Washington State Transportation Commission

WSTC Tolling Subcommittee

Preliminary SR 99 Analysis Requests

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Tolling Subcommittee Assessment

Purpose of Assessment:

- Provide the full Commission recommendations on further WSDOT analysis of SR 99 toll rate scenarios.
- This analysis will assist the Commission in determining a toll rate schedule that will both:
  - Encourage effective use of the tunnel, and
  - Generate the revenue necessary to meet financial obligations.

Tolling Subcommittee Assessment

Process for Assessment:

- Engage WSDOT on Toll Rate Scenarios in the Baseline Traffic & Revenue Analysis
- Consider Partner Agency Feedback
  - Staff level policy input from City of Seattle, King County Metro, and Port of Seattle
- Identify Criteria & Options for Additional Analysis
- Test Options with Sketch Model
- Make Recommendations and Forward to Full Commission

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

Criteria for Additional Analysis

Subcommittee's Criteria

- Minimize toll rates while maintaining capacity to meet financial obligations
- Identify toll rate schedule options for minimizing diversion and supporting facility performance
- Assess potential for reducing tolling impact as construction continues on the Alaskan Way surface street and other transportation projects in the downtown Seattle core.
- Assess options for long-term escalation to address escalating operations & maintenance costs

Subcommittee Analysis Recommendations

Notes on Sketch Model Results

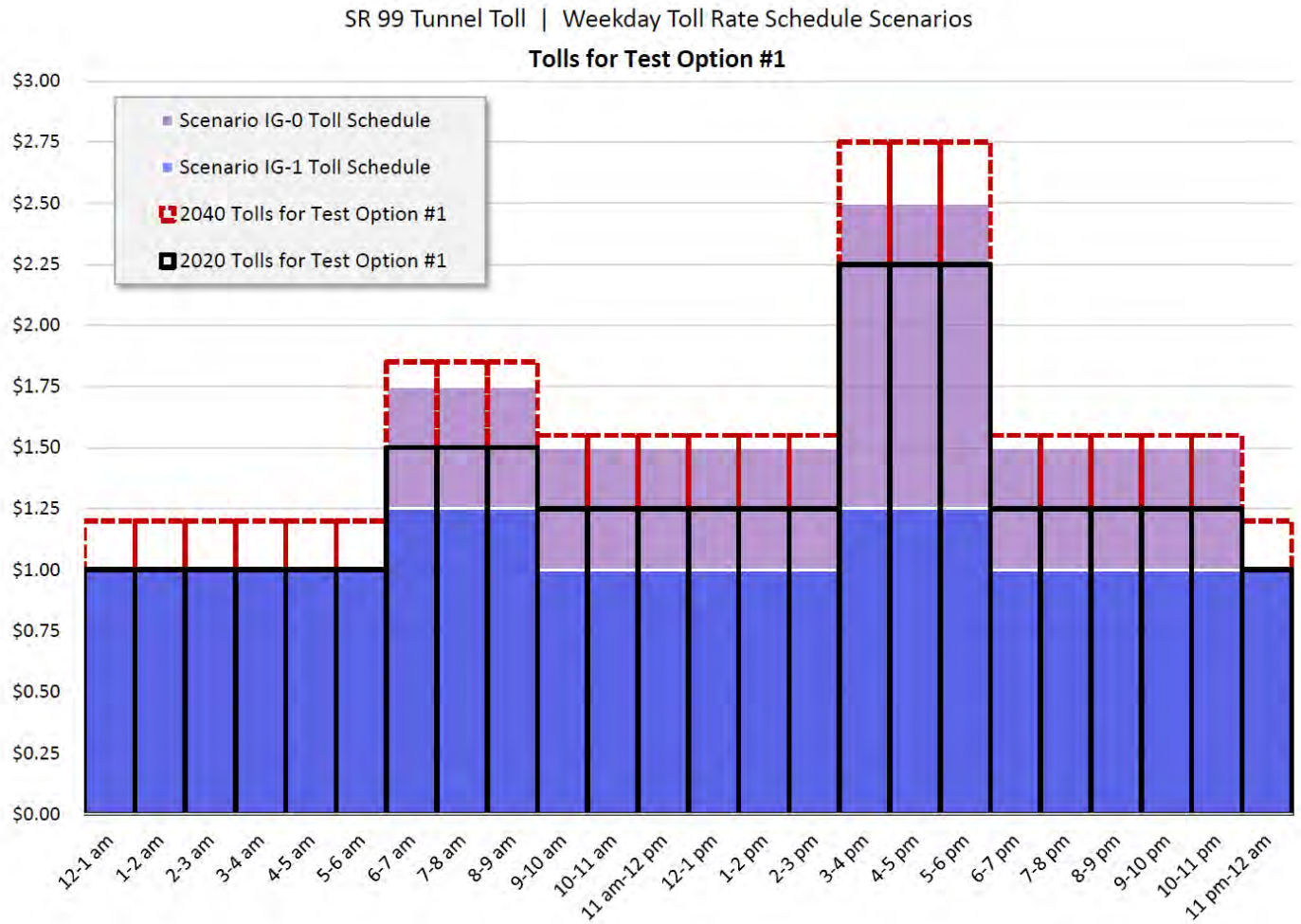
- Results are a guide for your recommendations – not official assessments.
- All options meet projected financial obligations to varying degrees.
- Options that include escalation could be set for annual increases, or set as stepped increases.
- Unless noted, results are based on preliminary assumptions, such as included in the baseline traffic and revenue analysis.

Subcommittee Analysis Recommendations

Option 1 – Annual/Periodic Escalation

- Toll rates $0.25 lower than IG-0 except for overnight and weekends
- 1% annual toll escalation assumed each year (could be implemented as 3% per year every three years)
- Chart shows FY 2020 and FY 2040 toll schedules

Option 1 Chart
Annual / Periodic Escalation



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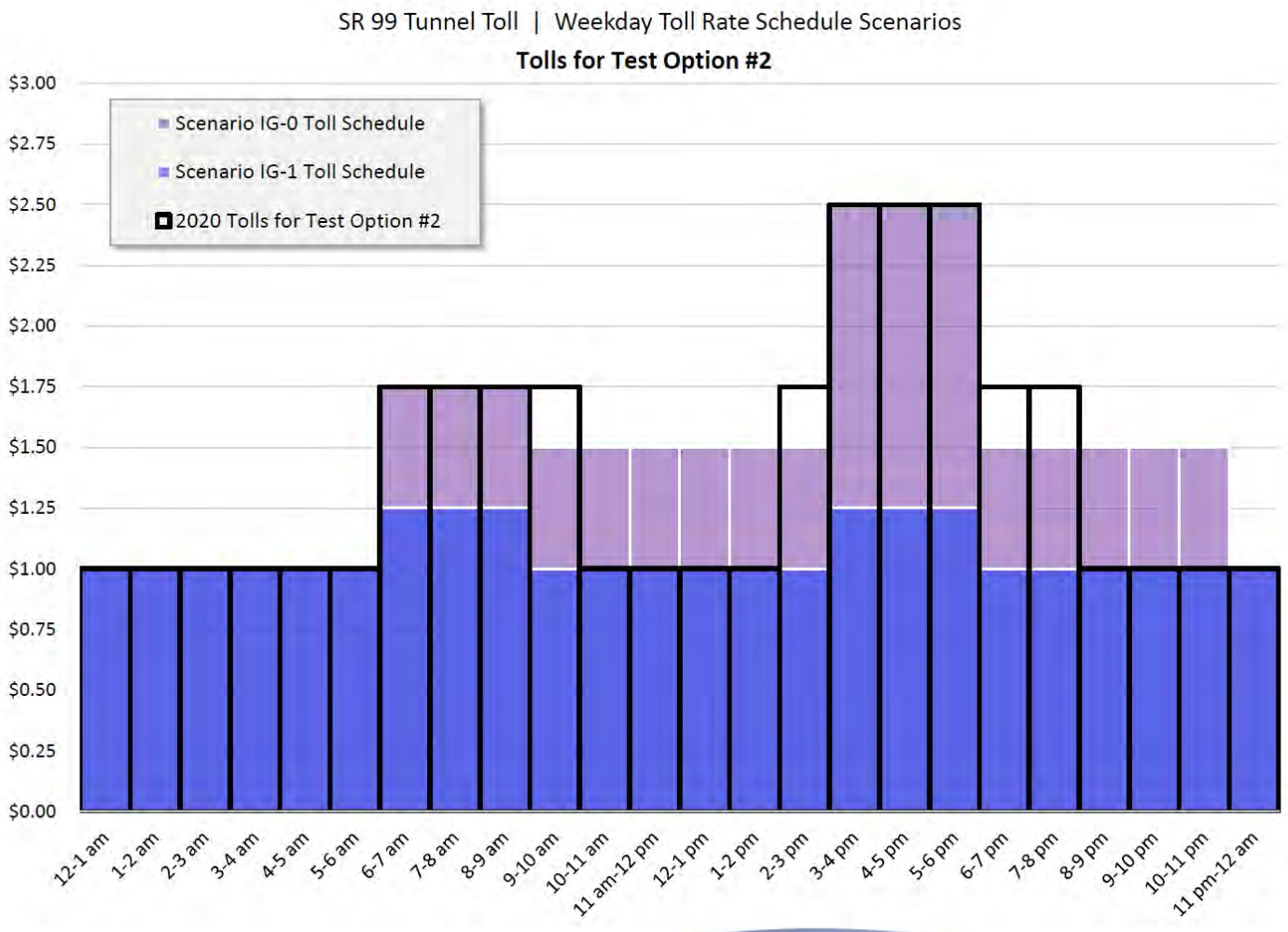
Subcommittee Analysis Recommendations

Option 2 – Peak Shoulders & Lower Mid-Day Rates

- Same peak period maximum tolls as IG-0
- 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 2 Chart
Peak Shoulders & Lower Mid-Day Rates



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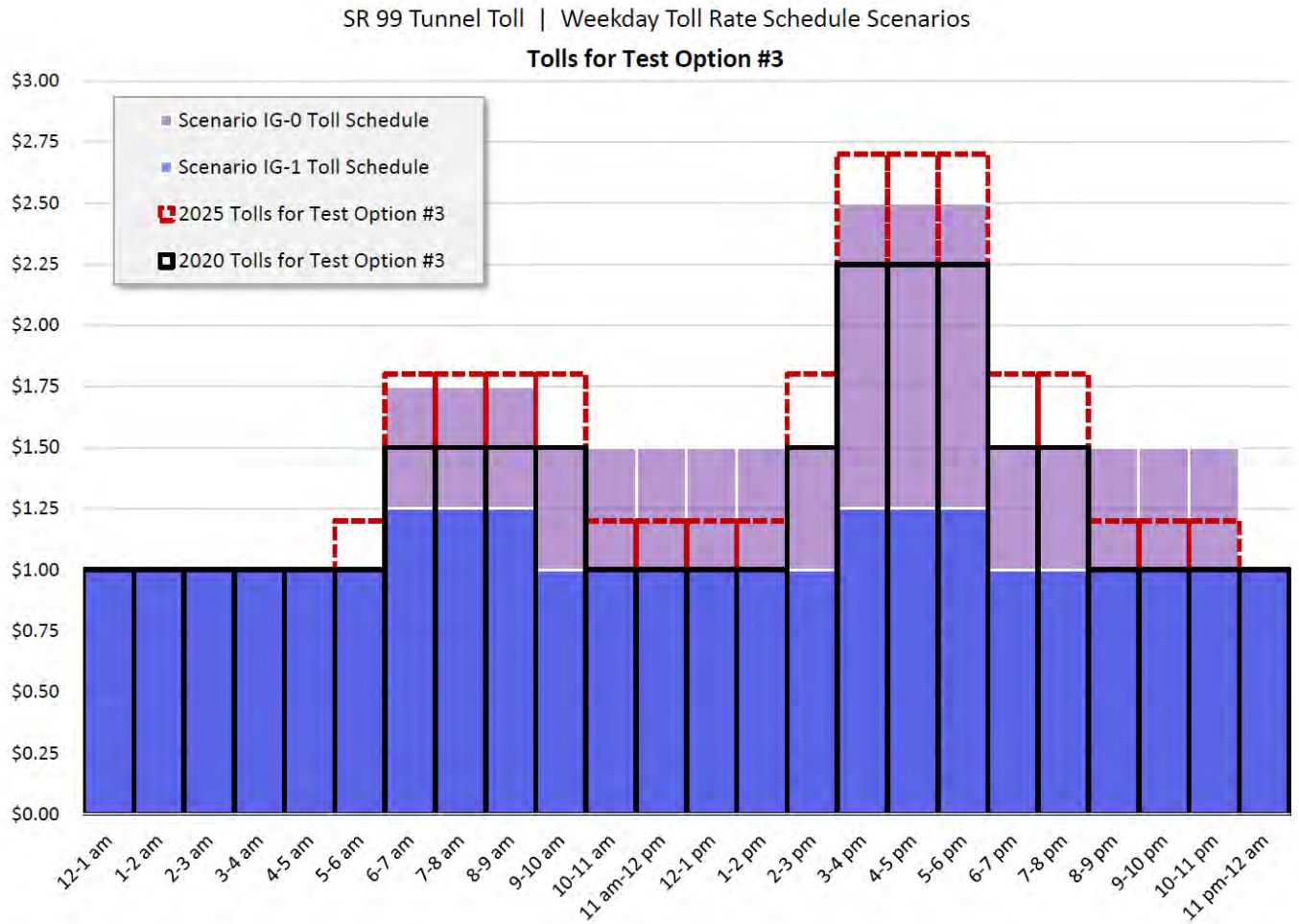
Subcommittee Analysis Recommendations

Option 3 – 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
- 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 3.7% toll increases per year for the first five years
- No toll escalation after FY 2025

Option 3 Chart

Initial Escalation Tied to Completion of Transportation Projects in Downtown Core



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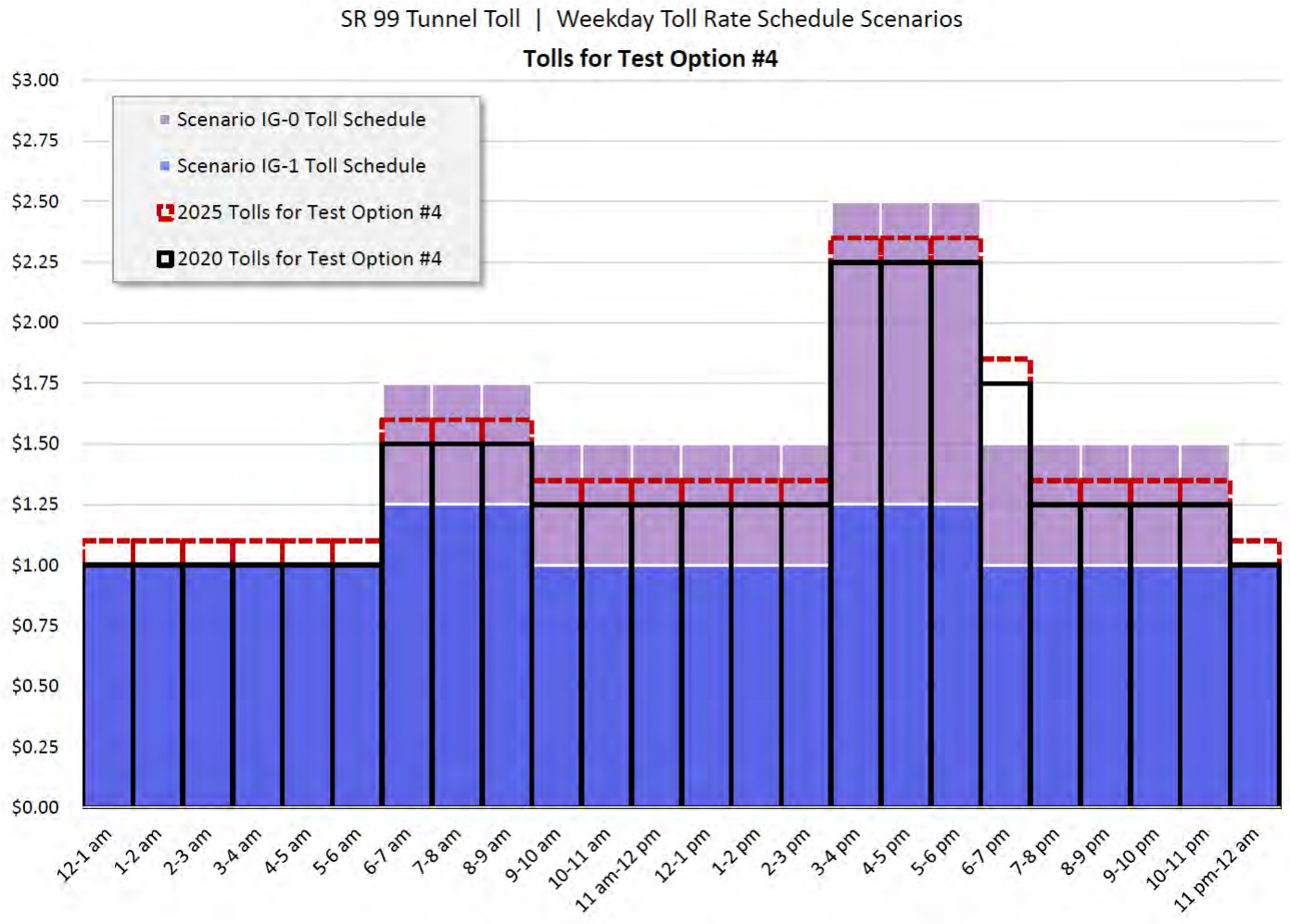
Subcommittee Analysis Recommendations

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

Option 4 Chart

Lower Initial Rates w/$0.10 Escalation Step



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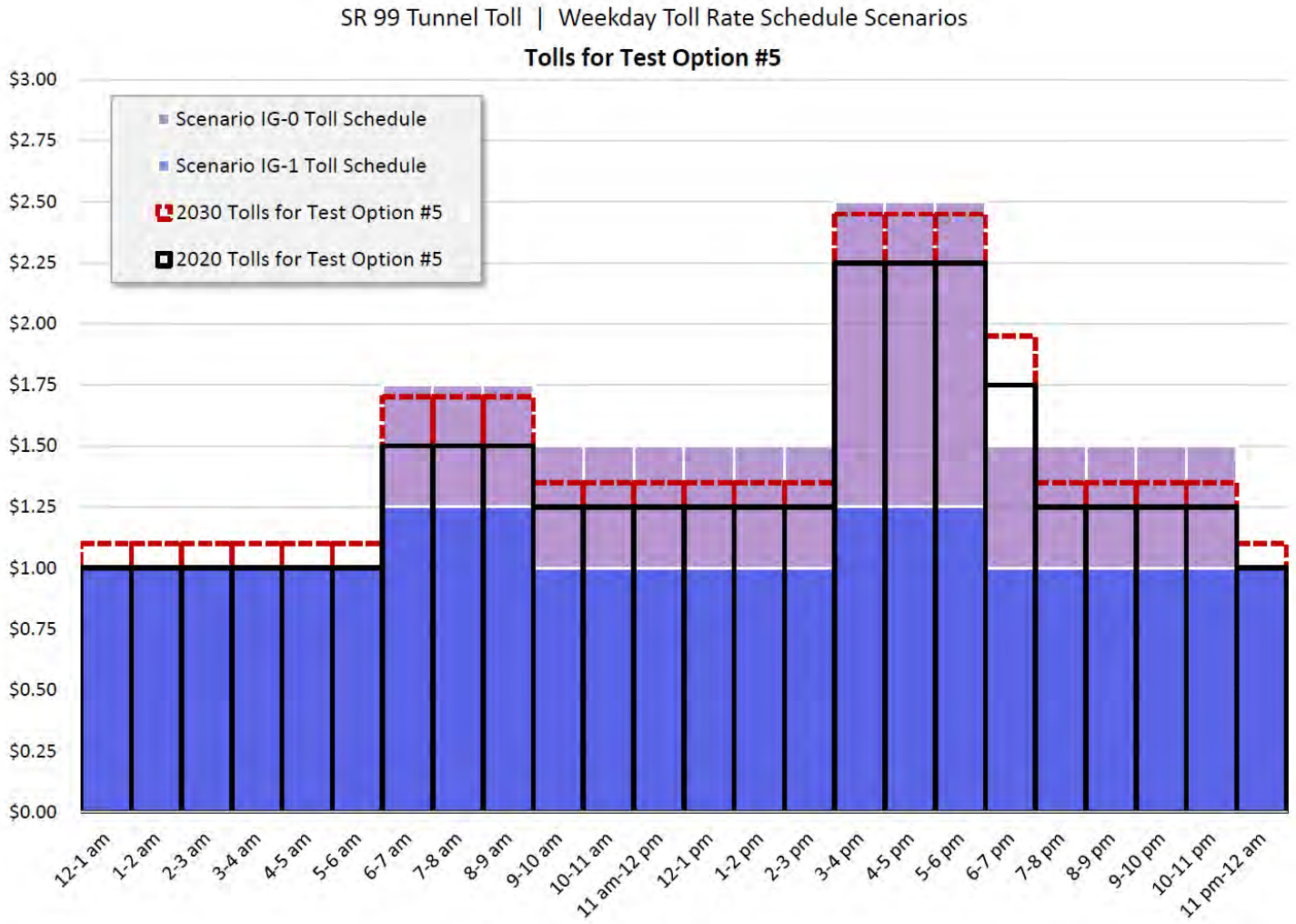
Subcommittee Analysis Recommendations

Option 5 – 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)
- 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 5 Chart

Lower Initial Rates with 5% Escalation Steps



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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

Questions?

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