

Eastside Corridor Tolling

Expert Review Panel

David L. Dye, P.E.
Deputy Secretary

Paula J. Hammond, P.E.
Secretary

Steve Reinmuth
Chief of Staff

Craig Stone, P.E.
WSDOT Toll Division Director

Meeting 2
October 7, 2010



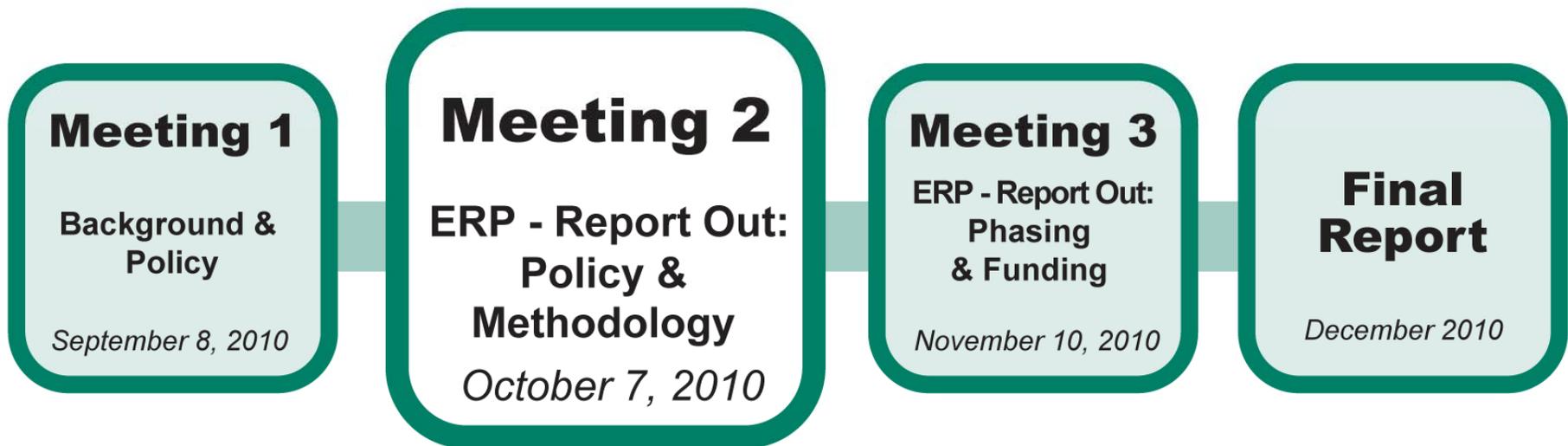
Welcome

Craig Stone, P.E.
WSDOT Toll Division Director



**Washington State
Department of Transportation**

Schedule & Meeting Focus



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?

Executive Advisory Group Charge

WSDOT outlined in the 2009 public process plan that Executive Advisory Group members will:

- Attend or be represented at all committee meetings;
- Identify issues vital to the Eastside Corridor tolling implementation process;
- Provide strategic advice to WSDOT on the implementation of toll lanes for policy consideration by the Governor and the Legislature;
- Assist in providing opportunities for public, business and civic group input;
- Advise WSDOT on the development of funding and phasing principles to help guide the budget and schedule objectives;
- Represent the governments and agencies they belong to and assist in building/maintaining a regional consensus and keeping their community informed

Agenda

- ✓ Expert Review Panel Report Out:
 - *Question 1 - Policy*

- ✓ Expert Review Panel Report Out:
 - *Question 2 – Methodology*

- ✓ Introduce
 - *Question 3 – Phasing*
 - *Question 4 – Financing*

- ✓ Q & A

Policy

“Is the state’s strategic approach to implement express toll lanes on I-405/SR 167 viable, appropriate and consistent with emerging federal policy and current state and regional policies?”

Ginger Goodin, ERP Chair
Eastside Corridor Express Toll Lanes Study



Implementation Principles, pg. 17

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 Eastside 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

Viability and appropriateness?

Questions:

- Is the concept viable from a general technical standpoint?
- Is the concept appropriate for addressing stated objectives? Does it make sense for the situation, conditions?

I-405/SR 167 is a combination of different concepts

1. Single HOV lane conversion
2. Added tolled capacity
3. Part of a corridor system

Implementation principles in the forefront

(pg. 17 of the Report)

Project case studies for each of the three concepts

Evolution of Express Toll Lane Concept

First Generation

- Single HOV lane conversion to optimize performance
- Primarily HOV lanes that sell excess capacity
- Revenues = Costs
- Effectively demonstrates pricing in each project setting

Project Examples

1. Minneapolis, I-394
2. Seattle, SR 167
3. Minneapolis, I-35 W
4. Salt Lake City, Utah, I-15
5. SF Bay Area, I-680

Evolution of Express Toll Lane Concept

Second Generation

- New capacity financed as express toll lanes
- Offer faster, reliable trips to paying customers
- Tolls must contribute toward financing project and funding sustained operations
- Limit free use to 3+ HOVs to be financially viable
- Very few can be supported only by toll revenue
- Major capital investment = major mobility benefits

Project Examples

1. Orange County, California, SR 91
2. Northern Virginia, I-495
3. Ft. Lauderdale, I-595
4. Dallas, I-635
5. Dallas / Ft Worth, SH 183

Two driving policies – which one leads?

1. Performance (SR 167)

- Better use of existing HOV lane capacity
- Utilize pricing to better manage the lanes

2. Project Financing (I-405)

- Paying for new capacity requires tolling to address unfunded gap
- Achieves time-saving and reliability performance goals
- Limit free use to 3+HOVs

Consistent with emerging federal policy?

Question:

- Is the concept consistent with emerging federal policy? **Yes**

1. FHWA Tolling & Pricing
2. Value Pricing Pilot Projects
3. Urban Partnership Agreement and Congestion Reduction Demonstration Programs
4. Express Lanes Demonstration Project
5. HOV Facilities
6. Livability/Sustainability Initiative

Consistent with state policy?

Question:

- Is the concept consistent with current state policies? **Yes**

1. *Moving Washington* Strategic Plan
2. State Tolling Policy – ESHB 1773
3. State HOV Policy

Consistent with regional policy?

Question:

- Is the concept consistent with current regional policies? **Yes**

1. Transportation 2040 – three strategies

- Congestion and Mobility
- Environment
- Funding

2. Transportation 2040 Appendix M lists I-405/SR 167 Master Plan projects

Policy Questions – Summary

- Is the concept viable from a general technical standpoint?
- Yes
- Is the concept appropriate for addressing stated objectives?
- Yes
- Does it make sense for the situation, conditions?
- Yes
- Is it consistent with federal, state and regional policies?
- Yes

EAG Comment on Policy



**Washington State
Department of Transportation**

Methodology

“Are the technical analytical measures and results supporting the Eastside Corridor Express Toll Lanes Report valid? Were the right tolls applied to the analysis? Are the report results reasonable? What outcomes are reasonable to expect based on industry experience?”

Ginger Goodin, ERP Chair
Eastside Corridor Express Toll Lanes Study

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 Eastside 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

Methodology Status Report

Questions addressed so far:

- What measures of effectiveness (MOEs) are used to evaluate how well the project meets objectives for performance? Are these MOEs reasonable and consistent with industry practice?
- Are the right tools and methodology used to assess operational performance?
- Are assumptions reasonable for the conditions and consistent with industry practice?

Review of the Modeling Tools

Question:

- Were the right tools applied to the analysis?

Documents reviewed

- Appendices from Eastside Corridor Tolling Study
- Modeling flow chart
- Model development and calibration documentation
- Sample VISSIM model files

Our preliminary review shows the analysis is consistent with industry practice and procedures, and assumptions are reasonable.

EAG Comment on Methodology



Phasing

Is the proposed phasing plan to implement an express toll lane system sensible, and provide for logical useable segments towards a 50-mile Eastside corridor system?

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 Eastside 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

Financing

“Are the Eastside Corridor Express Toll Lane Report financial assumptions, methods, and forecasts valid?”

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 Eastside 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

EAG Comment on Phasing and Financing



**Washington State
Department of Transportation**

Public Comment



Next Meeting
November 10, 9 a.m.- 11 a.m.
Kirkland City Hall

More information and materials available at:
www.wsdot.wa.gov/tolling/eastsidecorridor



Washington State
Department of Transportation