

Alaskan Way Viaduct **REPLACEMENT** PROGRAM



Advisory Committee on Tolling and Traffic Management
Jan. 14, 2014

Overview

Previous discussions:

- SR 520 tolling update.
- Transportation system approach to minimizing and mitigating diversion.

Today's topics:

- Schedule for committee recommendations and next steps.
- Discuss draft committee recommendations.



View from inside the tunnel, looking south.

ACTT Purpose

- The committee will make advisory recommendations on strategies for:
 - Tolling the SR 99 tunnel.
 - Minimizing traffic diversion from the tunnel due to tolling.
 - Mitigating traffic diversion effects on city streets and I-5.

Guiding Principles

1. Minimize diversion from the tunnel onto city streets.
2. Minimize diversion from the tunnel onto I-5.
3. Mitigate the anticipated adverse effects of traffic diversion.
4. Meet the State's funding obligation for the AWW Replacement Program.
5. Identify funding for mitigation of diversion impacts.
6. Support Seattle's "Complete Streets" policy goals to make city streets function for bicycles, pedestrians, freight, transit and automobiles in strategies that are proposed to mitigate and minimize diversion impacts.

Guiding Principles

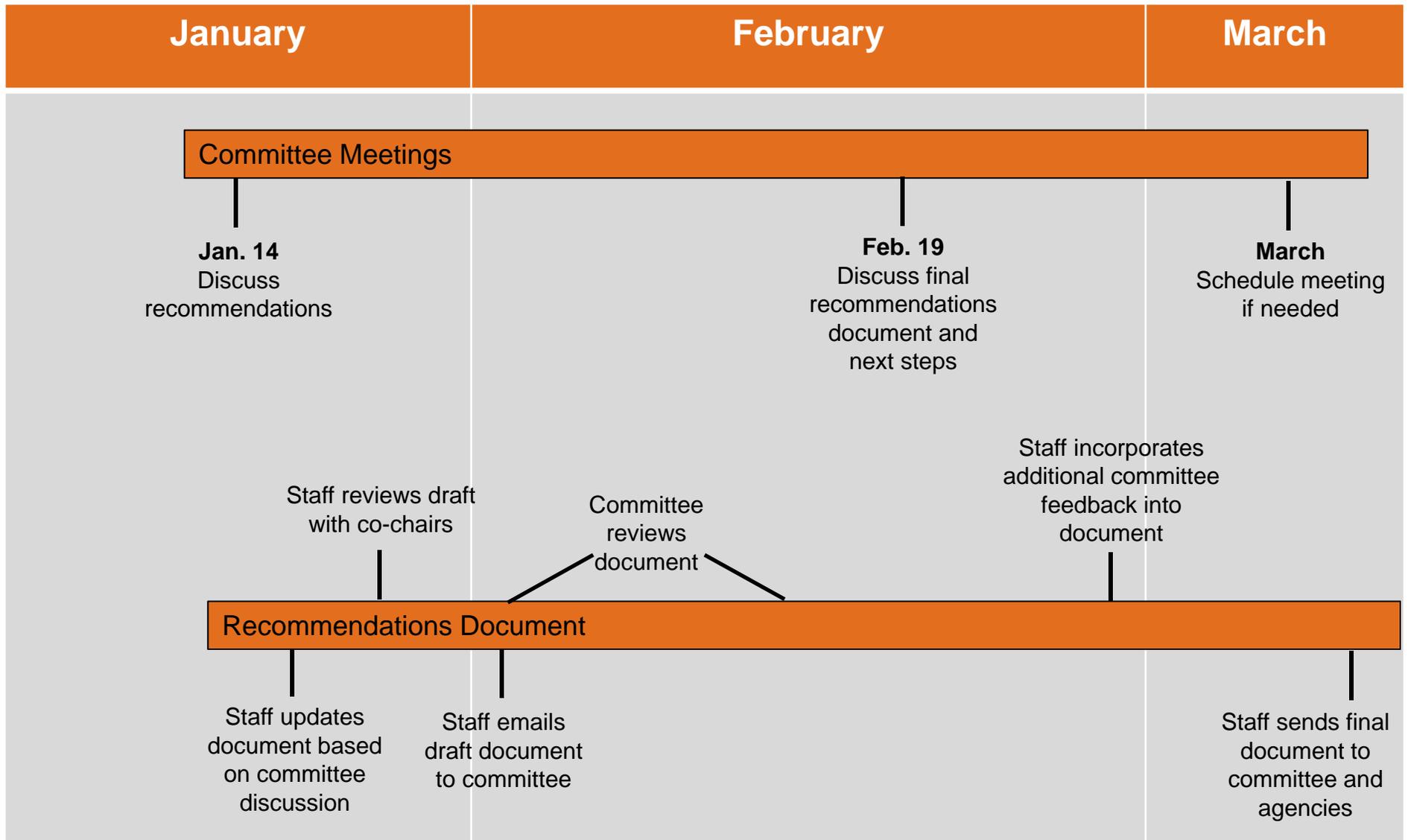
7. Support Seattle's waterfront and Center City policy goals to make the waterfront and downtown an enjoyable place for people to live, work, shop and play.
8. Support and maintain efficient use of city streets and I-5 for transit access into, within, out of and through downtown.
9. Support a vibrant maritime and industrial sector by maintaining efficient use of city streets and I-5 for freight access into, within, out of and through downtown.
10. Ensure that ACTT recommendations provide an effective, integrated transportation solution across modes.

Meeting Objectives

- Agree on schedule for preparing committee recommendations.
- Discuss draft committee recommendations.

Recommendations schedule

Recommendations Schedule



Possible recommendations

Proposed Outline of Committee's Final Report

- Committee letter.
- Committee recommendations.
- Supporting materials:
 - Tunnel project overview.
 - ACTT charge and formation.
 - Traffic and revenue analysis.
 - Appendix.

#1: Strategies for Tolling the SR 99 Tunnel and Minimizing Traffic Diversion

Issue: Raise \$200 million for project funding while minimizing diversion.

Possible recommendation:

- Toll rate structure like Scenario 7:
 - \$1 midday, overnight and weekend tolls.
 - \$1.25 during peak periods.
 - Charge tolls 24 hours a day.

#1: Strategies for Tolling the SR 99 Tunnel and Minimizing Traffic Diversion

Issue: Ensure efficient transportation system by minimizing diversion.

- Diversion rates over 20 percent during peak hours (30 percent during daytime off-peak) cannot be mitigated through system improvements.
 - Diversion over this amount results in significant impacts to city streets and I-5.

Possible recommendation:

- Set goal for tunnel utilization (compared to a non-tolled tunnel):
 - At least 80 percent during peak hours.
 - At least 70 percent during daytime off-peak hours.
- Use tunnel utilization threshold as guideline for setting toll rates.

#1: Strategies for Tolling the SR 99 Tunnel and Minimizing Traffic Diversion

Issue: Adjust Scenario 7 to further minimize diversion during daytime off-peak hours.

Possible recommendation:

- Evaluate decreasing toll rates to \$0.75 during daytime off-peak hours.
- Evaluate extending afternoon/evening peak hours from 6 p.m. to 7 p.m. to rebalance revenue.

#1: Strategies for Tolling the SR 99 Tunnel and Minimizing Traffic Diversion

Issue: Address escalation of toll rates over time.

Possible recommendation:

- To keep pace with inflation, assume 1.3 percent annual toll rate escalation.
 - With escalation, Scenario 7 generates over \$1 billion over 30 years.
 - Without escalation, generates \$125 million less revenue.

#1: Strategies for Tolling the SR 99 Tunnel and Minimizing Traffic Diversion

Issue: Address freight rates to further minimize diversion.

Possible recommendation:

- Consider using per-axle toll multiplier for freight but continue to evaluate freight rates to achieve 80 percent utilization of tunnel during peak periods and 70 percent during daytime off-peak periods for trucks.

#2: Strategies for Mitigating Diversion

Issue: Identify transportation system improvements to mitigate diversion based on these criteria:

- Flexible and adaptable to volatile transportation system.
- Reduce traffic volumes.
- Does not require costly capitalization of revenue.

Possible recommendations:

- Annual funding to enhance transit service investments is highest priority.
- Agencies should identify and aggressively pursue funding sources for other transportation system improvements, such as adaptive signal systems.

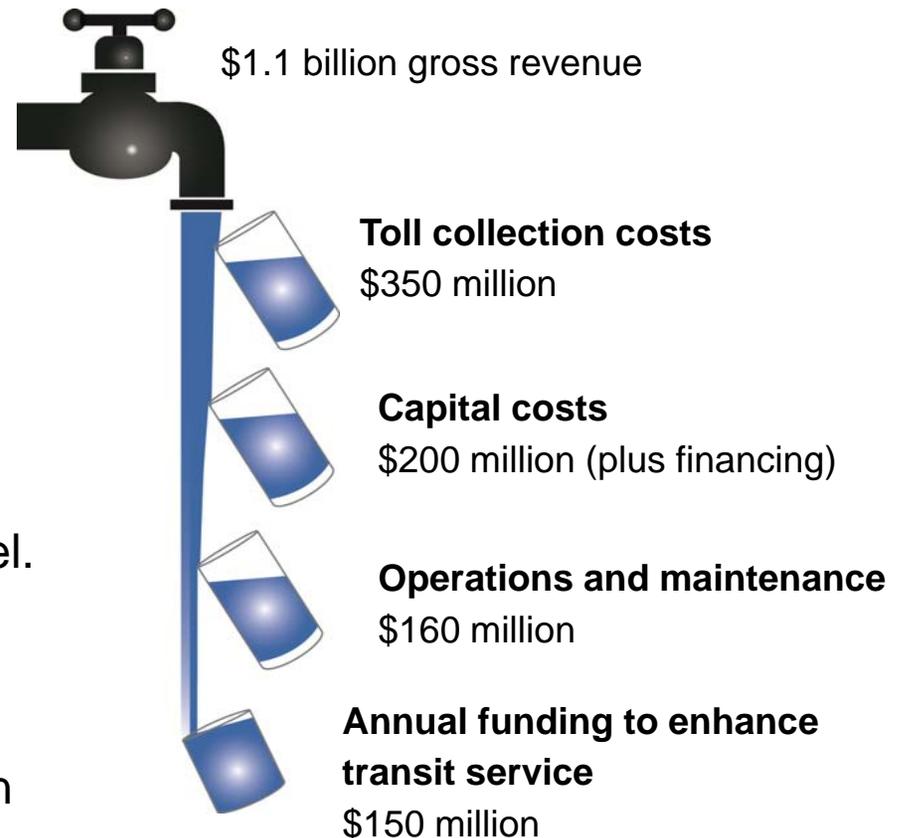
#3: Prioritizing Use of Toll Revenue

Issue: Prioritize the use of toll revenue.

Possible recommendation:

Toll revenue should be allocated in the following order:

1. Toll collection costs.
2. \$200 million capital costs (plus financing costs) for the SR 99 tunnel.
3. Operations and maintenance of SR 99 tunnel.
4. Annual funding for transit service on SR 99 corridor.



#4: Local Community and Jurisdictional Involvement in Toll Rate-Setting Process

Issue: Toll rates and mitigation strategies may need to be adjusted based on real-time conditions, especially throughout waterfront construction.

Possible recommendations:

- Engage Committee, City, King County and Port of Seattle in rate-setting process.
- ACTT continues for two to three years after tolling begins to review effects of tolling during construction on waterfront.
- State and City of Seattle convene small panel to provide additional oversight beyond 2018.

#5: Further Study of Tolling in Puget Sound

Issue: A systems approach to tolling could reduce diversion across the regional roadway network.

Possible recommendation:

- Committee sees value in a systems approach and recommends regional tolling be studied further.

#6: Toll Collection Cost Allocation Policy

Issue: Due to proposed low SR 99 toll rates, a higher percentage of toll revenue is needed to cover toll collection costs compared to other toll facilities.

- Toll collection costs currently charged on a per-transaction basis.
- Almost 1/3 of revenue raised covers toll collection costs.

Possible recommendation:

- Analyze state policy to allocate costs based on revenue, not per-transaction.

Other recommendations to consider?

Next steps

Next Steps

- Staff will circulate draft recommendations to committee for review.
- Next meeting: Feb. 19
 - Finalize recommendations.
 - Discuss roll-out plan for recommendations.
 - Discuss ongoing committee engagement.

Website:

www.AlaskanWayViaduct.org

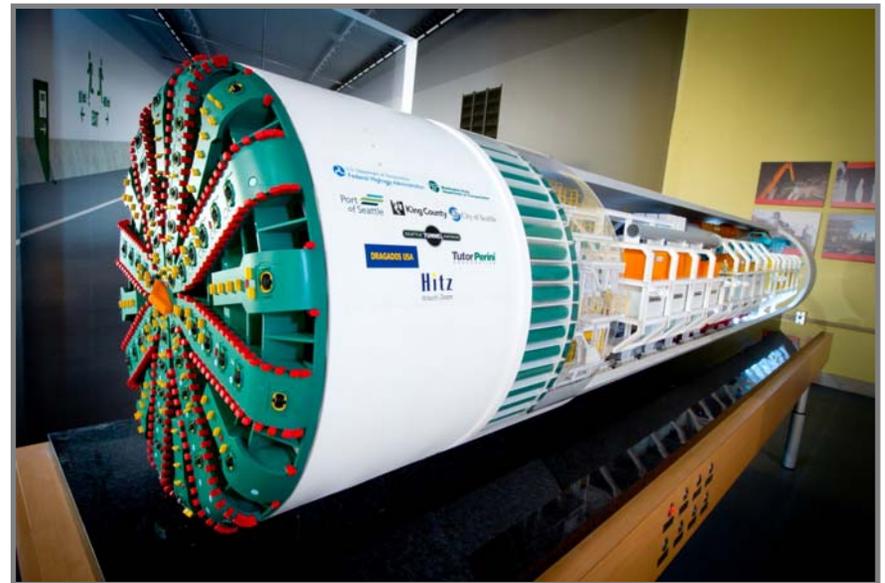
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