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2 **Appendix 6: Advisory Committee Summary**

3 As directed by the Legislature, WSDOT conferred with local elected officials and staff throughout the
4 Eastside Corridor Tolling Study. WSDOT developed a working group process based on the committee
5 process that was successfully used to develop the I-405 Master Plan in 2002.

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7 WSDOT established the Executive Advisory Group (EAG) which included legislators, mayors, council
8 members and other elected representatives of Eastside Corridor cities, counties, and agencies. To solicit
9 technical input, WSDOT also established the Interagency Working Group (IWG) which included
10 technical and policy staff from corridor cities, as well as staff from federal, state and local agencies. The
11 IWG met prior to the meetings of the EAG so they could provide technical review and guidance to
12 executive members from their jurisdiction or agency.

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14 Craig Stone, Toll Division Executive Director, chaired both groups. Each group met four times in seven
15 months in different Eastside Corridor communities (e.g., Kirkland, Bellevue, Renton, and Kent). Each
16 meeting of the Executive Advisory Group included time for public comment.

17
18 **What were the EAG and IWG asked to do?**

19 The EAG was comprised of legislators, mayors, council members and other elected representatives of
20 Eastside Corridor cities and counties. The EAG also included representatives from the Washington State
21 Transportation Commission, Puget Sound Regional Council, local transit agencies, and Snohomish,
22 King and Pierce counties (EAG roster , meeting presentations, and summaries are found in Appendix
23 6(c)).

24
25 Responsibilities of the EAG included:

- 26 • Attending or being represented at all committee meetings.
- 27 • Identifying issues vital to the Eastside Corridor tolling implementation process.
- 28 • Providing strategic advice to WSDOT on the implementation of toll lanes for policy
29 consideration by the Governor and the Legislature.
- 30 • Assisting in providing opportunities for public, business and civic group input.
- 31 • Advising WSDOT on the development of funding and phasing principles to help guide the
32 budget and schedule objectives.
- 33 • Representing the governments and agencies they belong to and assisting in building/maintaining
34 a regional consensus.
- 35 • Keeping their community informed of the study's progress.

36 The Interagency Working Group (IWG) comprised of technical and policy staff from corridor cities and
37 staff from federal, state and local agencies met regularly to provide technical review and guidance (IWG
38 roster, meeting presentations and summaries are found in Appendix 6(b)).

39
40 Responsibilities of the IWG included:

- 41 • Attending all committee meetings.

- 42 • Identifying issues vital to the Eastside Corridor tolling implementation process to help inform
- 43 local elected officials.
- 44 • Providing technical input to WSDOT on the implementation of toll lanes for policy consideration
- 45 by the Governor and the Legislature.
- 46 • Representing the governments and agencies they belong to and assisting their Executive
- 47 Advisory Group member in identifying local issues.

48 WSDOT also conducted two work sessions with a sub-group of the IWG made up of transit agency
 49 representatives. This sub-group met to specifically address transit issues related to the implementation of
 50 express toll lanes on the Eastside Corridor. Summaries of these sub-group meetings can be found in
 51 Appendix 6(d).

52
 53 **How did the working groups help guide study development?**

54 The groups met regularly at each of the following study development stages:

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- 56 1. Review and update previous express toll lane studies for the Eastside Corridor,
- 57 2. Develop a set of incremental express toll lane implementation study options,
- 58 3. Develop and analyze traffic and revenue data for each study option, and
- 59 4. Develop relevant cost and financing information for each study option.

60 At group meeting, WSDOT provided the most up-to-date information and obtained input on tolling
 61 policies and implementation strategies. The graphic below shows the time line for the EAG meetings.



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 63
 64 After each meeting, WSDOT incorporated the input and guidance into its data for this study. WSDOT
 65 also received valuable information on how the express toll lane concept would likely be received by
 66 advisory committee members and their constituents.

67
 68 At each committee meeting, members were asked think about and come up with answers to the range of
 69 considerations proposed at the beginning of the committee process. The range of considerations
 70 included:

- 71
- 72 • Should we develop a managed lane system on the Eastside Corridor?
- 73 • What is the balance between congestion management and revenue generation?
- 74 • How should the system operate?
- 75 o A one-lane system? Two-lane system? Or, a mix of the two?
- 76 • Should the HOV designation be 2+ or 3+ or be phased from 2+ to 3+ as it becomes necessary?

- How should we implement the system?

At the final meetings, the IWG and EAG provided answers to the range of considerations and finalized a list of principles to guide future express toll lane implementation.

Q: Should we develop a managed lane system on the Eastside Corridor?

A: Yes.

Q: What is the balance between congestion management and revenue generation?

A: Congestion management is first priority.

Q: How should the system operate?

- A one-lane system? Two-lane system? Or, a mix of the two?

A: A two-lane system performs better than a one-lane system.

Q: Should the HOV designation be 2+ or 3+ or be phased from 2+ to 3+ as it becomes necessary?

A: A 3+ HOV designation has long term sustainability.

Q: How should we implement the system?

A: Implement Option 4 in phases, beginning with early action on SR 520 to I-5 (Option 1).

The following principles reflect the priorities and goals of the committee members as WSDOT implements express toll lanes on the Eastside Corridor.

Combined Principles

The Eastside Corridor (I-405/SR 167) express toll lane vision is to manage congestion by optimizing new capacity and freeway lane performance.

Performance – Optimize freeway performance

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

Funding – Leverage toll revenue to maximize corridor improvements

6. Retain tolling revenue in the Eastside Corridor.
7. Secure financing with fair terms, similar to other corridors.
8. Exempt transit and carpools from tolls.
9. Continue to monitor national and regional trends to better understand how to fund toll projects.
10. Prioritize funding within the corridor to leverage toll revenue with other funding.

Implementation – Develop 10 year strategy for 40 mile system (Option 4)

11. Express toll lanes should be built in incremental steps and begin with funded projects.
12. Express toll lanes should fit within the long range regional planning and tolling system.

123 13. Sensitivity to construction phasing on a regional level.

124
125 **Public Outreach – Improve understanding before implementation**

126 14. Grow awareness, experience and support by engaging the public, local agencies and elected
127 officials.

128 15. Continue public education around tolling operations and improve access to Good to go accounts.

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130 Complete Executive Advisory Group and Interagency Working Group meeting summaries and meeting
131 materials are included in Appendix 6(b) and 6(c).

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