



Eastside Corridor Tolling Study

Welcome!

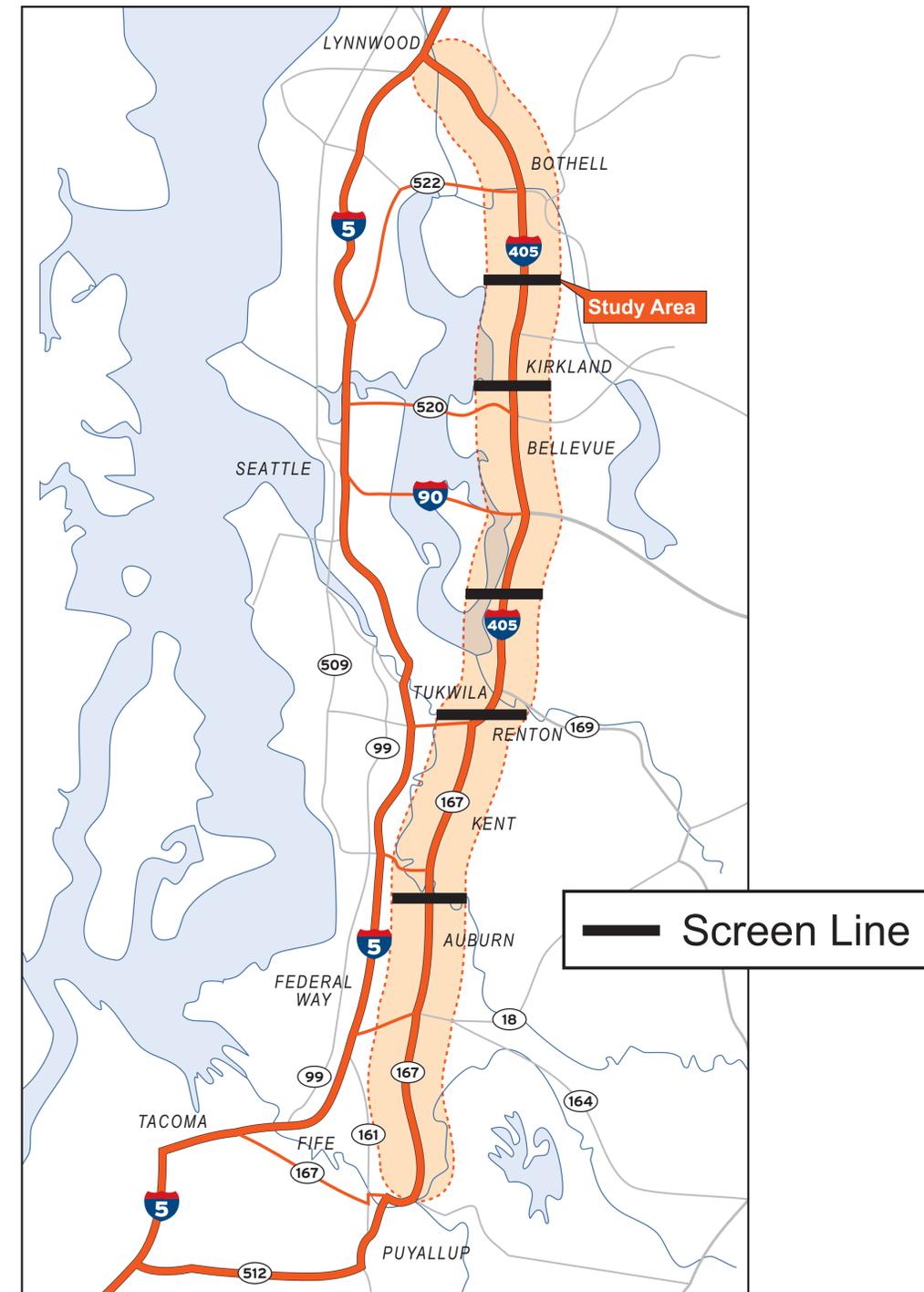




Eastside Corridor Tolling Study

How does WSDOT determine express toll lane performance?

- The performance takes into consideration five sections (screen lines) of the corridor
- Evaluates the total number of people and vehicles moving at free flow speeds
- Compares, for each option, a tolled improvement and non-tolled improvement
- The study results assume a 3+ HOV, car pool definition.
 - Study options 2 and 3 will be too congested at a 2+ HOV, car pool definition.



Sections of the corridor we studied



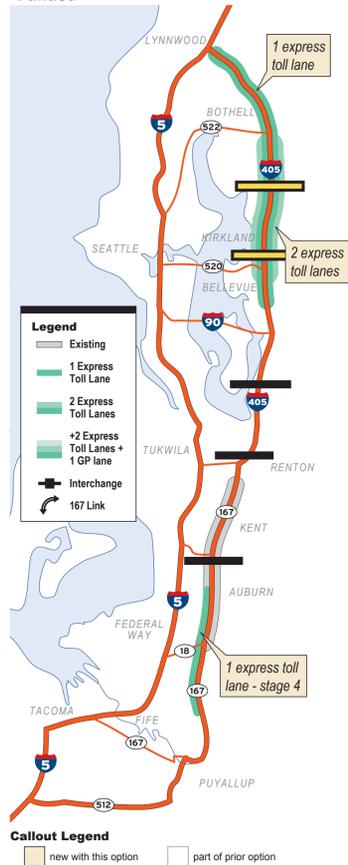


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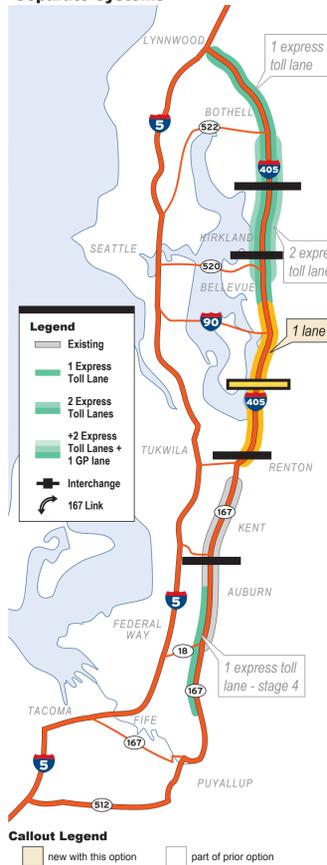
Why an express toll lane system?

(Preliminary results)

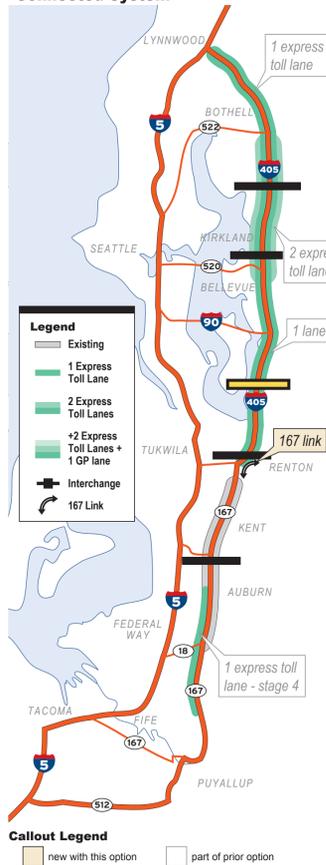
Study Option 1*
Funded



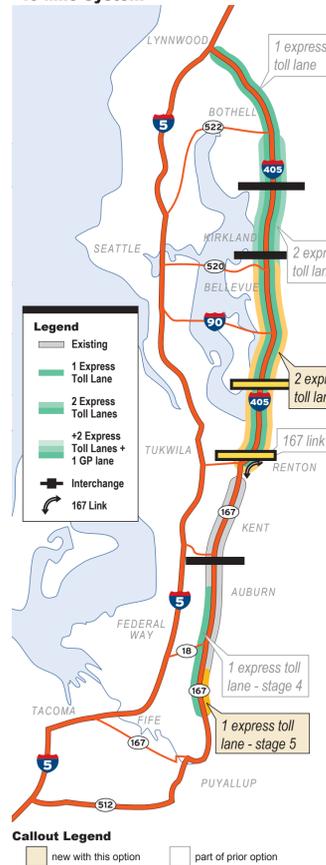
Study Option 2
Separate Systems



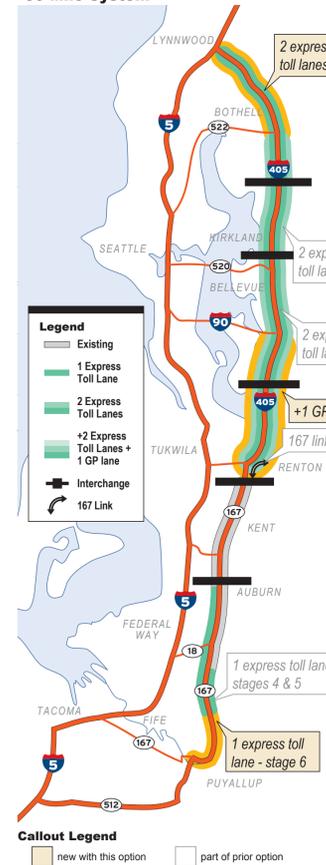
Study Option 3
Connected System



Study Option 4
40 Mile System

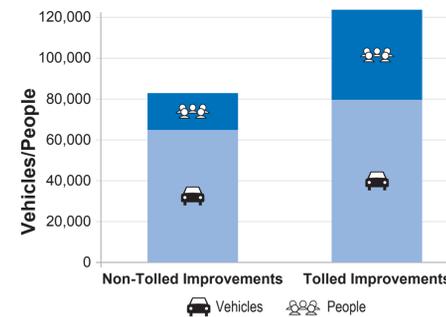
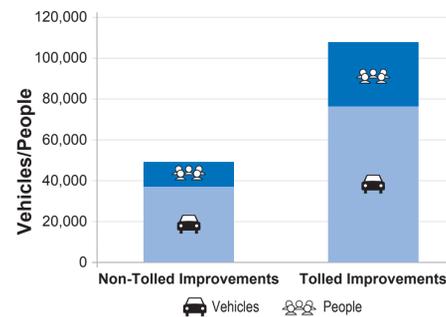
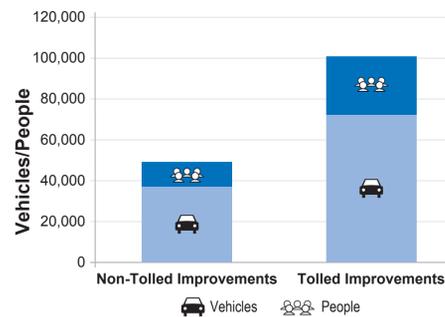
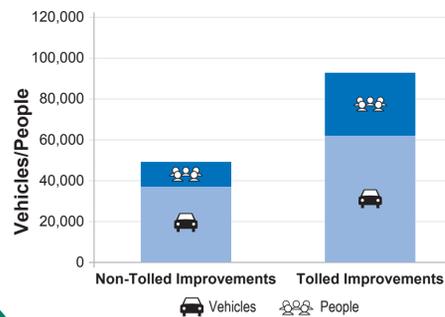


Study Option 5
50 Mile System



*funding possible from savings within the corridor

Vehicles and people moving at freeflow speeds



Because we can move more people and vehicles faster





Eastside Corridor Tolling Study

What is the average toll I might pay in 2020?

(Preliminary results)

Study Option 1* Funded



Callout Legend
■ new with this option □ part of prior option

*funding possible from savings within the corridor

Study Option 2 Separate Systems



Callout Legend
■ new with this option □ part of prior option

Study Option 3 Connected System



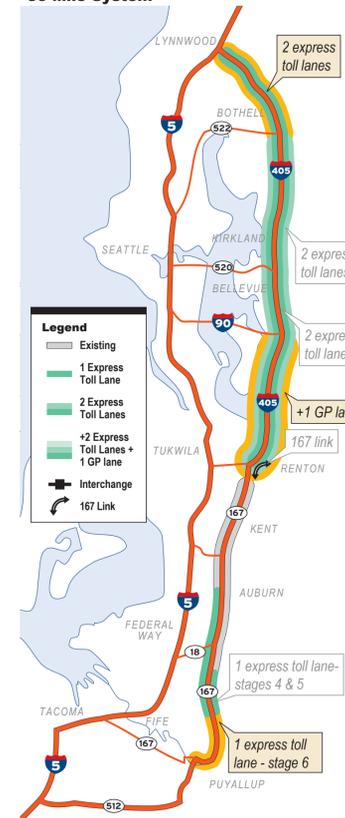
Callout Legend
■ new with this option □ part of prior option

Study Option 4 40 Mile System



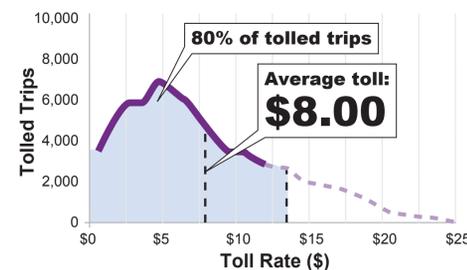
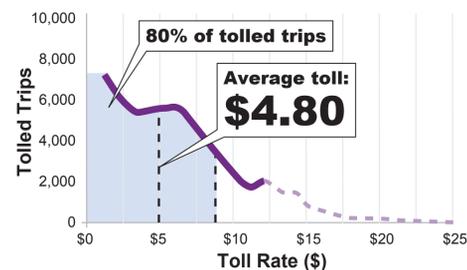
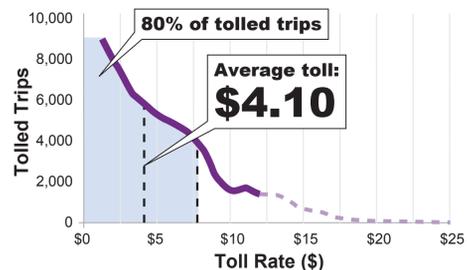
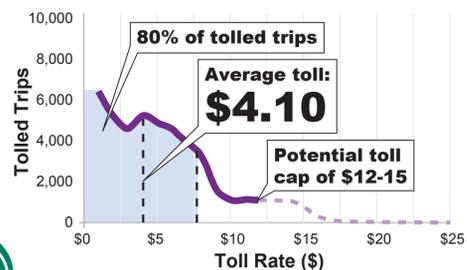
Callout Legend
■ new with this option □ part of prior option

Study Option 5 50 Mile System



Callout Legend
■ new with this option □ part of prior option

2020 Weekday Peak Period Toll Rates (2008 Dollars)



Toll rates are estimates only as the actual rates would be based on supply and demand



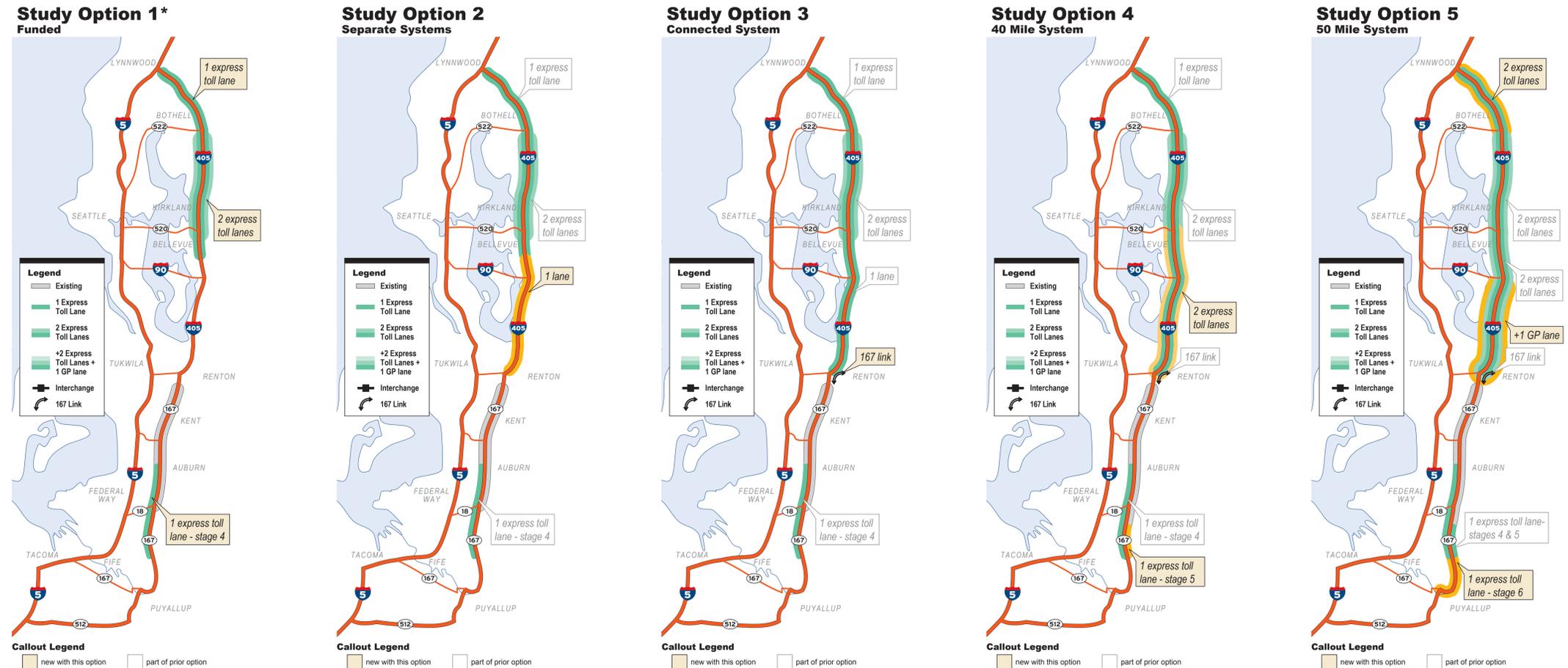


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Eastside Corridor Tolling Study

How much would express toll lanes cost?

(Preliminary results)



Funding	Study Option 1*	Study Option 2	Study Option 3	Study Option 4	Study Option 5
Capital cost	\$470 M	\$540 M	\$1,030 M	\$1,950 M	\$4,100 M
Available funding	\$403 M	\$403 M	\$403 M	\$403 M	\$403 M
Funds needed	(\$67 M)*	(\$140 M)	(\$630 M)	(\$1,545 M)	(\$3,685 M)

*funding possible from savings within the corridor

Bonding	Study Option 1	Study Option 2	Study Option 3	Study Option 4	Study Option 5
Range of net bond proceeds	\$135-245 M	\$160-290 M	\$190-345 M	\$450-775 M	Available in December
% of funding gap filled	100%+	100%+	30-55%	30-50%	30-50%
Remaining funding gap	\$0	\$0	(\$285-440 M)	(\$770-1,095 M)	Available in December

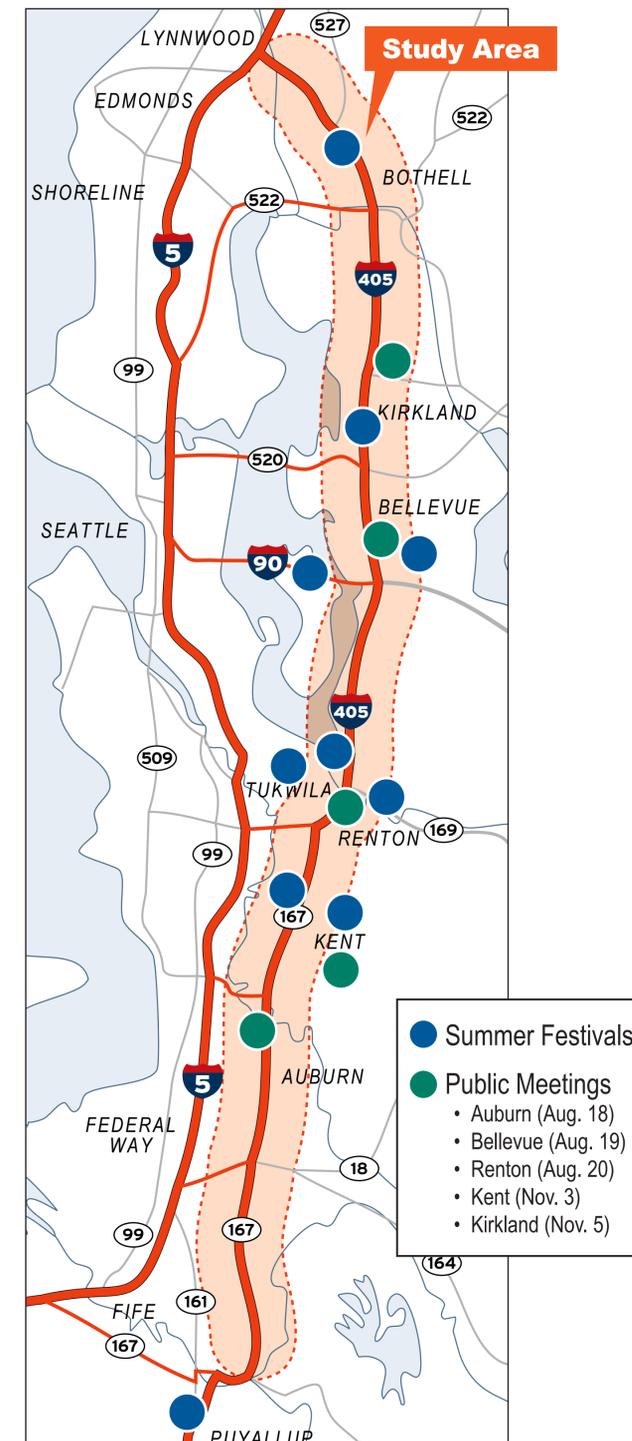




Eastside Corridor Tolling Study

Public outreach

- Hosted booths at 10 summer festivals
- Heard from 1,105 people through comment forms and email correspondence
- Mailed 220,000 postcards to households in the I-405 and SR 167 corridor to advertise the online survey and open houses
- Held 5 public meetings, 3 in August and 2 in November
- Fielded 2,584 online surveys
- Conducted a statistically valid phone survey of 1,000 I-405 or SR 167 users
- Facilitated four corridor focus groups
 - 2 with I-405 users and 2 with SR 167 users (48 total participants)





Eastside Corridor Tolling Study

What have we heard so far?

Use = Support

Focus groups show that those who have used toll lanes, like the SR 167 HOT lanes and support the idea of express toll lanes on I-405.

Congestion relief = Willingness to Pay

Our research shows that approximately 52 percent would pay to use express toll lanes if it would give them a faster, more reliable trip. Participants in the focus groups who have used HOT lanes are willing to pay up to \$5 a segment on I 405 to travel faster.

Understanding = Support

People who understand the benefits of express toll lanes tend to support them. When electronic toll operations were explained to phone survey participants, they found the collection method to be appealing.

Undecided = Opportunity

For people who do not yet know the benefits of express toll lanes, there is an opportunity to alleviate their concerns through further information.

Dislike of tolls = Non supporters

People who dislike the idea of tolling under most or all circumstances are unlikely to become supporters.



"I use the HOT lanes regularly on SR-167 as I drive N/S to Seattle, Bellevue, and Redmond. Having HOT (express toll lanes on) I-405 will save me hours of commute time every week. Please move forward with I-405. Thanks."

Alex, Auburn



"I was skeptical about the idea when it first went in on the northern end of 167, but I've been pleasantly surprised by the results. I thought it would either clog the carpool lane forever or be incredibly frustrating if I was driving alone. Neither have happened. So put it in - I'm a fan."

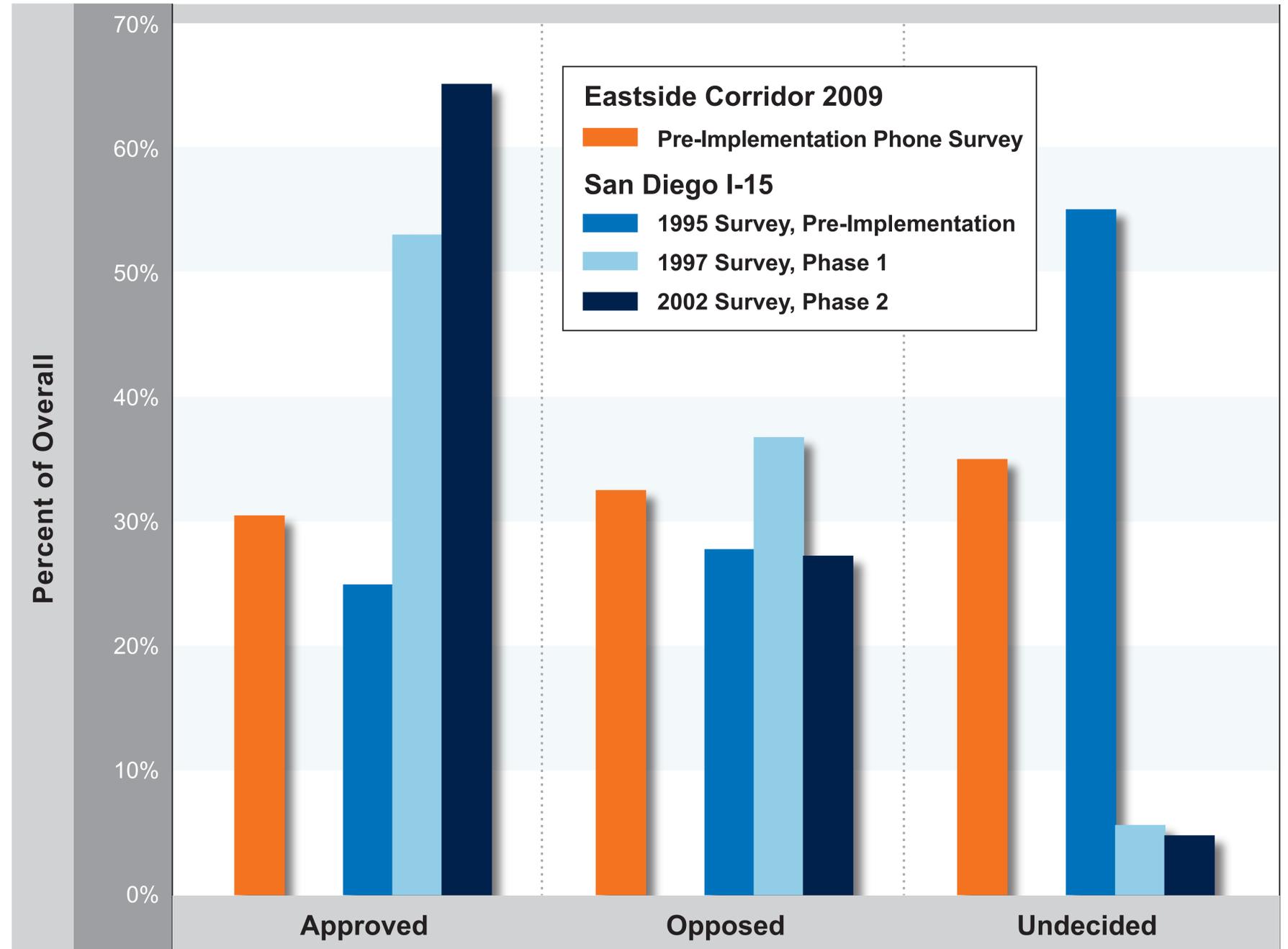
Lindsey, Pierce County





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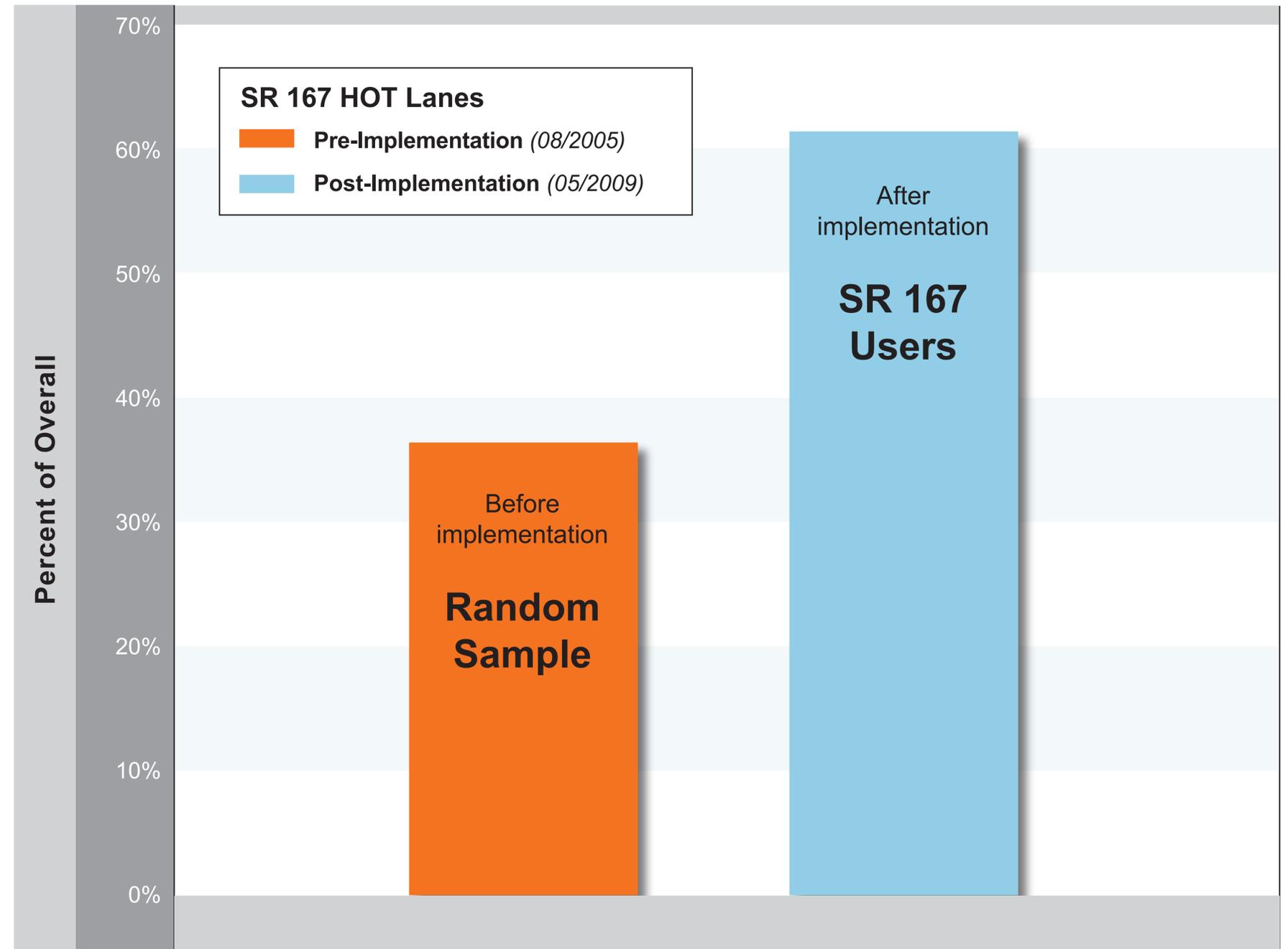
How do we compare nationally?





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How do SR 167 HOT lane users feel about paying a toll to use the HOV lane?



“Allowing single driver to use the carpool (HOV) lanes by paying a toll is a good idea”





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Comparison of Study Options - Performance in 2020

