

# I-405 Express Toll Lanes Coming in 2015

**Lynn Peterson**  
Secretary of Transportation

**Cam Gilmour**  
Deputy Secretary



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Assistant Secretary, Toll Division

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Project Director, I-405/SR 167

**Senate Transportation Committee**  
Cherberg Senate Building  
Hearing Room 1  
November 20, 2014

# The I-405 Corridor has the worst commutes in the state

- **Bad traffic**

- Drivers on I-405 experience some of the worst traffic in the state, up to eight hours of congestion each day
- By 2030, employment will grow by 50% and the area will see 25% more residents



- **Crowded HOV lanes**

- I-405 HOV lanes are not meeting state and federal requirements to operate at 45 mph 90 percent of the time
- I-405 HOV lanes are often just as congested as the regular lanes

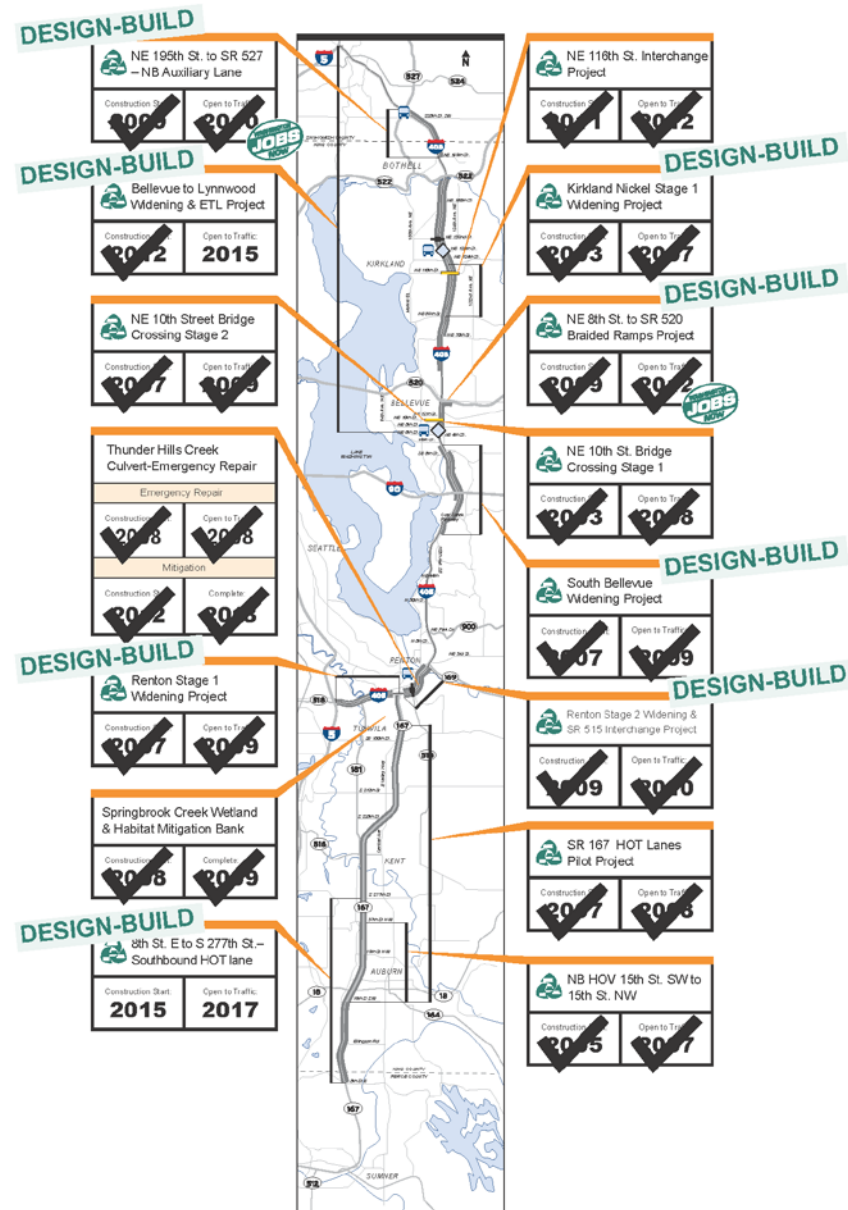


- **Transit suffers**

- Congested lanes severely delay transit trips and reduce reliability, requiring more buses and increasing the costs

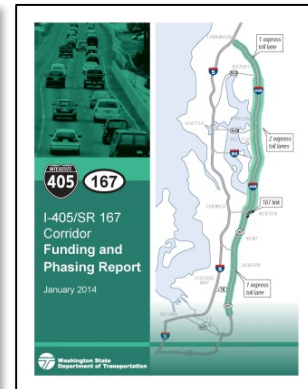
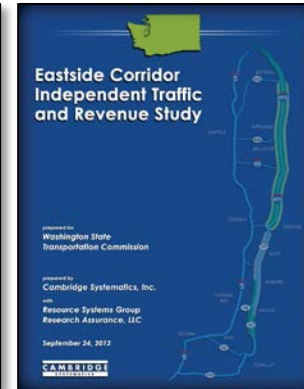
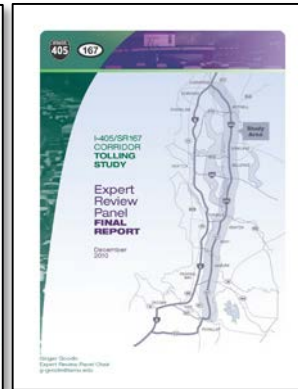
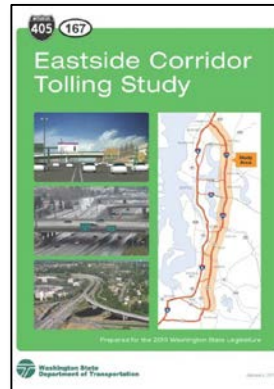
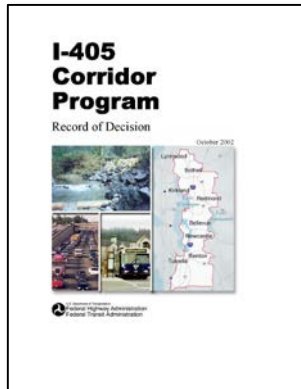
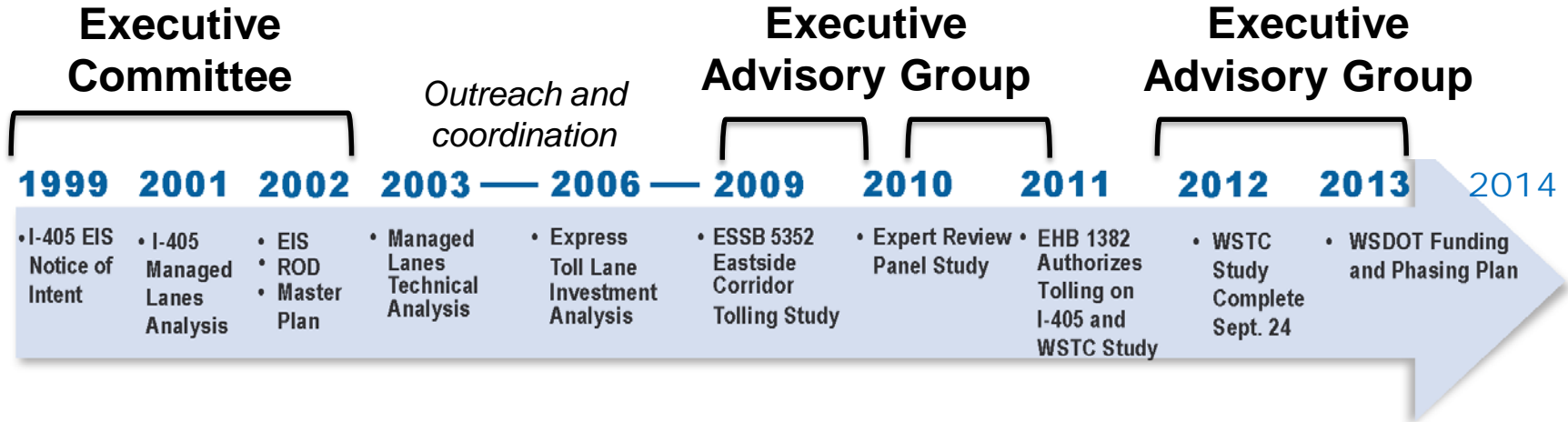
# We've delivered 13 projects throughout the corridor on time, under budget

- Initial program investments addressed high-priority chokepoints in Bellevue, Bothell, Kirkland and Renton.
- Bellevue to Lynnwood project (expected completion in 2015) is start of 40-mile corridor managed lanes system.
- \$1.2 billion delivered on schedule, under budget



# I-405 Mega Project:

*More than a decade of collaboration and study*



# 2010 Executive Advisory Group Endorses 40-mile express toll lane system

*Dave Gossett*  
 Dave Gossett  
 Snohomish County Councilmember  
 substituting for former EAG member and Snohomish County Councilmember Mike Cooper

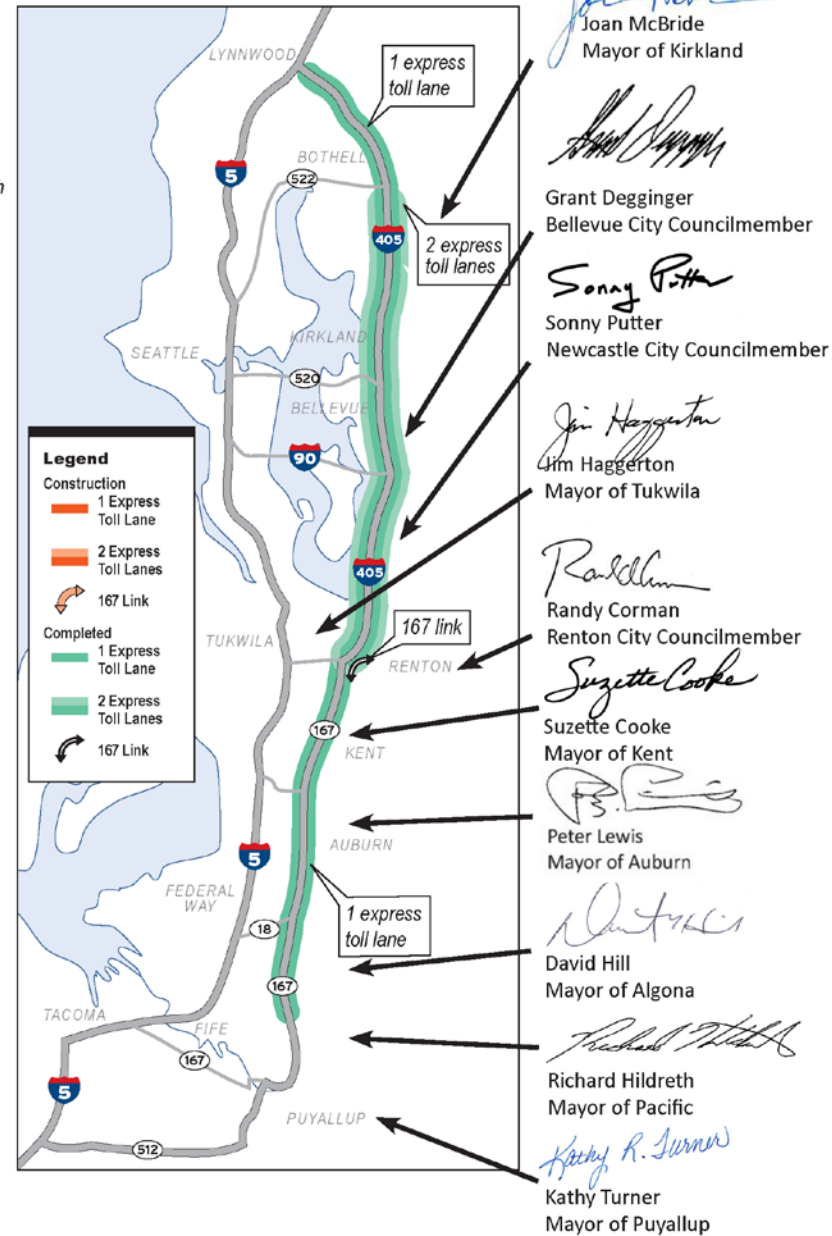
*Reagan Dunn*  
 Reagan Dunn  
 King County Council

*Richard Ford*  
 Richard Ford  
 WA State Transportation Commission

*Sue Singer*  
 Sue Singer  
 Puget Sound Regional Council

*Ronald J. Posthuma*  
 Ronald Posthuma  
 King County Dept. of Transportation

*Roger Bush*  
 Roger Bush, Chair  
 Pierce County Council



# 2013 EAG Consensus Recommendations

## Carpool Policy

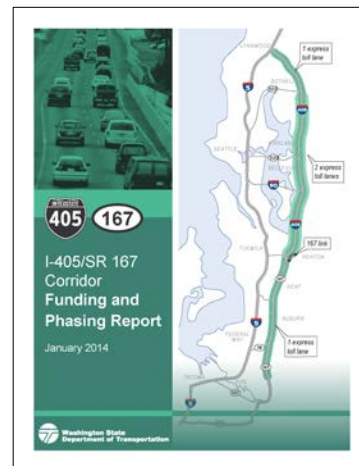
### Bellevue to Lynnwood express toll lanes

3+ Carpool Free Peak/2+ Carpool Free Off-peak

## Funding and Phasing

### Renton to Bellevue

EAG preferred High Traditional Funding scenario (\$1,175 million from traditional sources such as gas tax). However, understanding competing statewide needs, the EAG endorsed the **Medium Funding scenario** (\$960 million from traditional sources, \$215 million from toll revenues).



## Cities

- Bothell – Mayor Mark Lamb
- Kirkland – Mayor Joan McBride
- Bellevue – Councilmember Kevin Wallace
- Newcastle – Mayor Rich Crispo
- Renton – Councilmember Randy Corman
- Tukwila – Mayor Jim Haggerton
- Kent – Mayor Suzette Cooke
- Auburn – Mayor Pete Lewis
- Sumner – Mayor Dave Enslow
- Puyallup – Mayor Rick Hansen
- Algona – Mayor David Hill
- Pacific – Vacant

## Agencies

- Community Transit – Carol Thompson
- Sound Transit – Board member Fred Butler
- King County Metro Transit – Harold Taniguchi
- Puget Sound Regional Council – Dave Gossett
- Washington State Transportation Commission – Charlie Royer
- Federal Highway Administration – Dan Mathis
- Federal Transit Authority – Rick Krochalis
- Washington State Department of Transportation

## Counties

- Snohomish County – Councilmember Dave Gossett
- King County – Councilmember Reagan Dunn
- Pierce County – Councilmember Jim McCune

**All Corridor State Legislators (Invited)**

# Express Toll Lanes Bellevue to Lynnwood is the next step of the 40-mile system

- 17 miles of express toll lanes on I-405 from NE 6th Street in Bellevue to I-5 in Lynnwood
  - The HOV lane between I-5 and SR 522 will be converted to a single express toll lane
  - The HOV lane between SR 522 and NE 6th Street will be converted and paired with a new lane to create two express toll lanes
- Gives drivers a choice
  - Use the express toll lanes to get out of traffic and reach your destination faster
  - Use the regular lanes and not pay a toll
  - Northbound: five entries, six exits
  - Southbound: six entries, four exits
- Manages demand to improve speed and reliability
- Funds future corridor improvements



Converting HOV lanes to express toll lanes with dedicated entry and exit points

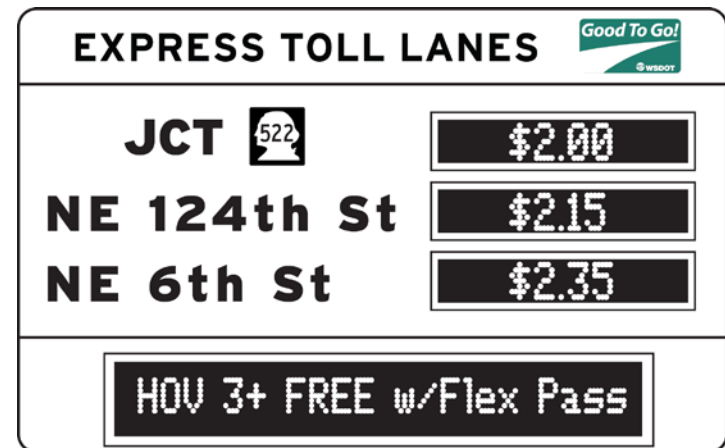
# Transportation Commission - Authority

- Toll rates and exemptions are set by Washington State Transportation Commission
  - Set the minimum and maximum rate for tolled facilities with input from WSDOT and the public
  - The Transportation Commission is considering:
    - Announcing proposed I-405 Express Toll Lanes rate proposals, minimum/maximum rates, carpools, and exemptions in early 2015
    - Hosting public input meetings in early 2015



# Driving the I-405 Express Toll Lanes

- Toll rates adjust based on real time demand
  - Keeps lanes moving at 45mph+ per RCW 47.56.880
  - Signs display toll rates based on your destination
  - Drivers pay rate posted upon entry – even if rate changes during trip



# Changes for Carpools

- Carpools will need new Flex Pass to use the lanes for free
  - Declare status as a carpool by switching the pass into HOV mode
  - Red on pass indicates driver is an HOV
- Potential change in carpool requirements
  - 3+ carpools free during peak
  - 2+ carpools free off-peak
- Check the signs to confirm carpool requirements


## Flex Pass – New Transponders



Driver shifts transponder window left for Toll Mode (WHITE)



Driver shifts transponder window right for HOV Mode (RED)

EXPRESS TOLL LANES		Good To Go!
JCT 	\$2.00	
NE 124th St	\$2.15	
NE 6th St	\$2.35	
HOV 3+ FREE w/Flex Pass		

# Enforcement

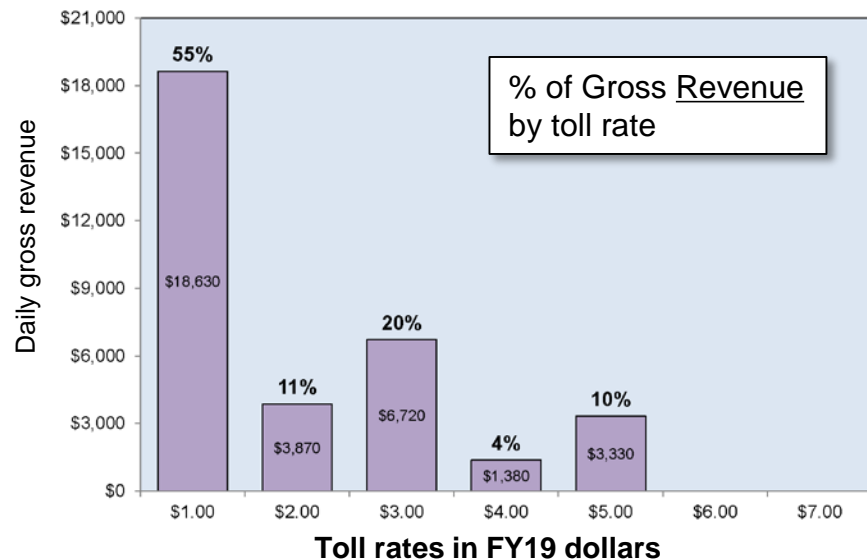
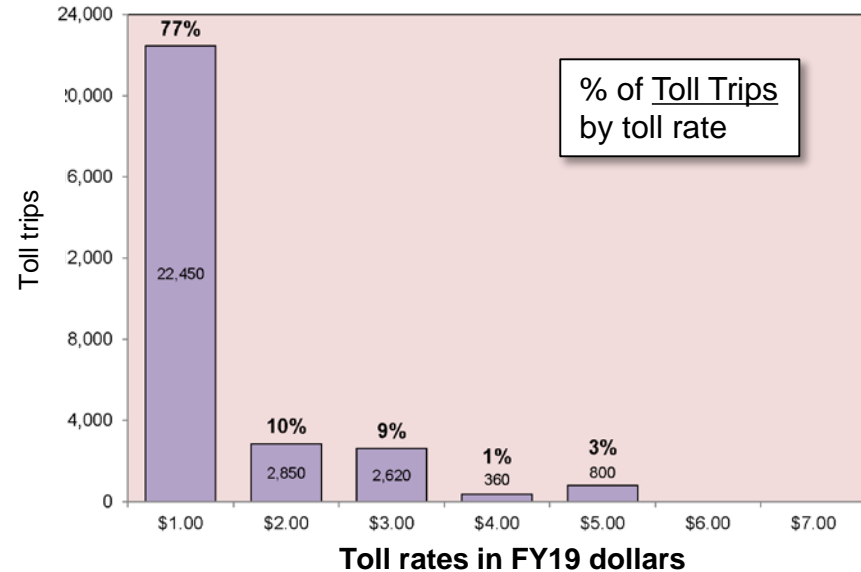
- Dedicated entry and exit points
  - Double white lines and signage to inform drivers
- New Flex Pass is the way drivers claim carpool status
  - Pass design will use red for visual confirmation if driver selects carpool exemption mode
  - White signifies the driver is paying toll
- Beacon over toll lanes will flash if driver claims carpool status
  - If beacon does not flash, driver will pay toll by mail or with *Good To Go!* account



# Minimum Toll Rate

- **I-405**  
Bellevue to Lynnwood
- 77% of toll trips are projected to be less than \$1.00, accounting for 55% of gross revenue
- Selection of a minimum toll rate will be critical to achieving revenue targets in early years

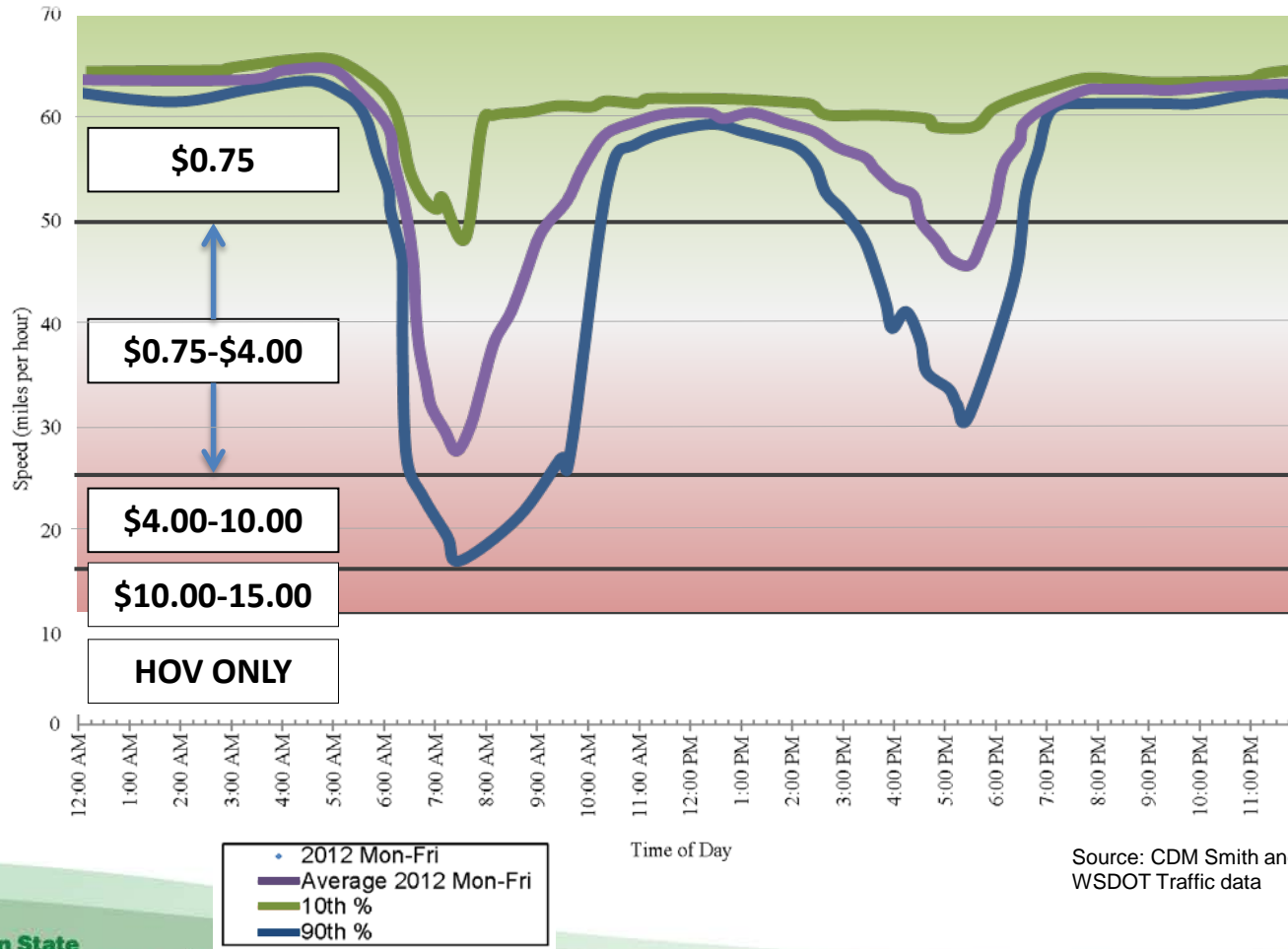
Projected distribution of tolls on an average weekday, 2018



# Maximum Toll Rate Set by Transportation Commission

- General purpose lane congestion increases demand of the express toll lanes
- Toll rates are not expected to reach the maximum rate except for infrequent, extremely congested days

**General purpose average speeds and expected toll rates**



Source: CDM Smith and WSDOT Traffic data

# National Express Toll Lanes Min. / Max Tolls

	Primary Goal	Length	Minimum Toll	Maximum Toll
SR 91 Orange County, CA	Revenue	10 miles	\$1.45	No maximum. Fixed schedule adjusted based on 90-day performance, current highest rate is \$9.85 Currently, \$0.99 per mile
I-495 Capital Beltway Virginia	Revenue	14 miles	\$0.20 per mile (\$2.80 for full length)	No maximum Expected high is \$17.50 for full length or \$1.25 per mile
I-95 Miami, FL	Revenue	7 miles	\$0.50	\$10.50 \$1.50 per mile
I-85 Atlanta, GA	Traffic	15 miles	\$0.01 per mile	\$13.50 for full length \$0.90 per mile
I-10/I-110 Los Angeles CA	Traffic	I-10:14 miles I-110:11 miles	\$0.25 per mile for each	I-10: \$19.60 for full length I-110: \$15.40 for full length \$1.40 per mile for each

# I-405 Toll Rate History

Source/Year	Assumptions	Toll Rates	Max Toll Rate
I-405/SR 167 Eastside Corridor Tolling Study January <b>2010</b>	<ul style="list-style-type: none"> <li>Evaluated 5 different corridor phasing options and 3+ HOV toll free.</li> <li>\$1.00 minimum toll</li> <li>Facility operates from 5 a.m. to 8 p.m.</li> <li>2008 dollars</li> </ul>	<ul style="list-style-type: none"> <li>Average toll for Study Option 1 (Bellevue to Lynnwood) is <b>\$3.90</b> in 2020 conditions (2008 dollars)</li> <li>Average toll rate on a typical commute day in 2013 is <b>\$2.30</b> (2008 dollars)</li> <li>Average toll for Study Option 4 (40-mile system) is <b>\$7.90</b> in 2020 conditions (2008 dollars)</li> </ul>	<ul style="list-style-type: none"> <li>No maximum assumed</li> <li>A sensitivity test was done with a max toll rate of \$12.</li> </ul>
I-405/SR 167 Expert Review Panel Study, December <b>2010</b>	<ul style="list-style-type: none"> <li>Reviewed January 2010 I-405/SR 167 Eastside Corridor Tolling Study</li> </ul>	<ul style="list-style-type: none"> <li>Based on the different study options, average toll rate for a typical commute day with year 2020 conditions was between <b>\$3.90</b> (Study Option 1) and <b>\$7.90</b> (Study Option 4) (2008 dollars)</li> </ul>	<ul style="list-style-type: none"> <li>No maximum assumed</li> </ul>
SHB 2941 Fiscal Note Feb. 15, <b>2010</b>	<ul style="list-style-type: none"> <li>Used January 2010 I-405/SR 167 Eastside Corridor Tolling Study data</li> </ul>	<ul style="list-style-type: none"> <li>Average toll rate for Study Option 1 was <b>\$2.30</b> (2008 dollars)</li> </ul>	<ul style="list-style-type: none"> <li>No maximum assumed</li> </ul>
RCW 47.56.880 (EHB 1382) Fiscal Note April 22, <b>2011</b>	<ul style="list-style-type: none"> <li>Used January 2010 I-405/SR 167 Eastside Corridor Tolling Study data</li> </ul>	<ul style="list-style-type: none"> <li>Average toll <i>revenue</i> per transaction of <b>\$3.80</b> in FY 2015.</li> </ul>	<ul style="list-style-type: none"> <li>No maximum assumed*</li> </ul>
Eastside Corridor Independent Traffic and Revenue Study <b>November 2012</b>	<ul style="list-style-type: none"> <li>40-mile system</li> <li>2030 conditions</li> <li>\$0.75 minimum toll</li> </ul>	<ul style="list-style-type: none"> <li>Average toll rate for HOV 3+ toll free AM and PM Peak period is <b>\$2.01-\$2.03</b> respectively.</li> </ul>	<ul style="list-style-type: none"> <li>No maximum assumed</li> </ul>
I-405/SR 167 Express Toll Lanes 2012 Planning Level Traffic and Revenue Study <b>December 2013</b>	<ul style="list-style-type: none"> <li>\$.0.75 minimum toll</li> <li>Opening year 2014 for Study Option 1</li> <li>2014 dollars</li> </ul>	<ul style="list-style-type: none"> <li>Study Option 1 Average toll rate for HOV 3+ toll free in 2014 is <b>\$1.11</b></li> <li>Study Option 1 Typical day commute in 2014 is <b>\$1.60</b></li> </ul>	<ul style="list-style-type: none"> <li>No maximum assumed</li> </ul>

\*Fiscal Note: The toll is not capped and the lanes are assumed to remain open to toll-paying SOVs and 2-person HOVs, with tolls increasing in order to match demands for the lanes with the space available.

# Getting Ready for I-405 Express Toll Lanes

- Outreach on how express toll lanes work
  - Public marketing - Spring 2015
    - Transponder availability at commercial retail locations
  - Advertising campaign begins slightly before and after I-405 ETL opening
  - Project Go Live - Fall 2015
    - Civil construction complete
    - Lane toll system vendor complete
    - Customer Service Center System changes complete
  - Constituent information through
    - Project web page: [www.wsdot.wa.gov/tolling/405](http://www.wsdot.wa.gov/tolling/405)
    - Regular email updates through WSDOT at [www.wsdot.gov/emailupdates](http://www.wsdot.gov/emailupdates)
    - Social Media on Twitter @GoodToGoWSDOT
    - Facebook at [www.facebook.com/WSDOT](http://www.facebook.com/WSDOT)



# For more information

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# Dynamic Pricing Solution

*The most effective price to move the most traffic*

