

**Eastside Corridor Tolling Study
Interagency Working Group Meeting #1 – Meeting Summary**

June 4, 2009

9:00 – 11:30 a.m.

Lake Washington Technical College
11605 132nd Ave NE, Kirkland, WA

Interagency Working Group members in attendance:

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| <input checked="" type="checkbox"/> Mark Bandy, WSDOT | <input checked="" type="checkbox"/> Doug Jacobson, City of Bothell |
| <input checked="" type="checkbox"/> Kate Tourtellot, Community Transit | <input checked="" type="checkbox"/> Pete Jilek, FHWA |
| <input checked="" type="checkbox"/> Goran Sparrman, City of Bellevue | <input checked="" type="checkbox"/> Daryl Grigsby, City of Kirkland |
| <input checked="" type="checkbox"/> Brian Ziegler, Pierce County | <input checked="" type="checkbox"/> Lisa Shafer, King County Metro |
| <input checked="" type="checkbox"/> Charlie Howard, PSRC | <input checked="" type="checkbox"/> Peter Hahn, City of Renton |
| <input checked="" type="checkbox"/> Steve Thomsen, Snohomish County | <input checked="" type="checkbox"/> Bob Giberson, City of Tukwila |
| <input checked="" type="checkbox"/> Greg Walker, Sound Transit | |
| <input checked="" type="checkbox"/> Andrea Tull, Sound Transit | |
| <input checked="" type="checkbox"/> David Beal, Sound Transit | |

Eastside Corridor Tolling Study Project Team

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| <input checked="" type="checkbox"/> Craig Stone, WSDOT | <input checked="" type="checkbox"/> Lesly Chan, I-405 Team |
| <input checked="" type="checkbox"/> David Hopkins, WSDOT | <input checked="" type="checkbox"/> Colleen Gants, I-405 Communications |
| <input checked="" type="checkbox"/> Kim Henry, I-405 Project Director | <input checked="" type="checkbox"/> Hadley Rodero, I-405 Communications |
| <input checked="" type="checkbox"/> Denise Cieri, I-405 Deputy Director | <input checked="" type="checkbox"/> Laura LaBissoniere, I-405 Communications |
| <input checked="" type="checkbox"/> Tad Widby, HNTB | <input checked="" type="checkbox"/> Sarah Ventola, I-405 Communications |
| <input checked="" type="checkbox"/> Wendy Taylor, I-405 Team | <input checked="" type="checkbox"/> Karl Westby, I-405 Team |
| | <input checked="" type="checkbox"/> Caroline Barnett, I-405 Team |

Note: These meeting notes are intended to capture the discussion at the meeting including questions and comments from the group. This is not intended to be a formal testimony or complete transcript of the meeting. Meeting materials including the PowerPoint presentation are available on the Web at: <http://wsdot.wa.gov/Tolling/EastsideCorridor/Library.htm>

I. Welcome and Introductions

Craig Stone, Executive Director, WSDOT Toll Division, welcomed the Interagency Working Group (IWG) members and introduced the project team. Attendees introduced themselves and the agency or organization they represent. Craig provided an overview of the agenda and explained that the purpose of meeting #1 is to provide context and background information on the Eastside Corridor Tolling Study.

Craig summarized WSDOT's *Moving Washington* plan, emphasizing WSDOT's challenge to balance adding strategic capacity, using existing roadways efficiently and implementing new technology.

Although WSDOT is consistently delivering projects along the Eastside Corridor, there are challenges ahead to fund and complete the critical link between SR 167 and I-405 in Renton.

Craig announced that WSDOT was directed by the Legislature to study adding up to two express toll lanes on I-405 and to conduct public outreach, providing a report to the Governor and the Legislature in January 2010. The 2009 tolling study will include four meetings of the Interagency Working Group (IWG), four meetings of an Executive Advisory Group made up of local elected officials, and a concurrent public outreach effort.

II. Roles and Responsibilities

Craig reviewed the Executive Advisory Group (EAG) and IWG roles responsibilities. Craig asked attendees to share any questions or concerns about their charge going forward.

Discussion

- Are IWG members expected to attend the EAG meetings? Craig answered they are welcome to attend and sit in the audience.
- Several attendees asked about the legislative representation in the EAG. David Hopkins answered the decision has not yet been made.

III. Project History

Kim Henry, I-405 Project Director, summarized the I-405 Master Plan and provided an update on the funded and completed projects along the I-405 and SR 167 corridors. He identified the funding gaps and emphasized the need to secure funding sources to move forward on critical projects.

Discussion

- What are the local arterial improvements? Kim responded there are many local agency projects that are part of the corridor master plan. Several local agencies have moved forward with planned improvements and others have not. He pointed to Coal Creek Parkway, as an example of a project that is moving forward.

- Are there opportunities for managed lanes near Bothell considering the 195th Auxiliary lane project is going to construction soon? Kim answered the 195th project will be an auxiliary lane, funded by stimulus money.

IV. National and Regional Tolling Overview

David Hopkins introduced Tad Widby, HNTB. Tad provided an overview of tolling projects across the country.

Tad focused on the following case studies and reviewed slides for each one:

- SR 191, California
- I-15, Salt Lake City, Utah
- I-15, San Diego, California
- I-10 Katy Freeway, Houston, TX
- I-95 Express Lanes, Miami, FL

For each case study, he addressed the objective, background and description of the system and operations. Successes and challenges for each project were also highlighted.

Discussion

- Is there a big difference in transit use in the I-10 Katy Freeway corridor compared to the other examples? Tad responded that it is unknown because there are not enough people using the system. Craig added the freeway has too much capacity, so there is not enough demand.
- Is transit tolled and/or exempt in each of the cases? Tad answered that transit is free in the examples listed.
- For I-15 in San Diego, how much revenue is earned for transit operations?

David Hopkins then gave an overview of tolling in Washington, including the Tacoma Narrows Bridge and SR 167 HOT lanes pilot project. He briefly explained the concept of electronic tolling as an efficient and safe alternative to toll booths. David then highlighted the different tolling goals, emphasizing that projects often have a mix of each: revenue generation, congestion management and environmental improvements. He concluded a mixed approach would likely be targeted for the Eastside Corridor.

Discussion

- What is the gross income to date from the SR 167 HOT lanes pilot project? Based on the Eight-Month Performance Summary published in December 2008, the gross revenue of the SR 167 HOT Lanes Pilot Project is \$203,700.
- Several attendees asked clarifying questions about the *Good to Go* transponders, how someone can sign-up for the program and how the HOT lanes on SR 167 work.

V. Eastside Corridor Tolling Study Work Plan

Denise Cieri, Eastside Corridor Tolling Project Manager, reviewed the work plan and timeline, highlighting the upcoming IWG meeting schedule and action items. She announced there will be community input opportunities throughout the summer. IWG members will be notified of public meetings in their regions.

- What are the opportunities for technical input into the work, especially for the model results that will be discussed at meeting #3? What kind of focused input is WSDOT looking for (especially from transit agencies)? Denise clarified that the project team would discuss specific technical information on a one-on-one basis with specific transit agencies. All technical information will be available for review and discussion at upcoming meetings.

What is an estimate of the total funding gap? Kim Henry said the north end corridor cost estimate has not been determined recently, but it's in the billions of dollars range.

VI. Wrap-up

David Hopkins asked the group to share any questions, issues, or areas of concern.

Round Table Discussion

- David Beal asked if the term “express toll lanes” means something different than HOT lanes. Denise responded that express toll lanes are generally associated with a two lane system, while HOT lanes are generally a single lane system. Craig Stone added that the term “express” is intended to help people understand the lane is different than a general purpose lane and provides a higher level of service (i.e. higher speed) for a longer trip. Denise said that terminology will be discussed at the next meeting.
- Greg Walker said that Sound Transit and King County Metro look forward to expanding Bus Rapid Transit (BRT) to the I-405 corridor. He also asked what the final report will look like. David Hopkins responded it will not provide a recommendation, but will outline trade-offs of the different potential scenarios and will summarize community attitudes towards tolling.
- Kate Tourtellot asked the team to include transit in the revenue line and stressed that transit should be exempted from any tolls.
- Charlie Howard asked how the study relates to the possibility of regional tolling, as PSRC is exploring in its current long-range planning process. Design issues might affect a future transition from two lane tolling to system tolling.
- Pete Jilek commented it would be nice if transponders were universal across the country and between states (e.g. the same technology used in both Washington and Oregon). He said compatibility is a very important issue.

- David Beal requested the list of EAG members and contact information for the entire Interagency Working Group.
- Daryl Grigsby stated that Kirkland City Council members have a lot of questions and high degree of interest in this issue. He will continue to brief them.
- Brian Ziegler asked what the history of legislative support for this issue is – which legislators supported the proviso? He also asked that WSDOT make an effort to announce the dates for upcoming meetings well in advance.
- Bob Giberson announced that the Tukwila Days festival has been moved to August. He suggested that the project team attend the event as part of the public outreach process.
- Lisa Shafer said King County is supportive and requested the team keep in mind the interest of transit. She asked if diversions and local impacts will be considered in the analysis.
- Peter Hahn stated the tolling study is closely related to BRT planning work because funds in Sound Transit's ST2 plan could be allocated to BRT on I-405 if a commuter rail line is not approved on the old BNSF rail line by 2011. He is also interested in future discussion of how much of tolling revenue will be allocated to transit.
- Andrea Tull expressed interest in seeing the scope of work for traffic for review in terms of transit capacity.
- Doug Jacobson asked if the presentation would be available online. Hadley Rodero responded yes, the presentation and other meeting materials would be available online.

David Hopkins thanked the group for their input and announced the next Interagency Working Group Meeting date, Thursday July 23 from 9:00-11:30 a.m. at Renton City Hall.

Adjourn