



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.



Eastside Corridor Tolling Study

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 express toll lanes system**
- 5,000 new Park & Ride spaces
- 1,700 new vanpools

Environmental Enhancements



SR 167 Corridor Plan

Regional Consensus

- Corridor plan published in early 2009.

Roadways

- Adds one to two lanes corridor-wide.

Transit & Transportation Choices

- Includes corridor-wide HOT lanes.**

Environmental Enhancements

- Environmental mitigation projects.

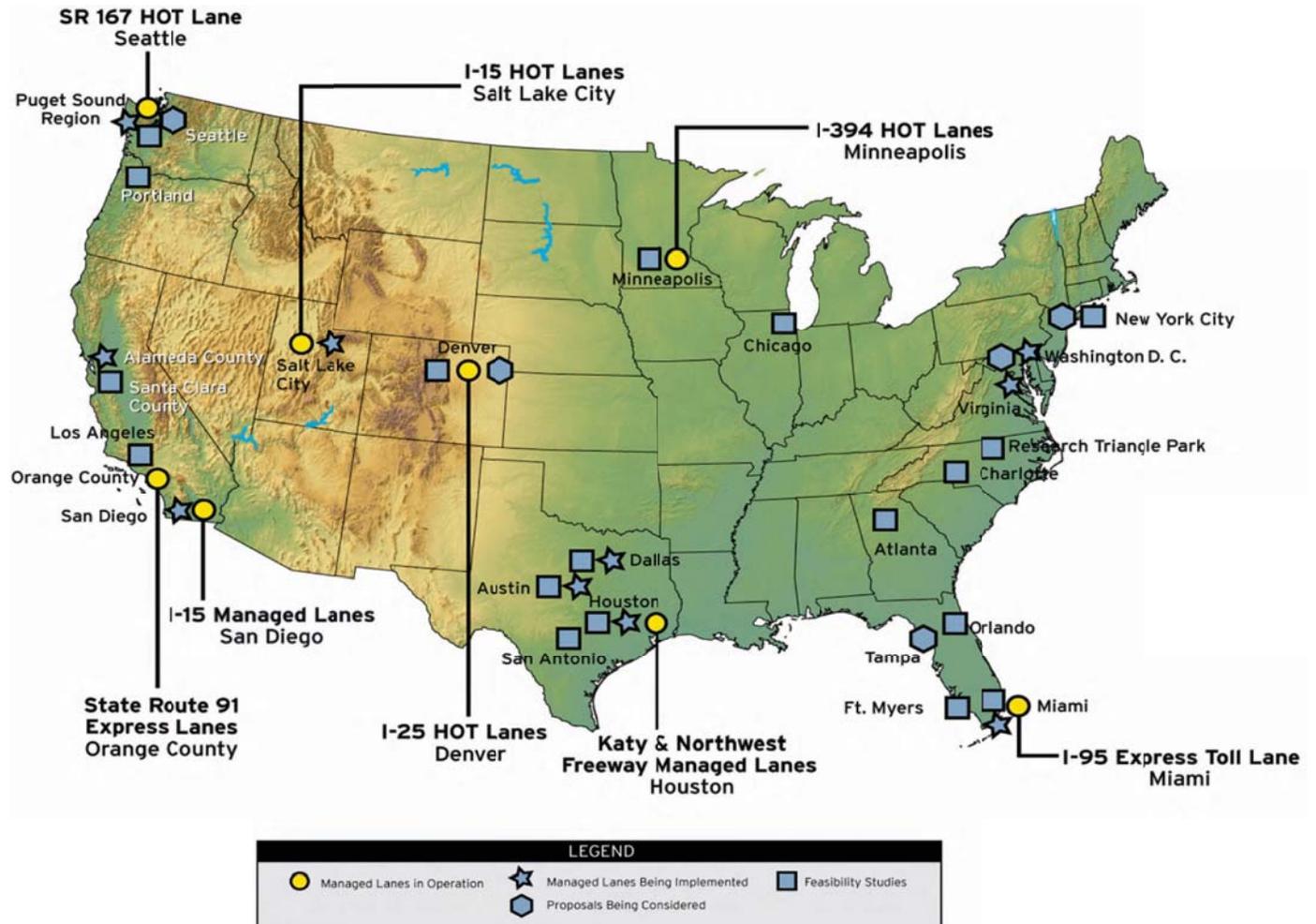




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Tolling projects in the U.S.





Eastside Corridor Tolling Study

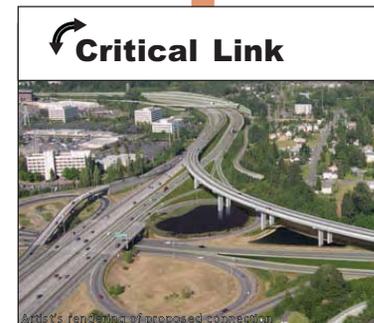
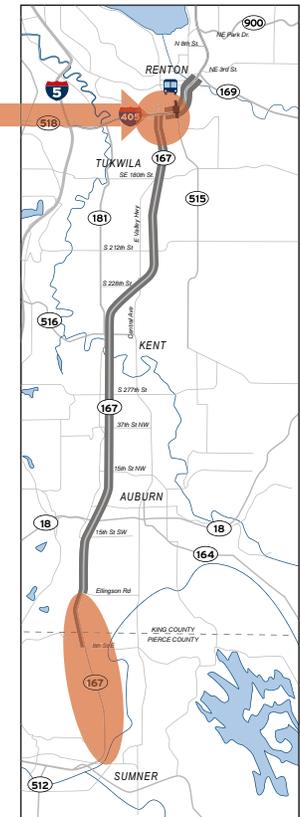
Express toll lanes help fill funding gaps

- Tolls could generate revenue to help fund future planned corridor improvements.
- The federal gas tax has not increased since 1993. Tolling is increasingly emerging as a potential strategy to help fill funding gaps.

I-405



SR 167



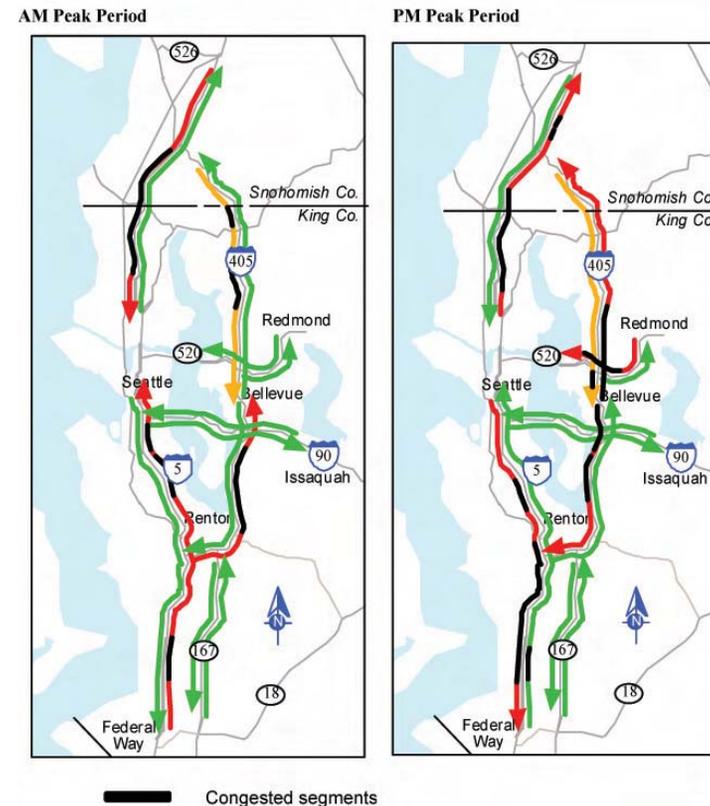


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HOV lane operational performance

- Current HOV lanes are not meeting performance targets.
- HOV lanes should operate at 45 mph 90% of the time.
- The I-405 areas currently not meeting these criteria are:
 - Northbound Renton to Bellevue (AM)
 - Northbound Bellevue to Bothell area (PM)
 - Southbound Bellevue to Renton (PM)



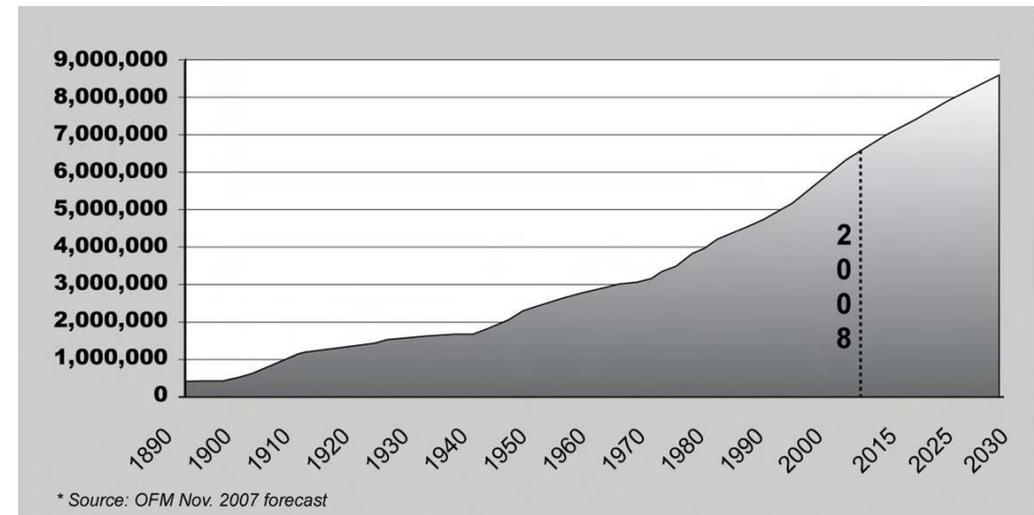


Eastside Corridor Tolling Study

Growing population

- The Eastside Corridor is an important regional facility supporting jobs and personal travel for the entire Puget Sound Region.
- The area adjacent to the Eastside Corridor:
 - Currently has over 471,000 people and 445,000 jobs.
 - Will increase to over 600,000 people and 650,000 jobs by 2030.

Washington State population growth



Demand for our highways is increasing rapidly



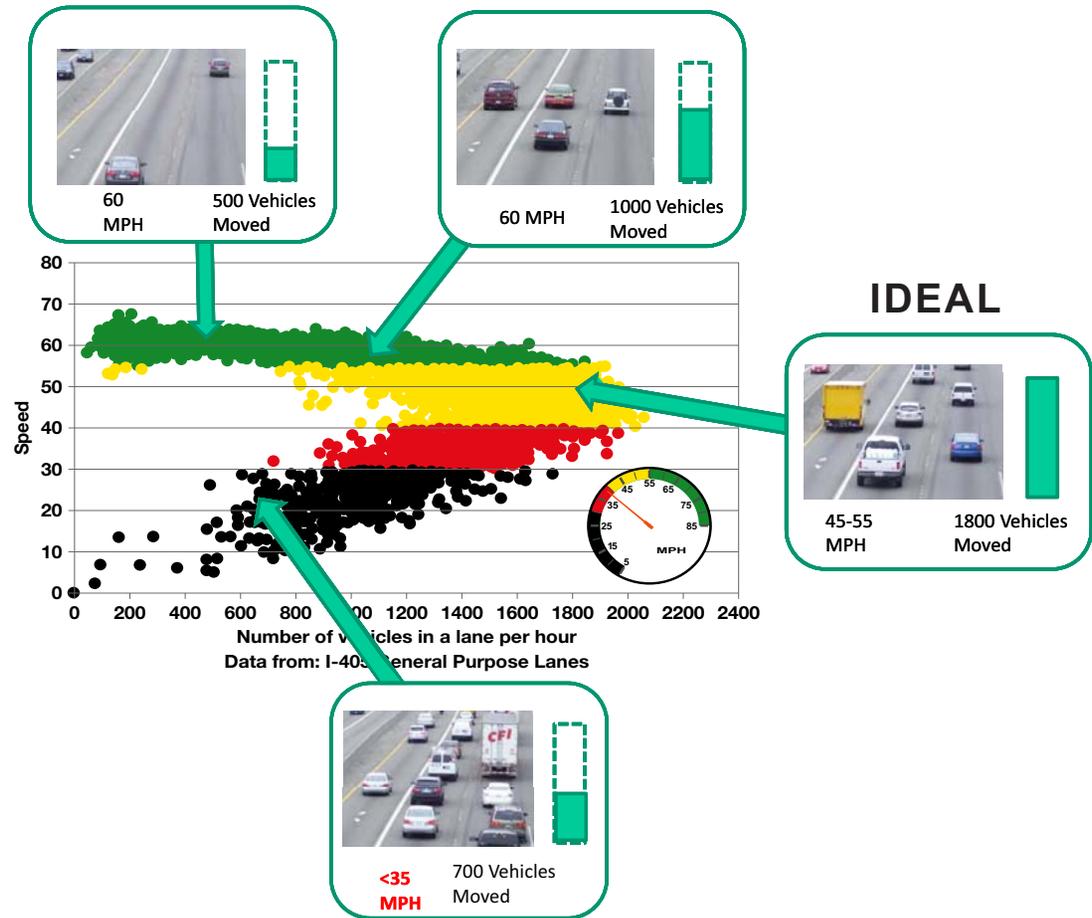


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Express toll lanes improve traffic flow

- Manage demand and increase highway performance, providing a reliable commute
- Improve freeway operations for drivers in all lanes
- Provide a travel choice for all users





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Proposed express toll lanes configuration



Visualization of two express toll lanes on I-405.



Eastside Corridor Tolling Study

Benefits of express toll lanes

Current Challenges	Benefits
<ul style="list-style-type: none">• HOV occupancy	<ul style="list-style-type: none">• Manages demand and increases performance, providing a sustainable, reliable commute.
<ul style="list-style-type: none">• General purpose lanes perform poorly	<ul style="list-style-type: none">• Improves freeway operations and provides a reliable choice for all users.
<ul style="list-style-type: none">• Transit is unable to guarantee reliable trips	<ul style="list-style-type: none">• Provides infrastructure to enhance reliability of existing transit service and supports a bus rapid transit system in the future.
<ul style="list-style-type: none">• No new funding sources	<ul style="list-style-type: none">• Generates revenue that could help fund future planned corridor improvements.
<ul style="list-style-type: none">• Idling vehicles stuck in traffic contribute to air pollution	<ul style="list-style-type: none">• Keeping traffic moving with faster, more reliable trips helps improve air quality.



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Express toll lanes benefit transit

- Provide infrastructure to enhance reliability of existing transit service
- Support a bus rapid transit (BRT) system in the future
- Maintain 45 mph in express toll lanes to help transit meet schedules



Conceptual rendering of a bus rapid transit station





Eastside Corridor Tolling Study

Eastside Corridor: I-405 and SR 167 work together

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.





Study Option #1

- Primarily funded projects

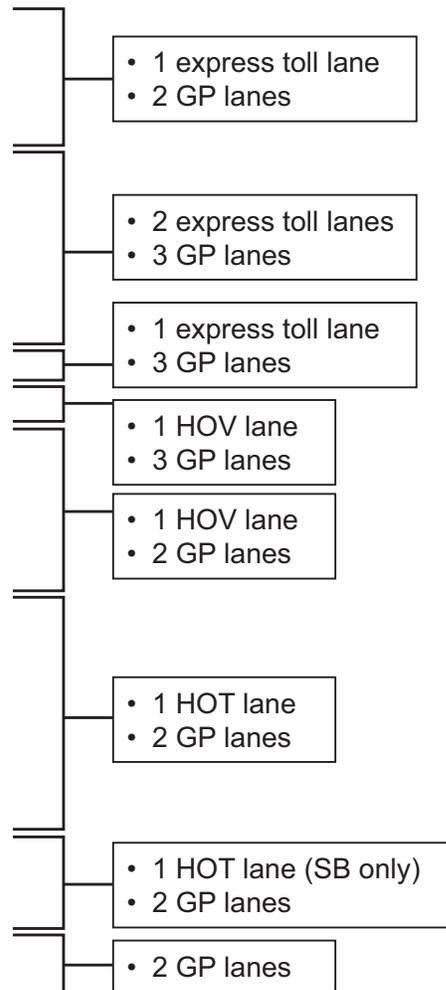
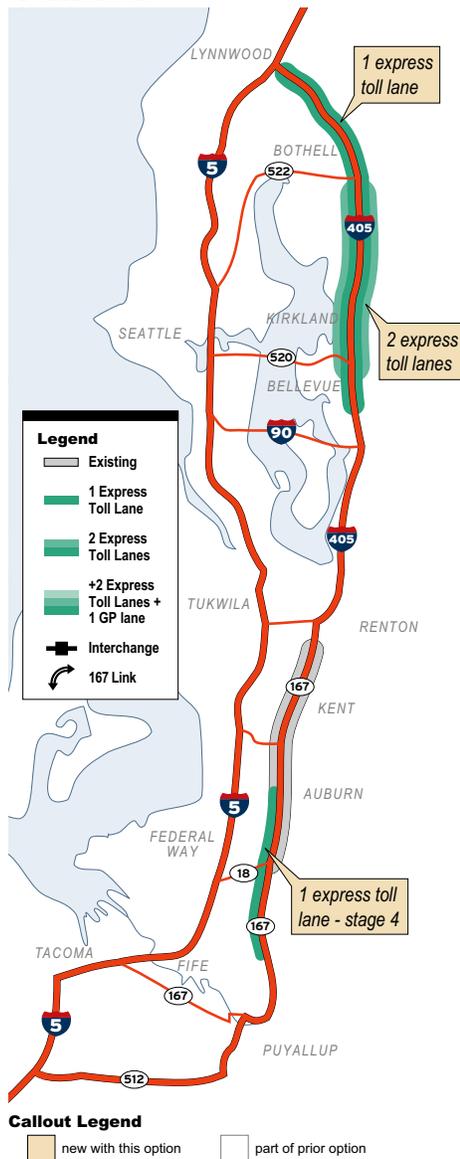
I-405

- Two lane express toll lane system from SR 520 to SR 522
- One lane SR 522 to I-5

SR167

- Adds one southbound HOT lane from 8th Street E to S 277th Street (Stage 4)

Study Option 1 Funded

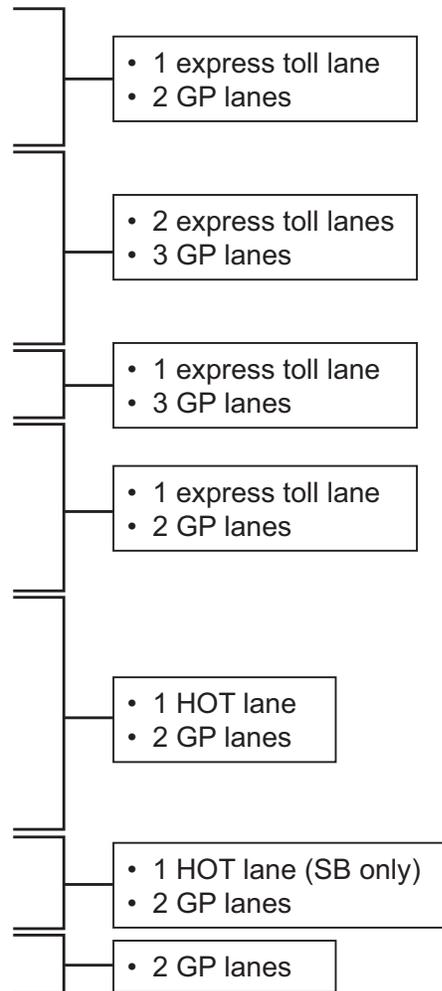




Study Option #2

- Includes all elements in Study Option #1
- Converts HOV lane on I-405 from Renton to Bellevue to a one lane express toll lane, creating a 30-mile tolled system on I-405

Study Option 2 Separate Systems

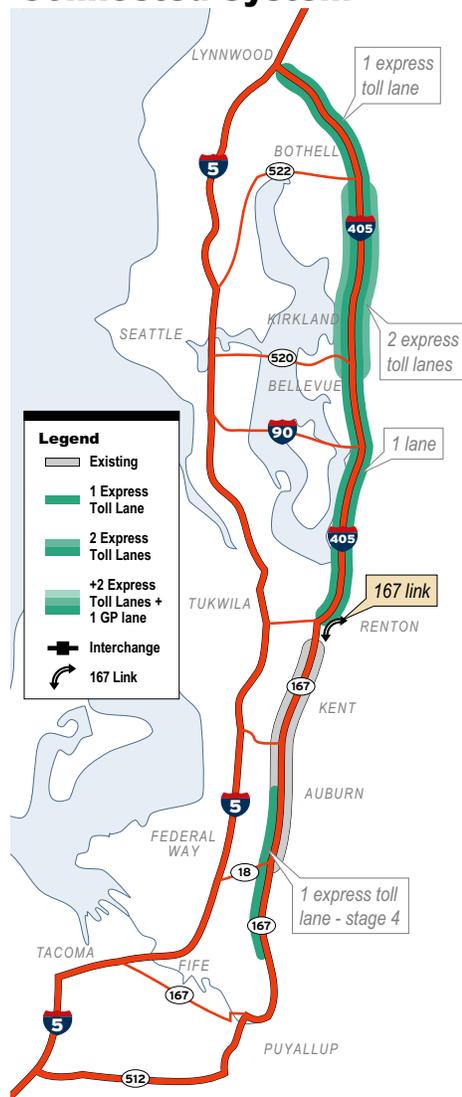




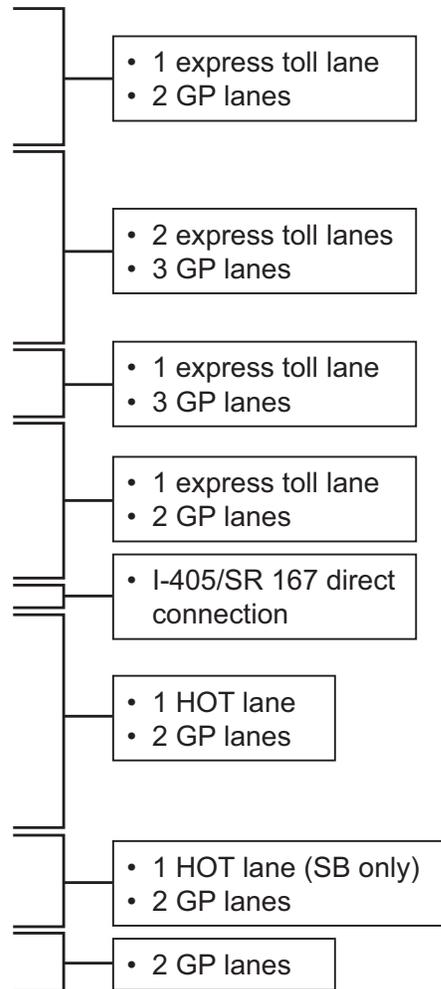
Study Option #3

- Includes all elements in Study Option #2
- Adds a direct connector between I-405 and SR 167, creating a continuous 40+ mile Eastside Corridor system

Study Option 3 Connected System



Callout Legend
 new with this option
 part of prior option

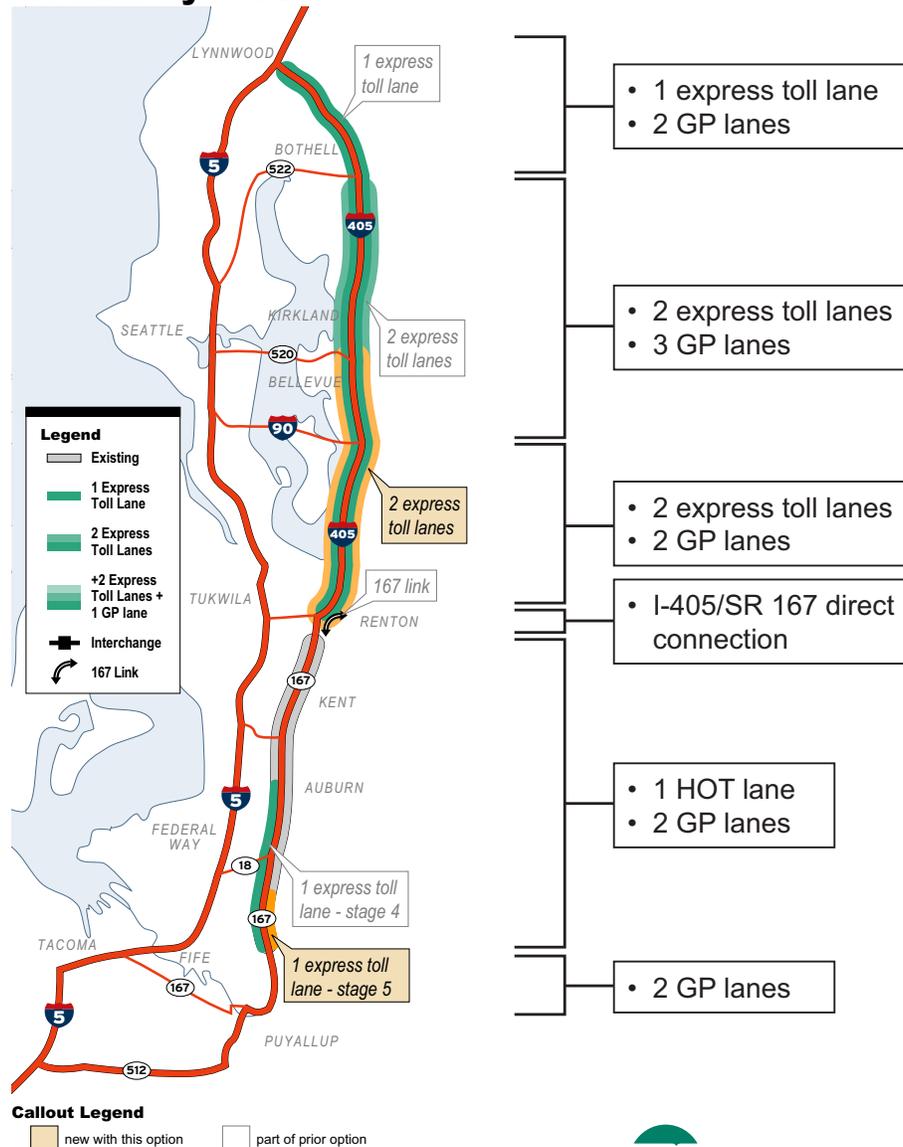




Study Option #4

- Includes all elements in Study Option #3
- A second lane is built between Renton and Bellevue, allowing for a 20-mile two lane express toll lane system on I-405 from SR 167 to SR 522
- A northbound lane is built on SR 167 from 8th Street E to 15th Street SW (Stage 5)
- Creates a more robust 40+ mile Eastside Corridor system

Study Option 4 40 Mile System

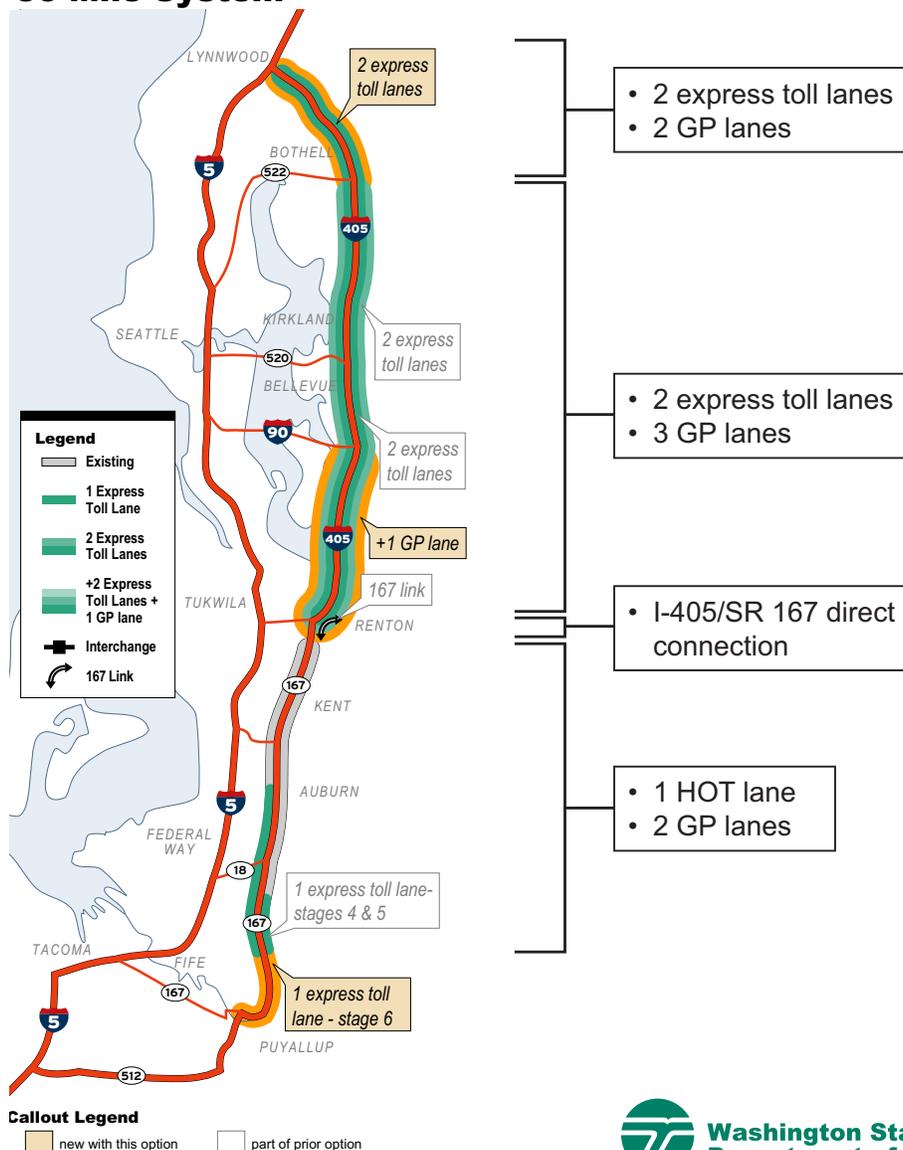




Study Option #5

- Includes all elements in Study Option #4
- Adds a general purpose lane between Renton and Bellevue on I-405, moving closer to the master plan
- Add a second express toll lane between SR 522 and I-5
- One HOT lane built on northbound and southbound SR167 between SR 512 and 8th Street E (Stage 6)
- Creates a 50+ mile Eastside Corridor managed lane system

Study Option 5 50 Mile System

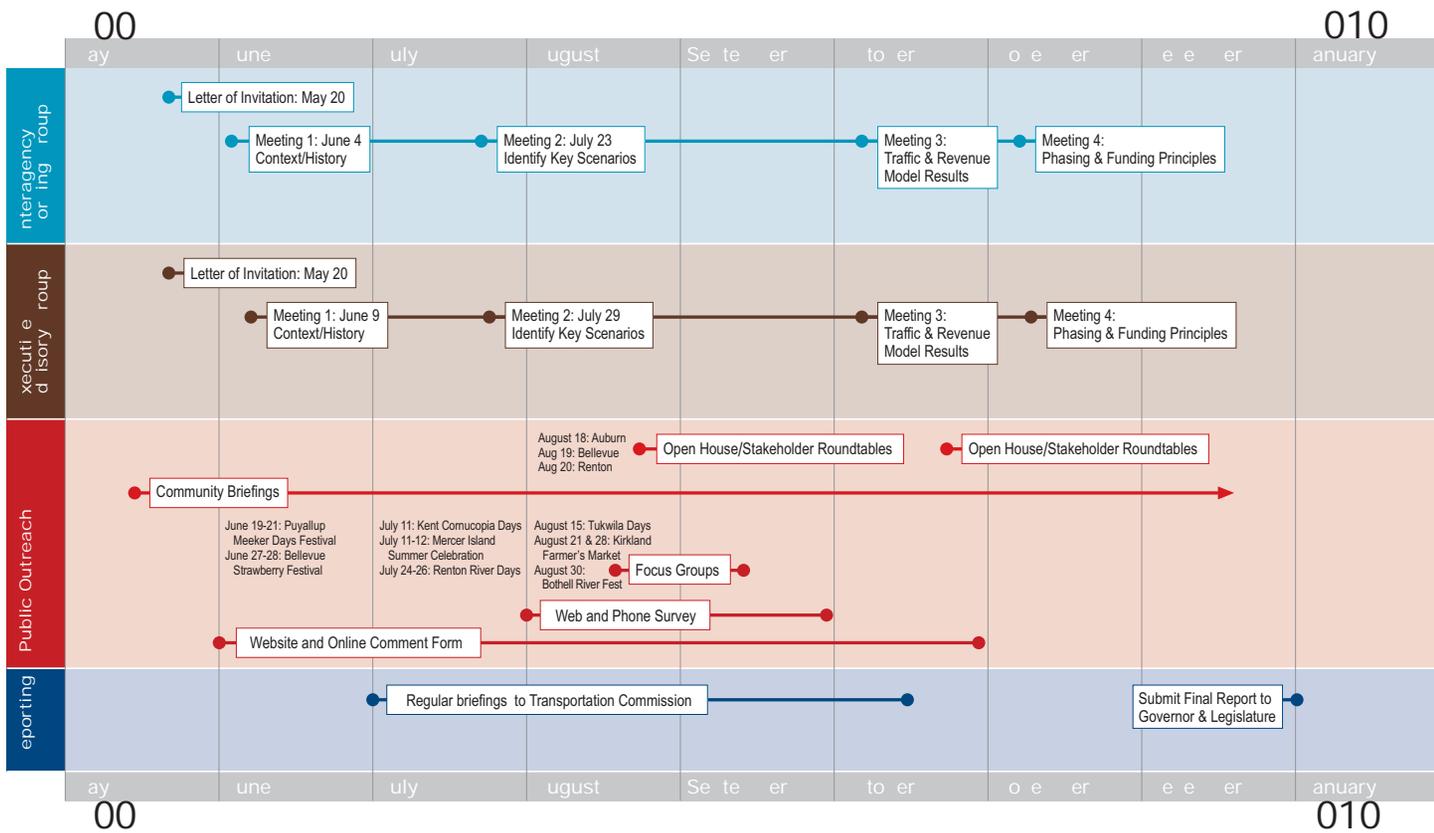




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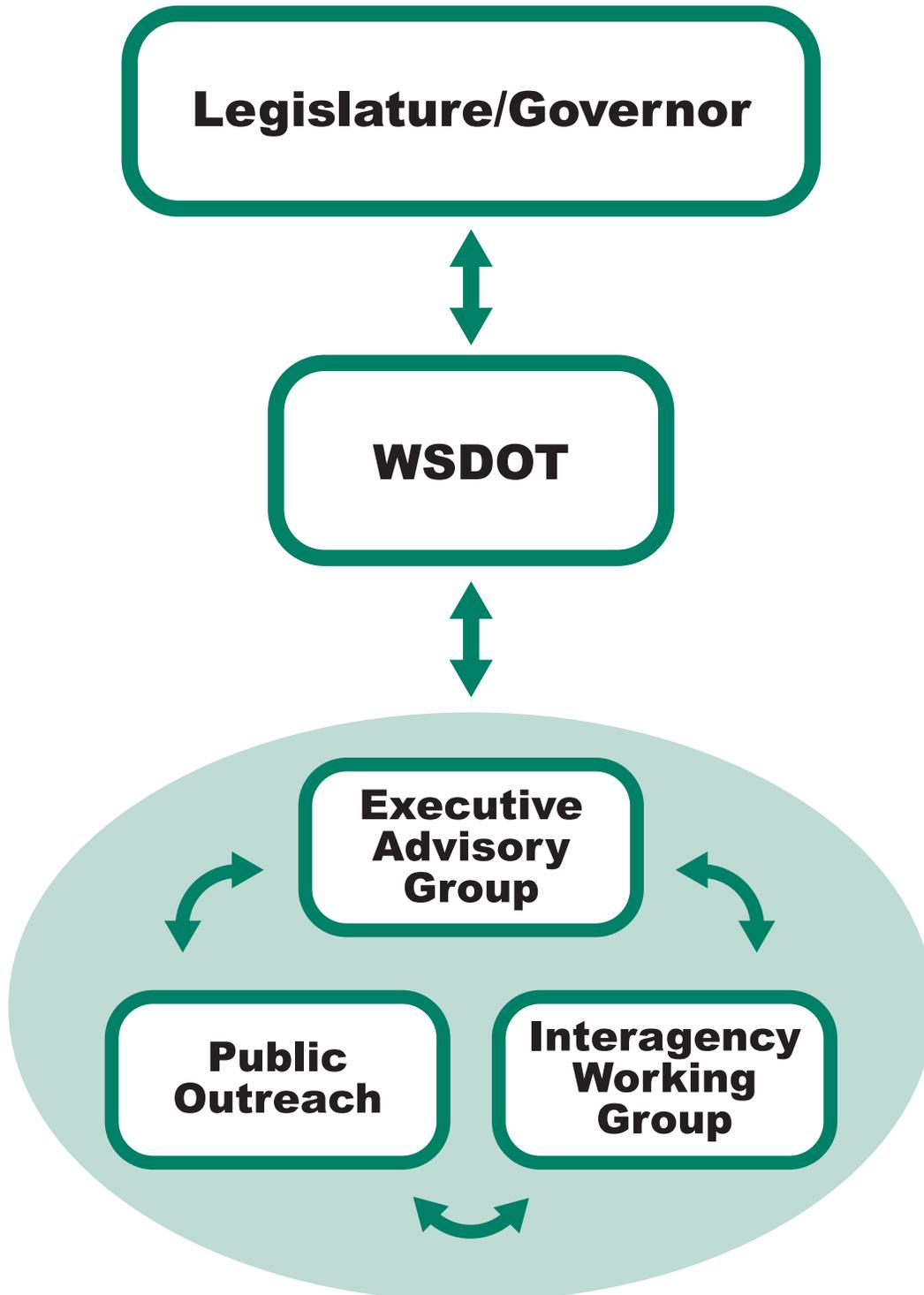
Eastside Corridor Tolling Study

What is our schedule?





Public process





Eastside Corridor Tolling Study

What have we heard so far?

To date, we've received over 1,000 comments from summer outreach events, online comment forms and e-mails.

Some people support express toll lanes

Comments were in favor of the idea of implementing express toll lanes to alleviate congestion in the Puget Sound:

"I think this is a wonderful idea. Peak-period tolling is a vital demand-management tool that has proven successful in many other areas."



Some people oppose express toll lanes

Comments said express toll lanes are not a reasonable option for the region:

"No tolls anywhere. Tolls are not the right choice."

Support for revenue for Eastside Corridor improvements

Commenters generally all agree that toll revenues should stay local:

"If there is a toll, the funds from the toll should be used in the same area so that the people paying the toll receive the benefit."

Concerns about the tax burden on residents

The majority of commenters said that taxes in this region are already high, and felt that tolling would add to this burden:

"No! I pay plenty of taxes and can't afford to fork over more to drive to work to get taxed on it again."

Support for increased transit service

Comments said that increased transit service would be necessary to really improve transportation in the Puget Sound:

"Transit options should be preferred over any car-based solution. The money required to build these lanes should instead go to extending and improving Sounder service, and an eastside Link rail corridor."

