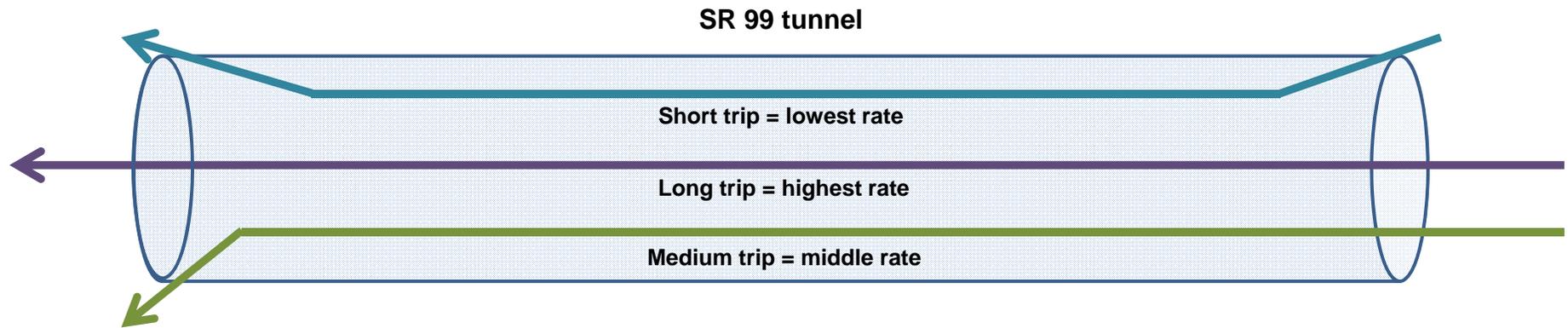
	Scenario 2 toll rate	Potential scenario 5 peak period only	Potential scenario 5 lower toll rate
A.M. Peak Period 6 – 9 a.m.	NB \$2.00 SB \$1.25	\$1.50 - \$1.75	\$0.75
Mid-day 9 a.m. – 3 p.m.	\$0.75	\$0	\$0.50
P.M. Peak Period 3 – 6 p.m.	NB \$1.50 SB \$2.25	\$1.50 - \$1.75	\$0.75
Evening 6 – 7 p.m.	NB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



Scenario 6 - 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

Committee Feedback

Mitigation Discussion Follow-Up

Mitigation Discussions with Committee

- Focus of future committee meetings.
- Charge for committee:
 - Identify capital/operational and other strategies to minimize the effects of diversion.
 - Identify potential funding sources for recommended mitigation strategies.

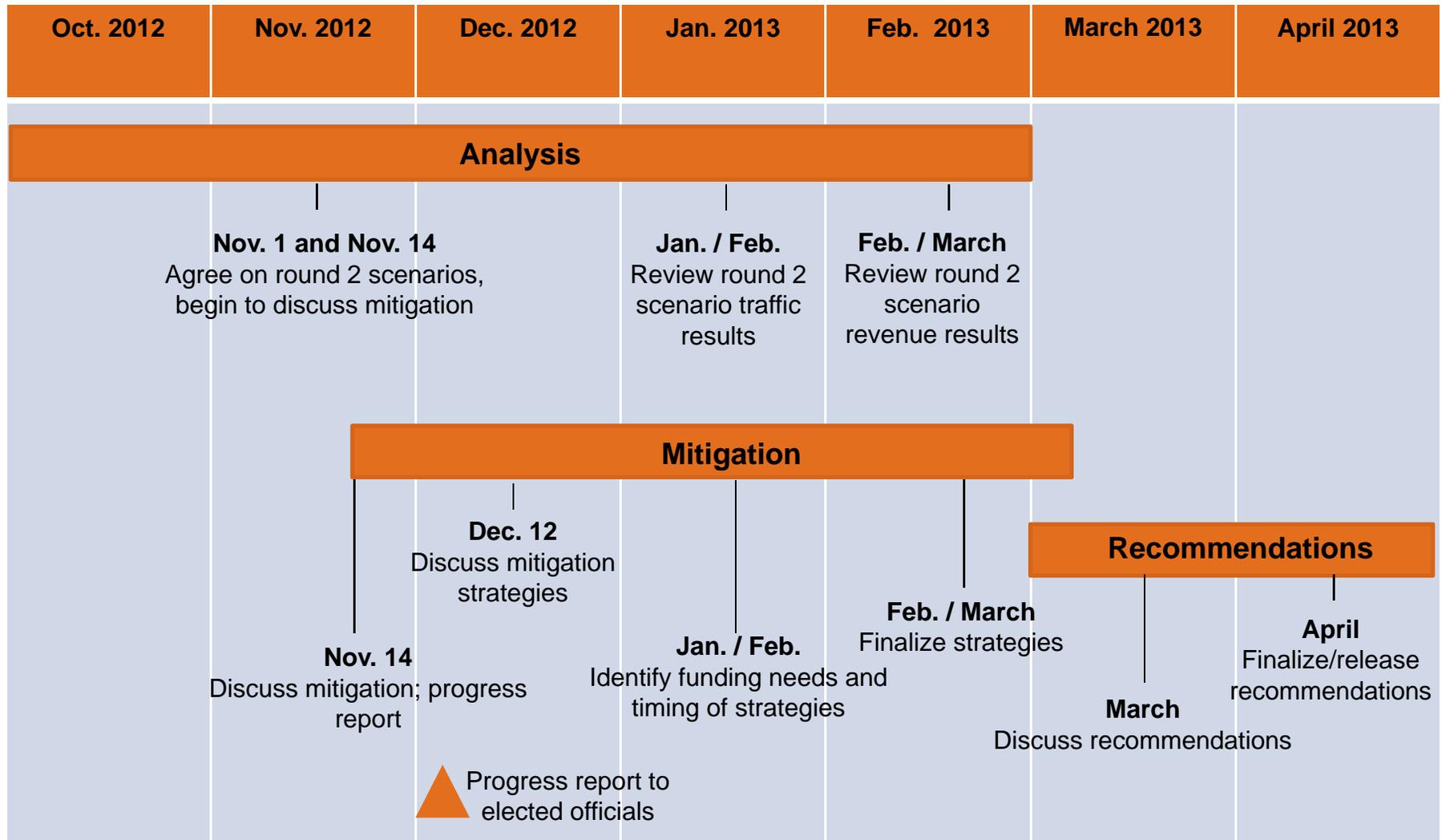
Progress Report

Progress Report

- Progress report on ACTT work to date.
- Report would be shared with agencies and elected officials.
- Timing: December 2012.

Committee Work Plan

Draft ACTT Work Plan



Closing: Next Steps

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