

I-405 Executive Advisory Group

Craig J. Stone, P.E.

Assistant Secretary

Toll Division

Washington State Transportation Commission

November 20, 2013

Executive Advisory Committee Charge

RCW 47.56.886 (2011 – EHB 1382)

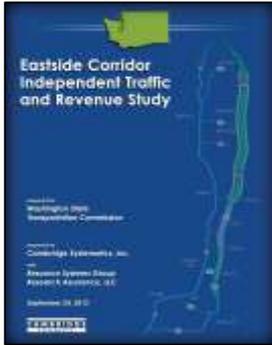
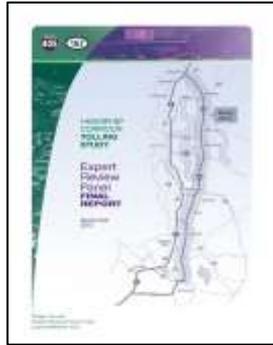
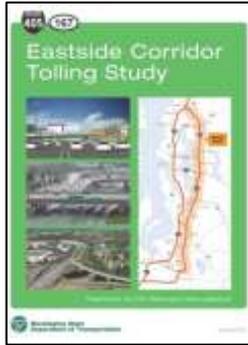
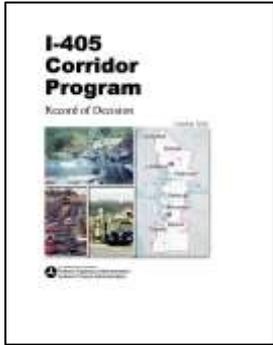
“The department, in consultation with the transportation commission, shall develop a corridor-wide project management plan to develop a strategy for phasing the completion of improvements in the Interstate 405 and SR 167 corridor.

“The department, in consultation with the transportation commission, shall use the information from the traffic and revenue analysis and the corridor-wide project management plan to develop a finance plan to fund improvements in the I-405 and SR 167 corridor. The department must include the following elements in the finance plan:

- a) Current state and federal funding contributions for projects in the I-405 and SR 167 corridor;*
- b) A potential future state and federal funding contribution to leverage toll revenues;*
- c) Financing mechanisms to optimize the revenue available for capacity improvements including, but not limited to, using the full faith and credit of the state;*
- d) An express toll lane system operating in the I-405 and SR 167 corridor.*
- e) Completion of the capacity improvements in the Interstate 405 and state route number 167 corridor.*

“The department and the transportation commission must consult with a committee consisting of local and state elected officials from the I-405 and SR 167 corridor and representatives from the transit agencies that operate in the I-405 and SR 167 corridor while developing the performance standards, traffic and revenue analysis, and finance plan.”

I-405 Executive Advisory Group History



2009/2010: I-405/SR 167

EAG Implementation Principles

Optimize Freeway Performance

- **Move more people**
- Manage the corridor to improve speed and reliability to free-flow conditions (45 to 60 mph) – may **require phased approach to changing minimum HOV occupancy (2+ to 3+)**
- Prioritize and accommodate transit performance and HOV users
- Maximize throughput to **reduce diversion to arterials or neighborhood streets**
- Improve mobility for freight and drivers in all lanes

Leverage toll revenue to maximize corridor improvements

- **Retain tolling revenue in the I-405/SR 167 corridor**
- Secure financing with fair terms, similar to other corridors
- **Exempt transit and carpools from tolls**
- Continue to monitor national and regional trends to better understand how to fund toll projects
- Prioritize funding within the corridor to leverage toll revenue with other funding

Develop a 10-year strategy for a 40+-mile system (Study Option 4)

- **Express toll lanes should be built in incremental steps and begin with funded projects**
- Express toll lanes should fit within long-range regional planning and the regional tolling system
- Sensitivity to construction phasing on a regional level

2010: I-405/SR 167 Executive Advisory Group

2010 Plan Endorsement

Dave Gossett
 Dave Gossett
 Snohomish County Councilmember

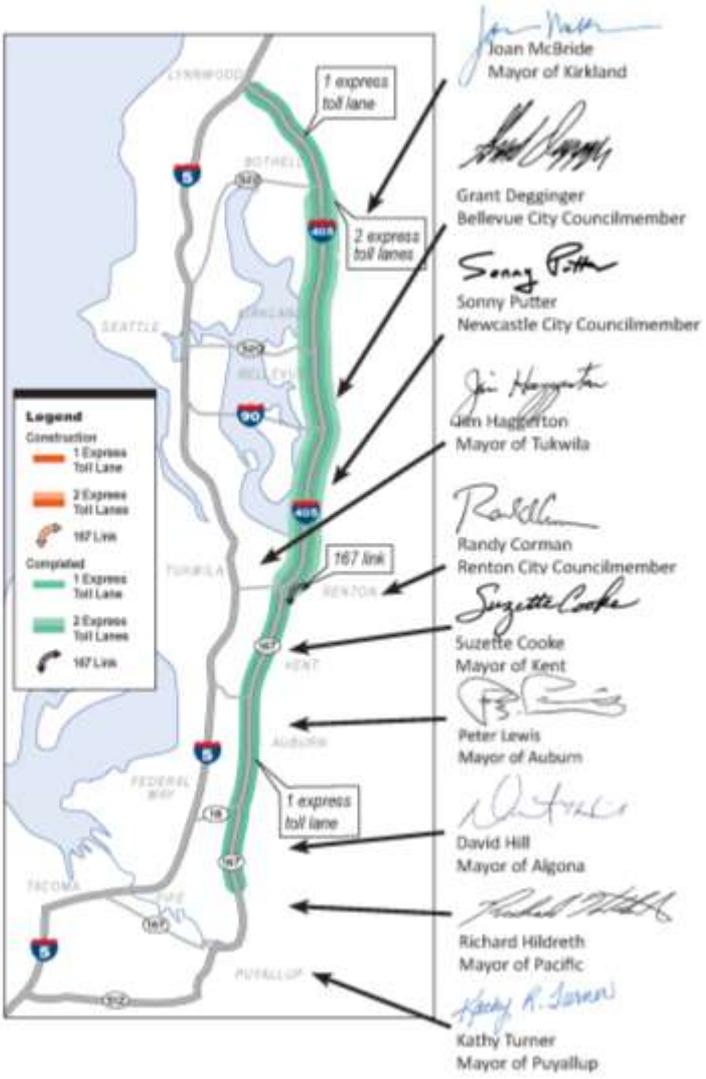
Reagan Dunn
 Reagan Dunn
 King County Council

Richard Ford
 Richard Ford
 WA State Transportation Commission

Sue Singer
 Sue Singer
 Puget Sound Regional Council

Ronald Posthuma
 Ronald Posthuma
 King County Dept. of Transportation

Roger Bush
 Roger Bush, Chair
 Pierce County Council



10 Year Implementation Strategy

40-mile System - Phase 1



40-mile System - Phase 2



I-405/SR 167 Interchange Direct Connector



40-mile System - Complete



Our direction from RCW 47.56.880

(as amended by EHB 1382 in 2011)

(4) The department shall monitor the express toll lanes project and shall annually report to the transportation commission and the legislature on the impacts from the project on the following performance measures:

- (a) Whether the express toll lanes maintain speeds of forty-five miles per hour at least ninety percent of the time during peak periods;**
- (b) Whether the average traffic speed changed in the general purpose lanes;
- (c) Whether transit ridership changed;
- (d) Whether the actual use of the express toll lanes is consistent with the projected use;
- (e) Whether the express toll lanes generated sufficient revenue to pay for all Interstate 405 express toll lane-related operating costs;**
- (f) Whether travel times and volumes have increased or decreased on adjacent local streets and state highways; and
- (g) Whether the actual gross revenues are consistent with projected gross revenues as identified in the fiscal note for Engrossed House Bill No. 1382 distributed by the office of financial management on March 15, 2011.

(5) If after two years of operation of the express toll lanes on Interstate 405 performance measures listed in subsection (4)(a) and (e) of this section are not being met, the express toll lanes project must be terminated as soon as practicable.

Legislative Direction

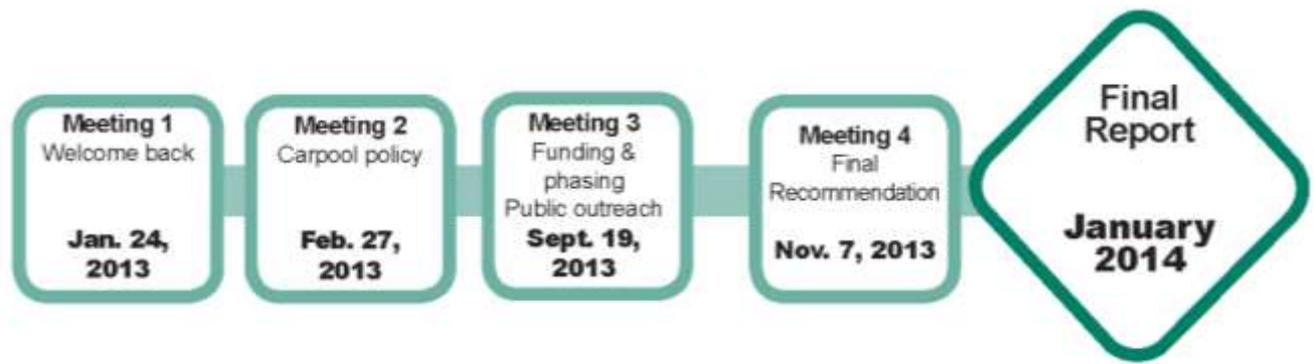
- **2011 – EHB 1382 – authorized tolling on I-405**

- 1. Construction of capacity improvements, including items that enable implementation of ETLs, such as conduit and other underground features, must begin as soon as practicable.
- 2. WSTC to hire independent expert to conduct traffic and revenue analysis for 40-mile ETL system.
- 3. With WSTC, WSDOT will **develop corridor-wide project management plan** for phasing and use information from traffic and revenue study to **develop a finance plan to fund further I-405 and SR 167 improvements.**
- 4. Consult with a committee of local and state I-405/SR 167 corridor elected officials and transit agencies during development of studies/plans.
- 5. Any tolling equipment contract terms may not take effect until 2012 appropriation authority.
- 6. Conduct ongoing education and outreach.
- 7. Submit both the traffic and revenue, and phasing and financing plans to the Governor and Legislature by January 2012.

- **2012 – EHB 2190**

- The department shall place amounts for tolling equipment into unallocated status until the traffic and revenue analysis required in [1382] is submitted to the Governor and Legislature. Once the report [T&R analysis] has been submitted, the office of financial management may approve the allotment of funds for tolling equipment only after consultation with the joint transportation committee.

Executive Advisory Group: Key Study Elements



- Phasing: What is the timing/schedule to complete the 40-mile system?
 - Do we open Renton to Bellevue and I-405/SR 167 Direct Connector as one system/at the same time?
- Phasing: Are there other projects, as identified in the I-405 Master Plan that need to be advanced?
- Funding: What are the strategies for financing capital improvements for the 40-mile system?
 - Legislative study requirements:*
 - Current state and federal funding contributions for I-405 and SR 167 corridor projects;
 - A potential future state or federal funding contribution to supplement toll funding; and
 - A toll funding contribution by borrowing against future toll revenues, optimizing the toll funding “available for capacity improvements including, but not limited to, using the full faith and credit of the state.”
- Funding: Do we have a 2+ to 3+ carpool transition plan? *Carpool policy: How does changing the carpool definition affect the following:*
 - Financing
 - Performance
 - Public acceptance
 - Timing
 - Federal requirements (MAP 21)

2013: I-405/SR 167 Executive Advisory Group

Carpool Policy Recommendation:

3+ Carpool Free Peak/2+ Carpool Free Off-peak

Funding and Phasing

Recommendation:

Prefer High Traditional Funding scenario (\$1,175 m), however understanding competing statewide needs, the committee endorsed the Medium Funding scenario (\$960 m)



Cities

- Bothell – Mayor Mark Lamb
- Kirkland – Mayor Joan McBride
- Bellevue – Councilmember Kevin Wallace
- Newcastle – Mayor Rich Crispo
- Renton – Councilmember Randy Corman
- Tukwila – Mayor Jim Haggerton
- Kent – Mayor Suzette Cooke
- Auburn – Mayor Pete Lewis
- Sumner – Mayor Dave Enslow
- Puyallup – Mayor Rick Hansen
- Algona – Mayor David Hill
- Pacific – Vacant

Agencies

- Community Transit – Carol Thompson
- Sound Transit – Board member Fred Butler
- King County Metro Transit – Harold Taniguchi
- Puget Sound Regional Council – Dave Gossett
- Washington State Transportation Commission – Charlie Royer
- Federal Highway Administration – Dan Mathis
- Federal Transit Authority – Rick Krochalis
- Washington State Department of Transportation

Counties

- Snohomish County – Councilmember Dave Gossett
- King County – Councilmember Reagan Dunn
- Pierce County – Councilmember Jim McCune

All Corridor State Legislators (Invited)

For questions or further information...

Craig J. Stone, P.E.

Assistant Secretary, Toll Division

206-464-1222 or StoneC@wsdot.wa.gov