



I-405 / SR 167 Executive Advisory Group Summary of Meeting #3

Thursday, Sept. 19, 2013

9-11:30 a.m.

Renton Community Center

Executive Advisory Group members in attendance:

- | | |
|---|--|
| <input checked="" type="checkbox"/> James Colyar, FHWA | <input checked="" type="checkbox"/> Rep. Linda Kochmar |
| <input checked="" type="checkbox"/> Mayor Suzette Cooke, City of Kent | <input checked="" type="checkbox"/> Mayor Joan McBride, City of Kirkland |
| <input checked="" type="checkbox"/> Councilmember Randy Corman, City of Renton | <input checked="" type="checkbox"/> Commissioner Charles Royer, Washington State Transportation Commission |
| <input checked="" type="checkbox"/> Mayor Rich Crispo, City of Newcastle | <input checked="" type="checkbox"/> Rep. Cindy Ryu |
| <input checked="" type="checkbox"/> Andrew Glass-Hastings, King County | <input checked="" type="checkbox"/> Derek Speck, City of Tukwila |
| <input checked="" type="checkbox"/> Councilmember Dave Gossett, Snohomish County Council and Puget Sound Regional Council | <input checked="" type="checkbox"/> Carol Thompson, Community Transit |
| | <input checked="" type="checkbox"/> Councilmember Kevin Wallace, City of Bellevue |
| | <input checked="" type="checkbox"/> Noah Ullman, Office of Sen. Joe Fain |

I-405/SR 167 Tolling Project Team and Staff

- | | |
|--|--|
| <input checked="" type="checkbox"/> Craig Stone, Assistant Secretary, Toll Division, WSDOT | <input checked="" type="checkbox"/> Colleen Gants, WSDOT Toll Division |
| <input checked="" type="checkbox"/> Kim Henry, I-405/SR 167 Program Director | <input checked="" type="checkbox"/> Bruce Brown, PRR |
| <input checked="" type="checkbox"/> Denise Cieri, I-405/SR 167 Deputy Program Director | <input checked="" type="checkbox"/> Katherine Schomer, PRR |
| <input checked="" type="checkbox"/> Brent Baker, Parsons Brinckerhoff | <input checked="" type="checkbox"/> Amy Danberg, I-405 Communications |
| | <input checked="" type="checkbox"/> Anne Broache, I-405 Communications |
| | <input checked="" type="checkbox"/> Steve Peer, I-405 Communications |

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: www.wsdot.wa.gov/tolling/eastsidecorridor

I. Welcome and Opening Remarks

Craig Stone, Assistant Secretary, WSDOT Toll Division, called the meeting to order and invited everyone in the room to introduce themselves. He reviewed the upcoming schedule for I-405 express toll lane implementation, including rate setting by summer 2014, then education and marketing, and the lanes opening to traffic in summer 2015. He emphasized that the charge for the next two meetings is to build consensus on a recommended carpool policy for express toll lanes in order to inform the Washington State Transportation Commission and the Legislature. He also noted that the group will examine funding and phasing strategies for I-405 in order to frame future discussions—and a potential special session of the legislature this November—on transportation funding. He said the goal of this third meeting is to have a conversation that will inform recommendations in the final EAG meeting.

II. Review of Carpool Scenarios

Kim Henry, I-405/SR 167 Program Director, reminded the group of the carpool policy discussion that began in the second EAG meeting. He noted that in 2009 WSDOT re-engaged the EAG on the Eastside Corridor Tolling Study and brought this group back together in 2010 for the Expert Review Panel. After that body of work this group reached consensus on delivering a 40-mile system. He reminded the group that they had been asked to explore whether there is a viable transition plan to get to a 3+ carpool requirement.

Henry reminded the group of a map illustrating carpool lane performance problems throughout the region, including the existing I-405 carpool lanes, which frequently do not meet their performance standard of 45 miles per hour, 90 percent of the time during peak periods.

He also displayed the comparison of four carpool policy options shown at the last meeting, as illustrated below:

Factor	2+ Carpool Free	All Carpool Discount	3+ Carpool Free Peak; 2+ Carpool Free Off-Peak	3+ Carpool Free
System reliability/Operations	ETL overcrowded; Doesn't meet MAP 21 or EHB 1382 requirements	ETL managed to allow maximum throughput; Meets MAP 21 and EHB 1382	ETL managed to allow maximum throughput; Meets MAP 21 and EHB 1382	ETL managed to allow maximum throughput; Meets MAP 21 and EHB 1382
Toll Rates/Pricing	Less buy-in opportunity, so toll rates are higher; 200 days/year HOV only	Rates are low with more buy-in opportunity, more people at lower rates	Rates are low with more buy-in opportunity, more people at lower rates	Rates are low with more buy-in opportunity, more people at lower rates
Net Revenue	Doesn't meet two-year revenue requirements; low revenue	May not meet two-year revenue requirements; depends on discount; long-term high revenue	May meet two-year revenue requirements; similar to 3+ carpool; long-term high revenue	Should meet two-year revenue requirements; long-term high revenue
Public acceptance	Easy – Early acceptance but decreasing benefits in future	Hard – all carpools pay (3+ and 2+); no free rides during congested times; prices will increase over time	Somewhat easy – Requires education as to benefit during peak, but 2+ can still get free ride during off-peak hours	Hard – initial acceptance hard but benefits better understood over time
Usability	Easy to understand – Consistent throughout the day	Somewhat easy to understand – Consistent throughout the day	Somewhat easy to understand	Easy to understand – Consistent throughout the day
Enforcement	Somewhat easy – Large number of carpools to monitor but easier to detect	Somewhat easy – Large number of carpools to monitor but easier to detect	Somewhat hard - Harder to detect during peak but smaller number to check; transition period issues	Somewhat hard – Harder to detect but smaller number to check
Regional operations/Future decision	Not effective regional solution; does not address performance	Regional solution; potentially no future decision needed	Harder to apply consistently on a regional basis; may require future change in peak period definitions	Regional solution; no future decisions needed

Henry reminded the group that the 2+ carpool scenario did not provide system reliability or meet revenue requirements and noted that WSDOT in the interim sought more information on public acceptance and net revenue in order to better evaluate the other three options.

III. 2013 Focus Group Results

Bruce Brown and Katherine Schomer of PRR presented the results of four focus groups, composed of 32 total people, conducted in spring 2013 related to measuring public acceptance of carpool policy in the I-405 express toll lanes.

Brown started by reviewing research and key findings from a previous study in 2009. Based on a phone survey, online survey, and focus groups in 2009, they were able to draw the following major conclusions about the SR 167 HOT lanes and future I-405 express toll lanes:

- Use = support
- Congestion relief = willingness to pay
- Understanding = support
- Undecided = opportunity
- Dislike of tolls = non supporters

Brown also compared this initial research with an express toll lanes project that had been implemented in San Diego. In San Diego, people became more supportive of express toll lanes over time after the system is open for use, likely because they develop a greater understanding of and experience with express toll lanes.

Brown then reviewed the focus group methodology for the 2013 study. He noted that there were four groups:

- Good to Go! account holders
- General I-405 and SR 167 users
- Carpoolers on I-405
- Carpoolers on SR 167

Among the highlights of their travel behavior and opinions at the outset, most participants agreed that carpool lanes were not reliable for a faster trip during peak periods. SR 167 carpoolers thought HOT lanes were more reliable than the I-405 carpool lanes. There were also differences among the groups: For example, most I-405 carpoolers did so in the off-peak times with family, while most SR 167 carpoolers did so at peak times with non-family members.

For the focus groups, Brown and Schomer presented three of the four carpool options (3+ free, 3-free peak/2+ free off-peak, and all carpool \$1.00 discount) because they wanted the group to focus on what would be different than the 2+ carpool free conditions that exist today. The participants were asked to rank their carpool preferences both before and after receiving additional information about the traffic and revenue implications of each option. Brown and Schomer observed that most people stuck to their original opinions even when presented with more information about each of these options.

3+ carpool free: This option was the least supported option by the participants (4/32 ranked it their first choice), even when told this option would result getting more projects built more quickly. They didn't want to sacrifice benefits for 2+ carpools. However, SR 167 HOT lane users who carpool more often were more likely to choose this option both as a first and second choice.

3+ free peak, 2+ free off-peak: About one-third of participants chose this option as their first choice, and half of the participants selected it as their second choice. They liked that it still offered a free trip and that 2+ carpools retained some benefits.

Carpool (\$1.00) discount: Most people, about half, preferred this option as their first choice. They found that it provides the most benefit to 2-person carpools, encourages people to carpool regardless of the size of the carpool, and doesn't change the definition of what a carpool is today. They liked that it was simple to understand. However, they liked the idea of an even bigger discount if possible.

Discussion

- King County's Andrew Glass-Hastings asked whether all three options meet the speed and reliability standard and if so, whether the net traffic benefits of the 3+ carpool option was explained to the focus group participants (in addition to the revenue benefits). Craig Stone noted that the 2+ carpool scenario does not meet those standards. Bruce Brown said that in spite of explaining the congestion relief benefits to focus group participants, they had difficulty understanding those benefits and were skeptical that those benefits would actually occur.
- Snohomish County Councilmember/PSRC representative Dave Gossett asked whether there has been any modeling to test which of the three options will degrade the fastest and how fast. Kim Henry responded that based on the team's modeling, all three options are long-term solutions because they use dynamic pricing to control how many vehicles are using the facility at any one point in time. As long as there aren't too many free trips, then the ability for long-term management exists.
- Renton City Councilmember Randy Corman expressed concerns about any option that will result in delaying the I-405/SR 167 Direct Connector ramps. He also expressed concern about changing the carpool definition from 2+ to another option at this point rather than at a later time when the carpool lanes are more congested. He asked to see traffic analyses showing the need to change the definition now as opposed to in 10-15 years. Craig Stone said that the funding package for south end improvements is a critical part of the conversation moving forward.
- Kent Mayor Suzette Cooke voiced surprise at the results of the SR 167 focus groups and wondered whether the incomplete system is affecting peoples' positive opinions of the lanes. Bruce Brown noted that people who use the SR 167 HOT lanes today noted differences in congestion levels between the HOT lanes and the I-405 carpool lanes. He also noted that previous research indicates that initially the public pushes back on tolls in general but that as time goes on, usage and support tend to grow.
- Bellevue Councilmember Kevin Wallace inquired about the method for selecting the focus group participants. Bruce Brown responded that the participants were randomly selected and represented a broad geographic area. Wallace then asked whether they were presented information about the financial benefits to I-405 and whether they were told that a 2+ system would be a money losing system. Brown said they explained these benefits to the focus group participants—as well as the drawbacks of the 2+ carpool system—but that these statements were not enough to move most people to sacrificing benefits for 2-person carpools.
- James Colyar of FHWA asked whether WSDOT updated its carpool comparison to reflect the stronger support for the discount option expressed by many focus group participants. Craig Stone responded that yes, the chart had been updated with focus group input and would be shared later in the presentation.

IV. Net Revenue and Financial Analysis Review

Brent Baker of Parsons Brinckerhoff provided the group a preliminary overview of the revenue differences between the carpool scenarios under study. He started by reminding the group of the

legislative direction from RCW 47.56.880: that the express toll lanes between Bellevue and Lynnwood must generate positive net revenue by the end of the second year of operations, or the project will be terminated.

He reviewed the six scenarios that have been evaluated for net revenue projections and will be used for future decision-making, including a new scenario, the 50-cent carpool discount. These scenarios are: (A) 2+ free, photo tolling; (B) \$1.00 carpool discount; (B-2) 50-cent carpool discount, photo tolling; (C) 2+ free off-peak, 3+ free peak, photo tolling; (D) 3+ free, photo tolling; and (F) 3+ free (WSTC Independent forecast).

Baker explained how net revenue is calculated through subtracting various costs (toll collection, operations and maintenance, etc.) from gross toll receipts. He then provided a snapshot of the 8-year preliminary revenue projections for each scenario. He reminded the group that the 2+ free carpool scenario and the \$1.00 discount do not meet the positive net revenue requirements after two years under state law. However, the remaining four scenarios, including the 50-cent discount, would meet this requirement. He explained that the team evaluated the 50-cent discount in an effort to find a viable way that all carpools could get a discount while meeting the legislative requirement. But with a minimum toll of 75 cents, this would result in all express toll lane users having to pay to use the lanes. He also noted that the 2+ free off-peak/3+ free peak scenario made the revenue requirement by the thinnest margin of the four.

He said it's important to note that the positive net revenues reflect a three-year ramp-up period between Bellevue and Lynnwood to give the public time to get used to the new lanes and discover their best travel options under varying conditions. Based on these findings, the group can conclude that there is a need to limit free trips to meet positive net revenue, and thus 2-person carpools riding free and a \$1.00 discount are both not viable options.

Discussion

- Dave Gossett asked whether the operations and maintenance costs included in the net revenue projections include any debt service. Baker said they do not include any debt service costs.
- Kevin Wallace asked Baker to walk through one of the columns of the revenue table in more detail and explain what each element means. Baker explained:
 - Gross revenue is the potential revenue amount if we successfully collected the correct toll from all vehicles that should pay a toll.
 - Adjusted gross revenue accounts for some revenue leakage due to equipment errors, non-payment of toll bills, and “scofflaw” behavior including false declaration as an exempt carpool.
 - O&M costs include customer service center and back office costs, roadway toll system costs, credit card fees, printing and postage, oversight and management, etc.
 - Net toll revenues represent cash flow available to support project financing after paying various operations and maintenance costs.
- Wallace asked whether the adjusted gross revenue is a fixed percentage difference from the gross revenue. Baker said it is based on a model that accounts for the probabilities of various activities within the toll collection process by payment type, and assumes that over time, leakage decreases. Wallace also asked why the variable costs are so high. Baker said that certain costs vary based on the number of transactions, including free trips, and incorporate additional costs and leakage associated with photo tolling. He noted that Pay By Mail customers pay a higher toll to cover higher costs.
- Mayor Cooke asked why the gross revenues jump higher in 2022. Baker explained that the model assumes that the Renton to Bellevue section of express toll lanes starts up at that time



and that the corridor demand in this section is higher than in the north, and that the express toll lane demand is greater because the general purpose lanes have congestion in both travel directions during the peak periods.

- Councilmember Corman asked whether the group has considered dropping the idea of photo tolling for the express toll lanes and requiring a Good to Go! pass in order to cut costs. Craig Stone explained that WSDOT has carefully examined this question and came to a decision to follow through with photo tolling for three major reasons: 1) it is consistent with conditions on SR 520 and the future SR 99 tunnel, providing a better experience for customers; 2) it helps to create a larger potential customer base and promote fuller usage of the lanes, particularly during off-peak periods when “empty lane syndrome” can occur in the carpool lanes; 3) WSDOT has built in extra fees for photo tolling customers to cover the costs of the pay by mail system.
- Newcastle Mayor Rich Crispo asked whether the revenue projections are progressive or conservative. Kim Henry said WSDOT’s goal was to take a conservative approach and not overstate traffic and revenue benefits. He noted that an Expert Review Panel in 2010 confirmed their assumptions and model, including their conservative nature. He also noted that the Washington State Transportation Commission’s independent study came up with higher revenue projections. Craig Stone noted that express toll lanes are more difficult to model because they are a bit more volatile, and many variables are at play.
- Kirkland Mayor Joan McBride stated Kirkland’s position that express toll lanes are the way to go and that Kirkland is on board with the lanes in the north end.
- Renton Councilmember Randy Corman clarified whether carpool policy has been set for the north end express toll lanes yet. Craig Stone said that the purpose of the next two EAG meetings is to devise such recommendations and noted that the decision for I-405 will likely affect similar regional decisions in the future.

Brent Baker continued his presentation by describing challenges with financing express toll lanes. He noted that there is limited national experience on financing express toll lanes and the market looks at them differently than traditional toll facilities because of the level of volatility in revenue performance and usage of express toll lanes from day to day. He explained that WSDOT has worked with the Office of the State Treasurer to analyze two debt structures: standalone toll revenue bonds and toll-backed general obligation bonds of the State of Washington. OST has expressed concerns about express toll lanes financing because of limited experience with national examples and believes that stand-alone toll revenue bonds are unlikely to be viable at this time (which could limit financing options to toll-backed general obligation bonds or possibly a TIFIA loan.) OST recognizes that the project is not ready to secure financing today and acknowledges that experience from operating the north end will provide valuable information about the predictability and volatility of express toll lane revenues.

Baker explained the two types of debt structures, as well as their similarities and differences. He presented a bar chart showing hypothetical potential toll funding ranges for each of the non-discount carpool options based on use of the two different bonding approaches. He noted that the 2+/3+ and 3+ options are both very similar in revenue generation, with a slight edge for the 3+ carpool option, while the 2-person carpool option generates very little revenue. Baker noted that the 50-cent carpool discount scenario, completed after OST financial analysis, has net revenues, and thus, funding capacity similar to the 3+ carpool free scenario. He also noted that the toll funding contribution from any of the carpool scenarios are not expected to be large enough to pay for the whole \$1.2 billion Renton to Bellevue project.

Discussion

- King County’s Glass-Hastings wanted to clarify the differences between the forecasted revenues for WSDOT’s 3+ carpool scenario and the WSTC 3+ carpool scenario, which had

significantly higher revenues. Kim Henry said that both studies used completely different methodology, resulting in different numbers, and the WSTC study started from scratch with an entirely new model.

V. How could we fund and phase the project?

Denise Cieri, I-405/SR 167 Program Deputy Director, gave an overview of the next priority projects for the corridor and presented a series of options for how they might be funded. She started by outlining the funding needed to complete the Renton to Bellevue section of I-405, including \$675 million for Renton to Bellevue express toll lanes and \$285 million for the I-405/SR 167 Direct Connector. She also reminded the group of recent funding challenges for the corridor, including the rejection of the R-51 and RTID ballot measures in 2002 and 2008.

Cieri outlined three different options for funding the 40-mile system projects—a high, medium, and low option—that each relied on increasingly smaller amounts of traditional (gas tax) funding.

The “high” option assumed that all of the \$1.2 billion in funding would come from traditional sources, such as the gas tax. This option would allow Renton to Bellevue to open by 2022, and all future toll revenue could go to other Master Plan projects, with \$1 billion available by FY 2033.

The “medium” option assumed that \$960 million in funding would come from traditional sources and the remaining \$215 million would need to come from either toll revenue financing or pay-as-you-go. Under a pay-as-you-go plan, the Renton to Bellevue express toll lanes and Direct Connector would be built by 2022, and the auxiliary lanes and NE 6th Street extension would follow when the remaining funds were available about four years later, in FY 2026.

The “low” option assumed that \$675 million would come from traditional sources, leaving \$500 million needed from toll revenue financing or pay-as-you-go. Under the pay-as-you-go scenario, only the Renton to Bellevue express toll lanes would open by 2022, with the Direct Connector following in 2027, and the auxiliary lanes and NE 6th Street extension in 2031.

Discussion

- Renton City Councilmember Corman voiced strong concerns about the pay-as-you-go approach because he did not want to see the Direct Connector open later than the Renton to Bellevue express toll lanes.
- Kirkland Mayor McBride echoed concerns about pay-as-you-go because she did not want to see any slowing in progress on I-405 corridor priority projects.
- Bellevue Councilmember Wallace said he agreed with the need to move forward as quickly as possible but voiced skepticism about using express toll lane revenue as a stream of revenue for bond financing. He said this revenue stream should be used as a windfall or supplemental funding, and that the legislature should use gas tax revenues for any bonding. Craig Stone noted that this is an important consideration, and Brent Baker noted that there will be combinations in between the all-gas-tax or all pay-as-you-go approach.
- Kent Mayor Cooke said she would like to see a combination of gas tax and toll revenues for funding and agreed that she would like all of the improvements made sooner than later. She noted that the flyover ramp must be built, or “all is for naught.”
- Newcastle Mayor Crispo asked whether these models assume a gas tax increase or whether they would cut into current gas tax revenues. He said he was reluctant to rely on gas tax revenues with their reliability diminishing. Craig Stone clarified that the Bellevue to Lynnwood

portion is already funded through previous gas tax revenues and that the question is now how to fund and phase the Renton to Bellevue portion.

VI. Carpool Policy Summary

Kim Henry presented a summary of the carpool policy options based on the latest analysis. He started by reminding the group of the direction from the legislature that the lanes must operate at 45 miles per hour 90 percent of the time during peak periods. He also reminded the group of previous graphs illustrating performance problems on the I-405/SR 167 corridor today.

Henry reminded the group there are three viable carpool options from a revenue perspective: 50-cent discount for all carpools; 3+ free at peak times, 2+ free at off-peak times; and 3+ free. He showed the group the comparison chart that has been updated to reflect new analysis and to include the 50-cent discount option. Notable changes were:

- The \$1 discount option was changed to not viable from a revenue perspective and updated to a half circle indicating “OK” public acceptance because of the focus group findings.
- The 50-cent discount option was noted as viable for revenue and bad for public acceptance because it did not allow any free carpool trips. Focus group participants were not presented with this option but indicated they would like to see a greater than \$1 discount.
- The 3+ carpool option changed to a half circle for “OK” in the public acceptance category because of the minor level of support shown in the focus groups.

Henry noted that when considering the two transition options that stop short of a 3+ carpool policy, the discount option may prove to be an awkward transition, as it will result in 3+ carpools paying for some period of time, then being able to ride for free again if the transition to 3+ carpools ride free occurs in the future.

Discussion

- Renton Councilmember Corman took issue with categorizing public acceptance as OK for the 3+ carpool scenario because only 4 out of 32 considered it their first choice. Kim Henry said Corman made a good point but that WSDOT wanted to capture that there was some support. The group engaged in some discussion about this topic, with Bruce Brown and Katherine Schomer noting that SR 167 carpools were much more likely to support a 3+ carpool policy because they better understand the benefits.
- Snohomish Councilmember Dave Gossett asked how WSDOT can manage future congestion with the 2+ free off-peak, 3+ free peak option and how regional operations are a problem with this option. Kim Henry explained that this work would in the same way as the other options, through dynamic tolls. He said that regional operations are a challenge with this option because it may be difficult to have a consistent definition of peak periods across all facilities in the region, and the hours of operation may need to be evaluated often.
- Bellevue Councilmember Wallace voiced concerns about the viability of tolls as a revenue stream and encouraged the use of the gas tax as a revenue stream for project funding instead.
- Kent Mayor Cooke asked for clarification on whether single-occupancy vehicles can pay to enter the express toll lanes in the 2+ free off-peak, 3+ free peak scenario. Kim Henry clarified that yes, single occupant vehicles can pay to use the lanes.

VII. EAG Discussion

- Kirkland Mayor McBride said she had eliminated the 2+ free and carpool discount options from her list for consideration. She said she found the discount to be too confusing because of the math required. She said she prefers option C (2+ free off-peak, 3+ free peak) as an “elegant”



transition scenario, with the understanding that option D (3+ carpool free) will be the way of the future.

- King County's Glass-Hastings said the system in place today of 2-person carpools is not functioning properly. He voiced apprehension about whether the 2+ free off-peak, 3+ free peak is truly just a transitional option that would be revisited because carpool lane eligibility has not been revisited. He suggested moving directly to the 3+ carpool rules sooner than later for the best transit performance.
- Snohomish Councilmember Dave Gossett said he could eliminate Option A (2+ free) and D (3+ free) because they seemed unlikely to succeed with the group. He said he was waffling between options B and C. He worried about the regional implications of implementing Option C (2+ free off-peak, 3+ free peak), although he said he found it to be the preferable solution. But because of those concerns, he said he was leaning toward Option B (50 cent discount).
- Renton Councilmember Corman said he was still working on formulating the Renton opinion on carpool policy. He voiced concerns that the EAG has drifted away from previous visions of adding general purpose lanes to the Renton to Bellevue corridor instead of express toll lanes but noted it was part of discussions in 2001. He said that in light of these developments, any shift away from 2-person carpools will be very hard for the public to swallow. He noted that he would prefer the discount option if he had to choose another option in order to give some benefit to 2-person carpools. He also noted that he has lingering questions about the enforcement and engineering aspects of express toll lanes on I-405.
- Rep. Cindy Ryu spoke of the need for the region to show they are willing to pay their fair share for road improvements, whether it is tolls or pay-as-you-go. She said she likes Option C (2+ free off-peak, 3+ free peak) because of its functionality and because it offers some free trips.
- Newcastle Mayor Crispo, noting that he grew up paying tolls on the east coast, said he has real doubts about the revenue projections and that if 3+ carpool policy is necessary to make the revenues and traffic performance work best, then the group should move to 3+ now rather than transitioning later.

VIII. Public Comment

- Todd Woolsley expressed concerns about the levels of revenue generated by tolling and spoke in favor of other sources for transportation improvements, including the gas tax, the state motor vehicle excise tax, and a regional transportation improvement district. He also called for building two new general purpose lanes between Bellevue and Renton, not express toll lanes.
- Vic Bishop, a board member for the Eastside Transportation Association, asked if the analysis has information about stop-and-go traffic conditions in the general purpose lanes when express toll lanes are implemented. He said he believes that express toll lane revenue is driven entirely by lingering congestion in mainline I-405 and a public policy of keeping the mainline congested.
- Dick Paylor voiced concerns that traffic on I-405 only continues to worsen and that express toll lane revenue cannot occur without continuing congestion in the general purpose lanes. He said he supports use of the gas tax to get new projects built but that he believes the current projects are not consistent with previous plans and that the corridor needs more general purpose lanes instead of express toll lanes.

IX. Wrap up and Adjourn

Craig Stone thanked the group for attending the meeting and announced that the next meeting will take place in November.