

I-405/SR 167 ETLs Corridor Program Toll Rate Setting Process

WASHINGTON STATE TRANSPORTATION COMMISSION

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Purpose

- Guidance for advancing the minimum toll rate analysis
- Overview of I-405 and SR 167 operating conditions overnight

WSTC Rate Setting Guidelines

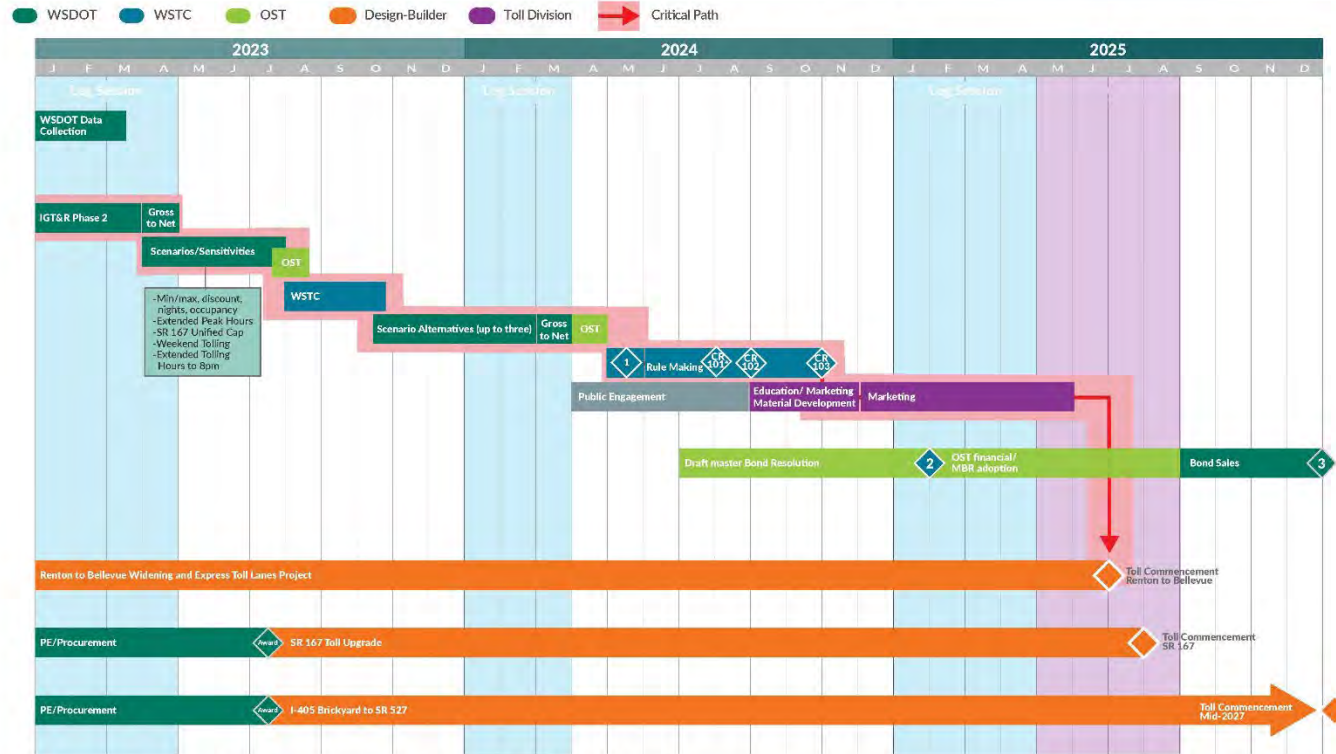
WAC 468-270-040

(4) I-405 express toll lanes.

(a) The commission must consider a schedule of toll rates that will maintain travel time, speed, and reliability on the corridor as described in RCW [47.56.850](#) and [47.56.880](#). The schedule adopted by the commission will allow toll rates to vary in amount by time of day, level of traffic congestion within the highway facility, and other criteria.

(b) The commission must set a minimum and a maximum toll rate, each subject to review on an annual basis or as needed to maintain performance requirements outlined in RCW [47.56.880](#).

Toll Rate Setting and Outreach Schedule



- 1. Propose options for public comment
- 2. Bond appropriation by legislature
- 3. Bond sales complete

SCHEDULE IS PRELIMINARY / DRAFT BASED ON MOST RECENT INFORMATION AVAILABLE.
 *EARLIEST FILING FALL 2023, LATEST FILING SPRING 2024.

I-405/SR 167 Rate Setting and Outreach Schedule

Agency	Timeline	Description
WSTC	February 2023	I-405 rate setting kick-off with the Commission
WSTC	March – May 2023	Work with the Commission to establish policies, to inform the final scenarios (minimum & maximum rates, occupancy, etc.)
WSDOT	April – August 2023	On-going Traffic & Revenue scenarios and sensitivities
OST	Summer 2023	Draft preliminary finance results of select scenarios
WSDOT	Fall 2023 – Winter 2024	Scenario Alternative Analysis
WSTC	Spring 2024	Public Engagement
OST	Spring 2024	Draft preliminary finance results
WSTC	Spring-Fall 2024	Commission Rule Making Process
WSDOT	Winter-Summer 2025	Educational Marketing Campaign
WSDOT	Spring-Summer 2025	Toll Commencement for both Renton to Bellevue & SR 167 Toll Upgrade

Scenarios and Sensitivities

- Toll Rate Setting Considerations
 - Tolling on nights
 - Tolling on weekends
 - 2+ or 3+ free
 - 2+ or 3+ operating hours
 - Minimum rates
 - Maximum rates
 - Corridor consistency
- Information on these being shared with subcommittee and WSTC March-May
 - Revenue implications
 - Operational implications
 - User implications
- Summer/Fall 2023 WSTC determination of which policies will proceed into full scenarios for toll rate setting process.

Scenarios and Sensitivities

Scenarios: Full T&R Stream Analysis (2022 through 2056)

- 3+/Base*
- 3+ and 2+/Base*
- 3+/Higher Cap
- 2+/Base*
- 2+/No cap

Sensitivities Under Consideration (year 2030 ONLY)

- Higher minimum toll
- Extended peak hours
- SR 167 Unified Cap
- Weekend Tolling
- Extended Tolling Hours to 8pm
- HOV Discount
- Nighttime Tolling

Other sensitivities?

*Base Assumptions: Minimum toll rate \$0.75; Maximum toll rate \$9.00/\$10.00; All projects open by 2030

Projected Cost to Collect

Cost of collection includes toll division staff and administration, toll vendors and consultants, and credit/debit card processing fees

In FY 2022 the average cost to collect a toll for I-405/SR 167 was \$0.73 per transaction

- Cost of collection ranges from \$0.63 for a *Good To Go!* pass to \$1.46 for Pay By Mail

Forecasted collection costs on I-405/SR 167, when considering systemwide cost allocations, are anticipated to average \$0.77 per transaction by FY 2032

Other considerations

Minimum Toll Rate Considerations

Bonded, dynamically priced Express Lanes do not generally advertise a minimum toll rate; operate 24/7, most do not have a cap

- LA Metro Express Lanes has a peak period minimum toll rate of (\$3.85 - \$4.90) and off-peak period minimum toll rate of (\$1.10-\$1.40)

Unbonded Express Lanes generally have a lower minimum toll and do not operate overnight

- \$0.50-\$1.50 minimum toll rate

Driver willingness to pay

UW 2019 “I-405 Express Toll Lanes Usage, Benefits and Equity” Report found

- “Higher-income drivers disproportionately use the facility during off-peak hours.”
- “Additional revenue could be generated without leading to an excessive impact on equity.”

A higher minimum toll has the potential to increase net toll revenue

Summary of I-405 and SR 167 Operating Conditions Overnight

I-405/SR 167 Traffic Volumes

Significant corridor volume changes at beginning and end of current tolling hours (5:00 AM to 7:00 PM). Low volumes overnight.

I-405

- Weekday corridor volumes increase dramatically 4:30-5:30 AM
- Weekday evening volumes drop around 7:00 PM

SR 167

- Weekday corridor volumes increase dramatically 4:00-5:00 AM
- Weekday evening volumes drop 6:30-7:30 PM

I-405/SR 167 Traffic Conditions

Average Weekdays

Moderate to high congestion levels at beginning and end of current tolling hours (5:00 AM to 7:00 PM). No congestion overnight.

I-405 Bellevue to Lynnwood Recurring Congestion

- GP Lanes - 5:00 to 9:30 AM southbound and 2:00 to 7:00 PM northbound
- Single ETL - 6:00 to 8:30 AM southbound and 3:00-5:00 PM northbound

SR 167 Auburn to Renton Recurring Congestion

- GP Lanes - 5:00 to 9:30 AM northbound and 2:00 to 7:30 PM southbound
- HOT Lane - 5:00 to 7:30 AM northbound and 3:00 to 6:00 PM southbound

I-405/SR 167 Toll Rates

Average Weekdays

Moderate to high tolls at beginning and end of current tolling hours (5:00 AM to 7:00 PM)

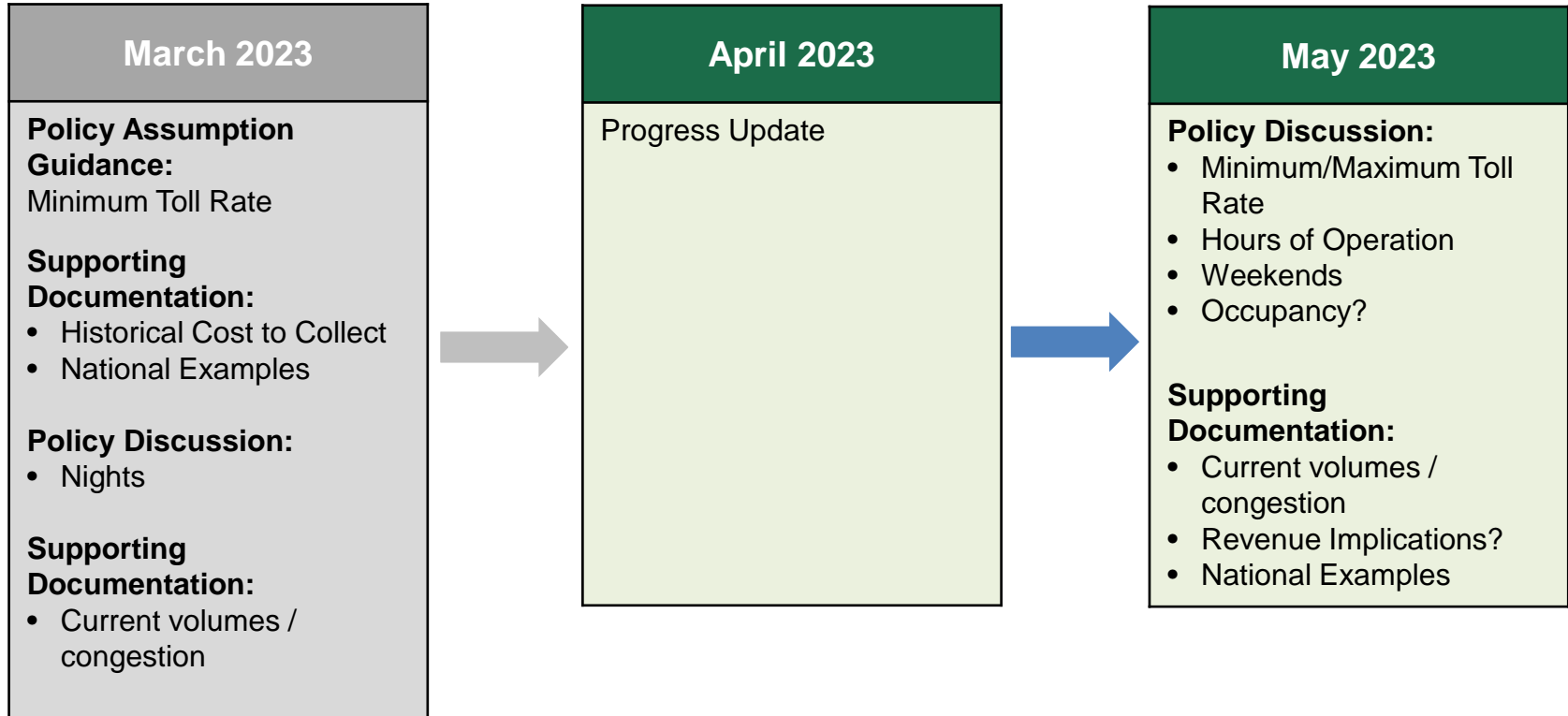
I-405 - Bellevue to Lynnwood Rate

- AM peak increase to \$6.00-\$10.00 after 6:00 AM
- PM peak toll rate dropping between 6:00 and 7:00 PM

SR 167 - Auburn to I-405 Rate

- AM peak quick increase to \$6.00-\$9.00 after 5:00 AM tolling start
- PM peak toll rate dropping between 6:00 and 7:00 PM
- PM peak tolls often high when tolling ends

Upcoming Schedule/Next Steps



Questions?

For additional information, please contact:

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