

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

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**Washington State Transportation Commission
July 31, 2013**

Overview

Today's topics:

- Advisory Committee on Tolling and Traffic Management scenario 7 traffic and revenue modeling results.
- Transportation Commission coordination.
- Next steps.

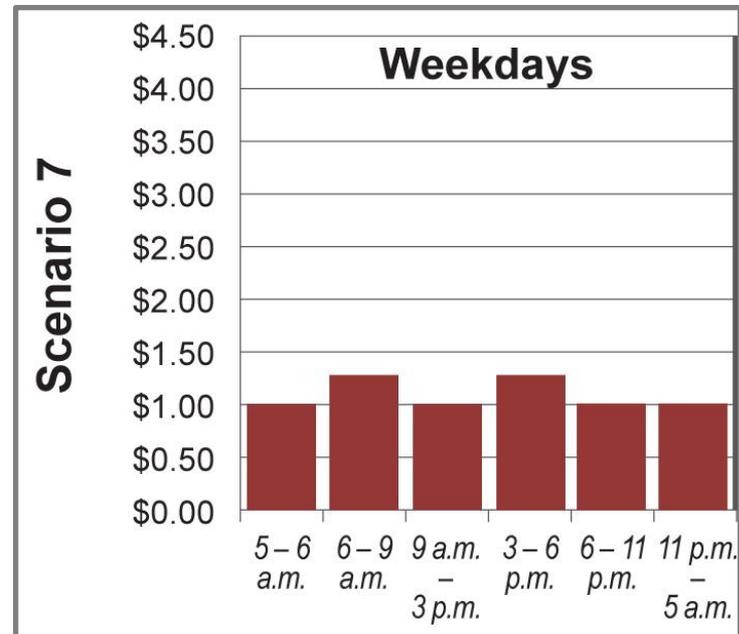
Advisory Committee on Tolling and Traffic Management

- 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.

Additional Modeling – Scenario 7

Assumptions:

- Balance between minimizing traffic diversion and raising revenue.
- Includes \$1 overnight and weekend tolls.
- Freight toll is 1.5 times the toll rate for medium trucks and 2.5 times the toll rate for large trucks.
- Toll rate escalates 1.3% per year.



Preliminary Revenue Results for Scenarios 4 - 7

	Scenario 4	Scenario 6	Scenario 5a	Scenario 5b	Scenario 7
Revenue Collected from Tolls*	\$1,270	\$1,260	\$600	\$610	\$1,085
Toll Collection Costs**	(\$320)	(\$360)	(\$280)	(\$160)	(\$350)
Revenues after collection costs	\$950	\$900	\$320	\$450	\$735

Numbers represent estimates for approximately 30 years. Costs in millions of dollars.

**After adjustments for fees, credits and uncollectible accounts. Scenarios 5a, 5b, and 7 assume 1.3 percent toll rate escalation.*

***Includes credit card fees and customer service center, state operations and roadway toll system costs. Could be lower with additional operational toll facilities.*

Potential Costs

Capital Contribution*	\$200
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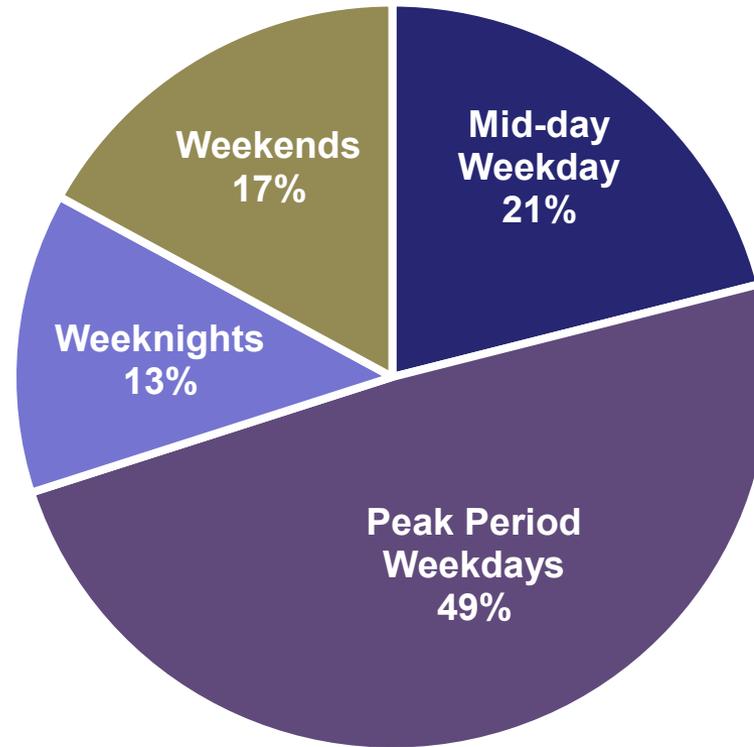
*Costs in millions of dollars.
Additional costs for financing to be determined.

SR 99 Tunnel Expenses	
Operations and Maintenance	\$160
Facility Insurance Costs**	\$55-85
Repair and Replacement	\$190

*Numbers represent estimates for approximately 30 years. Costs in millions of dollars.
**Variation due to coverage amounts and deductible levels.*

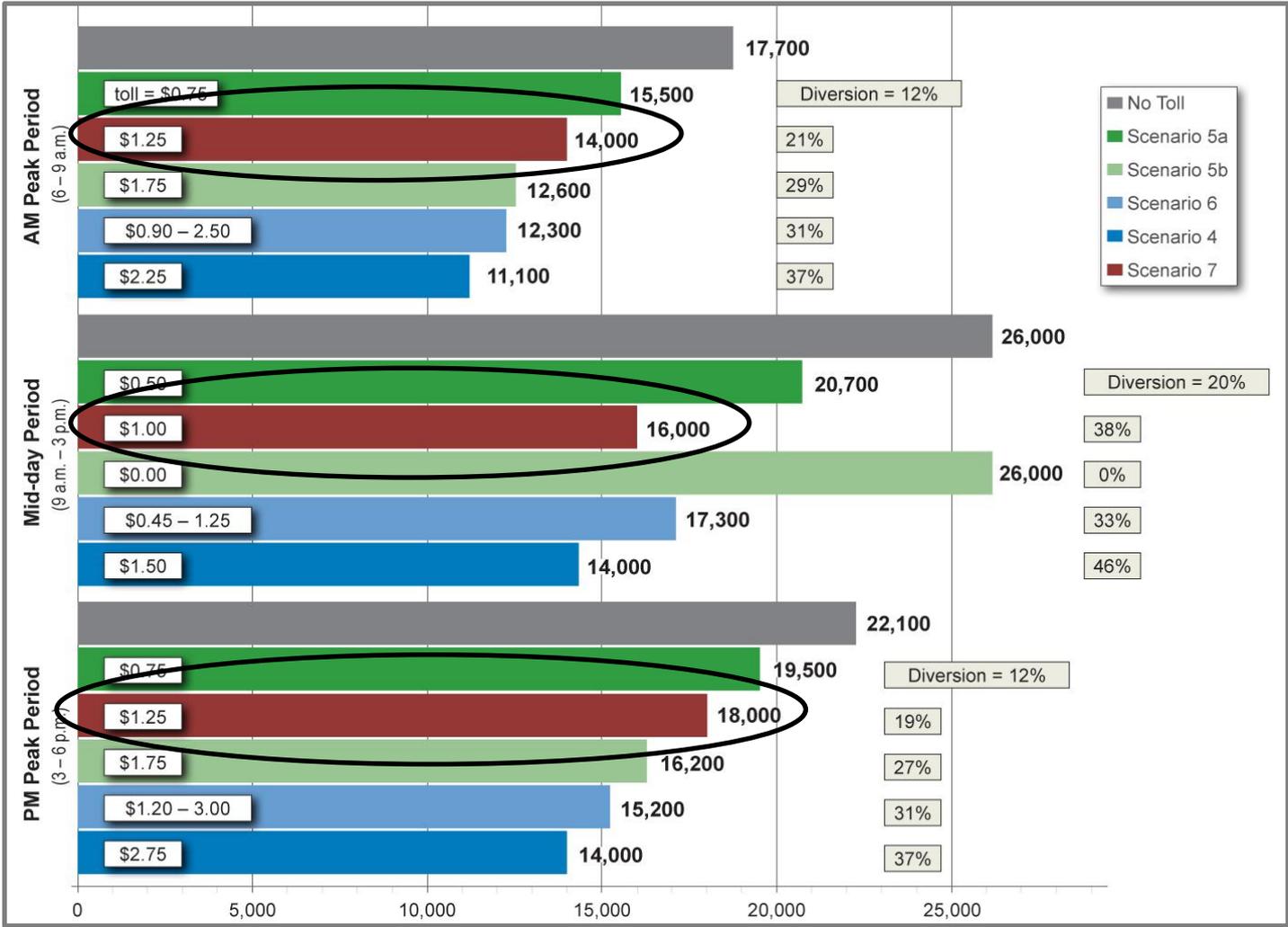
Mitigation	TBD
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2017 – Scenario 7 Gross Toll Revenue By Time Period

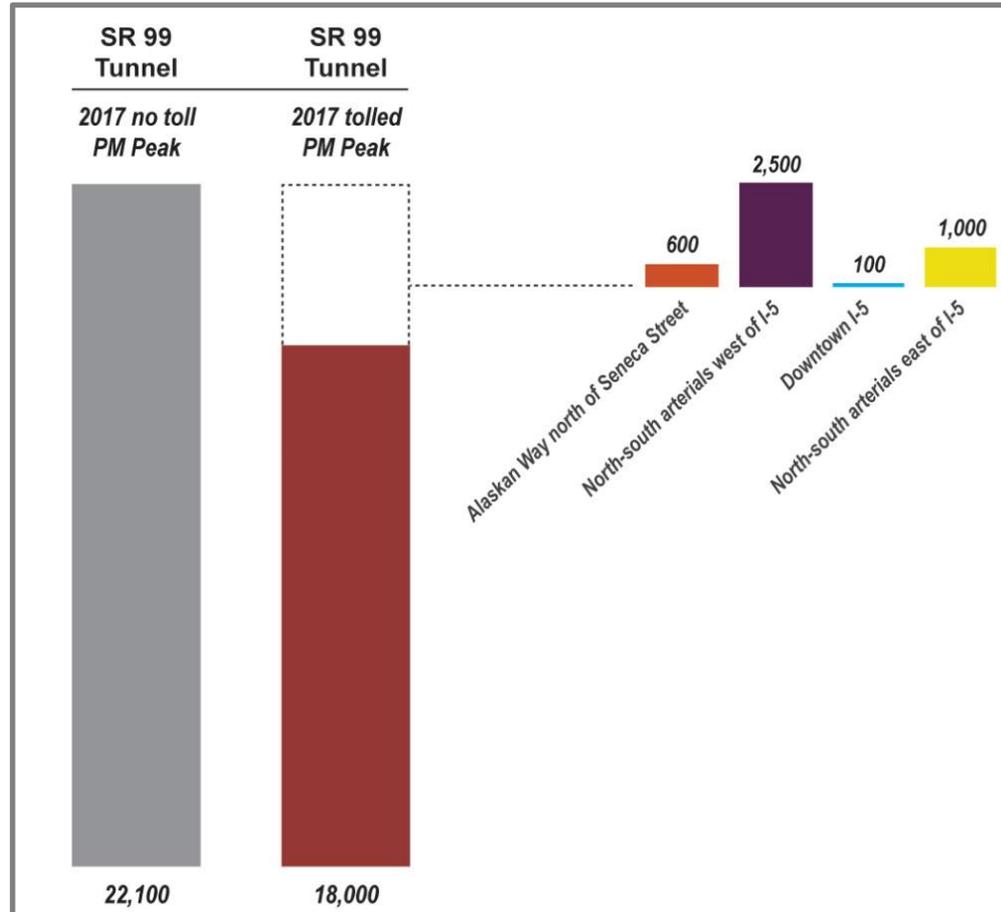


Weekend values represent a 48 hour period from 12:01 a.m. on Saturday through 11:59 p.m. on Sunday.

Scenario 7 Daytime Volumes

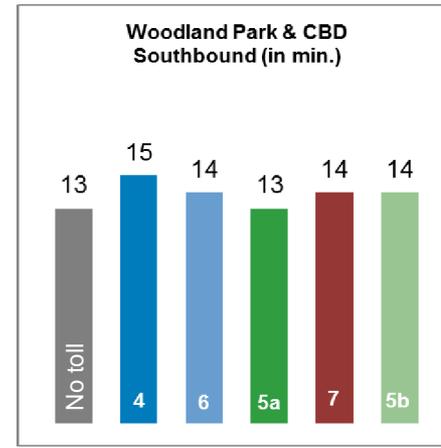
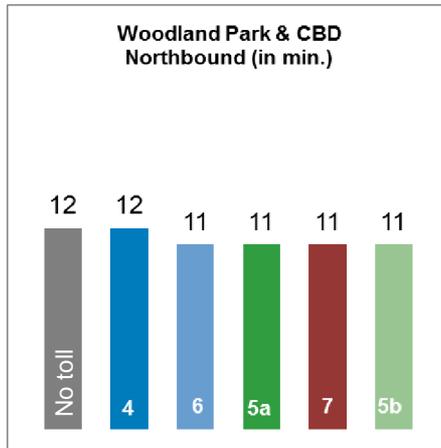
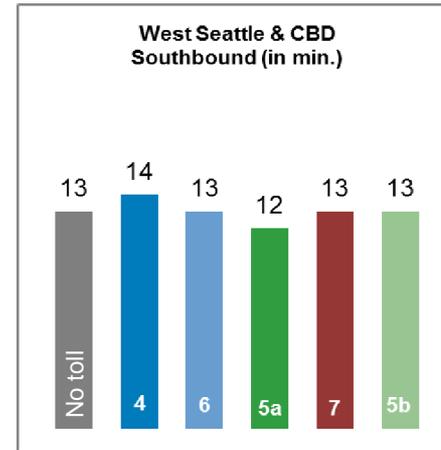
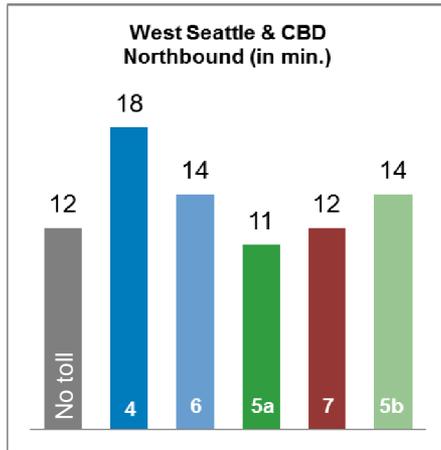


2017 Traffic Volumes by Location – Scenario 7 PM Peak Period 3 – 6 p.m.



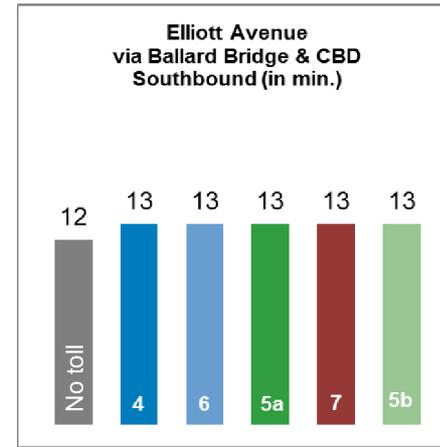
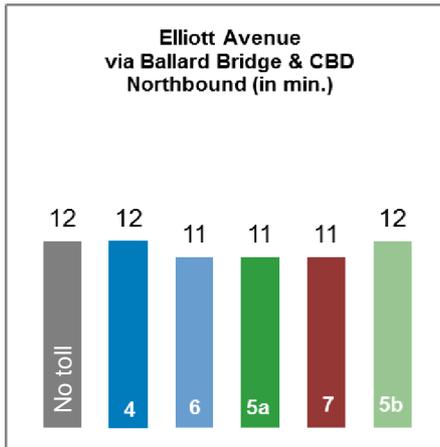
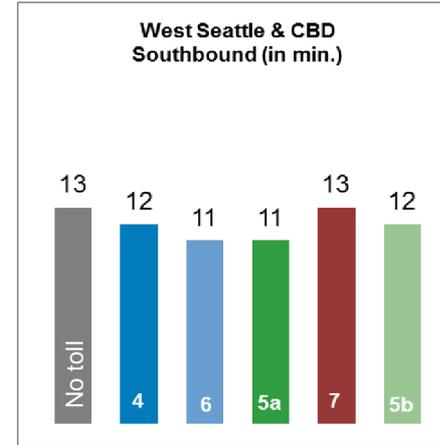
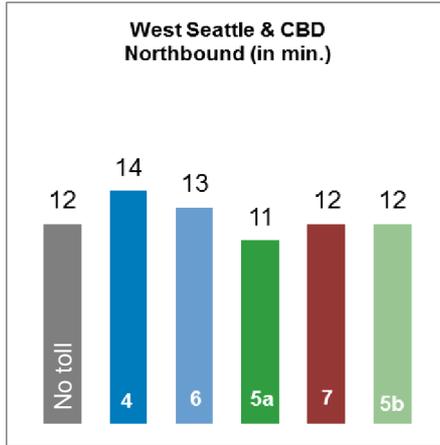
**Alaskan Way volumes not included in arterials west of I-5. All volumes taken at Seneca Street.*

2017 Car and Freight Travel Times PM Peak Hour 5 – 6 p.m.



2017 Transit Travel Times

PM Peak Hour 5 – 6 p.m.



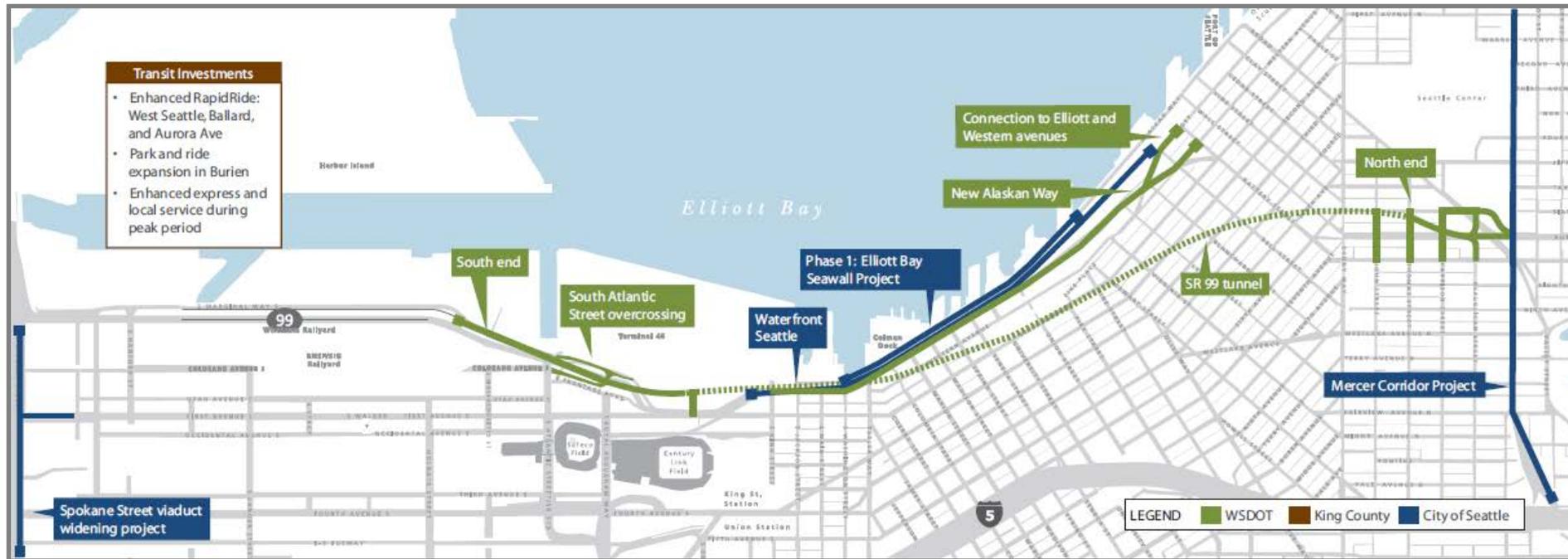
Transportation System Approach to Minimizing and Mitigating Diversion

Transportation System Approach

- SR 99 is part of a whole transportation system that helps move people and goods through the Puget Sound region.
- System considerations include:
 - Various modes of transportation: cars, transit, bicycles, freight, pedestrians.
 - Elements of system: I-5 and SR 99, surface streets, transit, demand management strategies.
 - Network performance: current and future.
 - Levels of tolling.
 - Status of various planning processes.
 - Policy goals.

Program Overview

The Alaskan Way Viaduct Replacement Program includes projects led by the Washington State Department of Transportation, City of Seattle, King County and Port of Seattle.



Viaduct Replacement Program Development

- 2007: Agreed to set of “moving forward” projects, including replacing approximately half of the viaduct.
- 2008: Stakeholder Advisory Committee met regularly to discuss replacement of central waterfront section of the viaduct.
 - Evaluated “new project area” highlighted in map and considered entire system of streets.



Viaduct Replacement Program Development

- In 2009, Governor, King County Executive and Seattle Mayor agreed to a solution for the viaduct replacement.
- Recommended investments in improved city streets, enhanced transit service and a new tunnel.
- Recommendation grounded in six guiding principles:
 - Improve public safety.
 - Provide efficient movement of people and goods now and in the future.
 - Maintain or improve downtown Seattle, regional, the port and state economies.
 - Enhance Seattle's waterfront, downtown and adjacent neighborhoods as a place for people.
 - Create solutions that are fiscally responsible.
 - Improve the health of the environment.

Strategies To Consider With Tolled SR 99 Tunnel

- Freight movement priority to/from Port facilities and between manufacturing and industrial centers (including I-5).
- Signal and intelligent transportation system improvements including adaptive signal control.
- Bicycle improvements in downtown.
- Pedestrian improvements near the tunnel portal areas.
- Transit pathways into downtown including tunnel portal areas.
 - Could capture additional riders and provide more reliable trip.
- Transit routes serving areas like South Lake Union that have experienced tremendous growth.

Looking Ahead

- Further discuss the transportation system approach to minimizing and mitigating diversion and recommendations.
- Three ACTT committee meetings in fall:
 - September
 - October
 - November

Coordination with Transportation Commission

- Coordinate with Commission staff prior to each ACTT committee meeting.
- Commission staff attend ACTT committee meetings.
- Commission coordination at the following meetings:
 - Oct. 19, 2011
 - Feb. 21, 2012
 - May 23, 2012
 - July 17, 2012
 - Oct. 17, 2012
 - Dec. 11, 2012
 - March 19, 2013
 - July 31, 2013

Questions?

For more information on the
Alaskan Way Viaduct Replacement Program,
please contact:

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www.AlaskanWayViaduct.org