

Washington State Transportation Commission

Unintended Consequences of HOT Lanes

And

A Better Plan For All

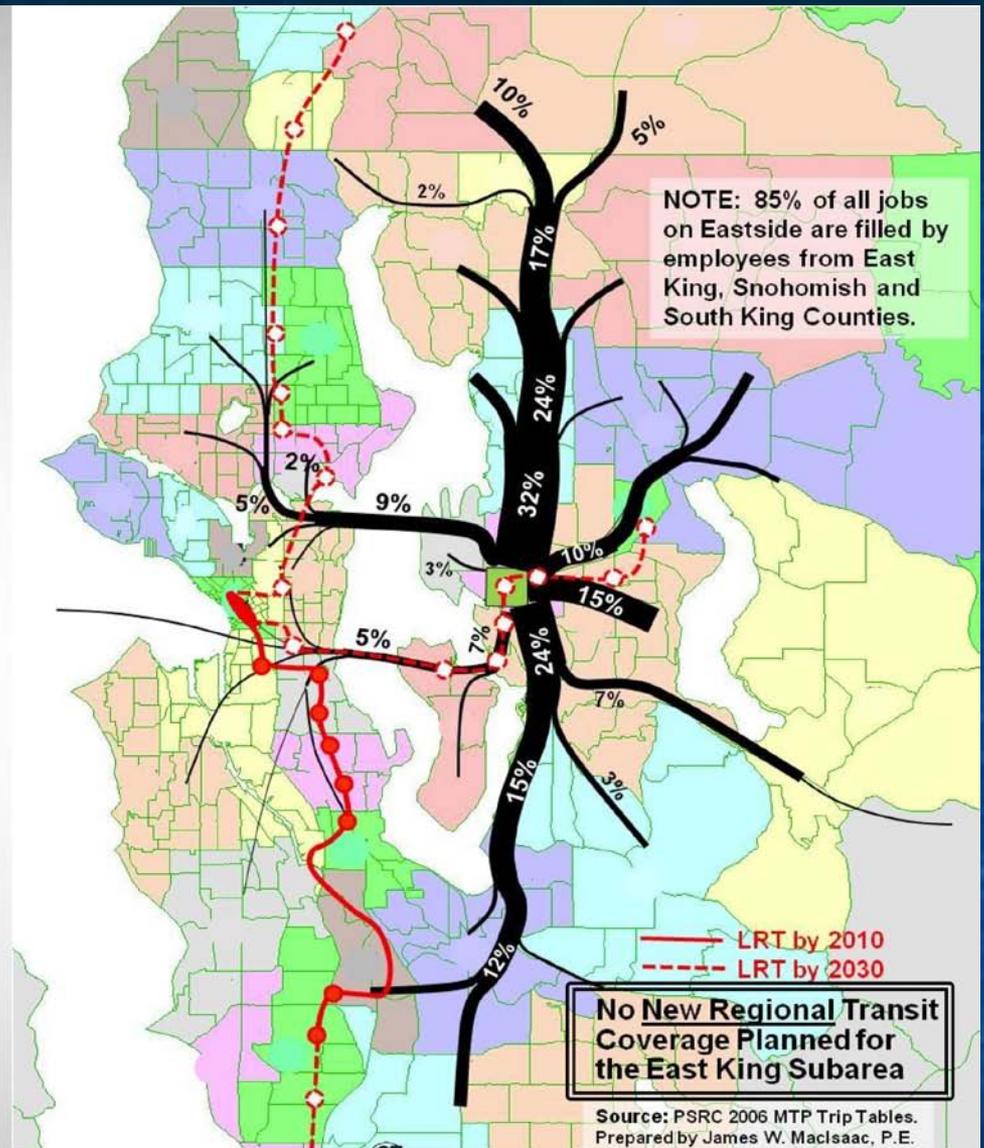
by **Jim Horn**

Former State Senator & Chair of Senate Transportation Committee
Chairman Emeritus of the Eastside Transportation Association

2030 Eastside Job Access Patterns

- < 15% come from Seattle
- 15% come from Snoh Co
- 15% come from S.King Co
- 67% approach Bellevue CBD via I-405

The Existing and Proposed ST2 LRT System does not fit the vast majority of Eastside regional job access patterns



2030 Home-Work Person Trips To
DOWNTOWN BELLEVUE

HB 1382 – HOT lanes on I-405/167

Sponsors: Clibborn, Maxwell, Liias, Eddy, Hunter & Springer

- Develop and operate express toll lanes on I-405 between Bellevue on the south end and I-5 on the north end
- Conduct a traffic & revenue analysis for a 40 mile continuous system on I-405/167
- Develop a corridor-wide project mgmt plan
- Create toll lane account (not in MVF)

HOT Lanes on I-405

4 Major WA Policy Changes

- HOV lanes changed from 2+ to 3+
- LOS standards – urban highways lowered (LOS D to LOS F)
- Use Revenue Bonds vs. WA State Bonds
- Violates the I-405/167 plan signed by 27 agencies (2002 ROD)

SR 167 HOT Lanes

(First week – more fines than tolls)



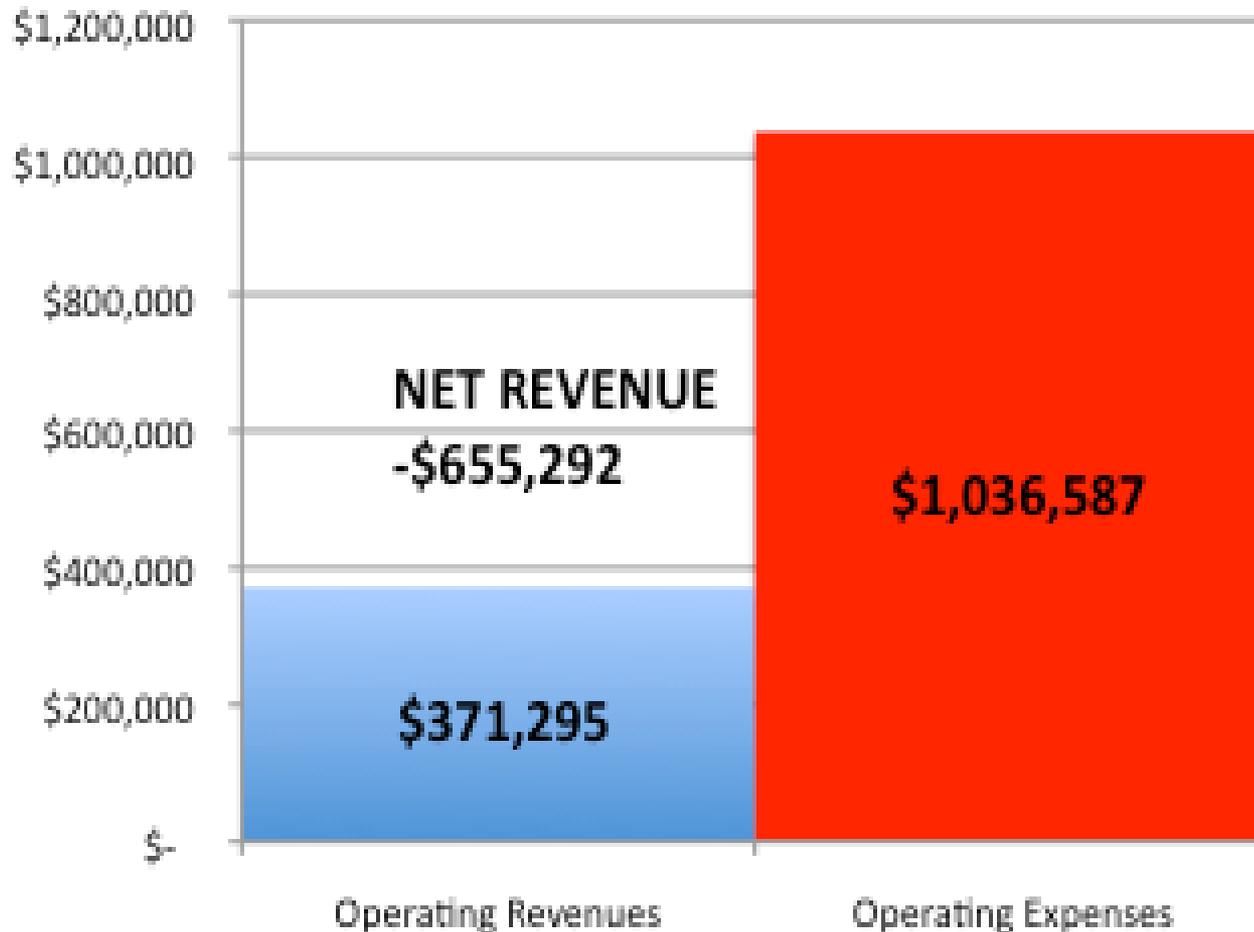
SR-167 HOT Lanes carry less

SR-167 from I-405 to 37th St NW

Year	Lane	SB	NB	2-Way
2006	HOV	9340	9350	18690
2010	HOT	7860	8620	16480
% Traffic Loss		15.8%	7.8%	11.8%
2006	GP	51310	51350	102660
2010	GP	50580	50890	101470
% Traffic Loss		1.4%	0.9%	1.2%

SR-167 Operating Revenue & Expenses

(July 1, '09 thru Mar 31, '10)



Is this what we want for I-405?

SR 91
CA



15-February-2011

Minnesota Hot Lanes on I-394

- They make the expected claims:
- "Overall volumes in the managed lanes (managed as HOV before and as tolled HOT lanes now) are up 17% and volumes in the unrestricted lanes are up 3%, for a total increase in the corridor in these six peak hours of 5%."

Minnesota Hot Lanes Revenue Shortfall

- Both traffic and tolls are lower than expected.
- Set up cost \$10.7m
- Operations cost \$1.8m/1st year
- Enforcement cost \$200k/yr.
- Revenues are running \$1m/yr short of operating costs

Minnesota Solution

- "..... congestion is just not bad enough in the free lanes to generate major revenues in the toll lanes alongside."
- "WANTED: some real congestion, California style"
- Build another one – I-35W

<http://www.tollroadsnews.com/node/3296>

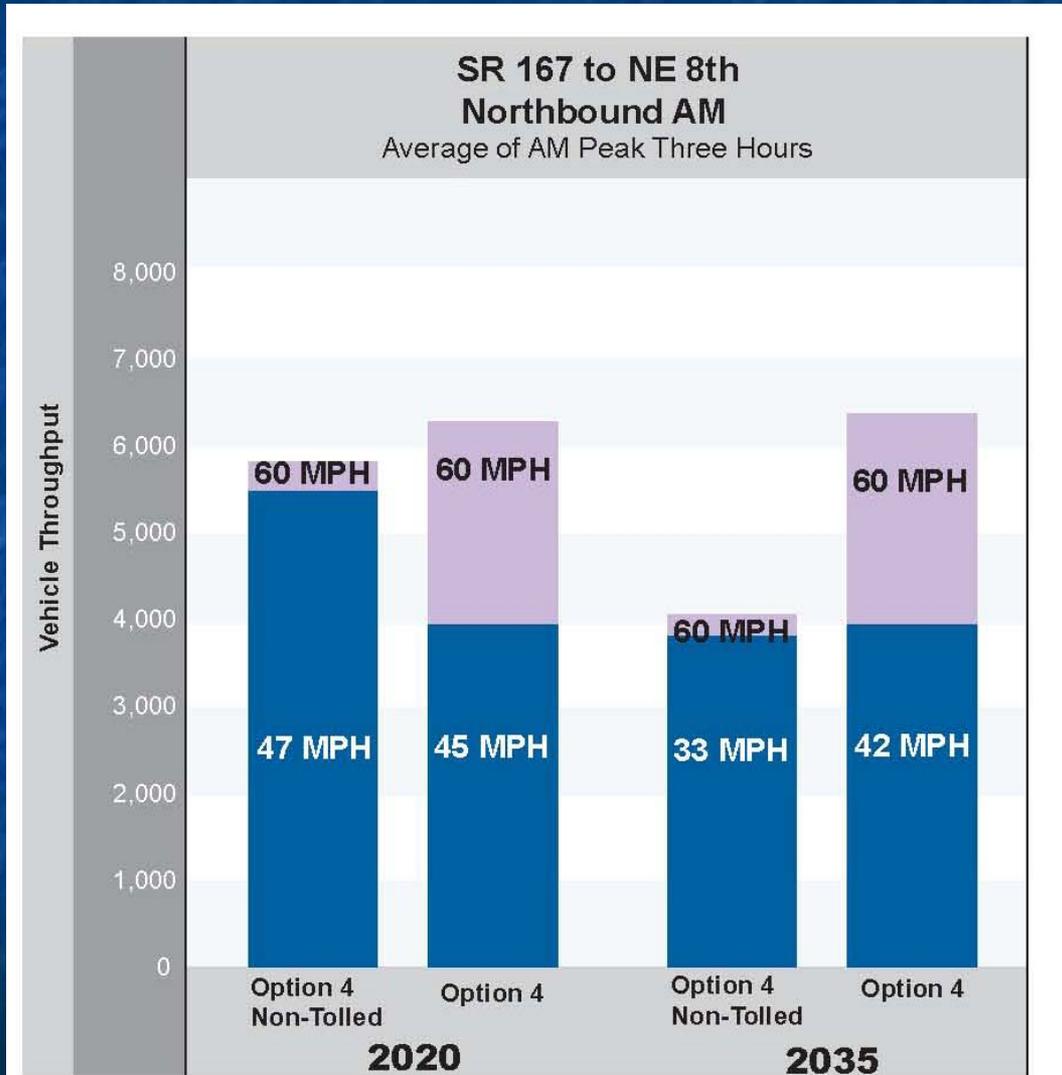
WSDOT Claims

- *"the tolled investment move more vehicles overall than the non-tolled investment"*
- *"The tolled option accomodates (sp) economic and population growth, allowing for greater throughput"*
- *"Toll revenue from the I-405/SR 167 express toll lanes would be used to further fund completion of corridor Master Plan projects."*

Lets examine these claims

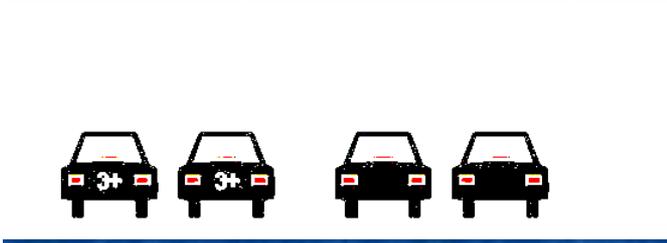
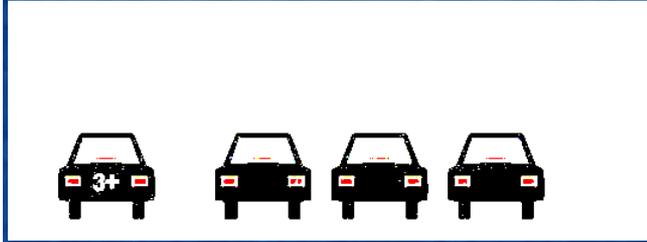
Renton to Bellevue Traffic Performance

Non-tolled vs. Tolled for 2020 and 2035



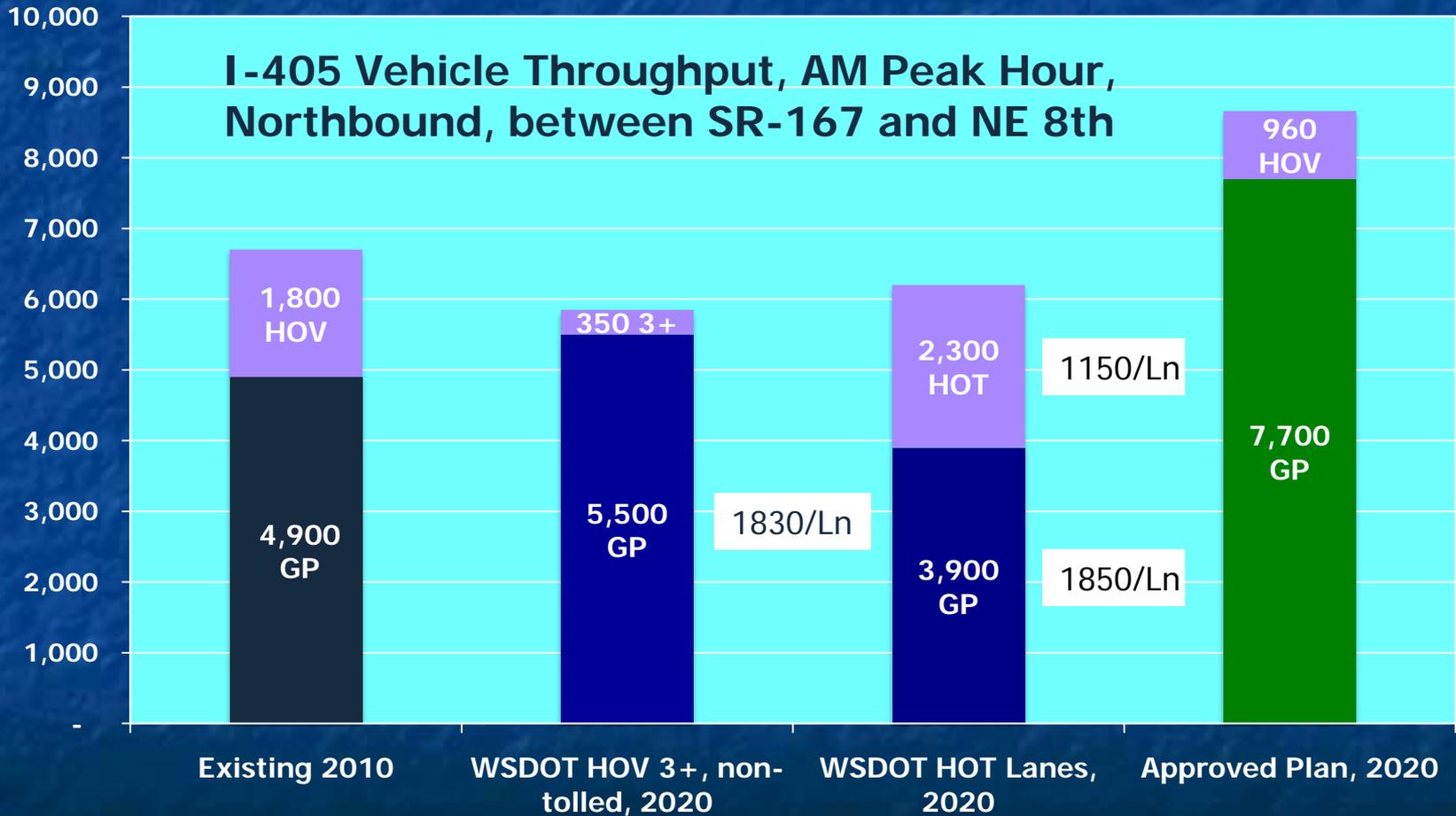
Legend

- HOV (non-tolled) / express toll lanes
- General purpose (GP) lanes



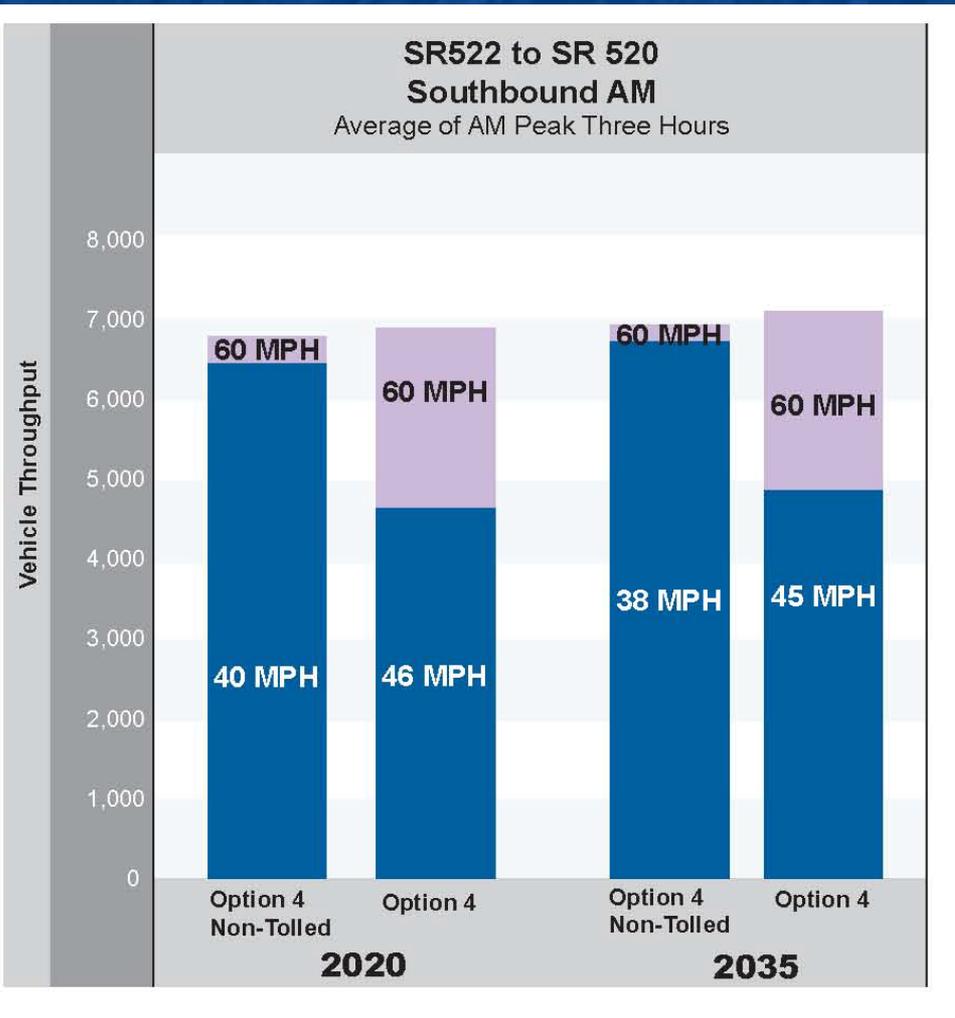
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Worse or Slightly Better than today? Not as good as the approved Plan



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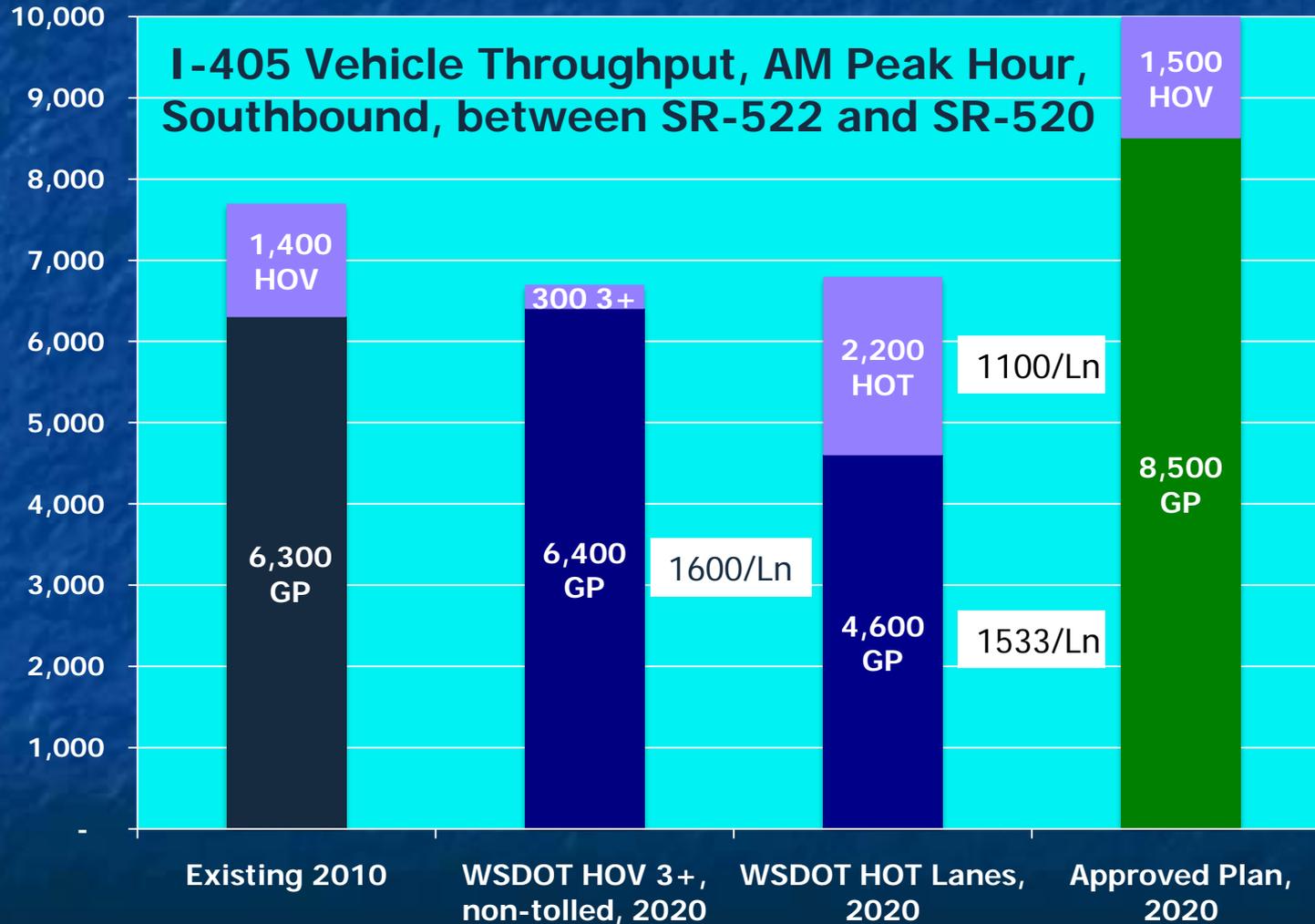
Non-tolled Lane Configuration



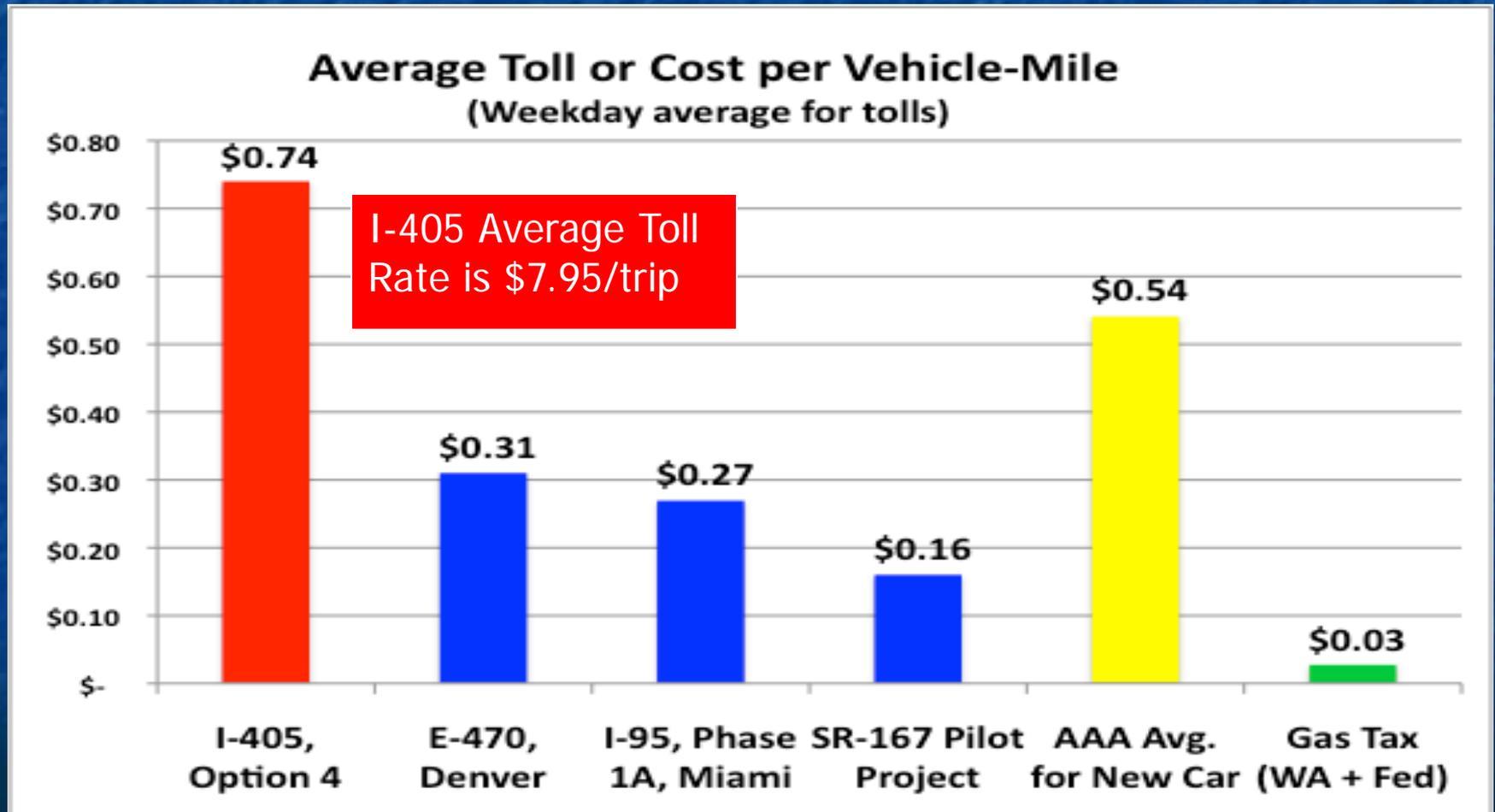
Tolled Lane Configuration



Worse or Slightly Better than today? Not as good as the approved Plan



We Believe that WSDOT Toll Rate is Too High (red bar)

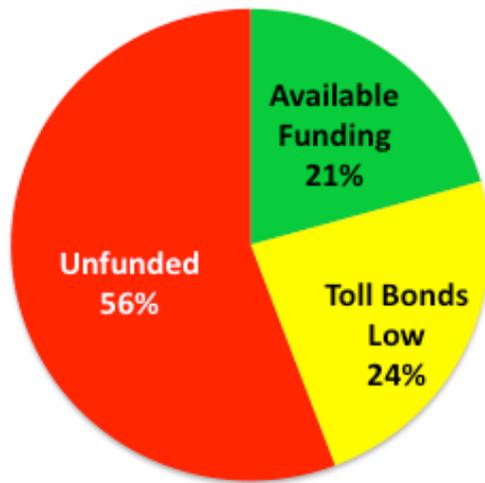


Projected Revenues Too High; Only 24% - 41% Costs Covered

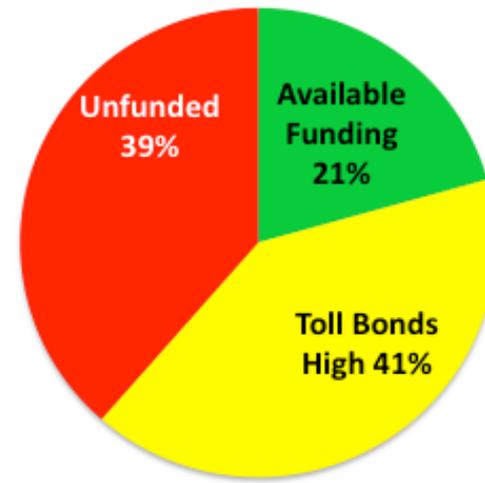
(Drivers in the Congested GP lanes pay the rest)

Total Cost of HOT Lanes: \$1.950 B

Low Estimate of Funding, Option 4, Non-Recourse Toll Revenue Bonds



High Estimate of Funding, Option 4, Non-Recourse Toll Revenue Bonds



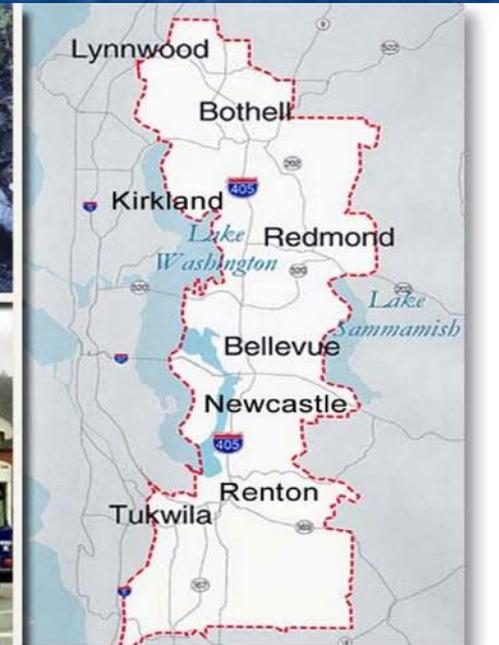
I-405 Corridor Program

Record of Decision

October 2002

Current Approved
Plan is Best

44 months
\$7.5 million



I-405 Corridor Plan

- 2 new general purpose lanes in each direction (plus some auxiliary lanes)
- 15 access and exit points for HOV lanes
- 10 bus rapid transit stations
- 5000 new parking spots in 20 new lots
- 9 transit centers
- Expanded transit and van pool service

The Seven Themes

Theme 1 - Transportation Demand Management (TDM): reduced transit fares, parking pricing, ridesharing agreements.

Theme 2 – Transit/HOV: add 1 HOV lane in each direction on I-405, direct access ramps, arterial HOV lanes, increase transit service, moderate TDM

Theme 3 – High Capacity Transit: grade separated HCT with feeder buses, arterial HOV/transit priority, moderate TDM

Theme 4 - Arterial Capacity: basic I-405 improvements, expand arterials (including East King County), moderate TDM

Theme 5 (the Approved Plan)– General Purpose Capacity: add 2 general purpose lanes each direction on I-405, widen connecting arterials, other roadway improvements, moderate TDM

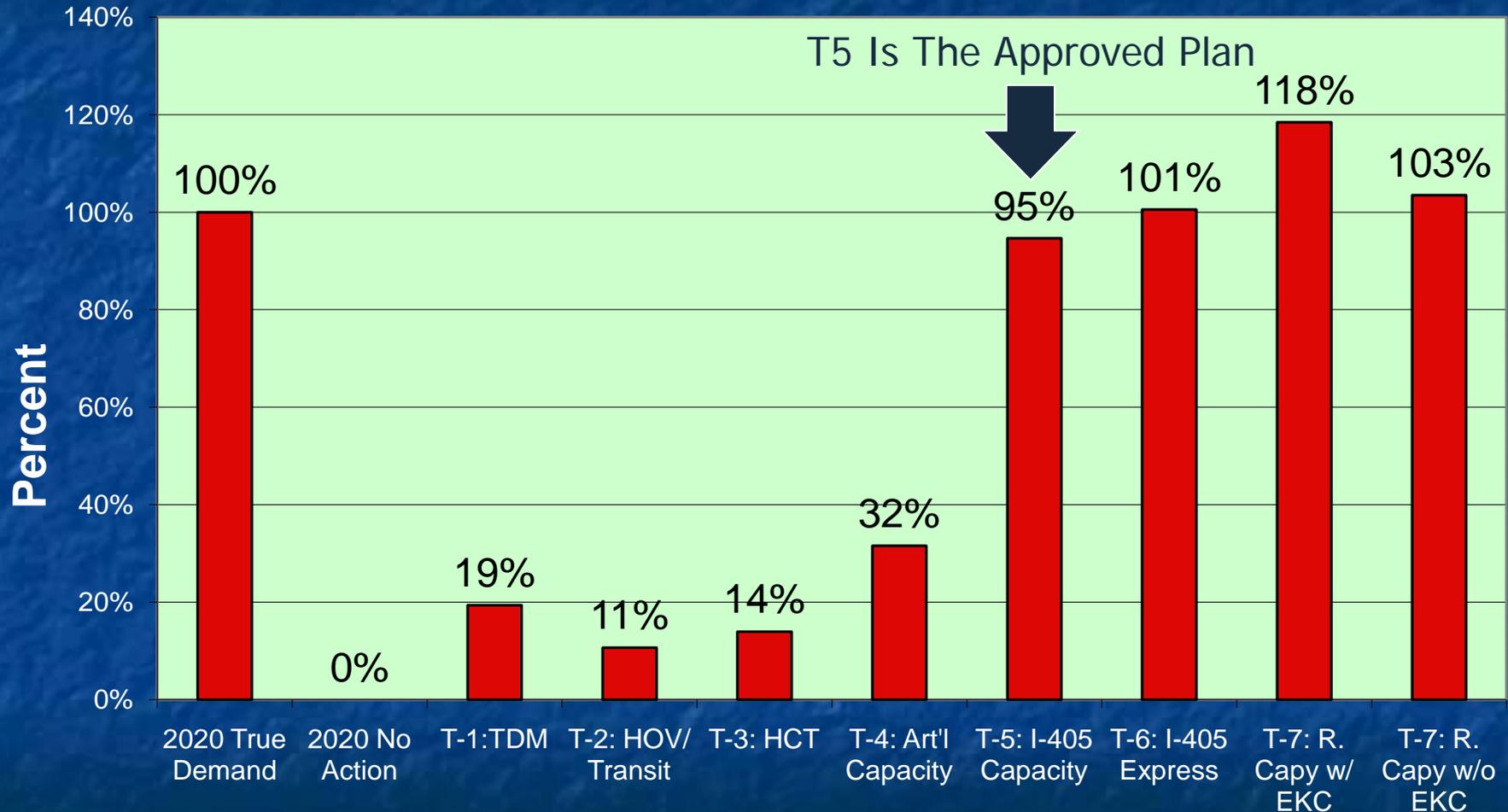
Theme 6 – Express Lanes: add 2 express lanes each direction, grade separated, widen SR 167 by 1 lane each direction, other road improvements, moderate TDM

Theme 7A – Roadway Capacity: add 2 general purpose lanes each direction on I-405, expand arterials (more than twice as much as in Theme 5), construct East King County Freeway, other roadway improvements, moderate TDM

Theme 7B – Roadway Capacity: same as Theme 7A, but omits East King County Freeway.

Performance as a Per Cent of Demand

(Average of Three Screenlines -- 2020, CAPACITY ADJUSTED)

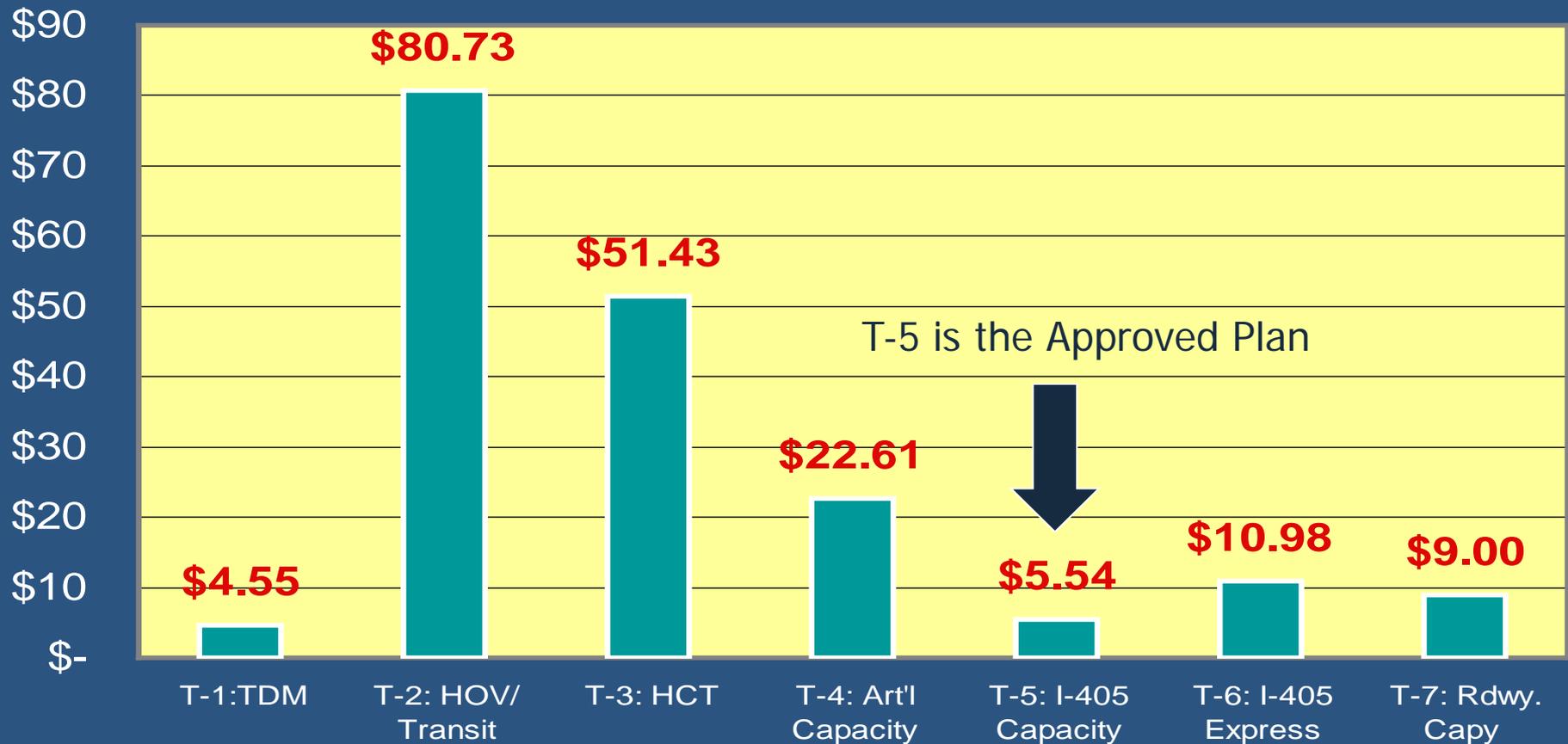


Source: Derived from I-405 Corridor Program Data

15-February-2011

Daily Cost per Added Person Served

Average of 3 Screenlines, Capacity Adjusted Figures, 2020



Let's do what
we know how to do
and do what
we know works!

Proposed Next Phase of the I-405 Approved Plan

- Full Build-out from Bellevue to Renton
 - Toll all lanes 24/7, everybody pays
 - Use \$470M appropriated for the Plan
 - Use Eastlink \$'s for transit portion
-
- 400,000 trips/day @ \$1/trip = \$2.6B over 25 years

Proposed Next Phase of the I-405 Approved Plan

- Moves Everyone
(not just a privileged few)
 - Best for the Economy
 - Lowest Tolls
 - Timely Travel

...the end