

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

WASHINGTON STATE TRANSPORTATION COMMISSION

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Purpose & Agenda

Purpose:

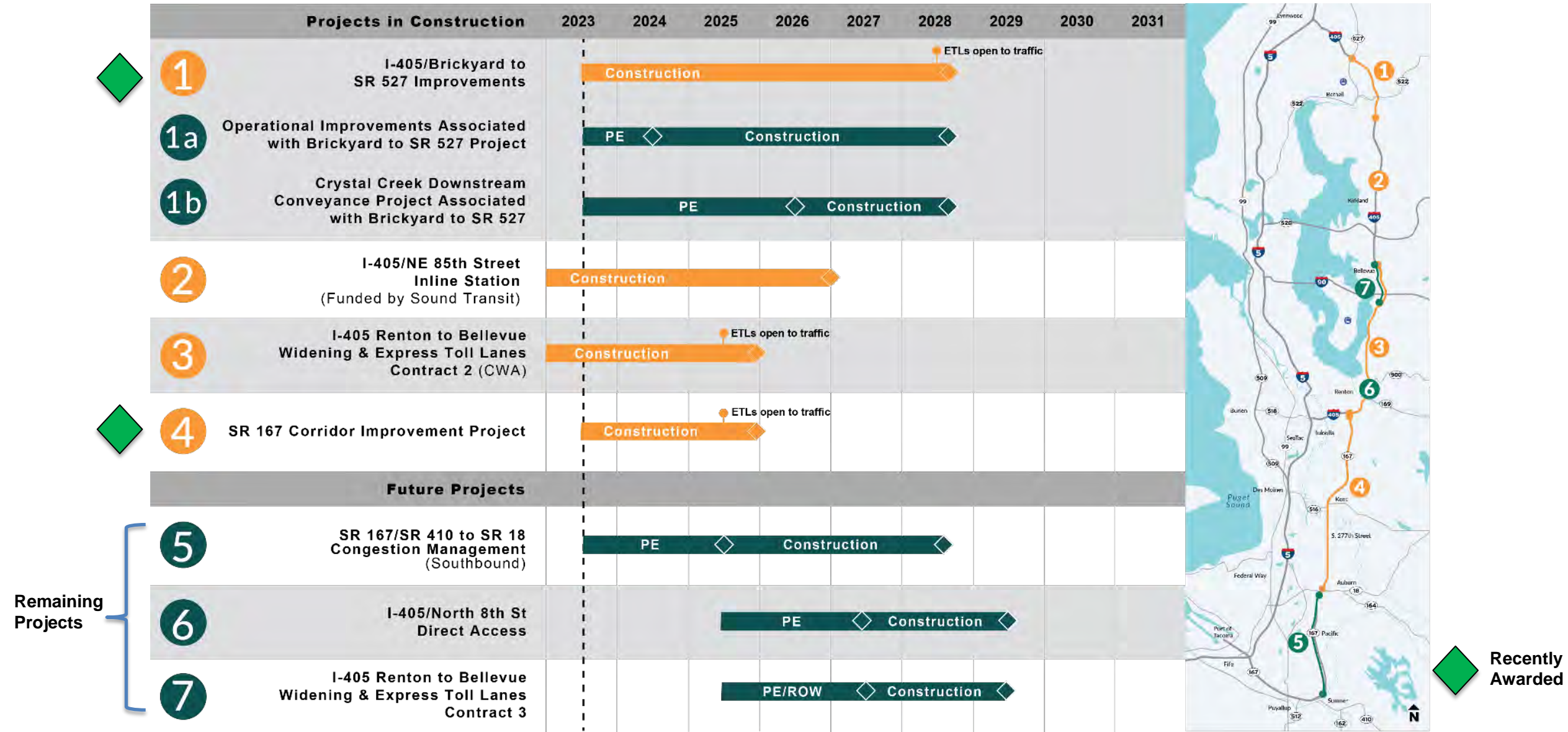
- Recap scenario analysis and recommendations from the August 10 WSTC / WSDOT tolling subcommittee workshop for the 2025 I-405 / SR 167 ETL toll rate setting.

Agenda:

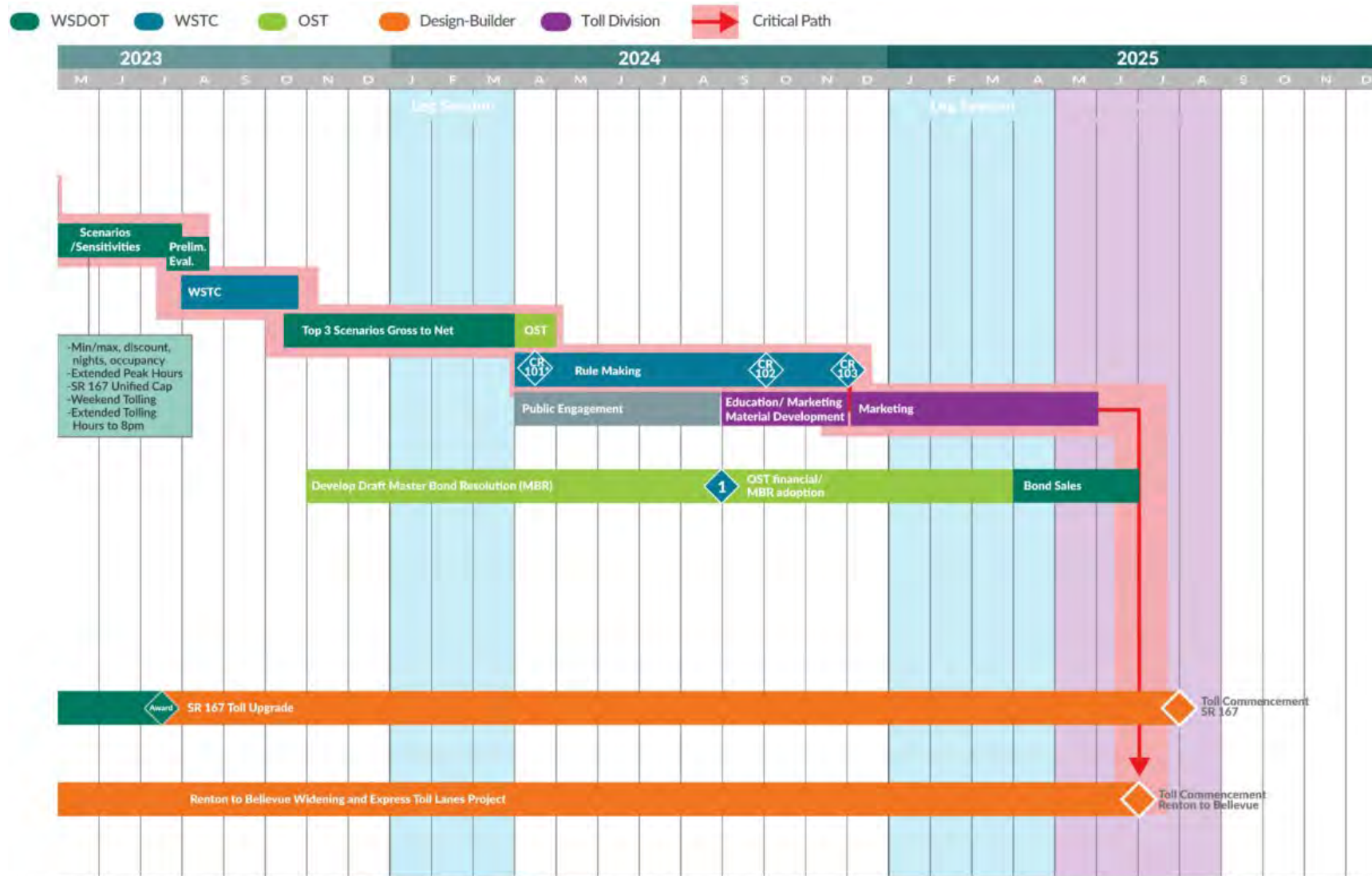
- 2025 Rate-Setting
 - Summary of policy options evaluated
 - Operational, toll rate, and revenue findings
 - Tolling Subcommittee workshop recommendations
 - Next steps

Overview

Overview of 50-mile I-405/SR 167 ETL system



2025 Toll Rate Setting Process - TENTATIVE



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

2025 Toll Rate Setting Process* - TENTATIVE

Agency	Timeline	Description
WSTC	February 2023	I-405 rate setting kick-off with the Commission
WSTC	March – October 2023	Work with the Commission to establish policies, to inform the final scenarios (minimum & maximum rates, occupancy, etc.)
WSDOT	April – October 2023	On-going Traffic & Revenue scenarios and sensitivities
WSDOT	Fall 2023 – Winter 2024	Scenario Alternative Analysis
WSTC	Spring – Summer 2024	Public Engagement
OST	Spring 2024	Draft preliminary finance results
WSTC	Spring – Winter 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

**Does not incorporate potential consideration of 2024 interim rate setting, pending legislative direction*

I-405 / SR 167 ETLs Policies Assessed

Current I-405 / SR 167 ETL Policies

Policy	I-405	SR 167
HOV Occupancy / Peak Period	3+ Free M-F 5am to 9am & 3pm to 7pm	2+ Free All days 5am to 7pm
Off-peak	2+ Free M-F	
Weekend tolling	No	Yes
Destination pricing	Yes	No
Photo tolling / enforcement	Yes	No
Minimum	\$0.75	\$0.50
Maximum	\$10	\$9

Policy Options Assessed

Policy	Description
HOV Occupancy / Peak Period	Evaluation of 3+ vs. 2+ HOV free along the three facilities of the corridor (I-405 north; I-405 south; SR 167) during peak periods.
Duration of peak periods on weekdays	Extension of current peak periods by one hour (9-10am & 2-3pm) to evaluate ability to improve traffic management.
Toll hours: <ul style="list-style-type: none">• Start/end time on weekdays• Tolling weekends	Extension of tolling until 8pm as a traffic management tool; tolling during weekends as a traffic management tool.
Minimum	Increasing minimum rate (\$0.75 or \$1) and provide consistent rate along the entire length of corridor.
Maximum	Increasing maximum rate (\$10, \$15 or no maximum) to improve management of traffic in the ETLs.
Consistency	Provide consistent policies within the three facilities of the corridor.

Additional Potential Policy Topics

Impacts of the following policy topics were not assessed but may be revisited.

Policy	Description
Gross Vehicle Weight (GVW) Limit	Raising GVW limit above current limit of 10,000lbs to accommodate box truck type vehicles.
Pay by Mail Rate	Consideration of whether \$2 Pay by Mail rate applies to each trip on the corridor (default assumption), or to travel on each of the three facilities (consistent with existing policy).
Low-Income Program	Consideration of a low-income program depends on the Legislative direction.

I-405 / SR 167 ETLs

Findings: Operational Impacts

Current I-405 / SR 167 ETL Corridor Operations

- ETLs provide reliability for HOV, transit and paid trips
- ETLs experience peak period / peak direction congestion
- General purpose lanes experience congestion
- Single ETL system has performance limitations compared to two ETLs system
- Only 2% of daily trips use all three facilities (SR 167, I-405 South, I-405 North)

Policy Options – Operational Impacts

Policy	Operational Impacts
HOV Occupancy / Peak Period	ETL performance is better with 3+ free compared to 2+ free.
Duration of peak periods	Performance of shoulder hours (i.e 9-10am & 2-3pm) improves with 3+ free.
Toll hours: <ul style="list-style-type: none"> • Start / end time on weekdays • Tolling weekends <ul style="list-style-type: none"> • 5am – 8pm at HOV 2+ 	<ul style="list-style-type: none"> • Extending to 8pm improves traffic management. • Weekend congestion occurs, traffic management opportunity.
Minimum Toll Rate	Increase in minimum rate has no impact on operations.
Maximum Toll Rate	ETLs performance is better with a higher maximum rate and better ability to manage traffic during peak congestion.
Corridor Consistency	Inconsistent policy among facilities creates operational turbulence at interface points.

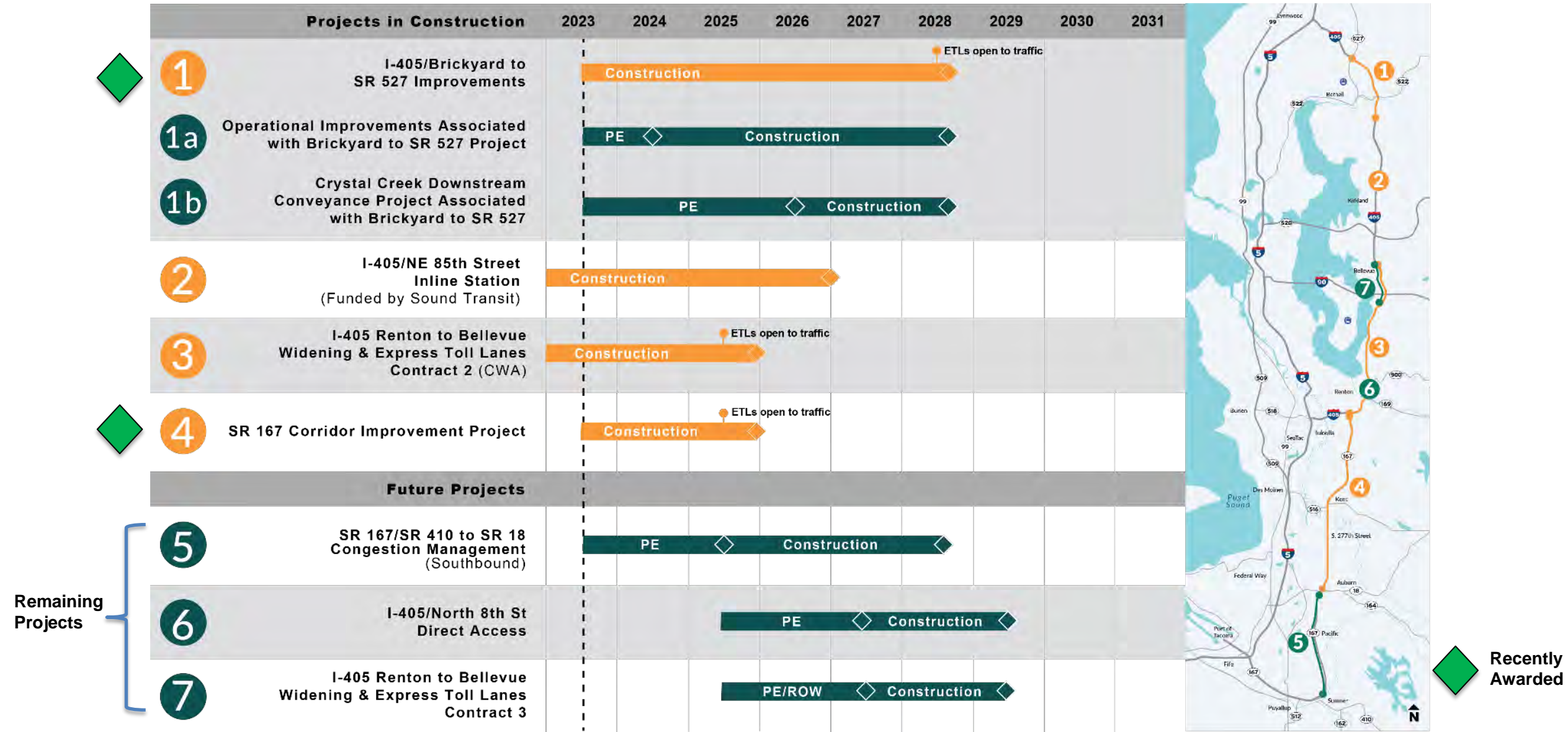
I-405 / SR 167 ETLs Findings: Toll Rates

Toll Rate Impacts of Policy Options

Policy	Policy Option	Toll Rate Impact
HOV Occupancy / Peak Period	HOV 2+	<ul style="list-style-type: none"> • Poor lane management: Average peak hour / peak direction toll rates exceeds \$20 if not capped. • More than half of users not paying toll and not price managed.
	HOV 3+	<ul style="list-style-type: none"> • Better lane management: Average peak hour / peak direction maximum toll rate of between \$15 to \$18. • About a third of users not paying toll and not price managed.
Toll Hours	Weekend Tolling	<ul style="list-style-type: none"> • Average toll rates projected to be low or near minimum.

I-405 / SR 167 ETLs Financial Analysis

Overview of 50-mile I-405/SR 167 ETL system



Scenarios: Financial Analysis* by HOV Policy & Maximum Rate

HOV Policy	Maximum Toll Rate	Funding Gap Impact
HOV 2+	\$10	<ul style="list-style-type: none"> Does not meet Current Law toll funding target.
	No maximum rate cap	<ul style="list-style-type: none"> Does not meet Current Law toll funding target.
HOV 3+ at BTL HOV 2+ at RTB HOV 2+ at 167	\$10	<ul style="list-style-type: none"> Does not meet Current Law toll funding target.
HOV 3+	\$10	<ul style="list-style-type: none"> Slightly over Current Law toll funding target. Does not meet funding need for awarded projects.
	\$15	<ul style="list-style-type: none"> Exceeds Current Law toll funding target. Does not meet funding need for awarded projects.

* Initial Financial analyses for scenarios and sensitivities conducted by WSDOT

Tolling Subcommittee Recommendations

At conclusion of August 10 workshop, the Tolling Subcommittee recommended the following scenarios, which were variations of the original scenario.

- **Scenario 4A**

- HOV occupancy of 3+ along entire corridor during peak periods
- Maximum toll rate of \$15 and minimum of \$0.75
- Extended peak hours (9am-10am & 2pm-3pm), tolling to 8pm

Why recommended: corridor consistency on weekdays, improved traffic management during peaks.

- **Scenario 4B**

- Same as 4A, except:
 - Minimum toll rate to \$1
 - Weekend tolling at HOV 2+ (5am – 8pm)

Why recommended: corridor consistency on weekdays & weekends, improved traffic management during peaks.

- **Scenario 4C**

- Same as 4B, except:
 - Maximum toll rate of \$18

Why recommended: corridor consistency on weekdays & weekends, better traffic management during peaks, accommodates future traffic growth.

Next Steps for 2025 Toll Rate Setting Process

- **October 2023:** Commission discusses and approves scenarios for analysis
- **October 2023 – May 2024:** Analysis of approved scenarios by WSDOT and Office of the State Treasurer
- **May 2024:** Draft scenario analysis results provided to Commission

Questions?

For additional information, please contact:

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