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
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

SR 99 Tunnel Toll | Weekday Toll Rate Schedule Scenarios
Tolls for Test Option #2

- Scenario IG-0 Toll Schedule
- Scenario IG-1 Toll Schedule
- 2020 Tolls for Test Option #2

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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

SR 99 Tunnel Toll | Weekday Toll Rate Schedule Scenarios

Tolls for Test Option #3

- Scenario IG-0 Toll Schedule
- Scenario IG-1 Toll Schedule
- 2025 Tolls for Test Option #3
- 2020 Tolls for Test Option #3
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 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

SR 99 Tunnel Toll | Weekday Toll Rate Schedule Scenarios

Tolls for Test Option #5

- Scenario IG-0 Toll Schedule
- Scenario IG-1 Toll Schedule
- 2030 Tolls for Test Option #5
- 2020 Tolls for Test Option #5

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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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