

Eastside Corridor Tolling

Paula J. Hammond, P.E.
Secretary

David L. Dye, P.E.
Deputy Secretary

Steve Reinmuth
Chief of Staff

Craig Stone, P.E.
WSDOT Toll Division Director

Kim Henry, P.E.
WSDOT Eastside Corridor Director

Washington State Transportation Commission
November 16, 2010

Agenda

- ✓ I-405 Corridor Program Achievements
- ✓ 2009 Eastside Corridor Tolling Study and Public Process
- ✓ Eastside Corridor Expert Review Panel
- ✓ Q & A

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

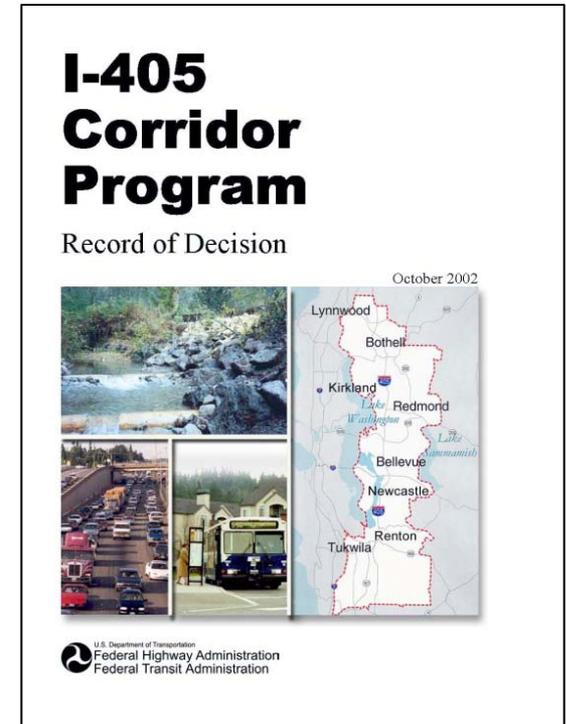
Environmental Enhancements



Managed Lanes Language Adopted into I-405 Corridor Record of Decision - *October 2002*

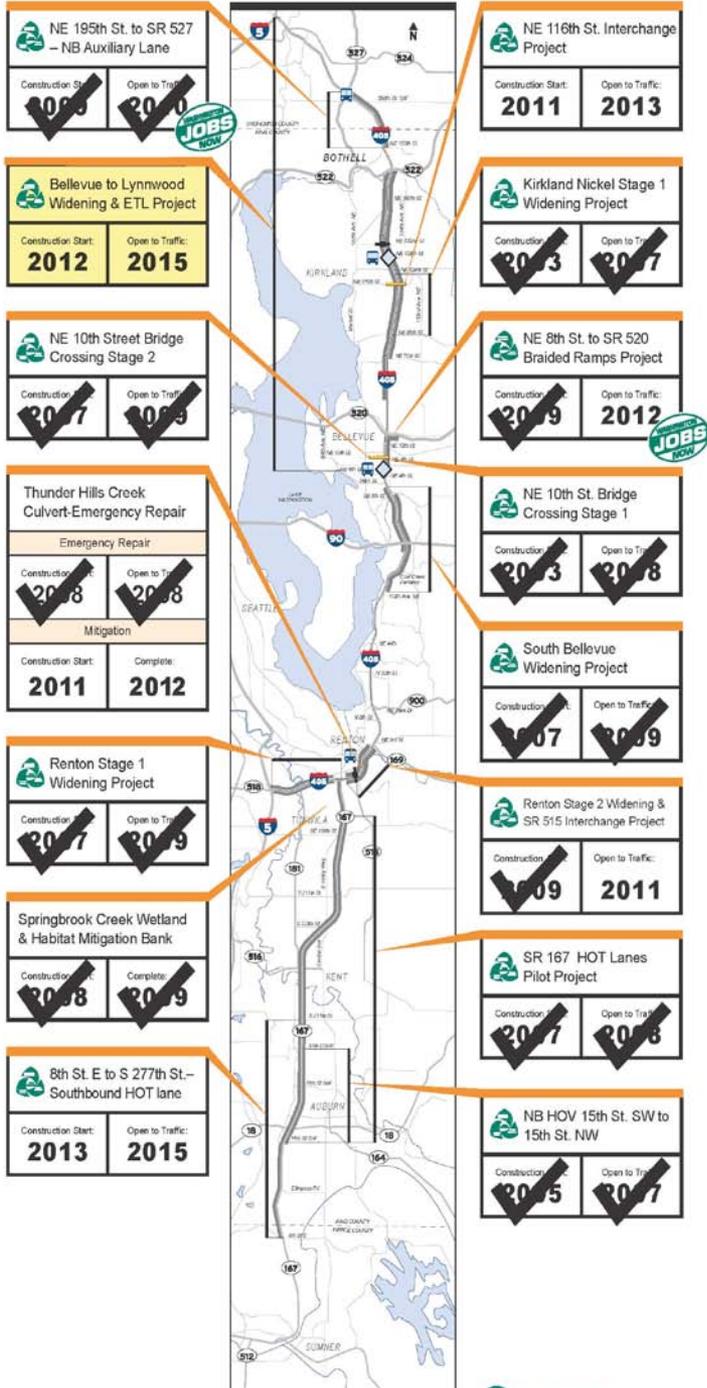
Committee consensus was achieved ...and accommodation of future planning for expanded managed lanes in the corridor. **(ROD pg. 5)**

...This design allows **for future consideration of expanded managed lanes operations on I-405, which could include managing up to two lanes in each direction.** Expansion of managed lane operations beyond the single HOV lane proposed in the FEIS would be subject to further environmental analysis beyond the scope of the I-405 Corridor Program FEIS. **(ROD pg. 5)**



Legislative Funded Projects

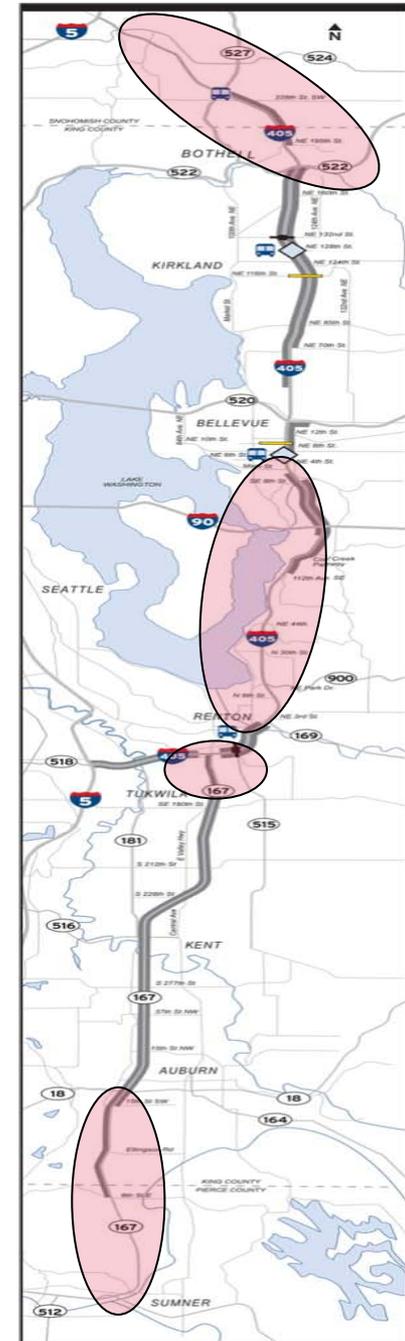
- Eastside Corridor Program
 Total \$1.7 B funded:
 - One third of the funding came from the 2003 Nickel Gas Tax
 - Two thirds came from the Transportation Partnership Account (9.5 cent Gas Tax)



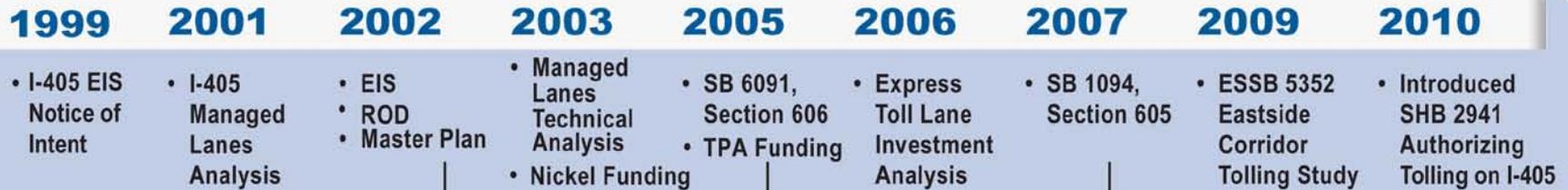
Priority System Gaps

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



I-405 Managed Lanes & Corridor History



Executive committee recommended further consideration of managed lanes

The Legislature intends that tolls be charged to offset costs of widening I-405, including a managed lane concept

The Legislature intends that tolls be charged to offset costs of a managed lane concept included in the widening of I-405

Why Express Toll Lanes?

▪ Funds future improvements

- Provides funding towards future improvements
- Supply and demand based variable toll rates generate more future revenue with continued regional growth
- Supplements traditional revenue
- User fee vs. across the board tax

▪ Improved traffic performance

- HOV system currently congested
- Provides sustainable trip reliability into the future
- Moves more people and vehicles throughout the entire freeway
- Improves transit speed and reliability

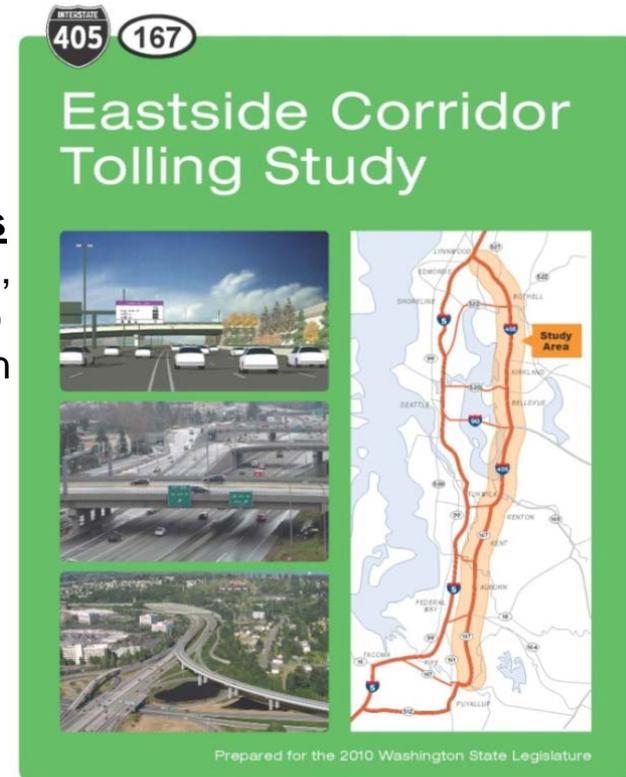
Eastside Corridor Tolling Study

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:

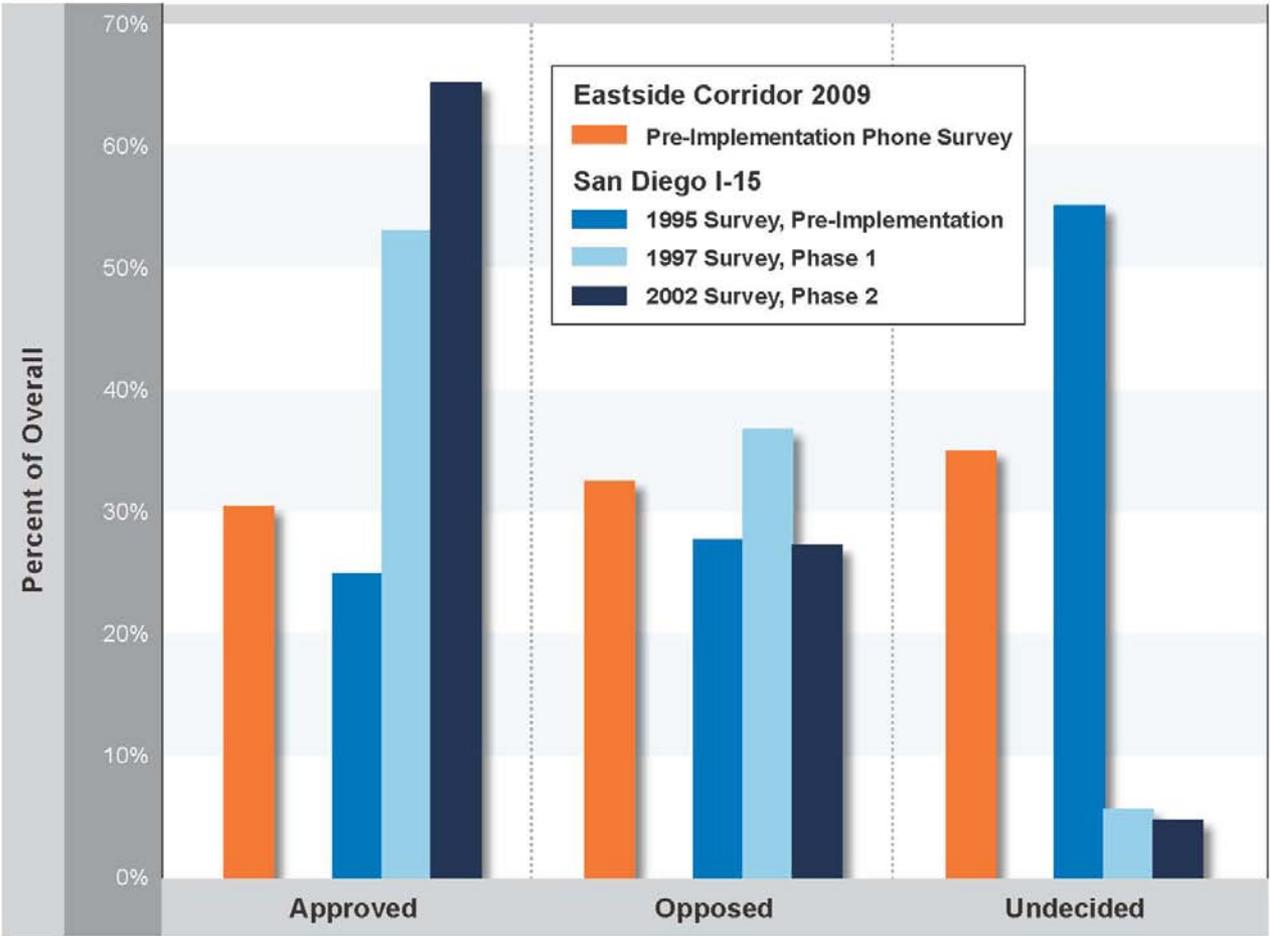
- i. Confer with the mayors and city councils of jurisdictions in the vicinity of the project regarding the implementation of high occupancy toll lanes and the impacts that the implementation of these high occupancy toll lanes might have on the operation of the corridor and adjacent local streets;
- 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.**



Washington State
Department of Transportation

January 2010

Public Support For Tolled Lanes Increases After Implementation

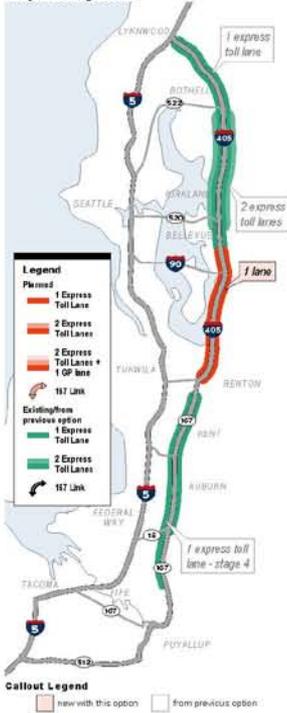


2009 Study Range of Study Options

Study Option 1*
Funded Projects



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

\$470 M

\$540 M

\$1,030 M

\$1,950 M

\$4,100 M

Performance – Express Toll vs. General Purpose Lanes

Study Option 1*
Funded



Study Option 2
Separate Systems



Study Option 3
Connected System



Study Option 4
40 Mile System

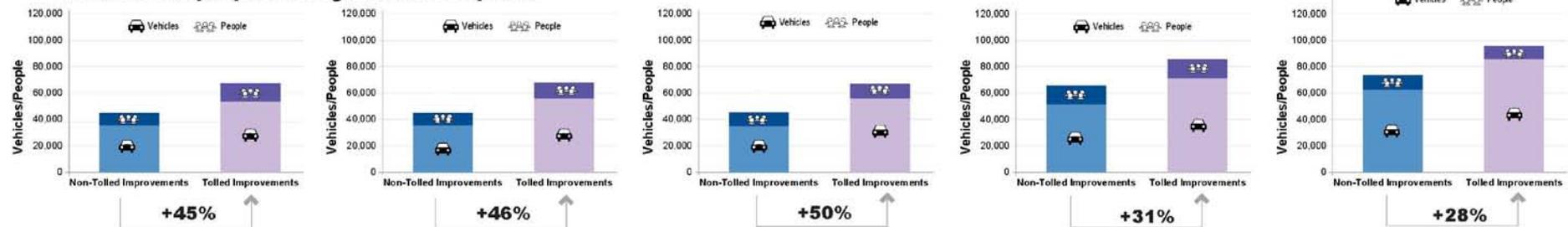


Study Option 5
50 Mile System



*funding possible from savings within the corridor

Vehicles and people moving at freeflow speeds



Funding and Bonding Scenarios

Capital and Need	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	\$4,103 M
	Available funding	\$403 M	\$403 M	\$403 M	\$403 M	\$403 M
	Funds Needed	(\$67 M)*	(\$140 M)	(\$630 M)	(\$1,550 M)	(\$ 3,700 M)
* Funding possible from savings within the corridor.						
Non-recourse Bonds (3+)	Bonding	Study Option 1	Study Option 2	Study Option 3	Study Option 4	Study Option 5
	Range of net bond proceeds	\$150-265 M	\$175-310 M	\$190-340 M	\$460-795 M	\$300-580 M
	Percent of funding gap filled	100%+	100%+	30-55%	30-50%	20-35%
	Remaining funding gap	\$0	\$0	(\$290-440 M)	(\$755-1,090 M)	(\$3,120-3,400 M)
State-backed HOV (3+)	Bonding	Study Option 1	Study Option 2	Study Option 3	Study Option 4	Study Option 5
	Range of net bond proceeds	**	**	\$415-745 M	\$910-1,565 M	\$545-1,055 M
	Percent of funding gap filled	**	**	65-100%+	60-100%+	35-70%
	Remaining funding gap	**	**	\$0 - (\$215 M)	\$0 - (\$640 M)	(\$2,645-3,155 M)
Non-recourse HOV (2+)	Bonding	Study Option 1	Study Option 2	Study Option 3	Study Option 4	Study Option 5
	Range of net bond proceeds	\$65-130 M	**	**	\$310-545 M	**
	Percent of funding gap filled	97-100%+	**	**	20-35%	**
	Remaining funding gap	\$0	**	**	(\$1,005-1,240 M)	**
State-backed HOV (2+)	Bonding	Study Option 1	Study Option 2	Study Option 3	Study Option 4	Study Option 5
	Range of net bond proceeds	**	**	**	\$580-1,035 M	**
	Percent of funding gap filled	**	**	**	35-65%	**
	Remaining funding gap	**	**	**	(\$515-970 M)	**
Toll Cap (3+) Non-recourse	Bonding	Study Option 1	Study Option 2	Study Option 3	Study Option 4	Study Option 5
	Range of net bond proceeds	\$125-220 M	**	**	**	**
	Percent of funding gap filled	100%+	**	**	**	**
	Remaining funding gap	\$0	**	**	**	**

** Sensitivity not performed for this option



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**.

10 Year Implementation Strategy

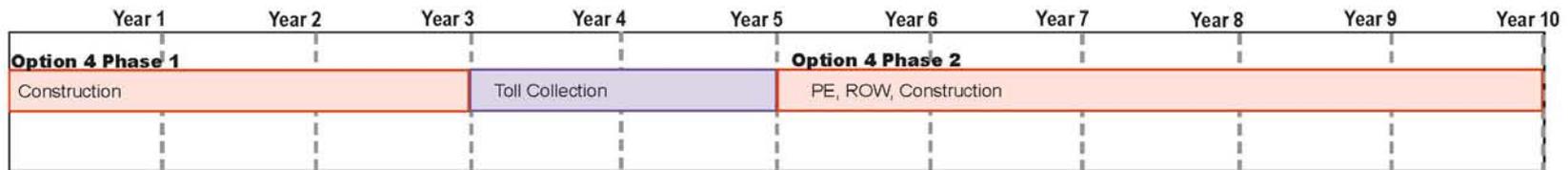
Option 4 - Phase 1



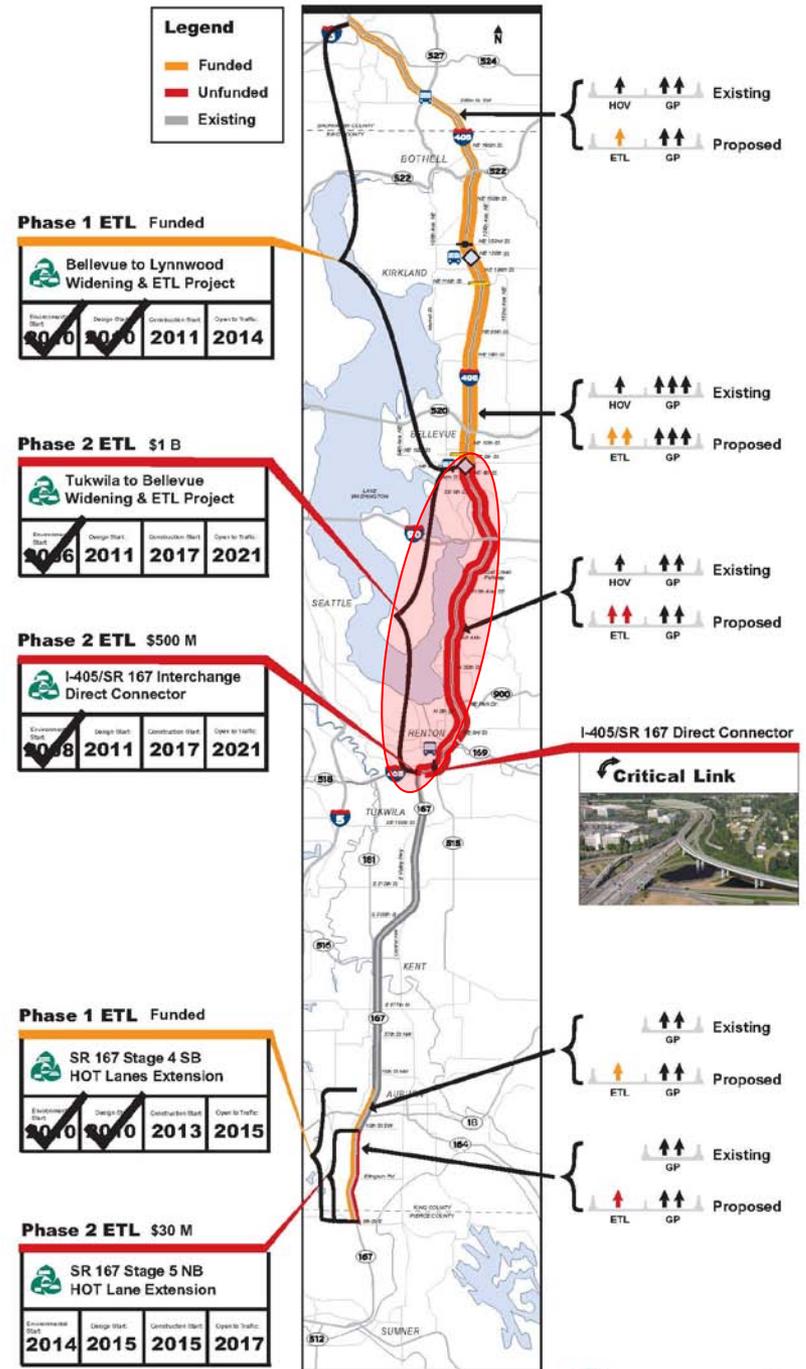
Option 4 - Phase 2



Option 4 - Completed



10 Year, \$2 Billion Implementation Plan



Who Are Our Expert Review Panel Members?

- **Academic:** Ginger Goodin from the Texas Transportation Institute of the Texas A&M University System.
- **Transportation Policy:** Robert Poole, independent transportation consultant.
- **Transportation Planning:** Chuck Fuhs with Parson Brinckerhoff in Houston.
- **Express Toll Operations:** Jennifer Tsien, working with the Florida Turnpike Enterprise.
- **Financing:** Janet Lee of Public Resource Advisory Group.



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?

Expert Review Panel Findings

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

Yes, the proposed **express toll lane concept is a viable and appropriate strategy** for improving mobility on the I-405/SR 167 Eastside Corridor.

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?*

Yes, the state used **sound planning and engineering practices consistent with industry standards** to analyze the operational performance of I-405/SR 167 corridor express toll lanes.

Expert Review Panel Findings

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

Yes, moving forward with **Phase 1 as a first step to implementing Option 4 makes sense** and provides logical first segments to complement the existing SR 167 HOT lane pilot project.

- A more detailed plan is needed for future phases
- Do not lose sight of Option 4 as a corridor-wide solution in response to the Master Plan

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

Yes, phase 1 **provides necessary momentum** and helps to **fill the funding gap** for future phases. An investment-grade analysis will be needed to produce a financial plan for a corridor-wide solution.

Questions?

For more information regarding Eastside Corridor Tolling,
please contact:

Craig Stone, Director
WSDOT Toll Division

(206) 464-1222, or StoneC@wsdot.wa.gov, or
visit our website at

www.wsdot.wa.gov/tolling/eastsidecorridor.