August 12, 2008

Tolling Implementation Committee Members

Paula J. Hammond, P. E., Secretary, Department of Transportation
Bob Drewel, Executive Director, Puget Sound Regional Council
Dick Ford, Commissioner, Washington State Transportation Commission
Committee charge

• Evaluate
  – Traffic diversion from 520 to other routes, including 522, and recommend mitigation
  – Advanced tolling technology
  – New applications of emerging technology to better manage traffic

• Explore opportunities to partner with the business community to reduce congestion and contribute financially

• Confer with mayors and city councils

• Conduct public work sessions and open houses to solicit citizen views on tolling the existing 520 bridge, tolling both 90 and 520, providing incentives for transit and carpooling, implementing variable tolling

• Provide a report to the governor and legislature in January 2009
Construction on a new 520 begins in 2009

New Bridge Open to Drivers in 2014

- Begin pontoon construction at existing site.
- Purchase 45 new buses for corridor.

- Begin early Eastside improvements. A
- Begin pontoon construction at new site.

- Begin floating bridge construction. C

- Open six-lane corridor to drivers.

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- Begin construction of new pontoon construction site.
- Complete corridor environmental process.
- Begin corridor construction. B
- Open new bridge to drivers.

- Project complete.

Project Cost Information

<table>
<thead>
<tr>
<th>Item</th>
<th>Amount</th>
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<tbody>
<tr>
<td>2006 cost estimate:</td>
<td>$4.38 billion</td>
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<tr>
<td>Estimated savings:</td>
<td>$500 - $700 million*</td>
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<tr>
<td>Now projected cost:</td>
<td>$3.7 - $3.9 billion</td>
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</table>

* Savings are due to accelerating project schedule and reducing the number of pontoons
How will we pay for a new bridge?

Funding sources identified by legislature in ESHB 3096
Project estimate: $3.7 - 3.9 billion*

- Federal Bridge Funds: $114 M
- Federal Bridge Funds: $554 M
- Federal Bridge Funds: $1,072 M
- Federal Bridge Funds: $2,000 M
- Tolling (between $1.5 and $2.0 billion)
- State Gas Tax
- Other Program

* Low end of range reflects $180 million in sales tax deferral
Not only must we consider the funding gap in total, we need to consider the timing of when money is needed.
Congestion benefits of electronic tolls that vary by time of day

- **Electronic tolling** eliminates:
  - congestion caused by toll booths;
  - toll booth related accidents;
  - need for additional costly right of way in this congested corridor; and
  - costly cash collection.

- **Variable tolling** reduces congestion by:
  - encouraging people who can to switch to off-peak times; and
  - encouraging as many people as possible to remain on the bridge during the off-peak to minimize diversion to other routes.

- **Paying Tolls**:
  - Majority of transactions will be *Good To Go!* account holders using transponders.
  - Vehicles without transponders have license plates photographed and can prepay or be invoiced for the toll, which will include an additional surcharge.
This is the committee’s first step to gather public input on toll scenarios

- These are initial results from travel and financial models
- Results are based on assumptions:
  - cash flow need for the project
  - interest rates
  - when tolling begins
- Changes to these assumptions will affect the results
- Toll rates and traffic information are useful for comparison purposes
- Public input will help identify next steps for the committee, including other toll scenarios, and inform development of a financial plan for the project
What evaluation criteria are being considered?

- The “reasonableness” of the tolls
- How much bridge funding is generated
- The diversion effects of tolls – people can choose to:
  - Stay on 520 but switch to carpool or transit
  - Stay on 520 but switch to different times
  - Travel on different routes
  - Choose a different destination – don’t have to cross the lake
- The performance of the bridge (potential congestion relief)
- The impacts tolls may have on low income bridge users
<table>
<thead>
<tr>
<th>Scenario Description</th>
<th>Description</th>
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<tbody>
<tr>
<td><strong>Start tolling the new 520 bridge in 2016</strong></td>
<td>Only 520 is tolled • Tolling begins in 2016 when the 520 corridor is complete • Includes bridge and segment tolls • Highest toll rate for analysis purposes</td>
</tr>
<tr>
<td><strong>Start tolling the 520 bridge in 2010</strong></td>
<td>Only 520 is tolled • Tolling the existing bridge begins in 2010 • No segment tolls • Lowest toll rate for analysis purposes</td>
</tr>
<tr>
<td><strong>Start tolling the new 520 bridge and 90 bridge in 2016</strong></td>
<td>520 and I-90 are tolled • Tolling begins in 2016 when the 520 corridor is complete • Includes segment tolls beginning in 2016 on 520 and 90 • Moderate toll rate for analysis purposes</td>
</tr>
<tr>
<td><strong>Start tolling the 520 bridge in 2010, and 90 bridge in 2016</strong></td>
<td>SR 520 and I-90 are tolled • Tolling the existing SR 520 bridge begins in 2010 • Includes segment tolls beginning in 2016 on 520 (when the corridor is complete) and 90 • Moderate toll rate for analysis purposes</td>
</tr>
</tbody>
</table>
Tolling Segments Under Consideration

2010 Tolling on Existing 520 Bridge

2016 Tolling on New 520 Bridge

2016 Tolling on I-90
The big picture – what did we learn?

• Tolling 520 leads to changes in how people travel. The higher the toll rate, the more people change how they travel.
  – Some people change to carpools and transit
  – Traffic on alternate routes increases
  – Largest change is seen in people choosing not to cross the lake

• When 520 is tolled and more transit service is added, travel speeds on 520 increase, but there is little or no change on alternate routes.

• If 90 is also tolled, more drivers choose to stay on 520, but more traffic is seen on alternate routes.

• Of the four initial scenarios, none produce funding from tolls within the legislature’s target of $1.5 to $2.0 billion. Two raise less and two raise more.

• Public input will be necessary to identify next steps.
The 520 Tolling Implementation Committee is charged by the legislature and governor (ESHB 3996) with evaluating issues related to tolling options on 520, and reporting back its findings to the 2009 legislature. A key part of the committee’s work is developing data and describing the implications of tolling 520 so that the options can be evaluated, and the public can provide informed comments. The information below represents preliminary estimates of toll rates, funding, performance, and travel changes for four initial scenarios identified by the committee. These estimates are based on a series of assumptions; changes in assumptions will affect the estimates below. Public input is needed to identify next steps, including other tolling scenarios to evaluate.

### 520 Tolling Implementation Committee Evaluation Results for Initial Scenarios

**July 23, 2008**

<table>
<thead>
<tr>
<th>Evaluation Criteria</th>
<th>2010 No Tolls</th>
<th>2016 No Tolls</th>
<th>Scenario 1 Toll new 520 bridge in 2016</th>
<th>Scenario 2 Toll current 520 bridge starting 2010</th>
<th>Scenario 3 Toll new 520 bridge and 90 bridge starting 2018</th>
<th>Scenario 4 Toll 520 bridge starting 2010, and 90 bridge in 2018</th>
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<tbody>
<tr>
<td></td>
<td>2016</td>
<td>2016</td>
<td>2016 - 520</td>
<td>2016 - 90</td>
<td>2016 - 520</td>
<td>2016 - 90</td>
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<tr>
<td><strong>&quot;Reasonableness&quot; of Toll Rates</strong> (Toll Rates are shown in 2007 dollars)</td>
<td></td>
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<tr>
<td>Morning (5 - 9 AM)</td>
<td>N/A</td>
<td>N/A</td>
<td>$3.05</td>
<td>$2.15</td>
<td>$2.60</td>
<td>$2.60</td>
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<tr>
<td>Mid-day (9 AM - 3 PM)</td>
<td>N/A</td>
<td>N/A</td>
<td>$2.10</td>
<td>$1.05</td>
<td>$2.10</td>
<td>$2.10</td>
</tr>
<tr>
<td>Afternoon (3 - 7 PM)</td>
<td>N/A</td>
<td>N/A</td>
<td>$3.80</td>
<td>$2.95</td>
<td>$3.35</td>
<td>$3.35</td>
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<tr>
<td>Evening (7 - 10 PM)</td>
<td>N/A</td>
<td>N/A</td>
<td>$1.85</td>
<td>$1.30</td>
<td>$1.85</td>
<td>$1.85</td>
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<tr>
<td>Night (10 PM - 2 AM)</td>
<td>N/A</td>
<td>N/A</td>
<td>$6.90</td>
<td>$0.75 (after 2016)</td>
<td>$0.90</td>
<td>No charge $0.90</td>
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<tr>
<td>Weekends</td>
<td>N/A</td>
<td>N/A</td>
<td>Varies from $1.75 to $1.50</td>
<td>Varies from $1.75 to $1.50</td>
<td>Varies from $1.75 to $1.50</td>
<td>Varies from $1.75 to $1.50</td>
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<tr>
<td>Segment</td>
<td>N/A</td>
<td>N/A</td>
<td>Varies from $0.40 to $1.80</td>
<td>N/A</td>
<td>Varies from $0.40 to $0.75</td>
<td>N/A</td>
</tr>
</tbody>
</table>

### Estimated Bridge Performance – Travel Speeds in the Afternoon Commute (3-7PM)

| 520     | 26 mph | 25 mph | 44 mph | 40 mph | 36 mph | 34 mph | 41 mph | 34 mph |
| 90      | 35 mph | 33 mph | 26 mph | 35 mph | 28 mph | 40 mph | 35 mph | 40 mph |
| 522     | 19 mph | 17 mph | 15 mph | 16 mph | 16 mph | 16 mph | 19 mph | 16 mph |

### Estimated Daily Travel Changes

| Choose HOV and transit     | N/A | N/A | 2.7% | 3.2% | 1.6% | 2.6% | 2.0% | 3.0% | 2.5% | 2.0% |
| Choose a different time    | N/A | N/A | 1.1% | 2.0% | 1.7% | 0.5% | 1.1% | 1.9% | 0.5% | 1.1% |
| Choose a different route   | N/A | N/A | 5.8% | 7.2% | 6.1% | 4.9% | 7.9% | 3.9% | 1.1% | 1.1% |

| 50 (mid-span)       | 168,700 | 155,200 | 152,100 | 175,300 | 162,200 | 138,200 | 114,000 | 138,200 |
| 522 (Downtown Bellevue) | 50,000 | 52,000 | 52,900 | 61,460 | 62,900 | 54,700 | 51,800 | 64,700 |
| 5 (Downtown Seattle) | 313,800 | 316,500 | 316,300 | 318,100 | 317,700 | 316,400 | 319,300 | 316,400 |
| 405 (Downtown Bellevue) | 247,600 | 251,100 | 251,200 | 249,900 | 261,500 | 259,400 | 249,400 | 259,400 |
| Choose a different destination (no lake crossing) | N/A | N/A | 15.5% | 1.7% | 8.3% | 22.3% | 19.6% | 22.3% |

### Estimated Bridge Funding**

- $835 million
- $900 million
- $2.3 billion
- $2.5 billion

*These are example toll rates for planning purposes. Actual toll rates will depend on a final finance plan and determined by the State Transportation Commission with approval by the State Legislature.

**Finance assumptions include: Term: 30-year, general obligation motor vehicle fuel tax bonds. Minimum Debt Service: Annual revenue 1.25 times debt service. Interest Rate: 5.9% for current interest bonds, 6.4% for capital appreciation bonds.

520 Tolling Implementation Committee – 7/23/2008 Committee Meeting

Updated: 7/31/2008
Public Open Houses

Public open houses to hear from the public

July 29 – UW Bothell North Creek Events Center
July 31 – Spirit of Washington Events Center (Renton)
August 5 – Naval Reserve at South Lake Union (Seattle)
August 6 – Bellevue City Hall
August 7 – Kirkland Performance Center
August 13 – Mercer Island Community Center

All meetings are from 5 to 7:30 p.m. Presentation at 6 p.m.
Comments on four initial tolling scenarios due to the committee by August 31.
What are we hearing at public open houses?

--General acknowledgement of need to replace the bridge and tolling as a part of funding strategy

--Concerns: toll rates, particularly for lower income households
   - diversion to alternate routes
   - segment tolls

--Support for added corridor transit service, possibly funded from tolls

--Questions: how long would tolls be in place?
   - how would tolls be paid if you don’t have a transponder?

--Questions about model results—are gas prices factored in?

--Suggestions for additional scenarios to examine
Public Comment Period on Initial Scenarios

Send comments by August 31:

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Email: info@build520.org

Postal Mail:
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