SR 520 Bridge Tolling Update

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Why Tolling in Washington State?

14 bridges financed with bonds and paid for with tolls from the 1930s through the 1980s, including:

- Evergreen Point Bridge (SR 520 in Seattle)
- Two original Tacoma Narrows bridges
- Vancouver-Portland Bridge (I-5)
- Hood Canal Bridge (SR 104)
- First Lake Washington Bridge (I-90)
- Agate Pass (SR 305)
- Maple Street Bridge (Spokane)
The SR 520 Bridge Replacement and HOV Program will replace the Portage Bay and Evergreen Point bridges and improve the existing roadway between I-5 in Seattle and SR 202 on the Eastside.

- **I-5 to Medina: Bridge Replacement and HOV Project** – Replaces the SR 520 floating bridge and landings, and interchanges and roadway between I-5 and the eastern shore of Lake Washington.
- **Medina to SR 202: Eastside Transit and HOV Project** – Completes and improves the transit and HOV system from Evergreen Point Road in Medina to the SR 202 interchange in Redmond.
- **Lake Washington Congestion Management Project** – Implements tolls on the existing SR 520 floating bridge, and activates Smarter Highways features from I-5 to I-405.
- **Pontoon Construction Project** – Advances pontoon construction to restore the floating section of the SR 520 bridge in the event of a catastrophic failure and to store those pontoons until needed.
Lake Washington Congestion Management Program

$154.5 million federal grant to improve congestion in the SR 520 corridor:

- Variable tolling on the SR 520 bridge
- Electronic travel time signs on I-405, SR 520 and SR 522 direct drivers to the best route across Lake Washington
- Smarter Highways on SR 520 and I-90 provide drivers with variable speed limits and real-time driver information
- King County and Sound Transit added more than 130 daily bus trips across the SR 520 bridge
- Vanpool and carpool programs encourage people to commute together
Transit and Vanpool Update

• Increased SR 520 bus service more than 20 percent
  • 10 percent ridership increase since tolling started
• Vanpools in the SR 520 corridor have increased nearly 17 percent
• Park and ride usage is similar to pre-tolling with most lots remaining full
Toll Operations

- Tolling implementation
  - On, December 29, 2011, WSDOT began tolling the existing SR 520 bridge.

- SR 520 tolling is open road, variably-priced, and all electronic
  - Allows all vehicles to travel through the corridor maintaining highway speeds
  - Variable pricing permits better traffic management during peak and off peak times

- Tolls are collected in both directions with two primary payment methods:
  - Good To Go! account:
    - Pass: always the lowest toll rate
    - Pay By Plate: 25 cent fee to cover extra processing costs
  - Photo toll:
    - Short Term Account: $1.00 more than Good To Go! pass rate
    - Pay By Mail: $1.50 more than Good To Go! pass rate
Early Indicators of Toll Success

• **Good To Go! accounts**
  – Goal was 100,000 new accounts by day of opening
  – 225,000 new accounts opened between February 2011 and the end of February 2012

• **Trips paid via Good To Go! accounts**
  – Goal: Open with 50% of transactions via Good To Go! transponders
  – Forecast: 72% of transactions during the first year of tolling would be paid via Good To Go! accounts (pass or Pay By Plate)
  – Early indications:
    • Through February, approximately 79% of all toll trips were made by Good To Go! account users (72% pass, 7% Pay By Plate)
    • *Good To Go! pass* market share regularly exceeds 80% during weekday AM and PM peak hours.
Weekday Toll Rates

- Pay-by-Mail toll rates
- Good To Go! (pre-paid account) toll rates
- Average Toll Rate
- 1963 Toll Rate Adjusted for Inflation

No tolls from 11 p.m. to 5 a.m.
## SR 520 Bridge Toll Rate Comparison

<table>
<thead>
<tr>
<th>Bridge</th>
<th>Toll Rates</th>
<th>Pass</th>
<th>Pay By Plate</th>
<th>No pass or account</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Seattle – Eastside SR 520 Bridge</strong></td>
<td></td>
<td>$3.50 7-9 am, 3-6 pm</td>
<td>$0.25 more than pass rate</td>
<td>$1.50 more than pass rate</td>
</tr>
<tr>
<td></td>
<td>• Toll rates based on time of day</td>
<td>• Toll rates charged in each direction</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>$2.25 mid-day (four rates)</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>San Francisco – Oakland Bay Bridge</strong></td>
<td></td>
<td>No discount</td>
<td>N/A</td>
<td>$6.00 5-10 am, 3-7 pm $4.00 at off-peak (two rates)</td>
</tr>
<tr>
<td></td>
<td>• Toll rates based on time of day</td>
<td>• Toll rates charged in one direction</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Vancouver, B.C. – Golden Ears Bridge</strong></td>
<td></td>
<td>$2.90</td>
<td>$3.45</td>
<td>$4.10</td>
</tr>
<tr>
<td></td>
<td>• Flat toll rate</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Toll rates charged in each direction</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*Images of bridges are shown.*
Historical and Forecasted SR 520 Bridge Volumes

- Forecast: 48% drop in AADT
- Actual: Approximately 40% drop in AADT

* Historical AADT: WSDOT Annual Traffic Data Reports
** Forecast AADT: T&R Analysis
Traffic Monitoring

- **Monitor** all of the Lake Washington highway corridors
- **Collaborate** with local jurisdictions to monitor key routes on highways and city streets
- **Coordinate** signals where possible and needed
- **Share** what we learn about traffic with the public, local governments, the Legislature and the Transportation Commission
- **Evaluate** the effects of the Urban Partnership elements (Battelle and the Volpe Center)
Initial Traffic Results – Through April 2012

• SR 520
  – Toll traffic is generally at or above projected levels in the first four months of operations.

• I-90
  – Traffic has increased 5 to 10 percent.
  – I-90 travel times are 2-3 minutes longer on average during the peaks.

• SR 522
  – Traffic has increased 5 percent.
  – Travel times have not increased during the peaks.

• I-5
  – Traffic is within 2 percent of pre-tolling levels.
  – Travel times between Seattle and Northgate are 2-3 minutes slower in both directions.

• I-405
  – Traffic is within 2 percent of pre-tolling levels
  – Travel times through Bellevue are 2-3 minutes slower in both directions.
Pre-tolling 10th to 90th percentile and average is for weekdays Oct. 29 - Nov. 18, 2011 and Nov. 26-Dec.16, 2011
Post-tolling 10th to 90th percentile and average is for weekdays March 1-31, 2012
Travel Time: Redmond to Seattle via SR 520

Pre-tolling 10th to 90th percentile and average is for weekdays Oct. 29 - Nov. 18, 2011 and Nov. 26 - Dec. 16, 2011
Post-tolling 10th to 90th percentile and average is for weekdays March 1-31, 2012
Traffic Volume: Eastbound SR 520

Pre-tolling 10th to 90th percentile and average is for weekdays Oct. 29 - Nov. 18, 2011 and Nov. 26-Dec.16, 2011
Post-tolling 10th to 90th percentile and average is for weekdays March 1-31, 2012
Travel Time: Seattle to Redmond via SR 520

Pre-tolling 10th to 90th percentile and average is for weekdays Oct. 29 - Nov. 18, 2011 and Nov. 26 - Dec. 16, 2011
Post-tolling 10th to 90th percentile and average is for weekdays March 1 - 31, 2012
Traffic Volume: Westbound I-90

Pre-tolling 10th to 90th percentile and average is for weekdays Oct. 29 - Nov. 18, 2011 and Nov. 26-Dec.16, 2011
Post-tolling 10th to 90th percentile and average is for weekdays March 1-31, 2012
Travel Time: Issaquah to Seattle via I-90

Pre-tolling 10th to 90th percentile and average is for weekdays Oct. 29 - Nov. 18, 2011 and Nov. 26 - Dec. 16, 2011
Post-tolling 10th to 90th percentile and average is for weekdays March 1 - 31, 2012
SR 520 Quarterly Toll Traffic Results
January – March 2012

<table>
<thead>
<tr>
<th>JAN–MAR 2012 TOLL TRAFFIC</th>
<th>Actual(^1)</th>
<th>Forecast without Ramp-Up(^2)</th>
<th>(%) Variance</th>
<th>Forecast with Ramp-Up(^2,3)</th>
<th>(%) Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Average Weekday(^4)</td>
<td>60,236</td>
<td>58,424</td>
<td>+3%</td>
<td>55,503</td>
<td>+9%</td>
</tr>
<tr>
<td>Average Weekend(^5)</td>
<td>36,244</td>
<td>28,854</td>
<td>+26%</td>
<td>27,411</td>
<td>+32%</td>
</tr>
<tr>
<td>Average Daily(^4,6)</td>
<td>54,238</td>
<td>49,650</td>
<td>+9%</td>
<td>47,168</td>
<td>+15%</td>
</tr>
</tbody>
</table>

- Average weekday daily traffic exceeded forecasts by as much as +9\%.
- Average weekend daily traffic exceeded forecasts by as much as +32\%.
- Overall, average daily traffic was between +9\% to +15\% above forecasts, depending on whether ramp-up was factored into the forecast.

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1 Traffic counts generated by in-lane toll collection equipment. Actual counts include transit buses and other toll-exempt vehicles.
2 CDM Smith forecasts, inclusive of a monthly seasonal adjustment factor. Forecasts exclude transit buses and other toll-exempt vehicles.
3 Factors in a 5\% reduction to reflect the overall ramp-up adjustment projected by CDM Smith for FY 2012.
4 Average weekday and average daily traffic excludes minor periods of equipment malfunction in March.
5 Average weekend daily traffic excludes planned weekend construction closures.
6 Average daily traffic across all weekdays and weekends, except as noted in (4) and (5) above.
Initial SR 520 March Revenue Results

<table>
<thead>
<tr>
<th>MARCH 2012 TOLL REVENUE</th>
<th>Actual</th>
<th>Forecast without Ramp-Up</th>
<th>% Variance</th>
<th>Forecast with Ramp-Up</th>
<th>% Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gross Revenue Before Free Trip Incentives¹</td>
<td>$4,712,138</td>
<td>$4,564,000</td>
<td>+3%</td>
<td>$4,336,000</td>
<td>+9%</td>
</tr>
<tr>
<td>Adjusted Gross Revenue after Incentives and Allowance for Doubtful Accounts²³</td>
<td>$4,572,948</td>
<td>$3,940,000</td>
<td>+16%</td>
<td>$3,718,000</td>
<td>+23%</td>
</tr>
</tbody>
</table>

• Gross revenue (before free trip incentives) ranges from +3% to +9% above forecasts, depending on whether ramp-up is factored into the forecast.

• Gross revenue adjusted for free trip incentives and an allowance for doubtful accounts ranges from +16% to +23% above forecasts.

• Values based on preliminary, un-reconciled database query data.⁵

¹ [Footnote applies to “Forecast” columns only] – CDM Smith forecast inclusive of a monthly seasonal adjustment and a monthly average value for planned weekend construction closures; net of allowances for unreadable license plates / inability to identify vehicle owner; and inclusive of $0.25 Pay By Plate fee revenues and $0.50 customer initiated payment credits.

² [Footnote applies to “Forecast” columns only] – Total revenue reduction due to free trip incentives was estimated to be $1.5 million by the end of March 2012 and was assumed to be distributed equally over three months.

³ The allowance for doubtful accounts uses an accounting estimate of 10% of the amount of Pay By Mail toll bills issued will be uncollectible. This amount results in a direct reduction to toll revenue for the facility.

⁴ Factors in a 5% reduction to reflect the overall ramp-up adjustment projected by CDM Smith for FY 2012.

⁵ The CSC vendor has not yet completed preparation of official financial reports.
Assumed Peak Period Toll Rates Over Time

Note: All toll rates expressed in year of occurrence dollars (i.e., FY 2017 toll rates are 2016 dollars and would start July 1, 2016)
Good To Go! accounts by zip code

- Number of Good To Go! accounts grows as we open new facilities
- Different markets for each facility
- Growth in Seattle and the Eastside for SR 520 tolling
Conclusion

• With only a few months of operations data is only an early indication of what is happening.

• Preliminary observations are positive and encouraging that our objectives are being met:

  – Tolls help pay for the replacement of the SR 520 bridge.
  
  – Variable tolls reduce congestion and improve reliability.
Questions?

For more information please contact

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