Welcome!
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.
Eastside Corridor Tolling Study

Why an express toll lane system?
(Preliminary results)

Because we can move more people and vehicles faster

Vehicles and people moving at freeflow speeds

Non-Tolled Improvements  Tolled Improvements

Non-Tolled Improvements  Tolled Improvements

Non-Tolled Improvements  Tolled Improvements

Non-Tolled Improvements  Tolled Improvements
What is the average toll I might pay in 2020?

(Preliminary results)

2020 Weekday Peak Period Toll Rates (2008 Dollars)

Toll rates are estimates only as the actual rates would be based on supply and demand.
How much would express toll lanes cost?

(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

<table>
<thead>
<tr>
<th>Study Option 1*</th>
<th>Study Option 2</th>
<th>Study Option 3</th>
<th>Study Option 4</th>
<th>Study Option 5</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Funding</strong></td>
<td><strong>$470 M</strong></td>
<td><strong>$540 M</strong></td>
<td><strong>$1,030 M</strong></td>
<td><strong>$1,050 M</strong></td>
</tr>
<tr>
<td><strong>Available funding</strong></td>
<td><strong>$403 M</strong></td>
<td><strong>$403 M</strong></td>
<td><strong>$403 M</strong></td>
<td><strong>$403 M</strong></td>
</tr>
<tr>
<td><strong>Funds needed</strong></td>
<td><strong>($67 M)</strong>*</td>
<td><strong>($630 M)</strong></td>
<td><strong>($1,045 M)</strong></td>
<td><strong>($3,685 M)</strong></td>
</tr>
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*Funding possible from savings within the corridor

<table>
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<tr>
<th>Bonding</th>
<th>Study Option 1*</th>
<th>Study Option 2</th>
<th>Study Option 3</th>
<th>Study Option 4</th>
<th>Study Option 5</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Range of net bond proceeds</strong></td>
<td><strong>$135-245 M</strong></td>
<td><strong>$160-290 M</strong></td>
<td><strong>$190-345 M</strong></td>
<td><strong>$450-775 M</strong></td>
<td></td>
</tr>
<tr>
<td><strong>% of funding gap filled</strong></td>
<td><strong>100%</strong></td>
<td><strong>100%</strong></td>
<td><strong>30-55%</strong></td>
<td><strong>30-55%</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Remaining funding gap</strong></td>
<td><strong>$0</strong></td>
<td><strong>$0</strong></td>
<td><strong>($285-440 M)</strong></td>
<td><strong>($770-1,995 M)</strong></td>
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Available in December

Washington State Department of Transportation
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)
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
How do we compare nationally?

### Pre-Implementation Phone Survey
- 1995 Survey, Pre-Implementation
- 1997 Survey, Phase 1
- 2002 Survey, Phase 2

### Eastside Corridor 2009
- Pre-Implementation Phone Survey

### San Diego I-15

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<thead>
<tr>
<th>Percent of Overall</th>
<th>Approved</th>
<th>Opposed</th>
<th>Undecided</th>
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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"
Comparison of Study Options - Performance in 2020