

Eastside Corridor Tolling

Expert Review Panel

David L. Dye, P.E.
Deputy Secretary

Paula J. Hammond, P.E.
Secretary

Steve Reinmuth
Chief of Staff

Craig Stone, P.E.
WSDOT Toll Division Director

Meeting 1
September 8, 2010



Welcome

David L. Dye, P.E.
Deputy Secretary



Washington State
Department of Transportation

Expert Review Panel Charge

WSDOT Transportation Secretary, Paula Hammond, asked that the ERP address key questions for four topics:

Policy

- Is the state's strategic approach of "*Moving Washington*" to implement express lanes on I-405/SR 167 viable, appropriate and consistent with emerging federal policy and current state and regional policies?

Methodology

- Are the technical analytical measures and results supporting the Eastside Corridor Express Toll Lanes Report valid?
- Were the right tools applied to the analysis?
- Are the report results reasonable?
- What outcomes are reasonable to expect based on industry experience?

Phasing

- Is the proposed phasing plan to implement an express toll lane system sensible, and provide for logical, usable segments towards a 50-mile Eastside Corridor system?

Financial

- Are the Eastside Corridor Express Toll Lane Report financial assumptions, methods, and forecasts valid?

Executive Advisory Group Charge

WSDOT outlined in the 2009 public process plan that Executive Advisory Group members will:

- Attend or be represented at all committee meetings;
- Identify issues vital to the Eastside Corridor tolling implementation process;
- Provide strategic advice to WSDOT on the implementation of toll lanes for policy consideration by the Governor and the Legislature;
- Assist in providing opportunities for public, business and civic group input;
- Advise WSDOT on the development of funding and phasing principles to help guide the budget and schedule objectives;
- Represent the governments and agencies they belong to and assist in building/maintaining a regional consensus and keeping their community informed

Eastside Corridor Background/Roles & Responsibilities

Craig Stone, P.E.
WSDOT Toll Division Director



Introductions



Agenda

- ✓ Background:
 - *Region*
 - *Eastside Corridor*
 - *2009 Eastside Corridor Tolling Study*

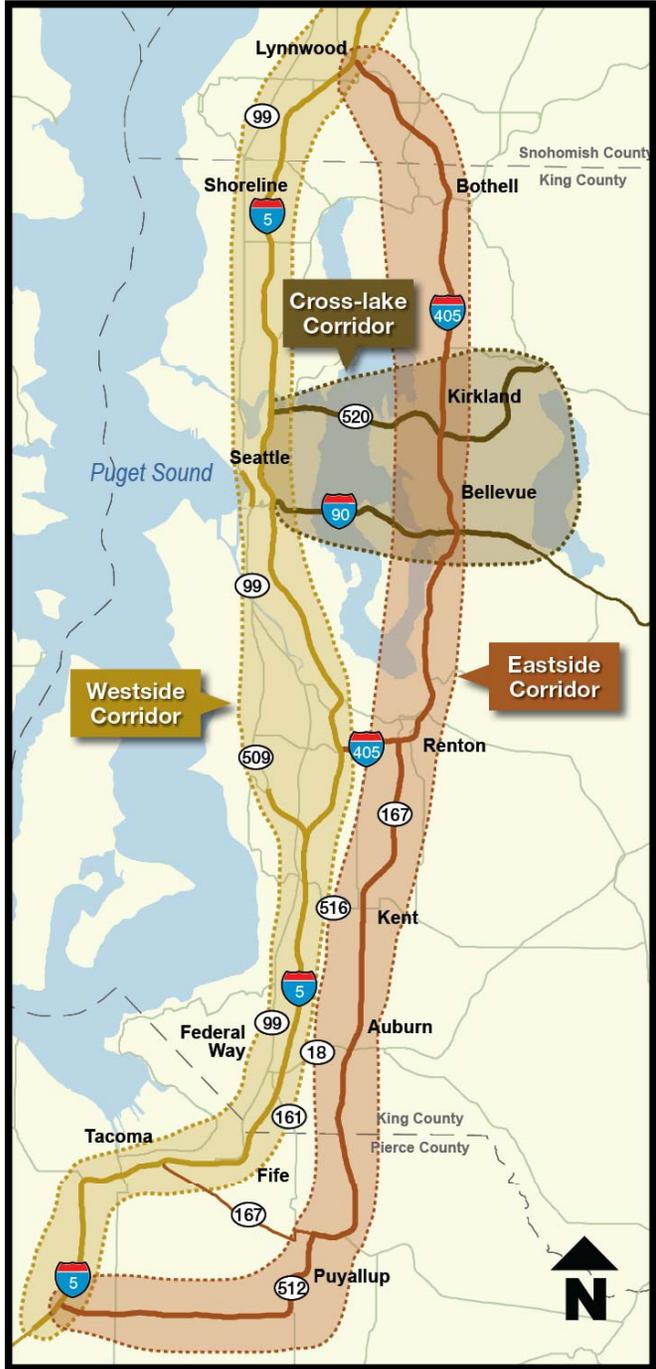
- ✓ ERP Meeting Schedule and Focus

- ✓ Public Comment

- ✓ Executive Advisory Group
Comment/Discussion



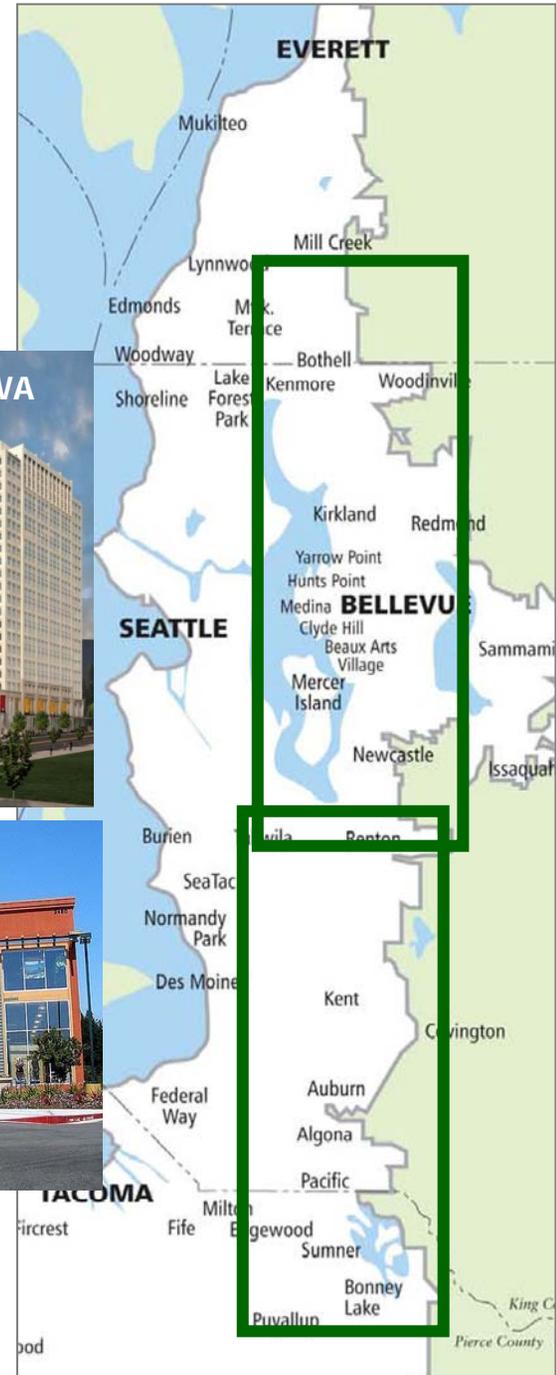
Puget Sound Region



Urban Growth Boundary

The Eastside Corridor connects:

- 3 Counties
- 6 Urban Centers
- 20 Suburban Communities
- Business and Housing Activity Centers
- Manufacturing & Industrial Hubs



Eastside Corridor: I-405 and SR 167

Both corridor programs have long-range plans with concurrent implementation

- I-405 Corridor Master Plan, 2002; implementation ongoing.
- SR 167 Corridor Plan, 2009; implementation ongoing.

Both corridor programs face the same challenges

- Regional population growth.
- Regional employment growth.
- Increasing travel demand with insufficient means of managing demand.
- Economic/job strategy



Moving Washington

A three-part strategy to address congestion

Improving the performance of our state's transportation corridors by:



Adding Capacity Strategically

Adding new capacity to our currently over-stressed transportation system is a critical component of *Moving Washington*.



Operating Roadways Efficiently

Recognizing that we cannot build our way out of congestion, *Moving Washington* seeks to get better performance out of the system we have.



Managing Demand

Providing more travel choices and options for people and freight helps improve the efficiency and effectiveness of our transportation system. 11

I-405 Master Plan

Regional Consensus

- EIS Record of Decision, 2002

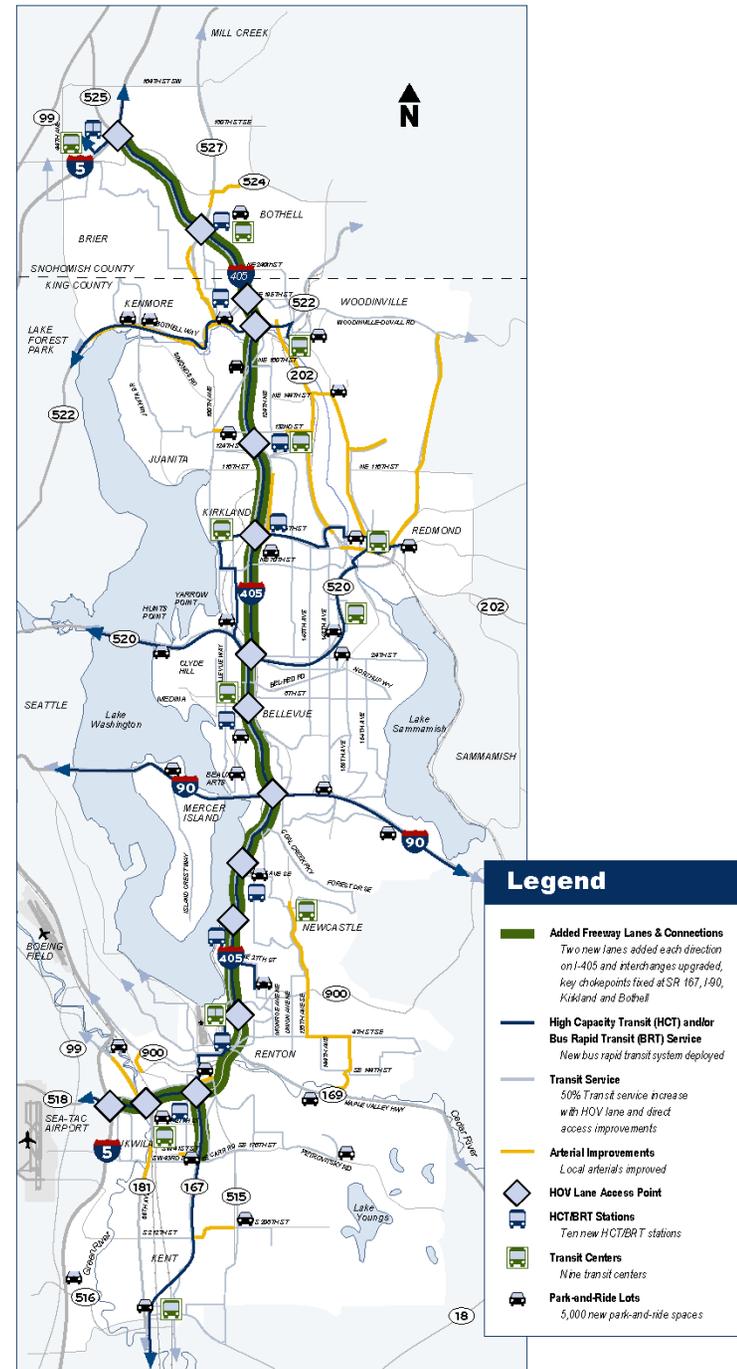
Roadways

- 2 new lanes in each direction
- Local arterial improvements

Transit & Transportation Choices

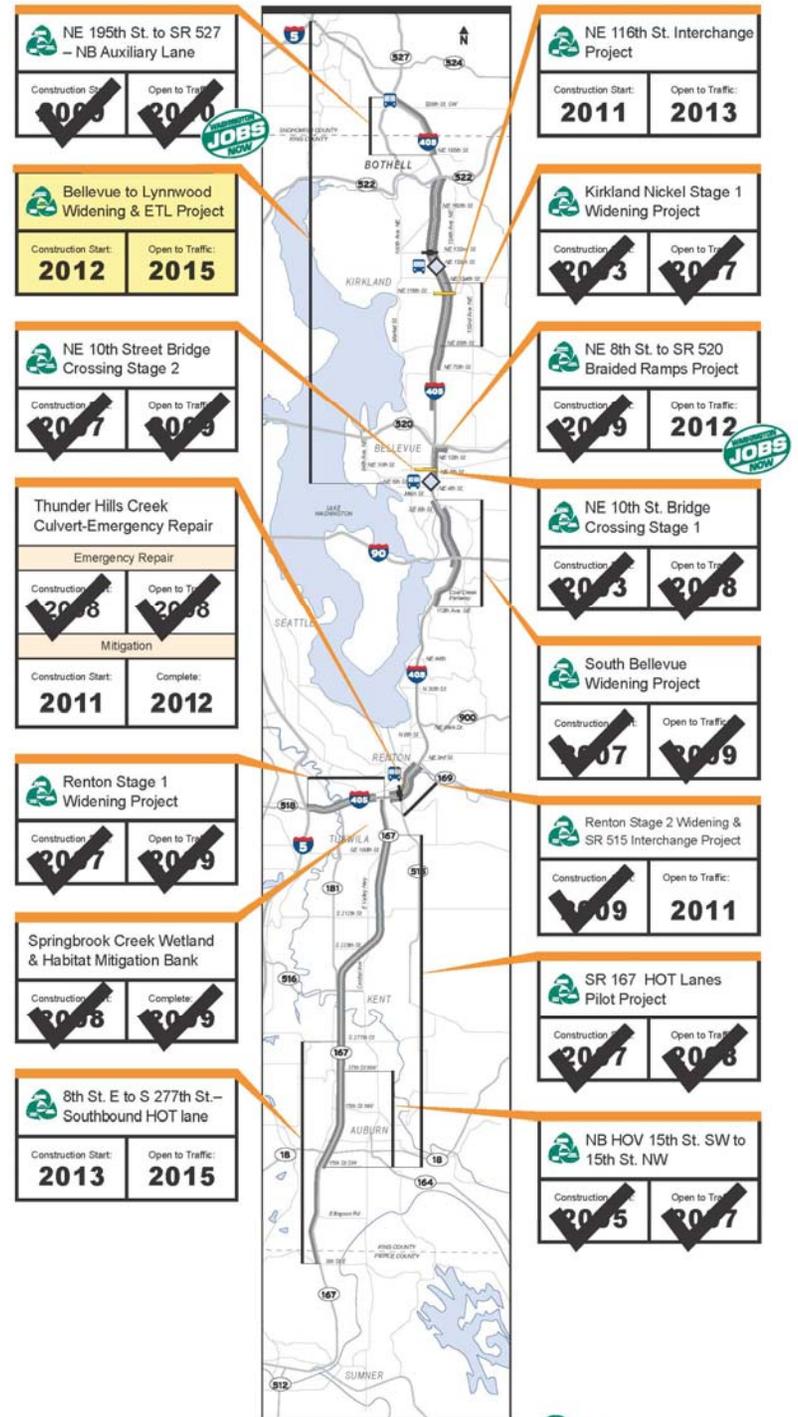
- Bus Rapid Transit system
- 9 new transit centers added
- 50% transit service increase
- HOV direct access ramps and flyer stops
- Potential managed lanes system
- 5000 new Park & Ride spaces
- 1700 new vanpools

Environmental Enhancements



Legislative Funded Projects

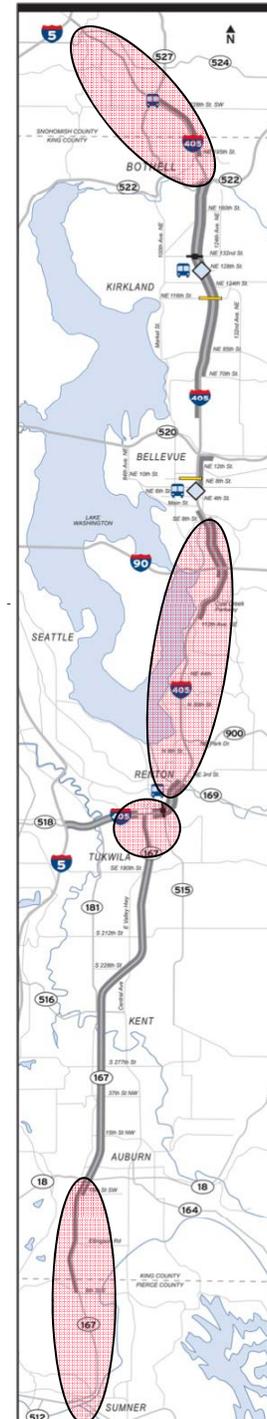
- Eastside Corridor Program
 Total \$1.7 B funded:
 - One third of the funding came from the 2003 Nickel Gas Tax
 - Two thirds came from the Transportation Partnership Account (9.5 cent Gas Tax)



Priority System Gaps

Unfunded and/or incomplete major improvements:

- I-405 – Bothell to Lynnwood Project
- I-405 – Renton to Bellevue Project
- I-405/SR 167 – Direct Connector
- SR 167 HOT Lanes — Stage 4 & 5 improvements



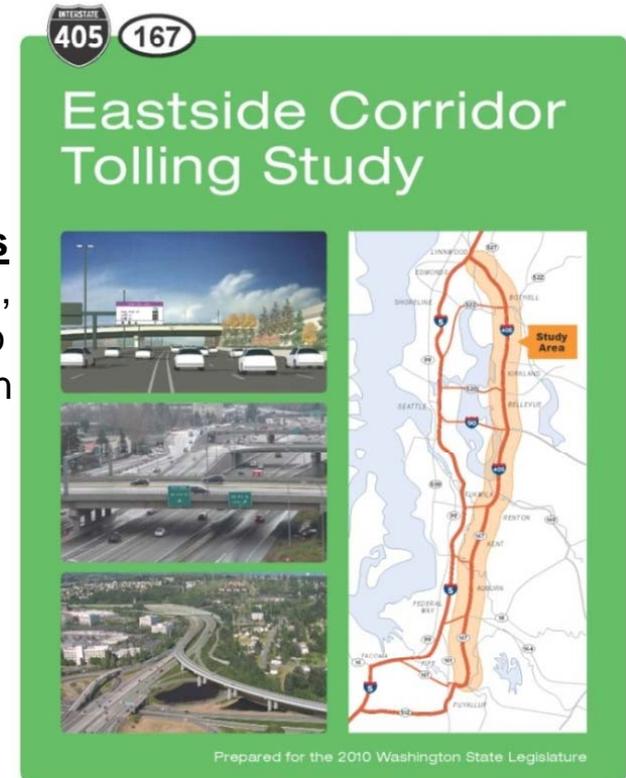
Eastside Corridor Tolling Study

Transportation Budget – ESSB 5352

By January 2010, the department must prepare a traffic and revenue study for Interstate 405 in King county and Snohomish county that includes funding for improvements and high occupancy toll lanes, as defined in RCW 47.56.401, for traffic management. The department must develop a plan to operate up to two high occupancy toll lanes in each direction on Interstate 405.

For the facility listed in (a) of this subsection, the department must:

- i. Confer with the mayors and city councils of jurisdictions in the vicinity of the project regarding the implementation of high occupancy toll lanes and the impacts that the implementation of these high occupancy toll lanes might have on the operation of the corridor and adjacent local streets;
- ii. Conduct public work sessions and open houses to provide information to citizens regarding implementation of high occupancy toll lanes and to solicit citizen views;
- iii. Regularly report to the Washington transportation commission regarding the progress of the study for the purpose of guiding the commission's toll setting on the facility; and
- iv. **Provide a report to the governor and the legislature by January 2010.**



House Bill 2941 *(introduced in 2010)*

Authorizing the use of express toll lanes in the I-405 Corridor

- Authorizes the imposition of tolls for, and the **construction and operation of**, express toll lanes on Interstate 405 between the junction with Interstate 5 on the north end and **Northeast 6th Street in Bellevue on the south end**.
- Requires the Washington State Department of Transportation to conduct a **traffic and revenue analysis** and develop a **finance plan** for a **40-mile continuous express toll lane system** that includes State Route 167 and Interstate 405.
- It is further the intent of the legislature to use its evaluation of initial express toll lanes on Interstate 405 to guide additions to the express toll lanes network, particularly in the **Renton-to-Bellevue segment** and the **Interstate 405/state route number 167 interchange**, with the ultimate **goal of continuous express toll lanes from Puyallup to Lynnwood**.

Executive Review Panel Process



**Washington State
Department of Transportation**

Schedule & Meeting Focus



Programmatic Decision Structure

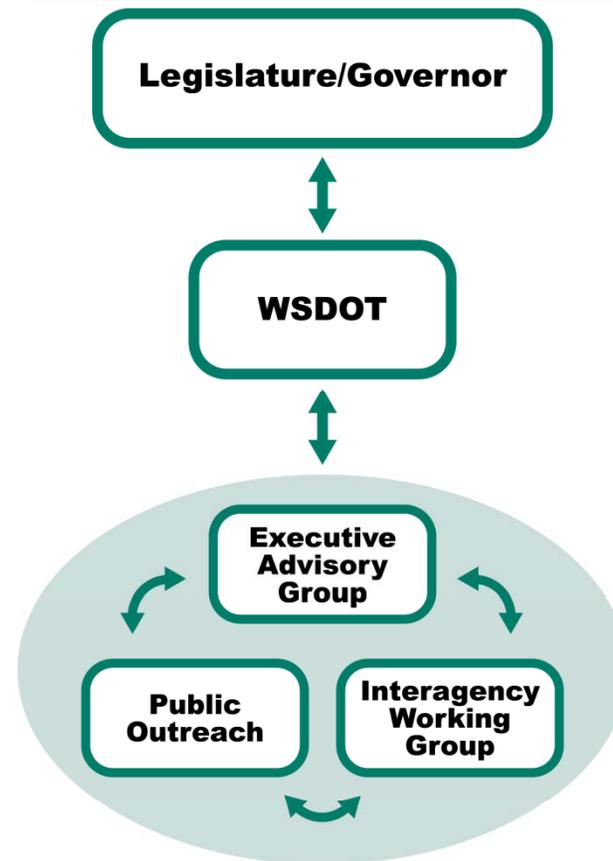
2002- 2009

2002 Master Plan

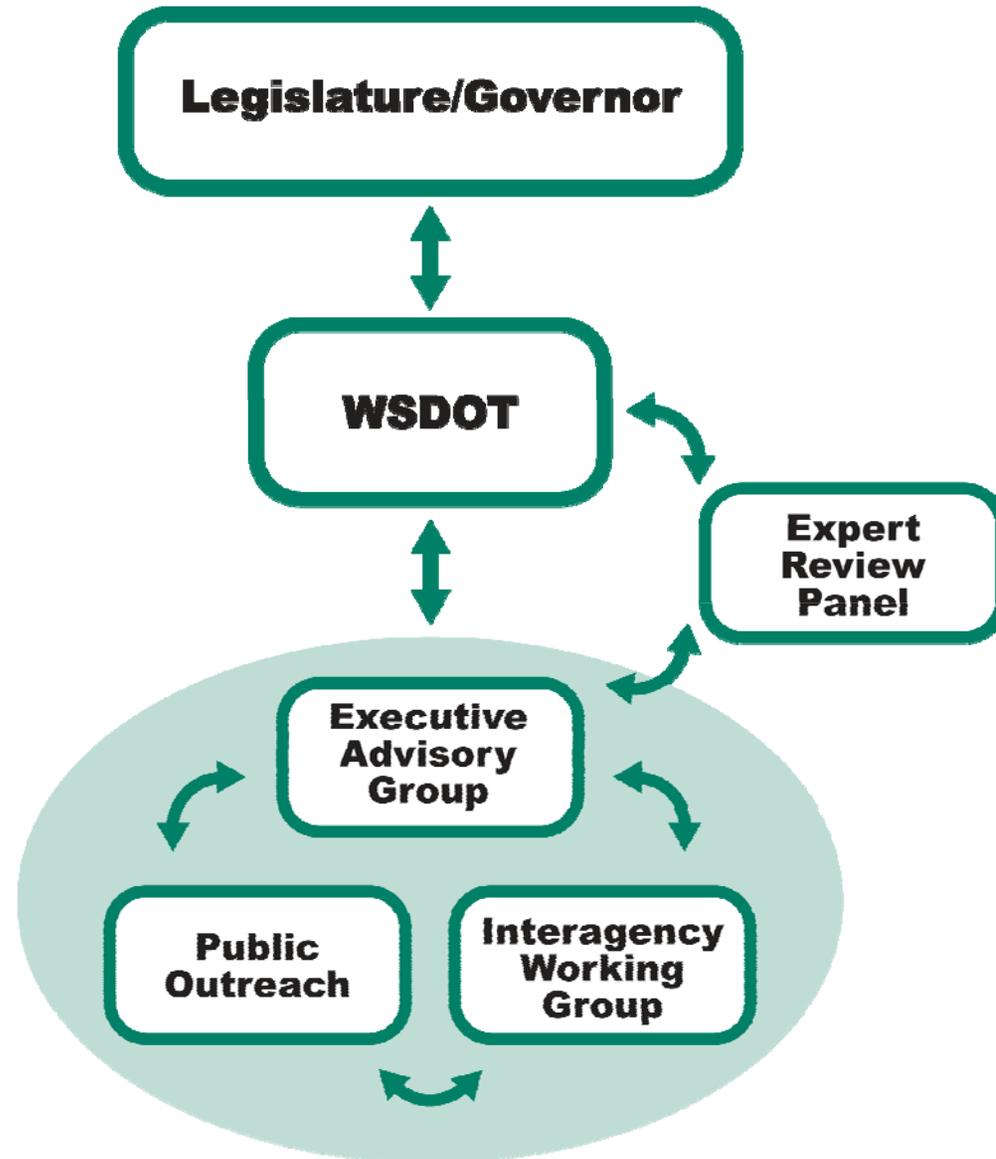
The Decision-Making Process in the I-405 Corridor Program



2009 Public Process



2010 Expert Review Panel Process



Public Comment



EAG Comment



Discussion and Q&A

More information and materials available at:
www.wsdot.wa.gov/tolling/eastsidecorridor

