

A background image showing the Washington State Capitol building and a fountain in front of it, with a blue wavy graphic overlaying the top and right sides of the slide.

# WSTC Preliminary SR 99 Analysis Request Update

Carl See

Senior Financial Analyst

Washington State Transportation Commission

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# SR 99 Preliminary Analysis Requests Update

Commissioner input resulted in the following request updates since presented at the December Commission meeting:

- Aligned proposed peak hours with SR 520 Bridge (all Options)
  - Added a AM peak hour shoulder from 6-7am to each option.
  - Changed 9-10am to a peak hour shoulder if previously included in the AM peak period.
- Cut Option 4 – Lower Initial Rates w/\$0.10 Escalation Step
  - Same as proposed Option 5, but had a \$0.10 rate escalation in FY 2025, instead of 5% rate increases in FY 2025 and FY 2030.
- Added Option with no overnight tolls (Option 6)

# Additional Analysis Request

## Option 6 – Peak Shoulders & Lower Mid-Day Rates w/no overnight tolls

- Same peak period maximum tolls as IG-0
- AM Peak set at 7-9am (\$1.75) with AM peak shoulders from 6-7am (\$1.50) and 9-10am (\$1.50)
- *PM* Peak shoulder toll rates higher than IG-0
- Midday and evening toll rates lower than IG-0, same as IG-1 at \$1.00
- No overnight tolls (11pm – 5am)
- 2% escalation in FY 2025

# Partner Agencies: Rate-Setting Feedback

## Primary Rate-Setting Feedback

- Consider long-term rate escalation tied to cost inflation
- Set rates by time period that best mitigate diversion
- Consider near-term rate escalation to address “period of maximum constraint”

## Additional Rate-Setting Feedback

- Exempt transit vehicles from paying tolls
- Exempt HOV, emergency/incident response, and maintenance vehicles
- Set freight (truck) rates that minimize diversion to other routes

# Partner Agencies: Feedback Requiring Legislative Action

*The following policy ideas differ from baseline assumptions, and would require legislative action to implement.*

## Primary Feedback

- Include toll funding to mitigate diversion impacts
  - Consensus support of mitigation for transit services
  - Additional support of mitigation for traffic management system improvements, including for freight movement

## Additional Feedback

- Consider a 30 year debt repayment schedule
  - Standard repayment schedule of 25 years
- Consider having toll revenue fund only O&M costs in excess of current viaduct O&M costs



# Questions?

**Carl See**

Senior Financial Analyst

Washington State Transportation Commission

360-705-7070

[seecarl@wstc.wa.gov](mailto:seecarl@wstc.wa.gov)



# Additional Information

# Investment Grade T&R Study Assumed Toll Rates

- **IG-0 | Financial Plan** — Designed to target the \$200 M funding goal
- **IG-1 | Low Diversion** — Lower toll rates favored by the ACTT
- **IG-2 | Maximum Revenue** — Diagnostic scenario designed to inform rate setting

Toll Scenario	Toll Rate Schedules*	Truck Toll Multipliers	Payment Method Distribution	Other Toll-Related Fees	Comments
<b>Scenario IG-0 (Financial Plan)</b>	Minimum <b>\$1.00</b> 11 PM-5 AM Nights & All Day on Weekends Off-Peak <b>\$1.50</b> 5-6 AM, 9 AM-3 PM, & 6-11 PM Weekdays AM Peak <b>\$1.75</b> 6-9 AM Weekdays PM Peak <b>\$2.50</b> 3-6 PM Weekdays	Trucks Pay an Axle Multiplier of the Base 2-axle Auto Toll	75% Good To Go! Account and 25% Pay By Mail in FY 2020	\$0.25 Fee for Pay By Plate, applied to 15% of total transactions (17-20% of Good To Go! transactions)	Financial Plan toll rates similar to ACTT Scenario 4 and in between preliminary Scenarios C and D; no toll escalation
<b>Scenario IG-1 (Low Diversion)</b>	Minimum <b>\$1.00</b> 11 PM-5 AM Nights & All Day on Weekends Off-Peak <b>\$1.00</b> 5-6 AM, 9 AM-3 PM, & 6-11 PM Weekdays AM Peak <b>\$1.25</b> 6-9 AM Weekdays PM Peak <b>\$1.25</b> 3-6 PM Weekdays	Medium Trucks = 1.06x the 2-axle Toll on Average	increasing before leveling off at	\$5.00 per statement Late Payment	Low Diversion toll rates same as ACTT Scenario 7 (except no toll escalation); also same as preliminary Scenario A
<b>Scenario IG-2 (Maximum Revenue)</b>	Minimum <b>\$1.10</b> in FY 2019 + 2.5% annual escalation   11 PM-5 AM Nights & All Day on Weekends Off-Peak <b>\$4.95</b> in FY 2019 + 2.5% annual escalation   5-6 AM, 9 AM-3 PM, & 6-11 PM Weekdays AM Peak <b>\$5.80</b> in FY 2019 + 2.5% annual escalation   6-9 AM Weekdays PM Peak <b>\$6.80</b> in FY 2019 + 2.5% annual escalation   3-6 PM Weekdays	Large Trucks = 2.09x the 2-axle Toll on Average	85% Good To Go! Account and 15% Pay By Mail in FY 2040	Rebiling Fee for all Pay By Mail transactions unpaid after first invoice	Maximum Revenue toll rates higher than the ACTT High Benchmark in FY 2019 and include toll escalation

\* Pay By Mail toll rates are \$2.00 higher; Scenario IG-2 toll rates for FY 2019 are rounded to the nearest nickel.

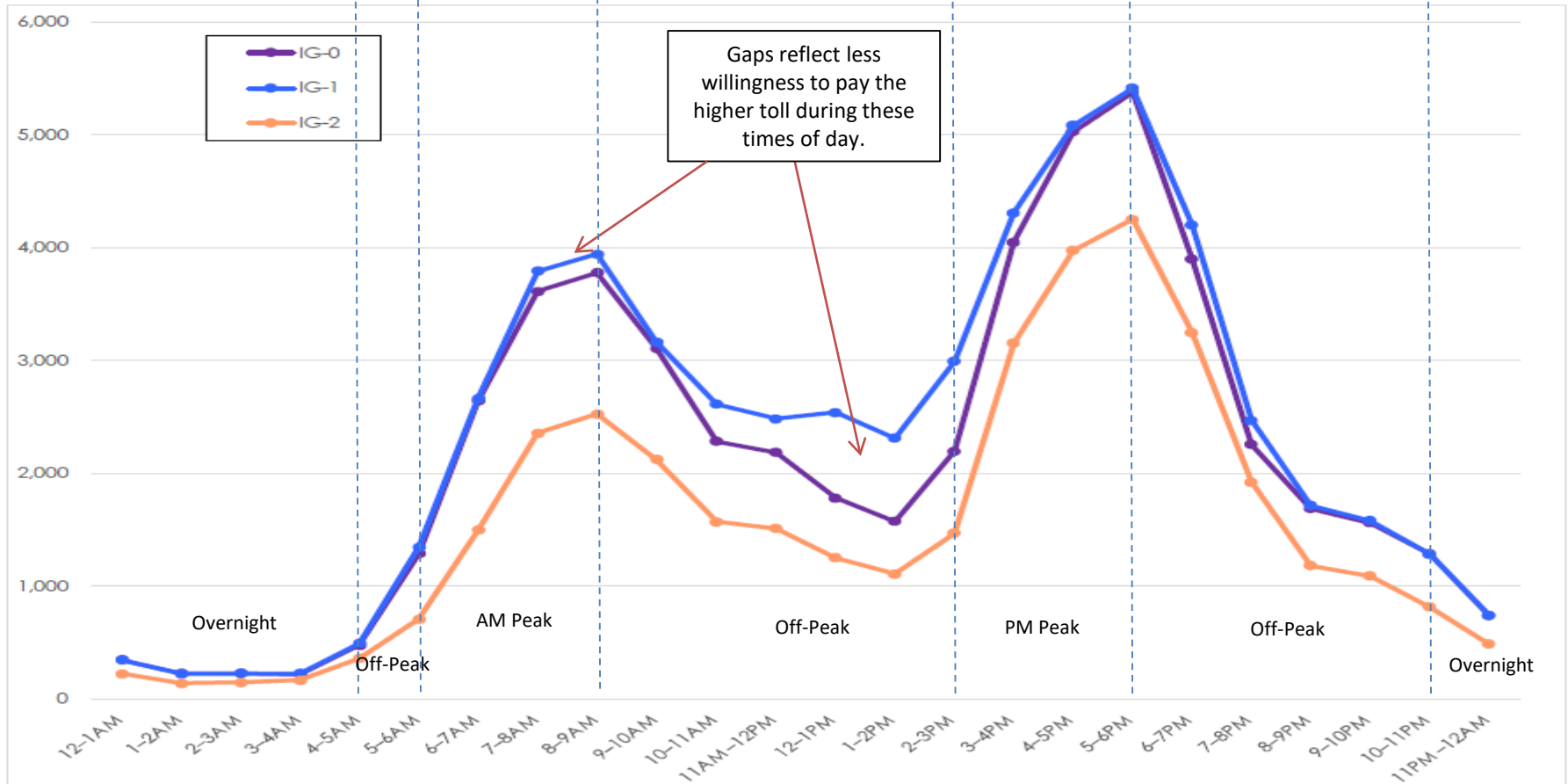
Note: All three scenarios assume that buses are no longer allowed to use the 3rd Ave tunnel and that the Alaskan Way viaduct has been removed and the surface Alaskan Way is open with all improvements completed.



# Toll Rate Scenarios for Consideration

## Update: Peak Hours as Originally Defined in IG-0

Figure 6-25: FY 2020 Weekday Daily Traffic Profiles by Toll Scenario



Source: SR 99 Draft Investment Grade T&R report (Sept 2017)

# Subcommittee Analysis Recommendations

## Additional Recommendations

- Assess exemptions consistent with SR 520 Bridge.
- Assess truck toll rate multiplier consistent with all existing facilities.
- Identify options for distributing costs that further enable escalation options.
- Identify additional variables for possible sensitivity tests

# Subcommittee Analysis Recommendations

## Option 1a – Annual/Periodic Escalation

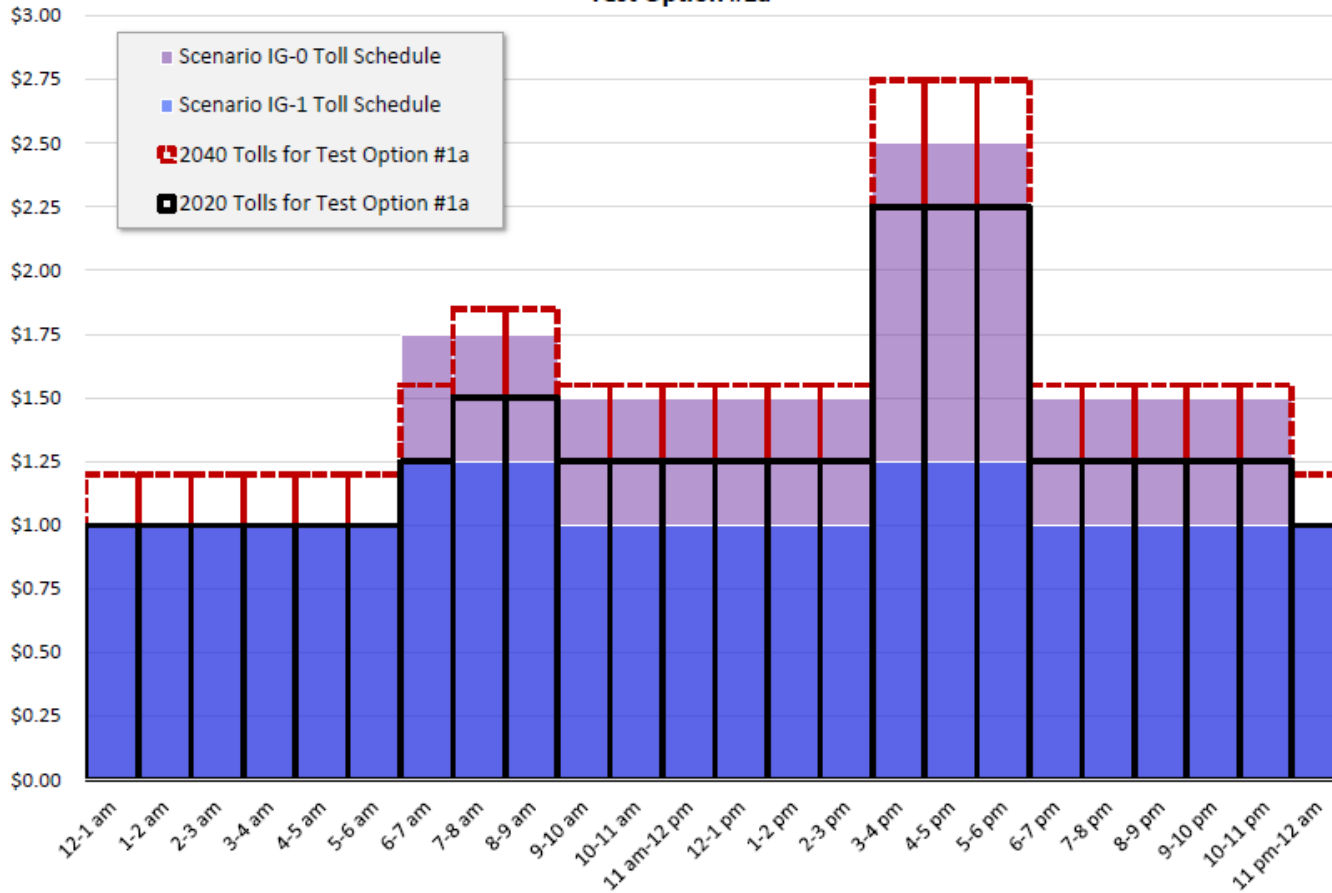
- Toll rates \$0.25 lower than IG-0 except for overnight and weekends
- ***AM Peak set at 7-9am (\$1.50) with peak shoulder from 6-7am (\$1.25)***
- 1% annual toll escalation assumed each year (could be implemented as 3% per year every three years), *rounded to \$0.01*
- Chart shows FY 2020 and FY 2040 toll schedules

# Option 1a Chart

## Annual / Periodic Escalation

SR 99 Tunnel Toll | Weekday Toll Rate Schedule Scenarios

Test Option #1a



# Subcommittee Analysis Recommendations

## Option 2a – Peak Shoulders & Lower Mid-Day Rates

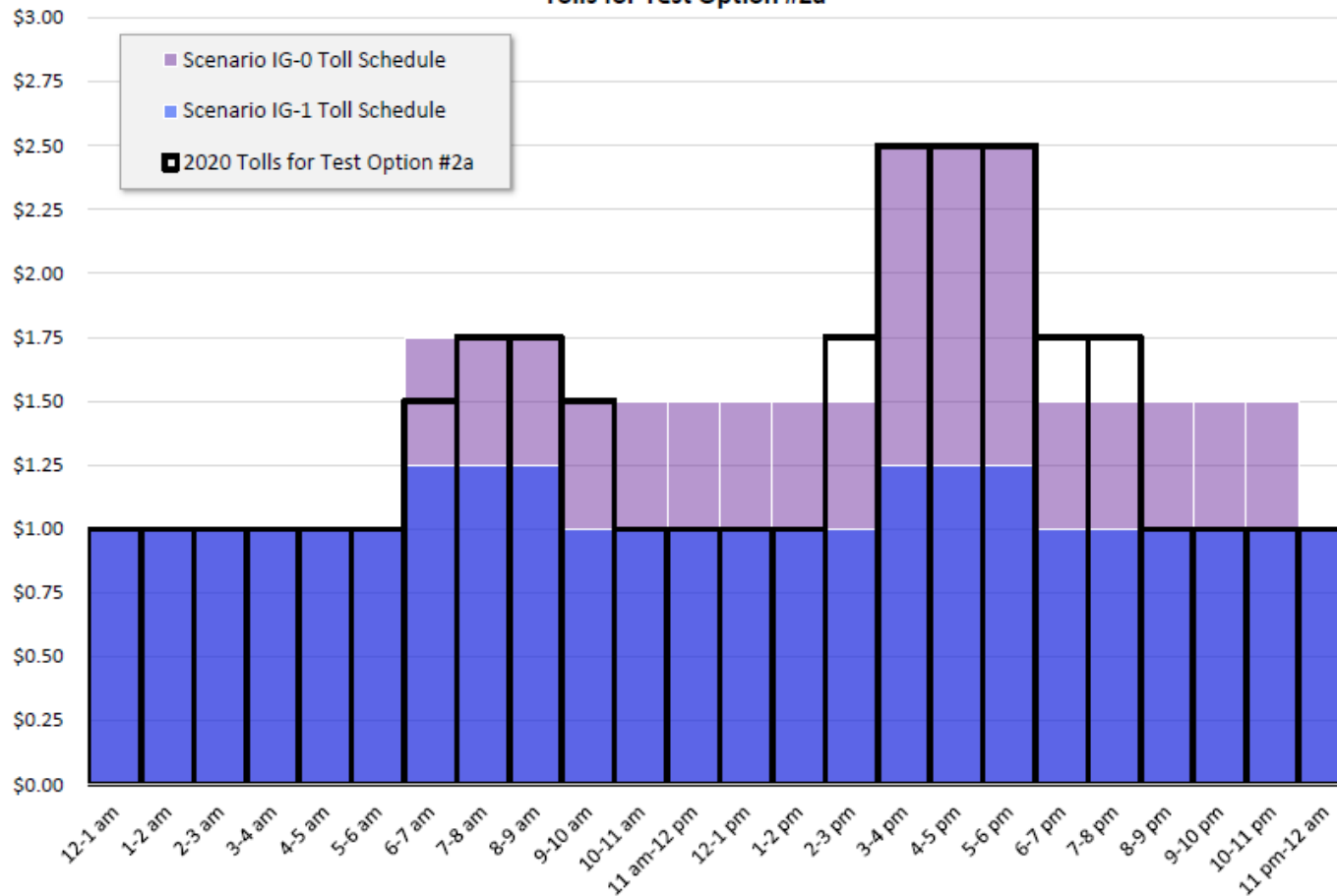
- Same peak period maximum tolls as IG-0
- ***AM Peak set at 7-9am (\$1.75) with AM peak shoulders from 6-7am (\$1.50) and 9-10am (\$1.50)***
- *PM* Peak shoulder toll rates higher than IG-0
- Midday and evening toll rates lower than IG-0, same as IG-1 at \$1.00
- No toll escalation

# Option 2a Chart

## Peak Shoulders & Lower Mid-Day Rates

SR 99 Tunnel Toll | Weekday Toll Rate Schedule Scenarios

Tolls for Test Option #2a



# Subcommittee Analysis Recommendations

## Option 3a – Lower Initial Rates with Escalation Tied to Completion of Transportation Projects in Downtown Core

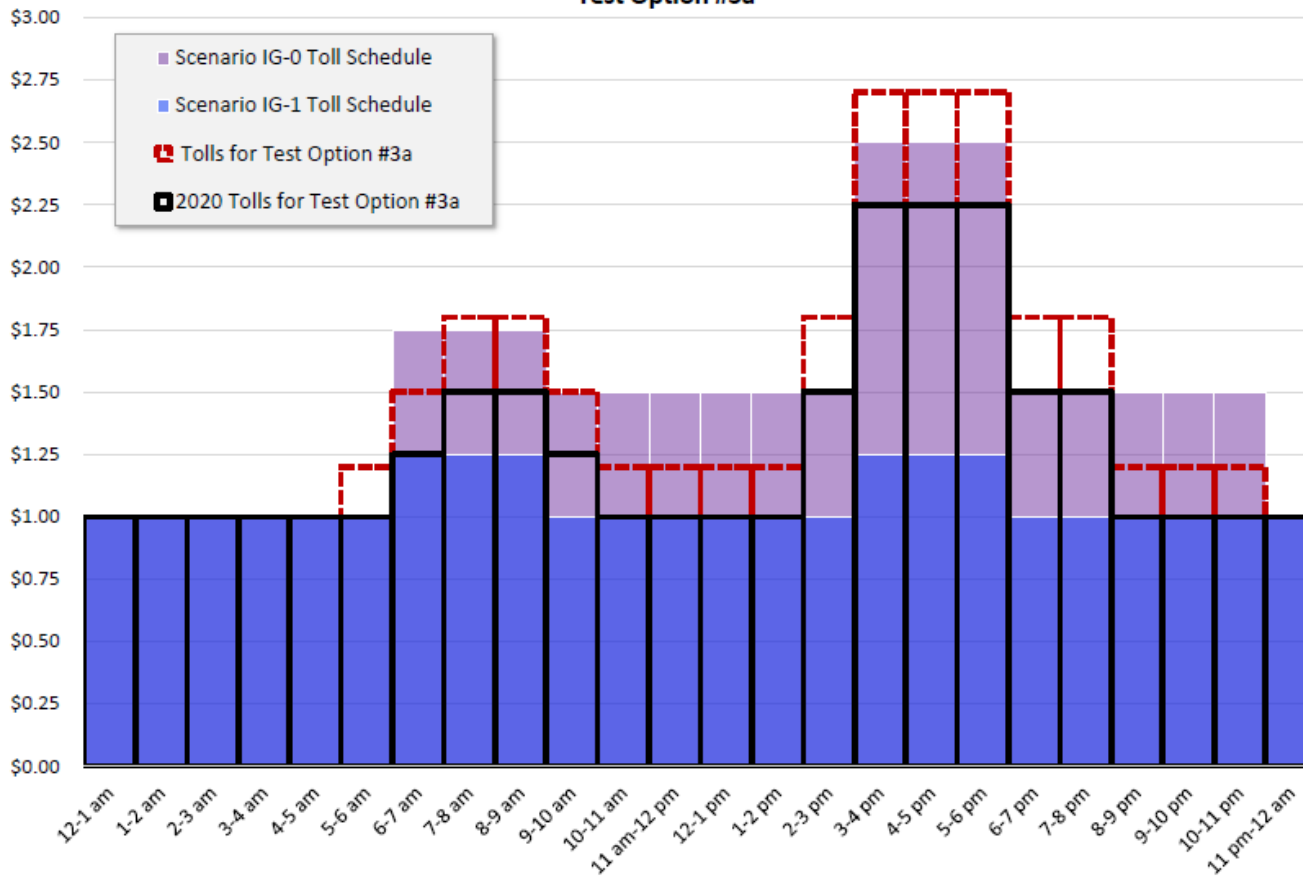
- Lower peak period, midday, and late evening toll rates than IG-0 in FY 2020
- ***AM Peak set at 7-9am (\$1.50) with AM peak shoulders from 6-7am (\$1.25) and 9-10am (\$1.25)***
- 20% escalation in peak shoulder, midday and evening toll rates distributed over the first five years (FY 2021-25); no change in overnight tolls or weekend tolls
- This equates to approximately 3.53% toll increases per year for the first five years, *with \$0.05 rounding*
- No toll escalation after FY 2025

# Option 3a Chart

## Initial Escalation Tied to Completion of Transportation Projects in Downtown Core

SR 99 Tunnel Toll | Weekday Toll Rate Schedule Scenarios

Test Option #3a





# Subcommittee Analysis Recommendations

## ~~Option 4 – Lower Initial Rates with \$0.10 Escalation Step~~

- ~~• Peak, midday, and evening tolls \$0.25 lower than IG-0 in FY 2020 except higher early evening shoulder toll (\$1.75 from 6-7 pm)~~
- ~~• All toll rates increase by \$0.10 in FY 2025~~
- ~~• No further toll escalation after FY 2025~~
- *The Transportation Commission agreed to eliminate this option from consideration*

# Subcommittee Analysis Recommendations

## Option 5a – Lower Initial Rates with 5% Escalation Steps

- Peak, midday, and evening tolls \$0.25 lower than IG-0 in FY 2020 except higher early evening shoulder toll (\$1.75 from 6-7 pm)
- ***AM Peak set at 7-9am (\$1.50) with peak shoulder from 6-7am (\$1.25)***
- All toll rates increase by 5% with nickel rounding in FY 2025
- All toll rates increase by 5% with nickel rounding in FY 2030
- No further toll escalation after FY 2030

# Option 5a Chart

## Lower Initial Rates with 5% Escalation Steps

SR 99 Tunnel Toll | Weekday Toll Rate Schedule Scenarios

