

I-405 Express Toll Lanes Tolling Update



Kim Henry
I-405 Project Director

Patty Rubstello
Assistant Secretary, Toll Division

Craig Stone
Program Administrator, Gateway Program

WSTC
November 17, 2015

I-405 Express Toll Lanes

Opened September 27

Overview

- Legislature authorized WSDOT to toll I-405 from Bellevue to Lynnwood in 2011
- Dynamic pricing effectively manages volume and increases performance for all lanes in the corridor
- Market-based direct user fee
- Future plans to extend south and create a 40-mile express toll lanes system on I-405 and SR 167

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		

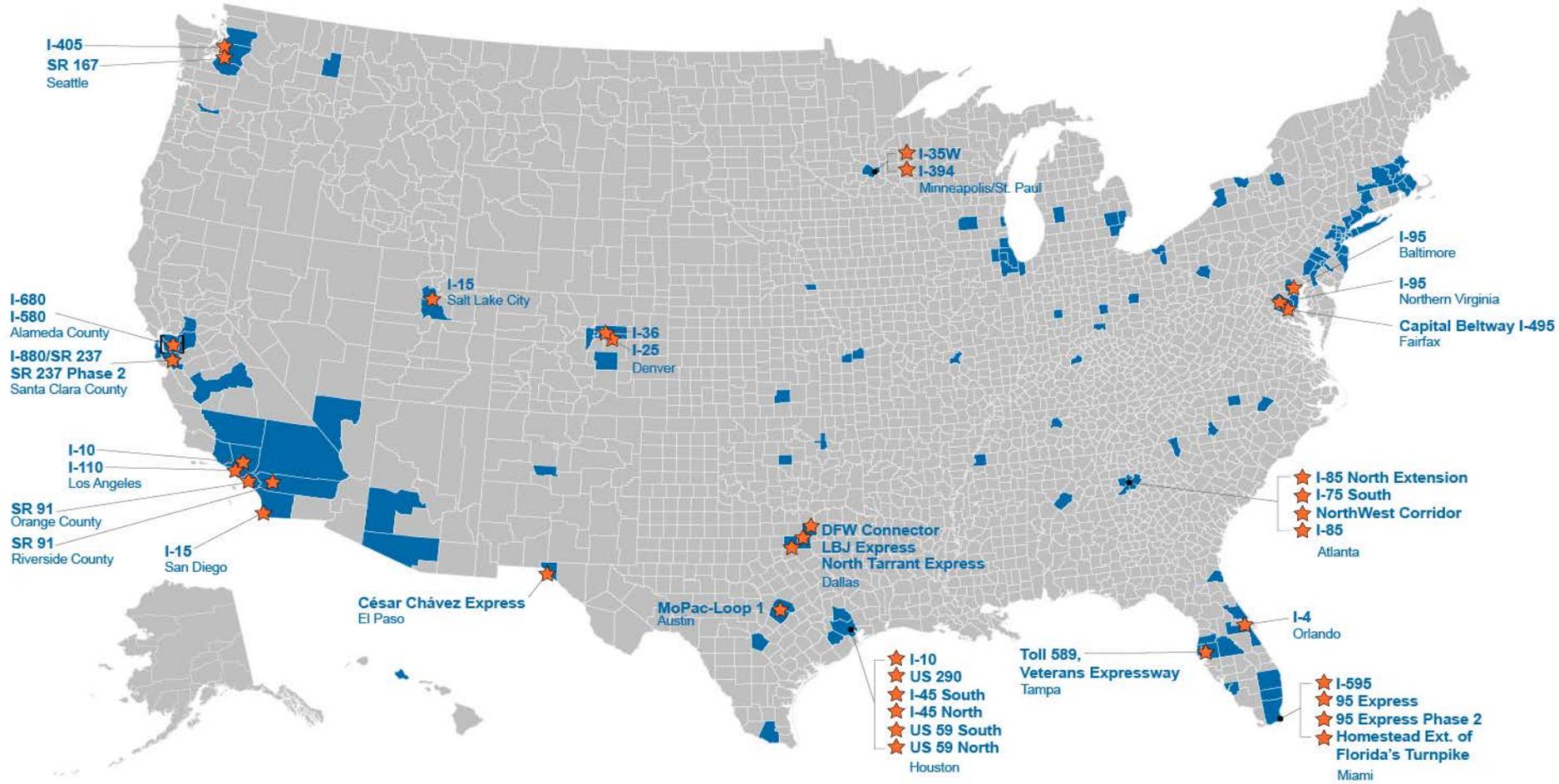


April 2015



October 2015

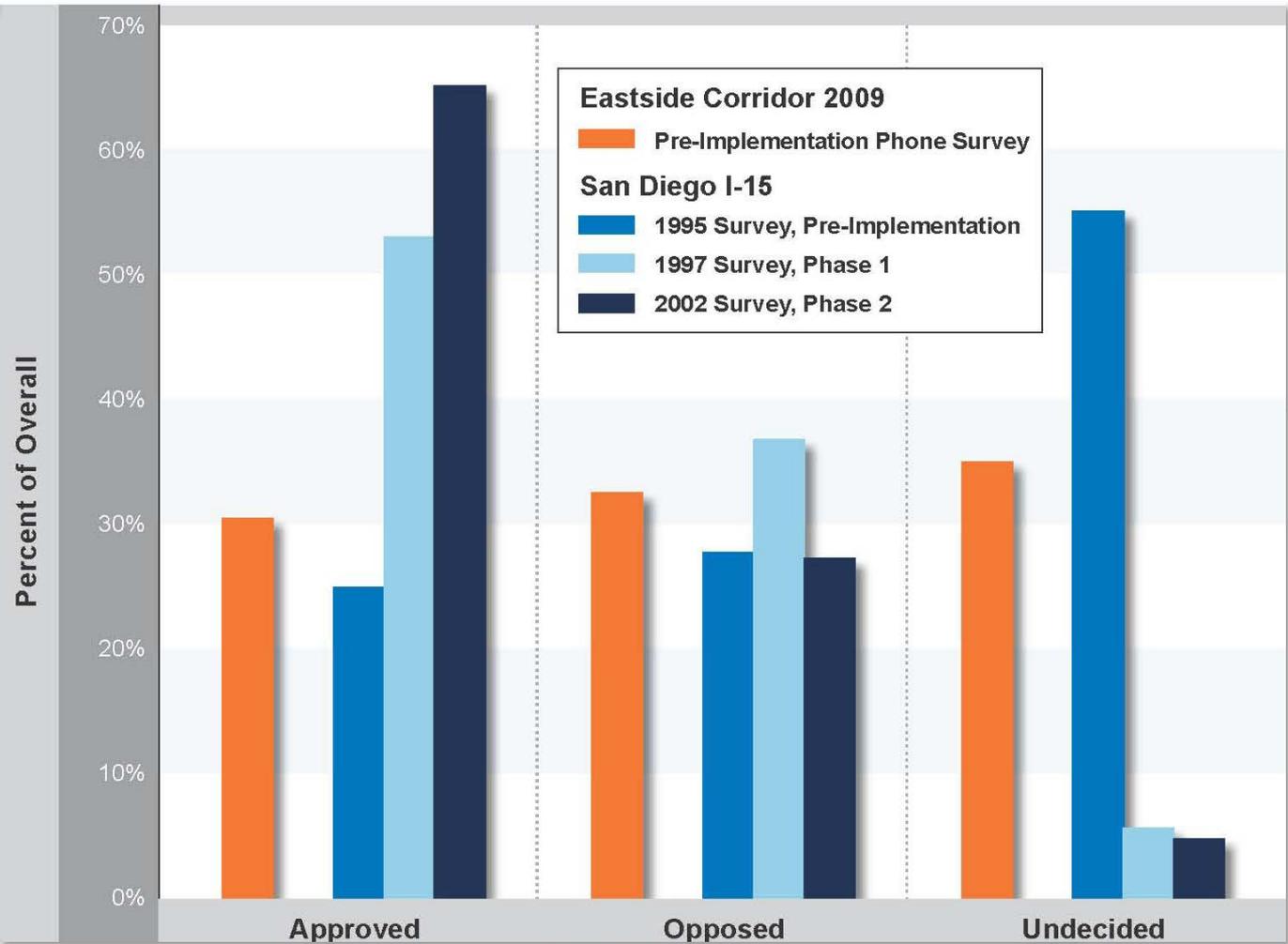
Express Toll Lanes are used across the country as part of the solution to urban congestion



LEGEND ★ Express toll lanes
 🗺️ Half of the United States population live in these counties
 Map of United States of America with counties by FreeVectorMaps.com

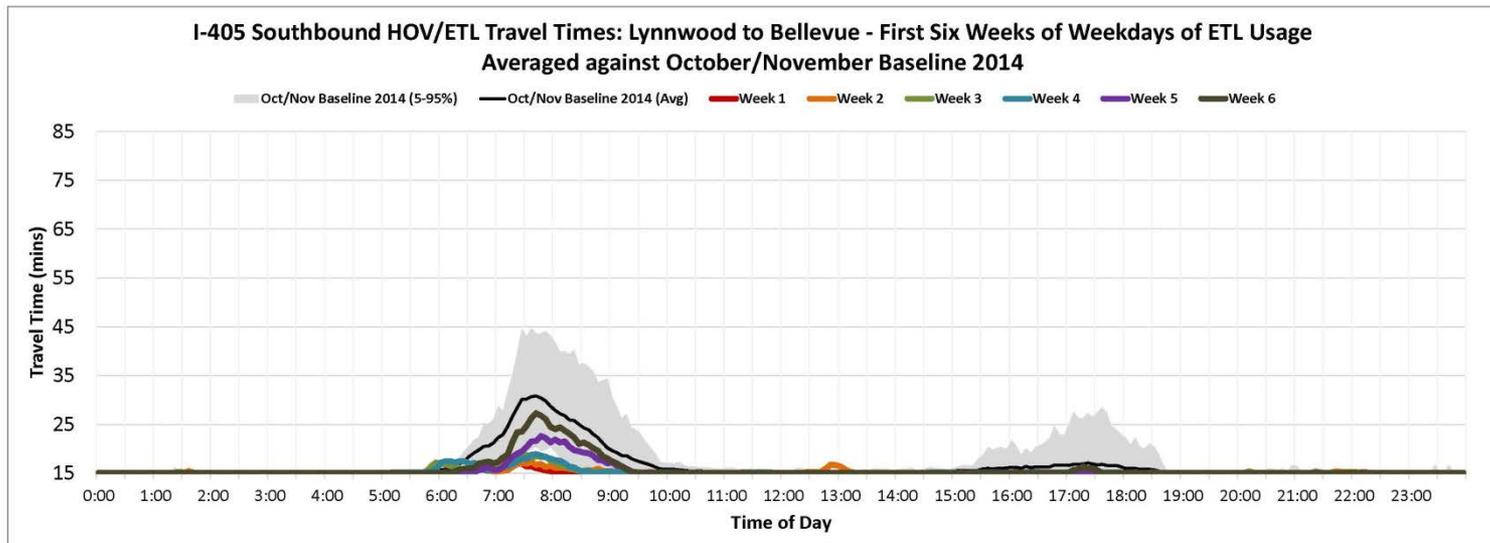
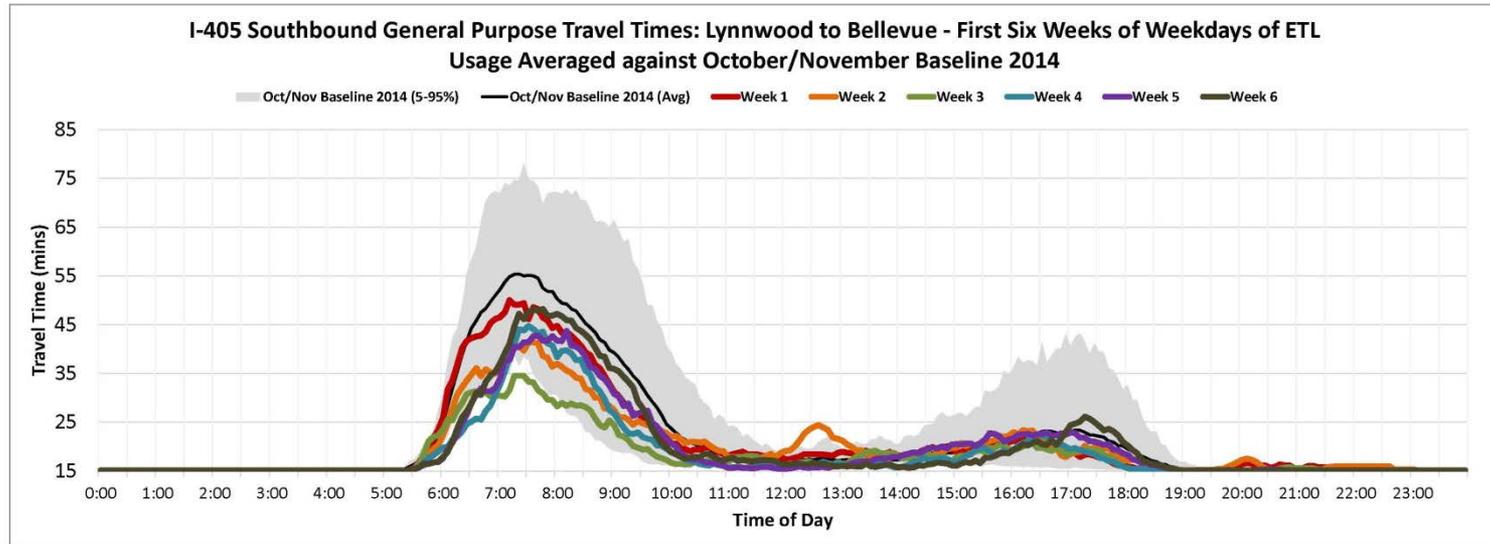
What happened in San Diego on I-15?

Public Support

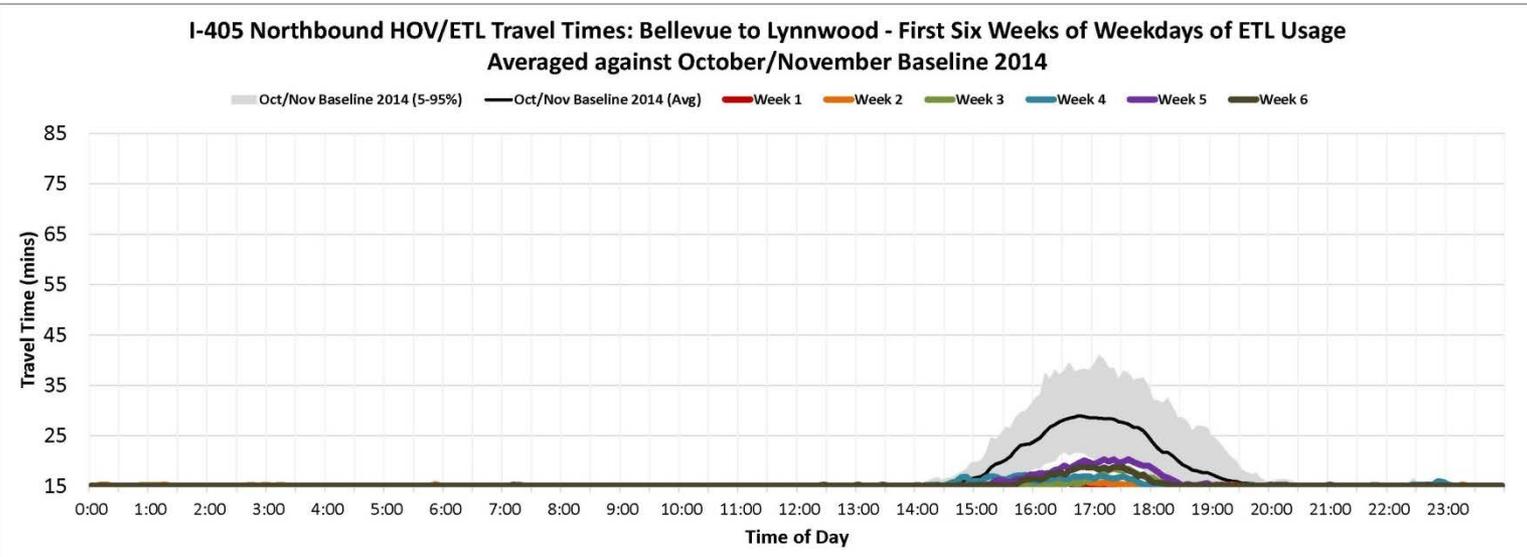
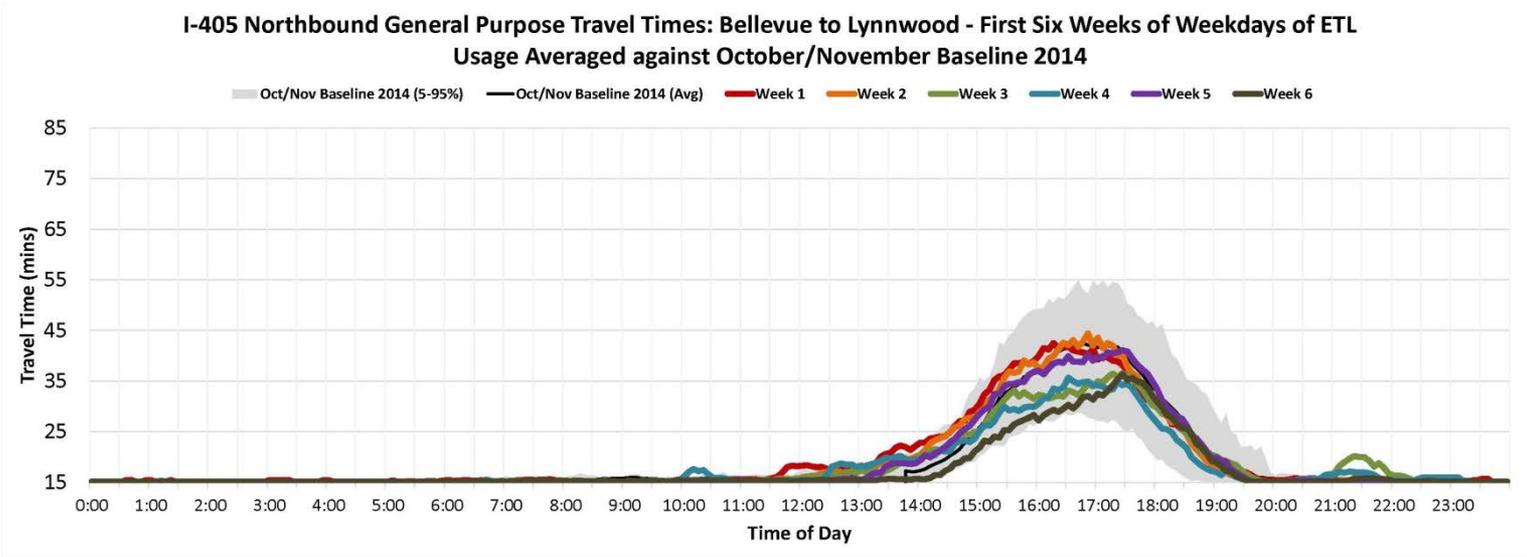


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The First Six Weeks – Southbound Travel Times from Lynnwood to Bellevue



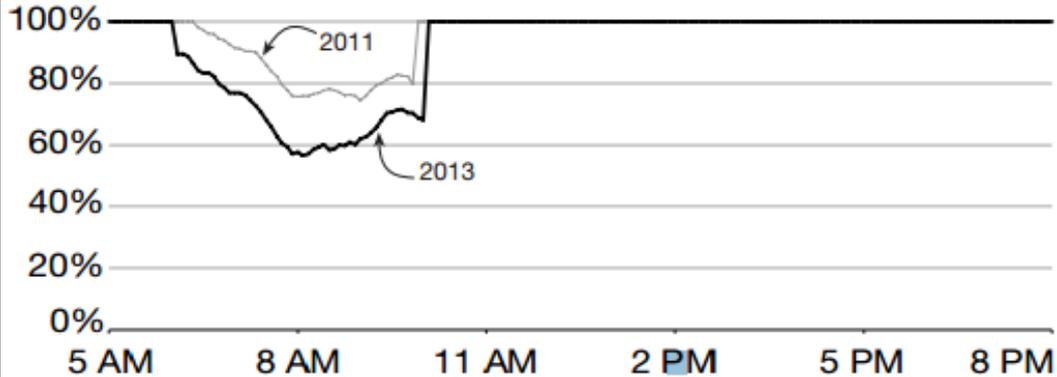
The First Six Weeks – Northbound Travel Times from Bellevue to Lynnwood



Principles of Express Toll Lanes

Southbound I-405 at NE 160th Street (MP 22.5)

Based on the highest observed 5 min. flow rate 1,800 vphpl = 100%



Based on the highest observed 5-minute flow rates (vehicle-per-mile-per-lane) during 2011 and 2013

- The above chart shows how congestion reduces productivity on I-405 today
- During congested periods, productivity is reduced, and less traffic gets through

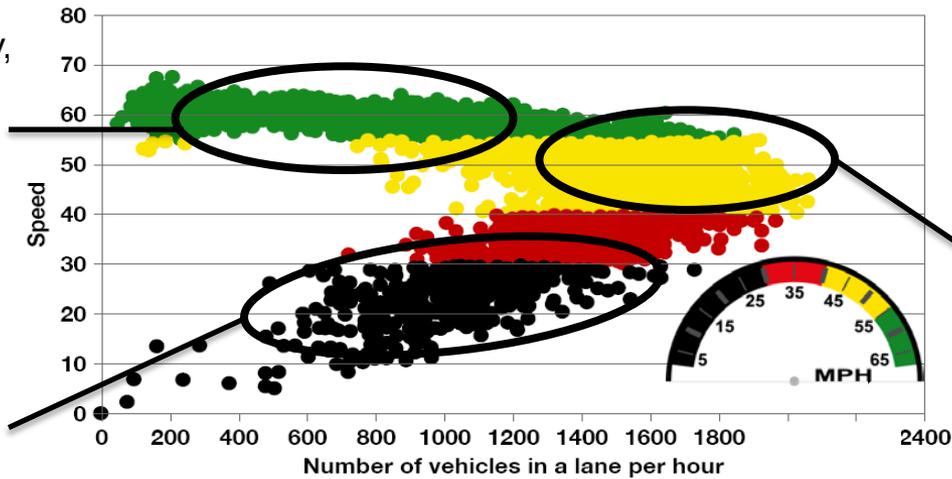


I-405 prior to Express Toll Lanes. HOV lane congested 200+ days a year.

Principles of Express Toll Lanes

If demand < capacity, speeds are high and demand equals throughput

If demand > capacity, speeds drop, and less traffic gets through overall



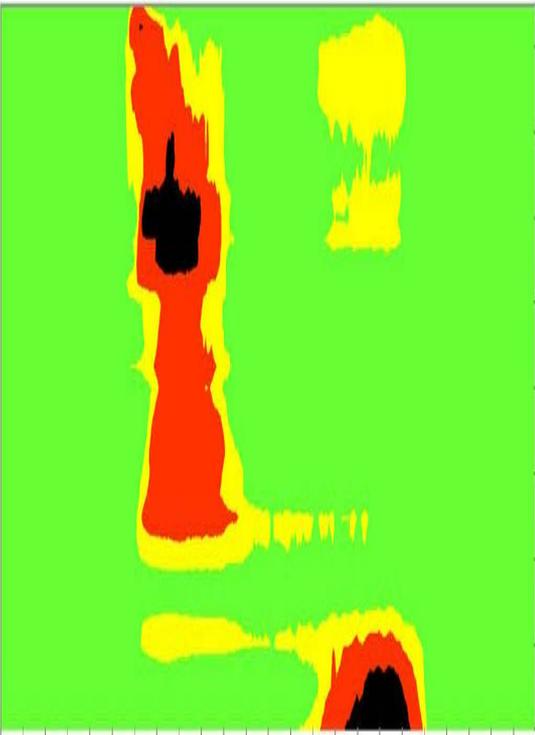
If demand = capacity, speeds are around 45 MPH and throughput is highest



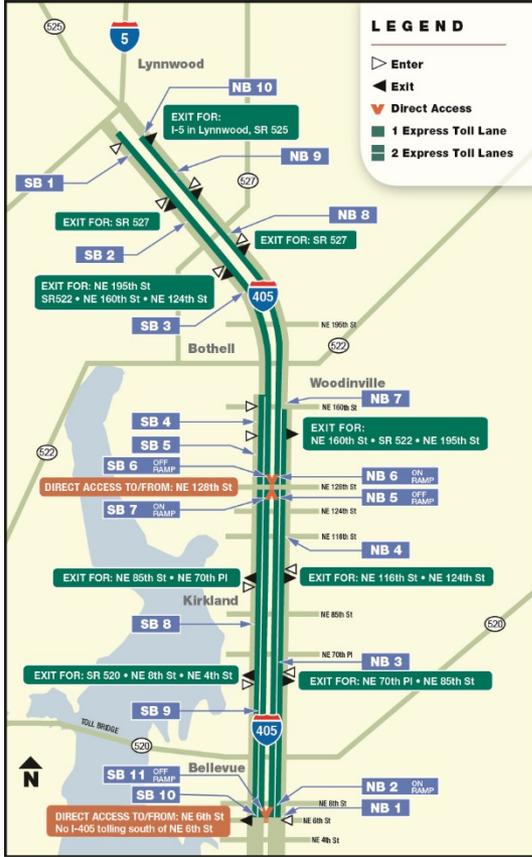
I-95 in Florida with Express Toll Lanes

The First Six Weeks – Southbound Congestion Contours

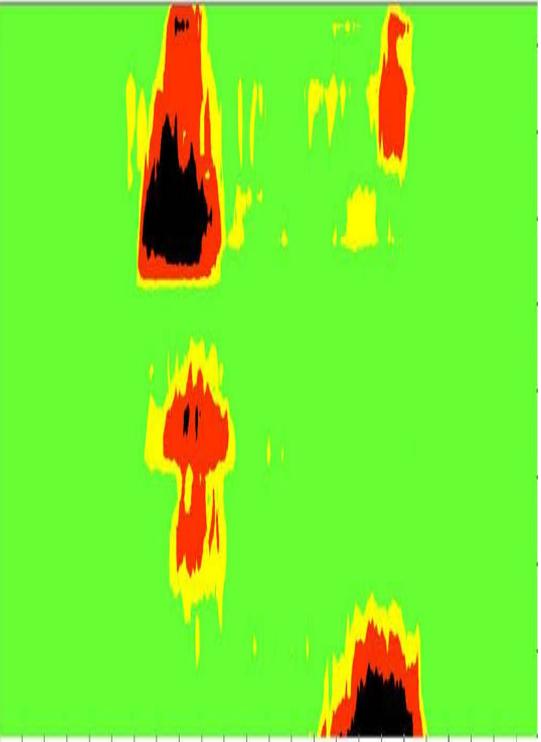
I-405 SB General Purpose Lanes, 2014



Midnight 7:00 AM Noon 5:00 PM Midnight



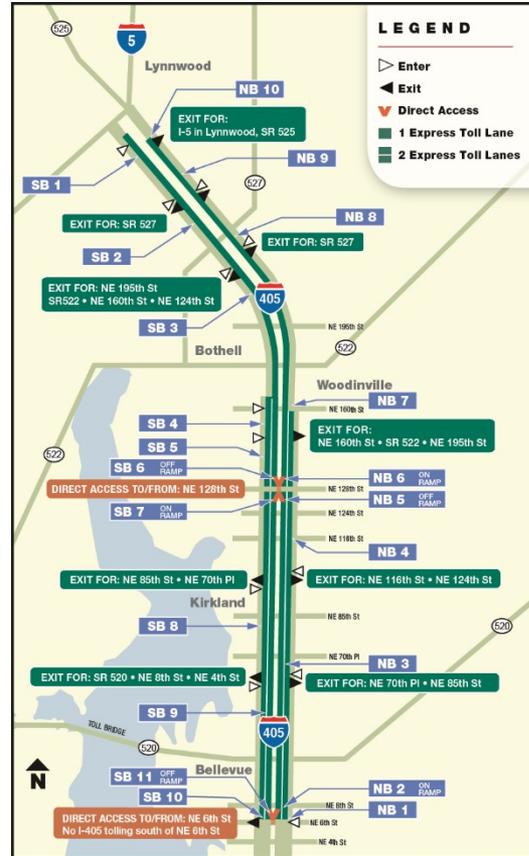
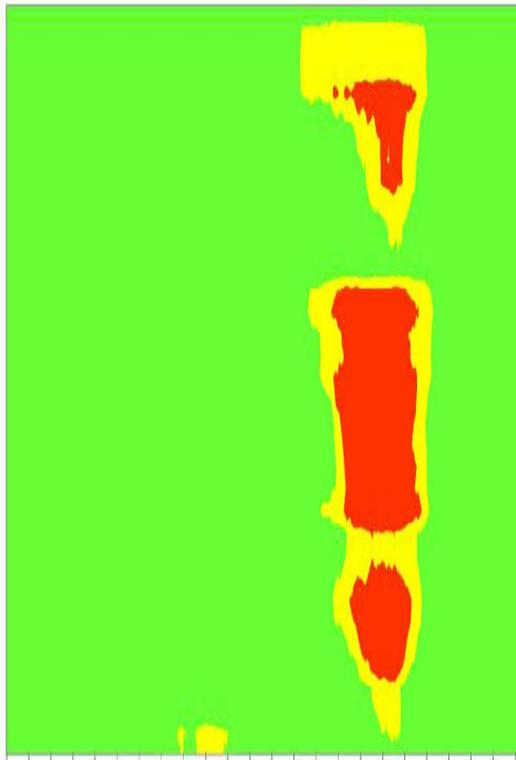
I-405 SB General Purpose Lanes, 2015



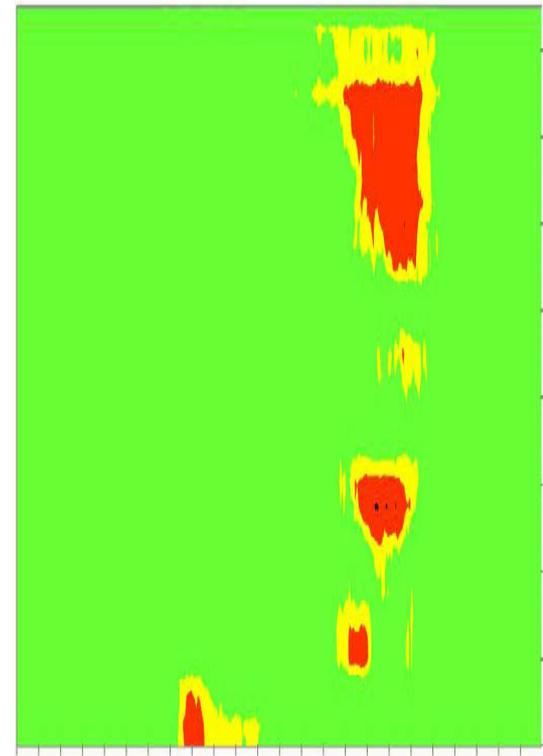
Midnight 7:00 AM Noon 5:00 PM Midnight

The First Six Weeks – Northbound Congestion Contours

I-405 NB General Purpose Lanes, 2014



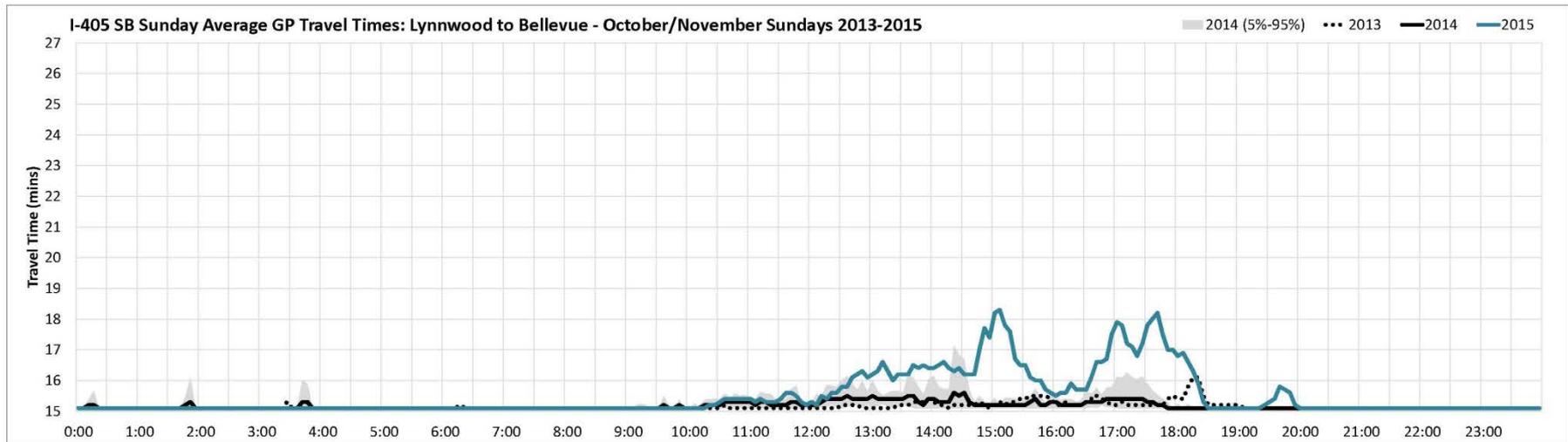
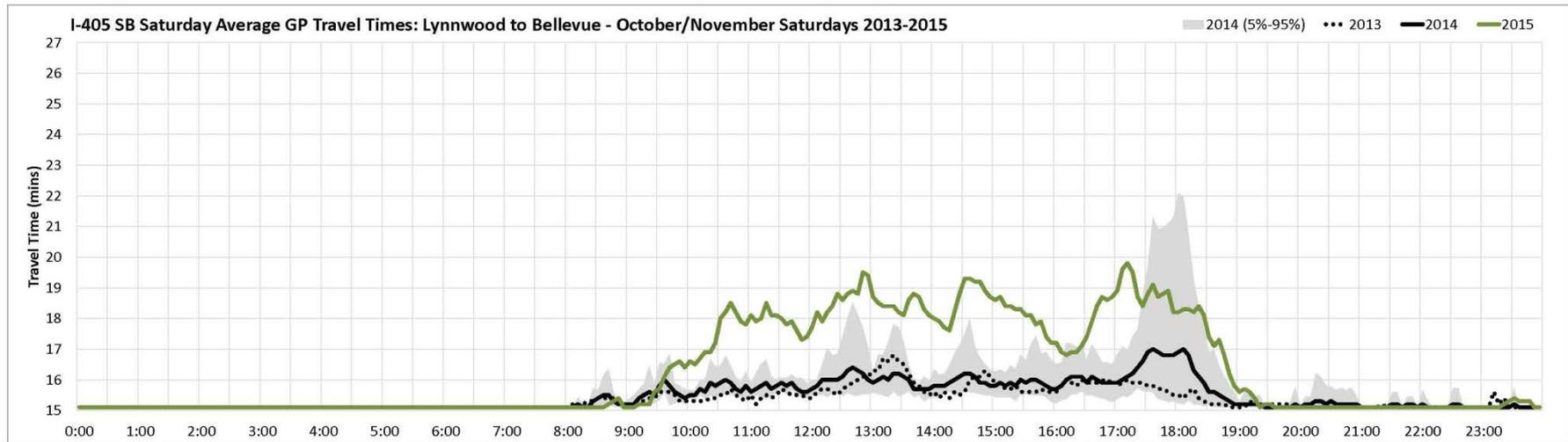
I-405 NB General Purpose Lanes, 2015



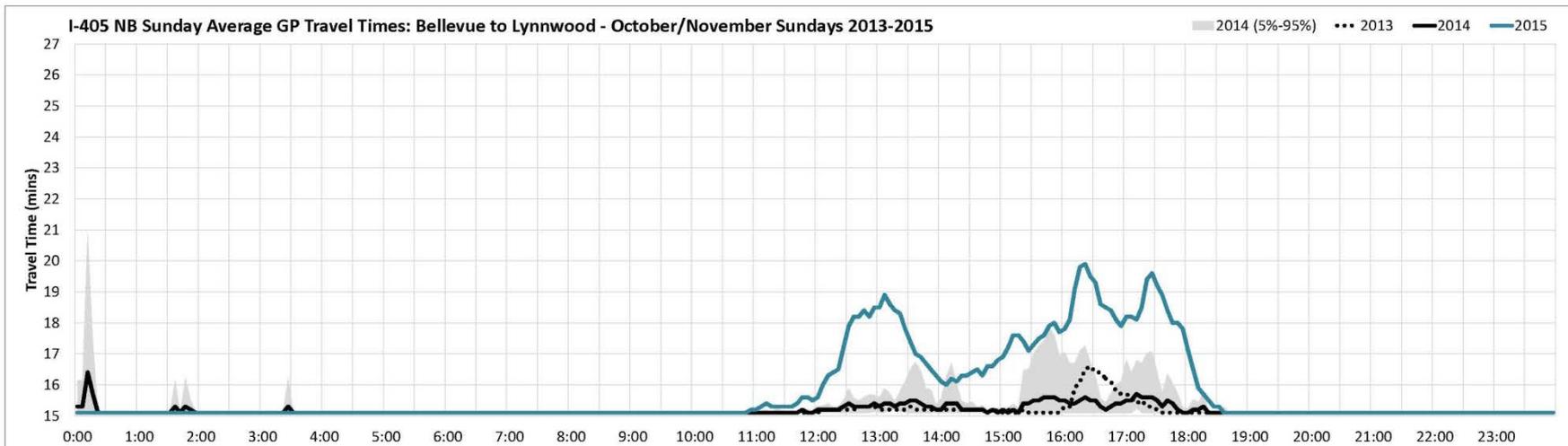
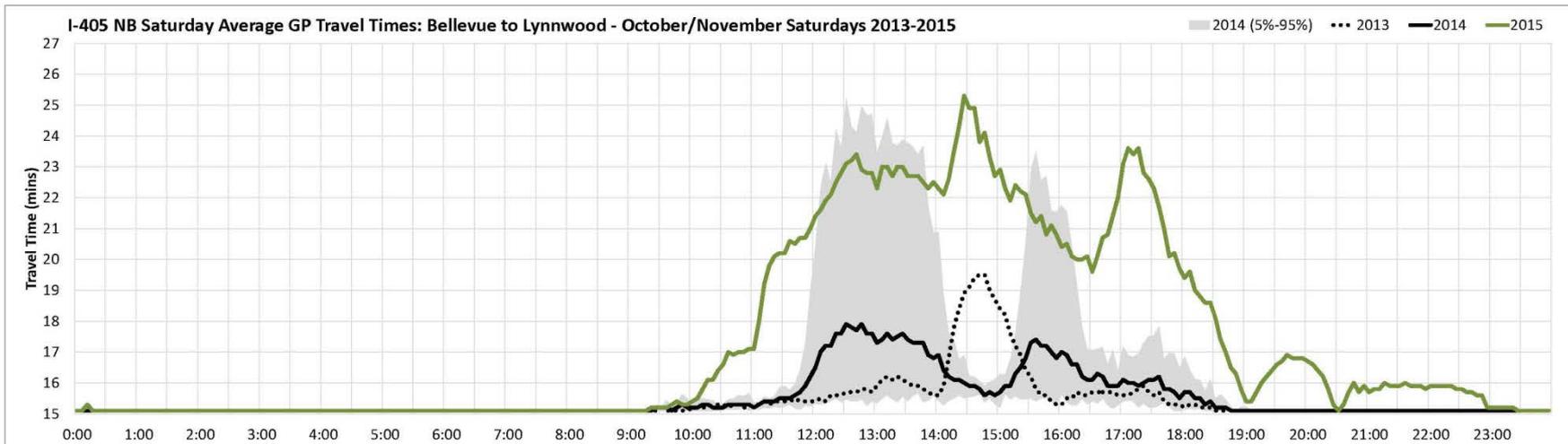
Midnight
7:00 AM
Noon
5:00 PM
Midnight

Midnight
7:00 AM
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Midnight

The First Six Weeks – Southbound Weekend Travel Times

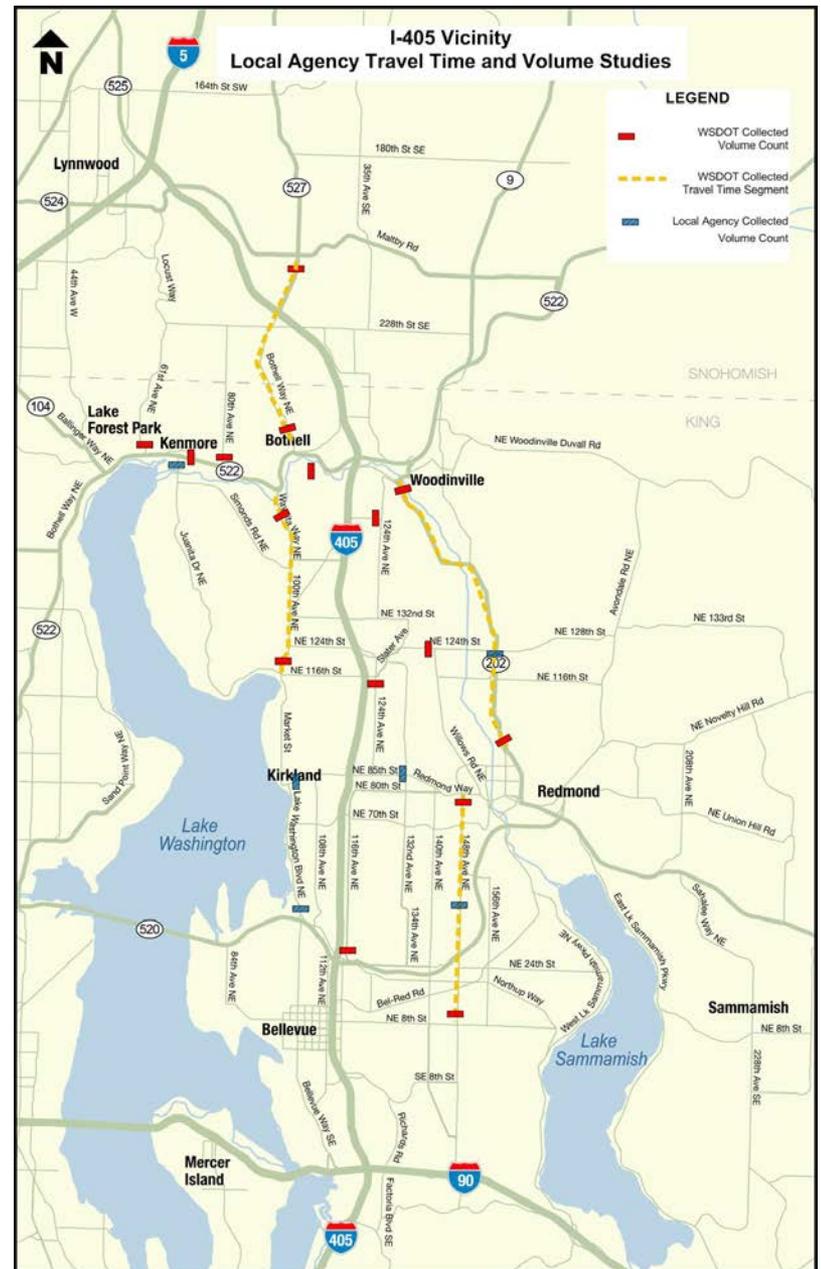


The First Six Weeks – Northbound Weekend Travel Times

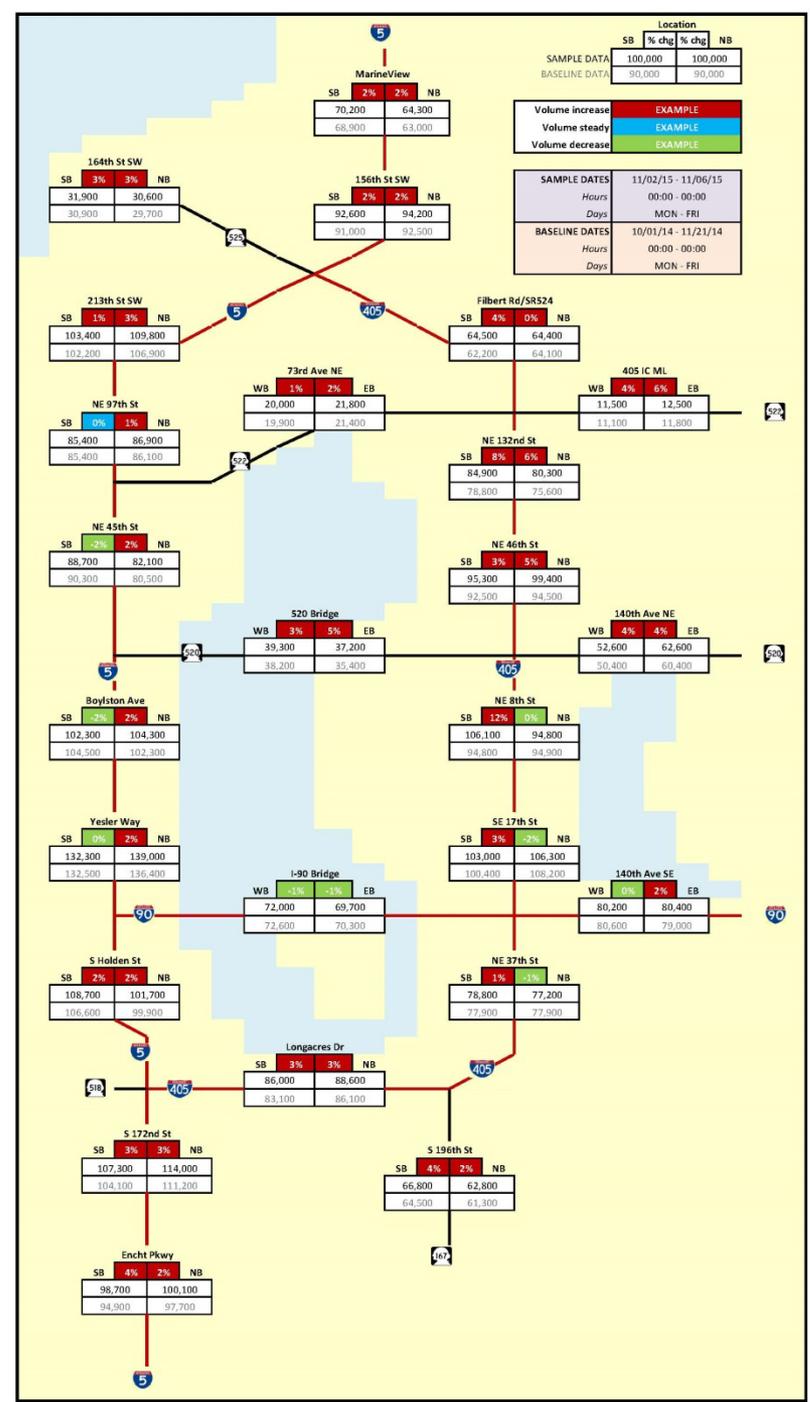
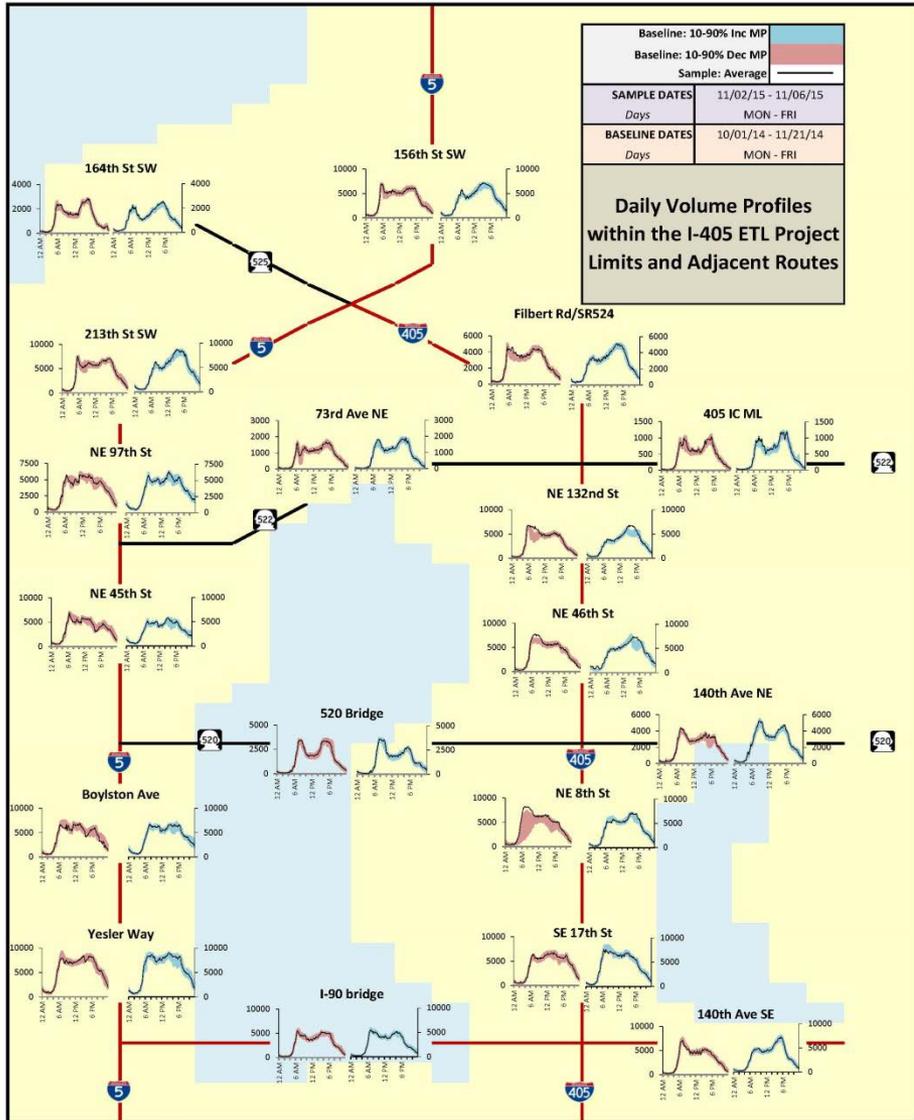


Traffic Monitoring Plan

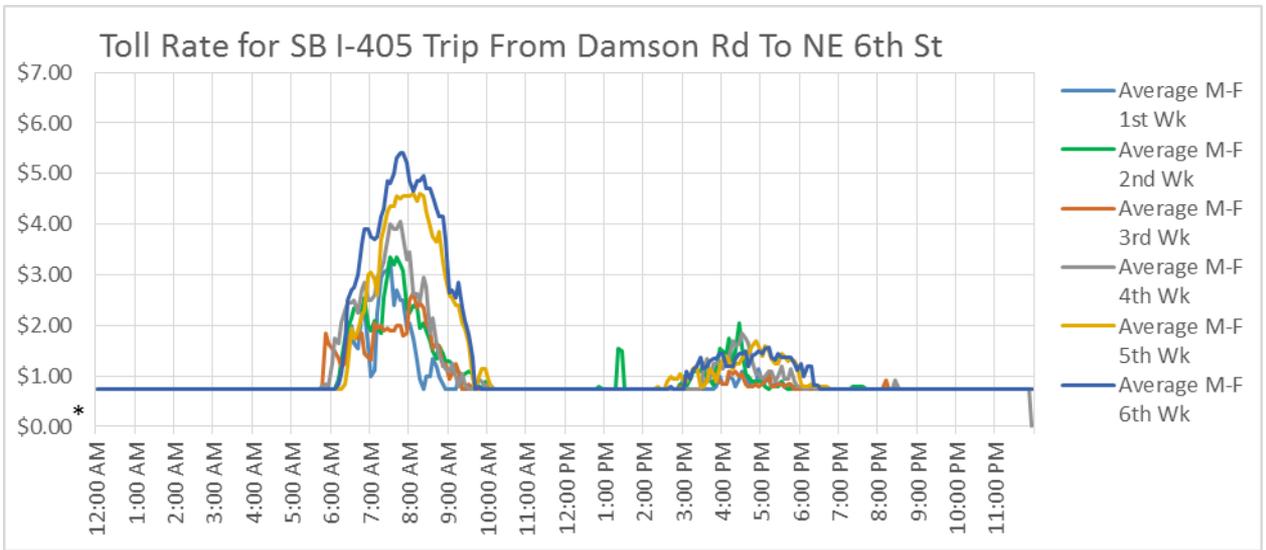
- Similar to other tolling projects, WSDOT will collect traffic data before and after the I-405 express toll lanes open
- Traffic performance in ETLs and GP lanes
 - Speeds
 - Travel times
 - Vehicle throughput (vehicles/hour)
- Regional traffic
 - Volumes
- Local arterials
 - Volumes
 - Travel times
- Supplemental areas of monitoring
 - Transit
 - Occupancy
 - Enforcement
 - Safety



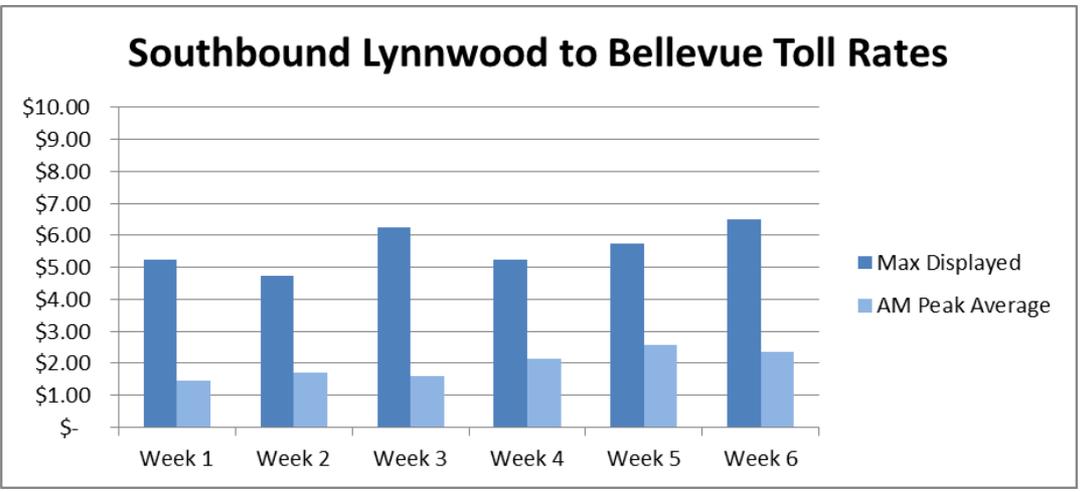
Traffic Volumes Across the Region



Toll Rates Displayed from the First Six Weeks – Southbound from Lynnwood to Bellevue

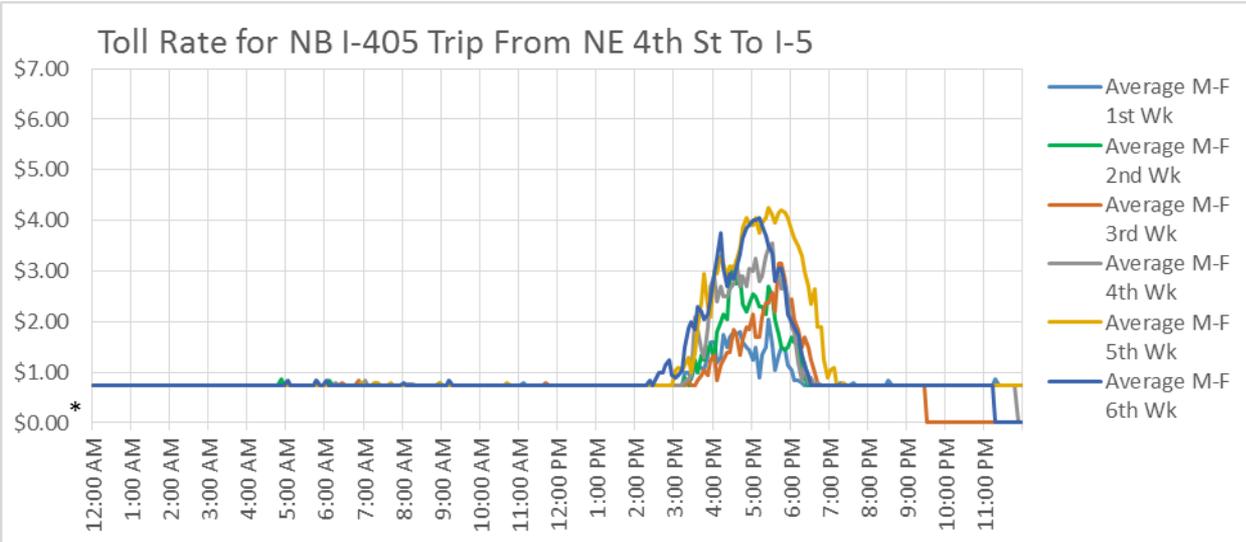


Weeks 1 – 6
Weekday
Average
Toll Rates

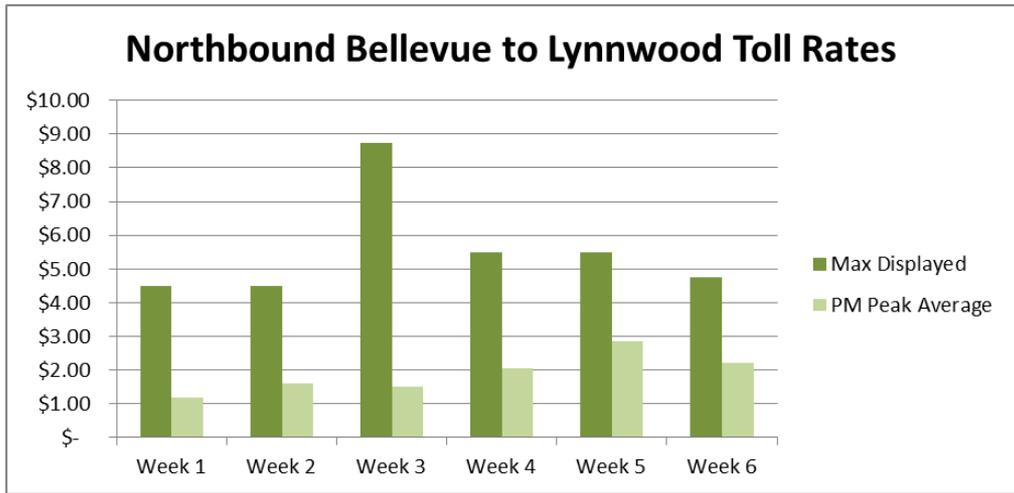


Daily Max and
AM Peak (5-9am)
Average Displayed
Toll Rates

Toll Rates Displayed from the First Six Weeks – Northbound from Bellevue to Lynnwood



Weeks 1 – 6
Weekday
Average
Toll Rates



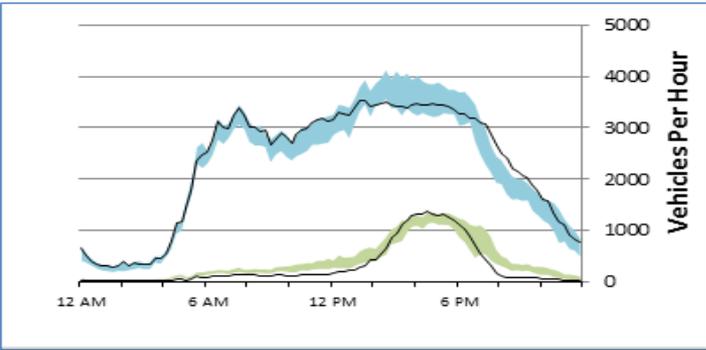
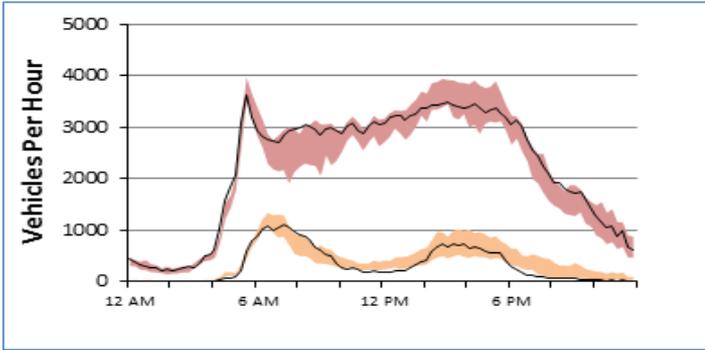
Daily Max and
PM Peak (3-7pm)
Average Displayed
Toll Rates

Weeks 1-6 Avg. Volume Compared to Oct/Nov 2014 Baseline

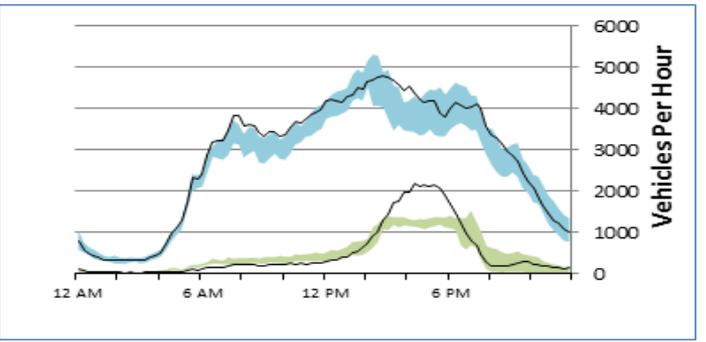
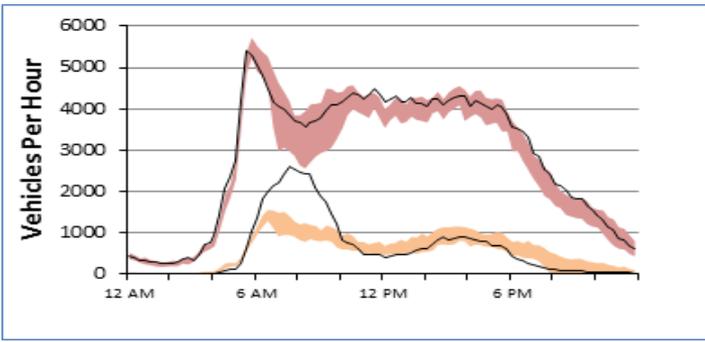
Southbound I-405

Northbound I-405

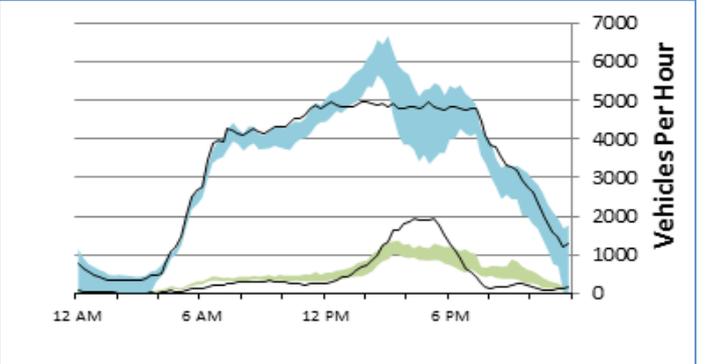
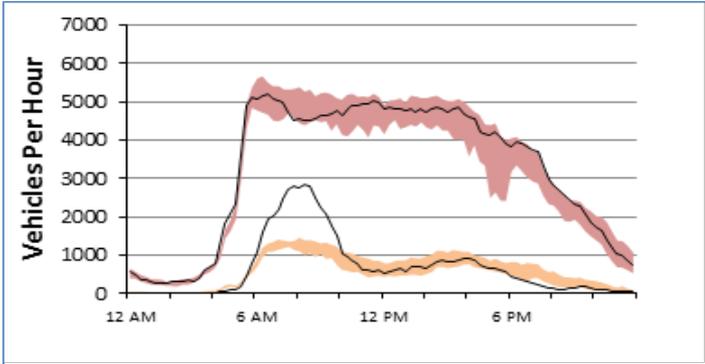
Canyon Park
North of SR
527, MP 27



Kingsgate
North of NE
128th St
MP 21



Kirkland
Vicinity
North of SR
520
MP 16



NB/SB 10-90%ile GP volumes within baseline period

 NB/SB 10-90%ile HOV volumes within baseline period

2010 EAG Recommendation: 40-mile system of Express Toll Lanes

The back bone to bus rapid transit (BRT)

Phase 1: Funded

- Bellevue to Lynnwood Widening and Express Toll Lanes – Opens early fall 2015
- SR 167 Stage 4 – Opens early 2017

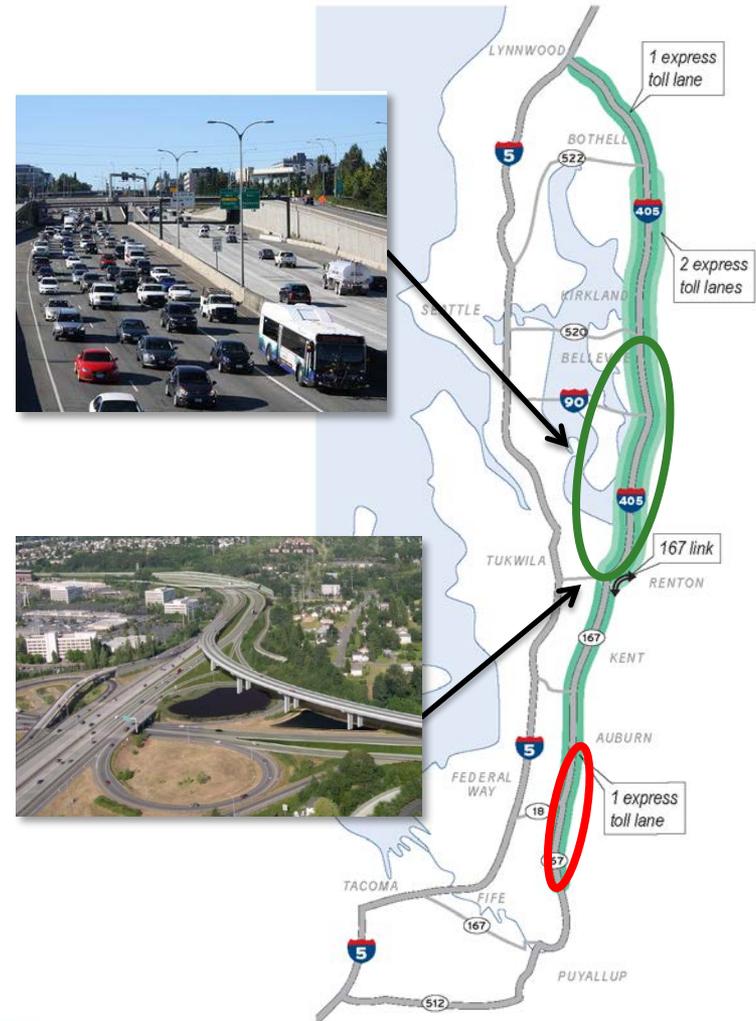
Phase 2: Funded

Benefit/Cost: 4.7

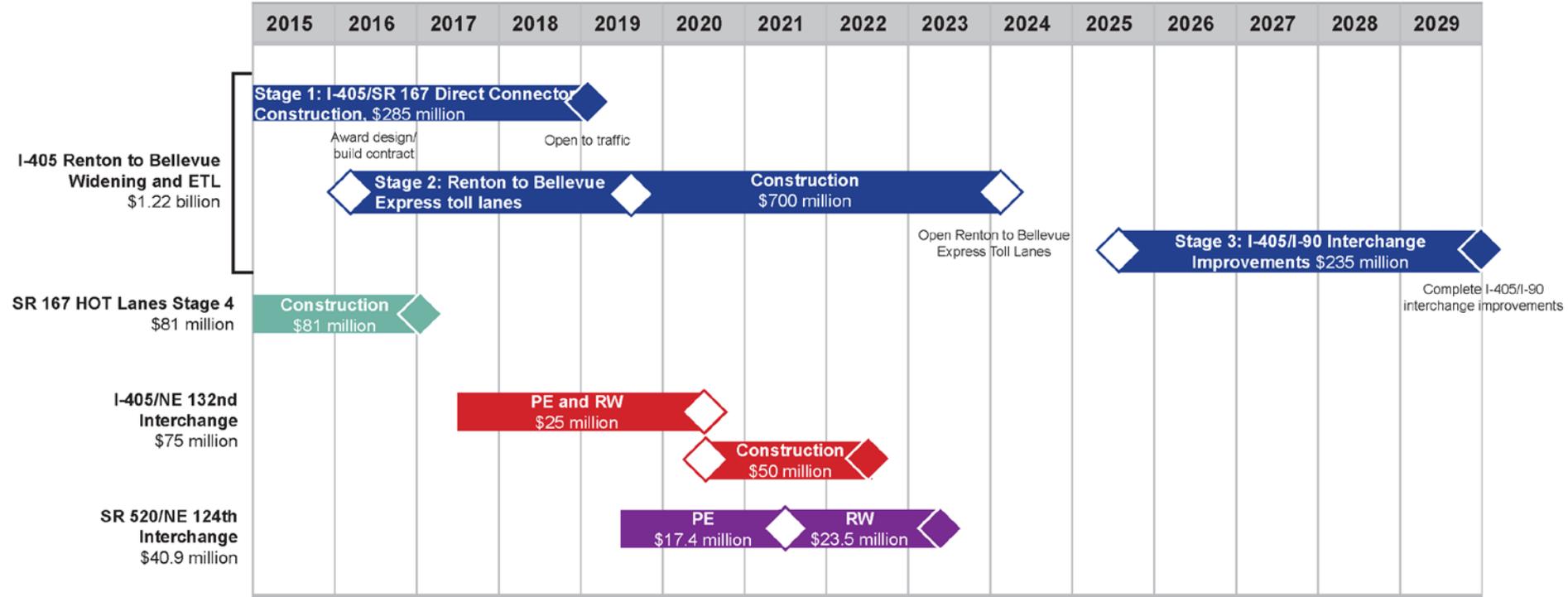
- Renton to Bellevue Widening and Express Toll Lanes
- I-405/SR 167 Direct Connector

Phase 2: Unfunded

- SR 167 Stage 5 – \$35 M PE/ROW/CN



Next Steps



Puget Sound Gateway

SR 167 and SR 509



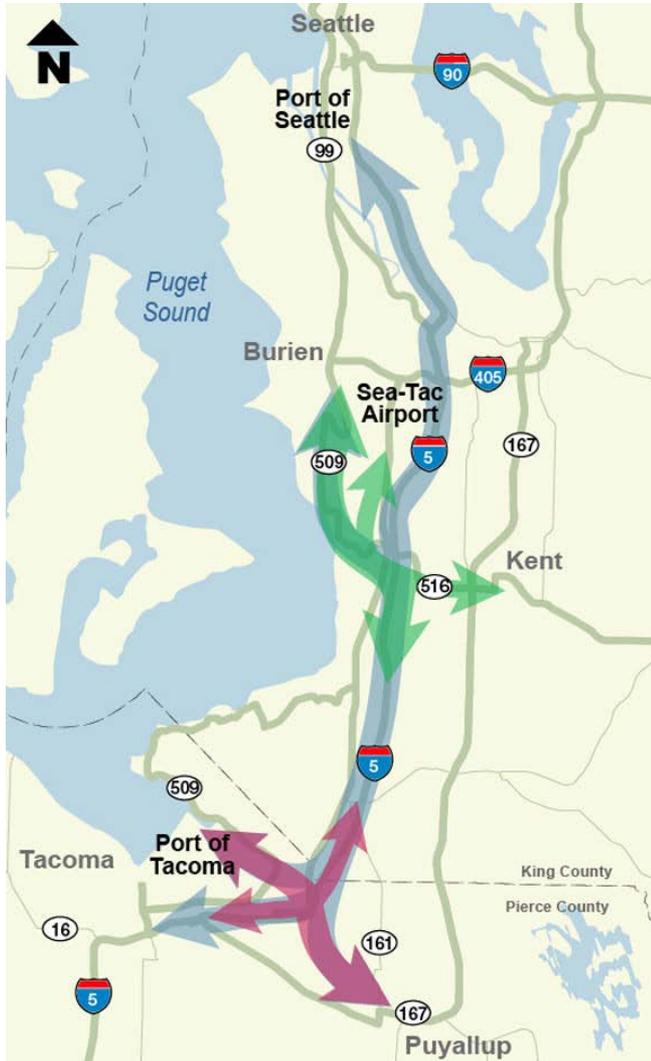
Lynn Peterson
Secretary of Transportation

Craig Stone
Program Administrator,
Gateway Program

Steve Fuchs
Project Manager, SR 167

Omar Jepperson
Project Engineer, SR 509

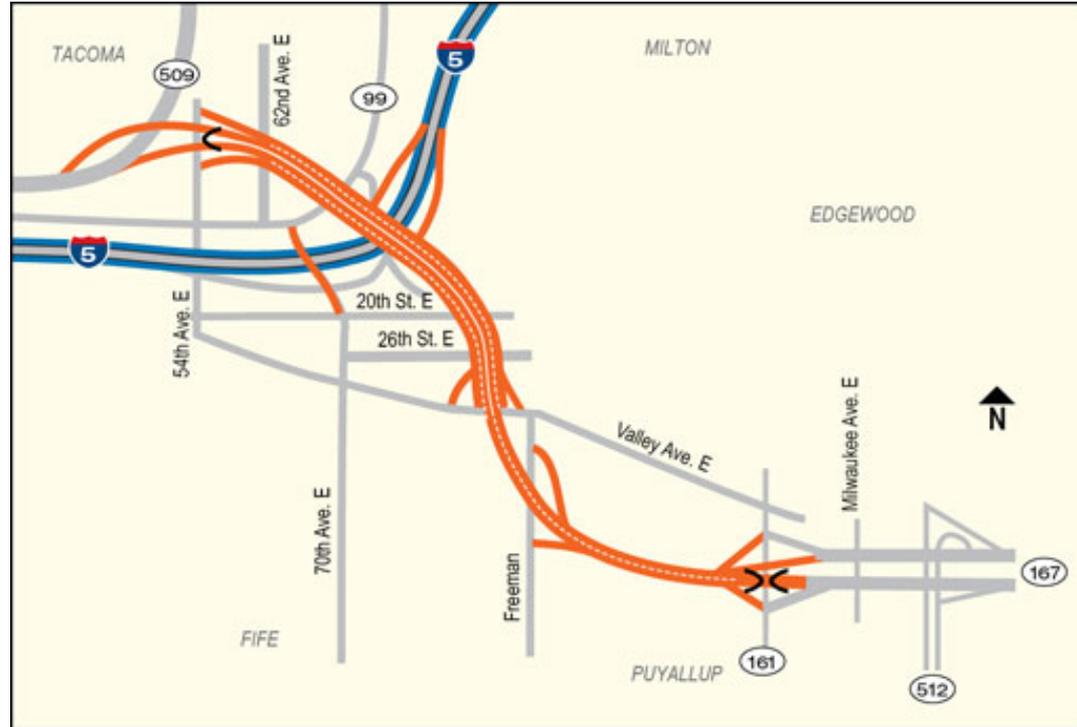
Puget Sound Gateway Project



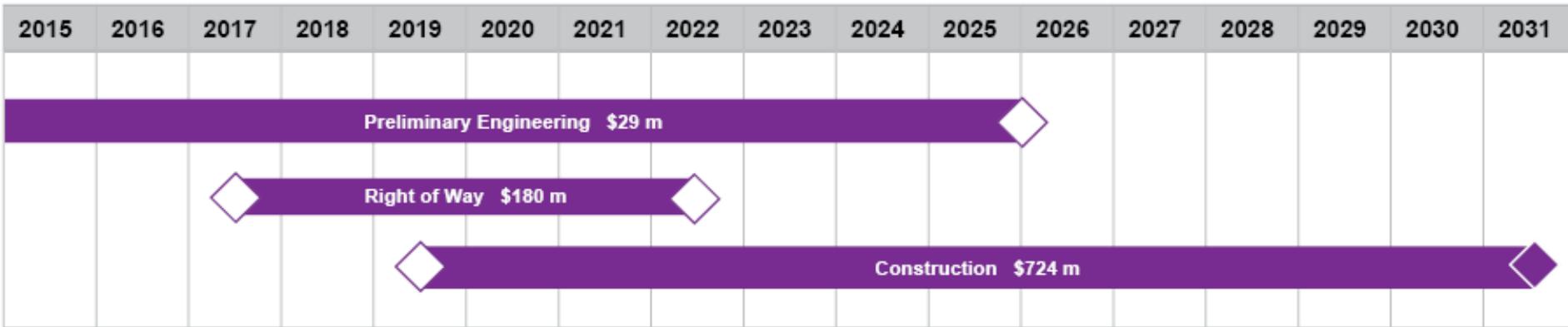
- Completing the Gateway projects (SR509 and SR167) provides more direct links from the state's largest ports to the distribution centers in the South Sound and to Eastern Washington
- Provides direct access to Seattle-Tacoma International Airport from the south for both passenger and air cargo

SR 167 Overview

- SR 167 is the primary freeway connecting the Kent and Puyallup valleys to the Seattle/Tacoma/Bellevue metropolitan area
- Completing the missing link will increase safety and relieve congestion on I-5 and SR 161 and reduce traffic volumes on surrounding local streets
- The environmental document is 8 years old and needs to be updated to include tolling



SR 167 Schedule and Funding



2015-2017	2017-2019	2019-2021	2021-2023	2023-2025	2025-2027	2027-2029	Future
(Environmental Studies, Relocate Utilities, Property Appraisals)	(Purchase Right of Way, Relocate Utilities, Select Design-Builder for Project 1)	(Purchase Right of Way, Construct Project 1, Select Design-Builder for Project 2)	(Purchase remaining Right of Way, Construct Project 2)	(Complete Project 2 construction, Select Design-Builder for Project 3)	(Construct Project 3, Select Design-Builder for Project 4)	(Construct Project 4)	
Pre-existing funds and Connecting Washington Account \$3.07M	Connecting Washington Account \$36.9M	Connecting Washington Account \$134.75M \$35M (local)	Connecting Washington Account \$138.6M \$35M (local)	Connecting Washington Account \$100M	Connecting Washington Account \$158M	Connecting Washington Account \$165M	Connecting Washington Account \$10M \$95M (tolls)

SR 167 Stakeholder Coordination

Previous Stakeholder and Community engagement

- Citizen's Advisory Group for Tier II EIS (3 years)
- SR 167 Partner's steering committee (9 years)
- Numerous community events throughout project area
- Quarterly updates to interested members of the public
- Several surveys completed, particularly about tolling
- Numerous meetings with the cities of Fife and Milton
- Multiple presentations to the RAMP committee

Next Steps

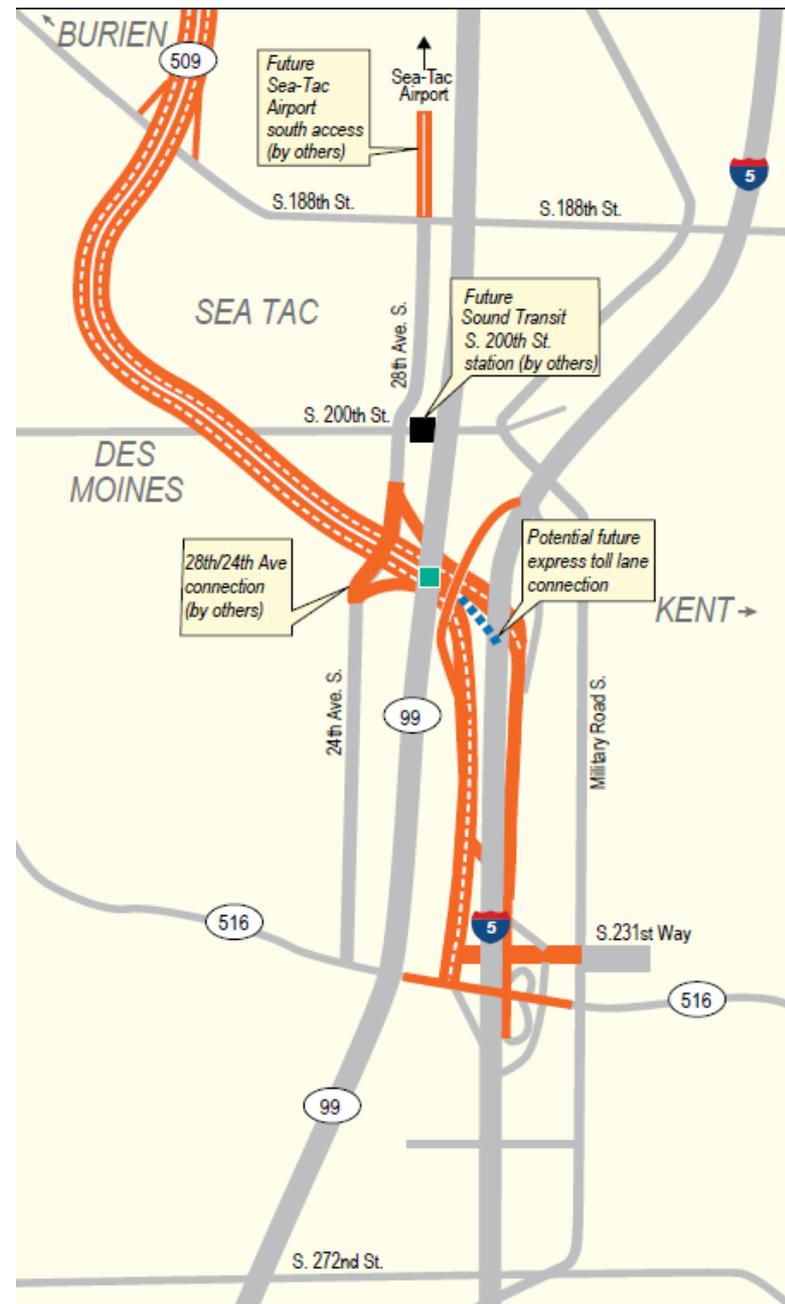
- Engage Executive and Steering Committee

• Stakeholders

- Puyallup Tribe of Indians
- City of Auburn
- City of Edgewood
- City of Fife
- City of Kent
- City of Tacoma
- City of Pacific
- City of Puyallup
- City of Sumner
- Pierce County
- Pierce Transit
- Sound Transit
- Port of Tacoma
- PSRC
- FHWA
- South Sound Chambers of Commerce
- Freight Mobility Strategic Investment Board
- Washington Trucking Association

SR 509 Overview

- SR 509 is a major freight route that provides a better connection between the Port of Seattle and the Kent Valley
- There is a 2 mile gap in the existing system that is creating overuse of I-5, SR 599, SR 518, and local arterials in south King County
- The environmental document is 10 years old and needs to be updated to include tolling
- Closing the gap will:
 - Improve freight travel time and reliability
 - Create access to SeaTac airport from the south
 - Enhance community and economic development
 - Help realize land use goals for the area



SR 509 Schedule & Funding



2015-2017 (NEPA Re-eval, Practical Design, ST Coordination, Funding/Phasing, 28 th /24 th)	2017-2019 (Purchase Right of Way, Preliminary Engineering)	2019-2021 (Purchase Right of Way, Preliminary Engineering, Early Construction)	2021-2023 (Purchase Right of Way, Preliminary Engineering, Construction Package 1)	2023-2025 (Purchase Right of Way, Preliminary Engineering, Construction Package 1)	2025-2027 (Purchase Right of Way, Construction Package 2)	2027-2029 (Construction Package 2)	Future
Pre-existing funds and Connecting Washington Account \$4M	Connecting Washington Account \$20.6M	Connecting Washington Account \$100.4M \$35M (local)	Connecting Washington Account \$173.6M \$25M (local)	Connecting Washington Account \$199M	Connecting Washington Account \$130M	Connecting Washington Account \$154M	Connecting Washington Account \$10M \$85M (tolls)

SR 509 Stakeholder Coordination

Previous Stakeholder and Community engagement

- Executive Committee
 - Met 6-9 times a year from 1991-2011
- Steering Committee
 - Met 6-9 times a year from 1991-2011
- Context Sensitive Solutions Committee
- Transit workshops
- EIS open houses, hearings and design hearing
- Freight community workshops
- Property owner meetings

Recent Activities & Next Steps

- Brief city staff along the alignment (Oct. – Nov)
- Hold Executive Committee meetings (Dec & early 2016)
- Engage stakeholders in Practical Design Workshop (Dec & early 2016)

- Executive Committee
 - City of SeaTac
 - City of Des Moines
 - City of Kent
 - King County
 - Port of Seattle
 - FHWA
 - WSDOT
- Steering Committee
 - City of SeaTac
 - City of Des Moines
 - City of Federal Way
 - City of Normandy Park
 - City of Kent
 - Port of Seattle
 - Sound Transit
 - WSDOT
 - King County
- Context Sensitive Solutions Committee
 - City of SeaTac
 - City of Des Moines
 - City of Burien
 - City of Normandy Park
 - WSDOT

Questions?

www.wsdot.wa.gov/projects/sr167/TacomaToEdgewood

www.wsdot.wa.gov/Projects/I5/SR509FreightCongestionRelief/

For more information

Kim Henry

I-405 Project Director

Patty Rubstello

Assistant Secretary,
Toll Division

Craig Stone

Program Administrator,
Gateway Program

goodtogo405.org

goodtogotolling@wsdot.wa.gov

Timeline of FHWA and Outreach Activities for I-405 Express Toll Lanes

