

If you've heard about the I-405 carpool requirement proposals, you probably know that it is part of the new express toll lane system that will open between Bellevue and Lynnwood later this year. Express toll lanes, with updated carpool requirements, are a solution to help reduce congestion on I-405 and improve reliability for all. It will give drivers who don't meet the occupancy requirement a new option to use the lanes by paying a toll. Carpoolers meeting the occupancy requirement will still use the express toll lanes free.

And if you're an I-405 commuter, you experience some of the state's worst traffic congestion. In fact, the HOV lanes are often as congested as the regular lanes. Here are some quick facts:

- The HOV lane speeds are below 45 miles per hour more than 200 days a year.
- In the peak of the peak period, carpool lanes are just as slow as the regular lanes.
- Today's Lynnwood to Bellevue AM Commute:
 - Free flow travel time: 16 minutes
 - Average HOV lane travel time: 22 minutes
 - Reliable HOV lane travel time: 30 minutes
- Today's Bellevue to Lynnwood PM Commute:
 - Free flow travel time: 16 minutes
 - Average HOV lane travel time: 22 minutes
 - Reliable HOV lane travel time: 29 minutes

Washington's population is only projected to increase. In the years ahead, our region's population will increase by the size of the city of Portland. We have a tremendous challenge to meet this travel demand.

We cannot build our way out of traffic

The state needs a sustainable solution and that's where express toll lanes come in. WSDOT is building a new lane between NE 6th Street in Bellevue and SR 522 in Bothell and pairing it with the existing HOV lane to create two new express toll lanes in each direction. This additional lane capacity, combined with toll rates that adjust based on traffic conditions, will move more vehicles faster than we do in today's HOV lanes. As more drivers choose the express toll lane, traffic also moves faster in the regular lanes.

Why change the carpool requirement?

The existing HOV lane between Bothell and Lynnwood will be converted to a single express toll lane to complete a 17-mile express toll lane system. WSDOT is not adding any new capacity between Bothell and Lynnwood. This means that roughly half of the 17-mile express toll lane system will be one lane. Keeping the two-person carpool requirement on this portion of the system at all times would mean the express toll lane would continue to be congested like they are today. Transit, vanpools and carpools would continue to have an unreliable trip during peak periods.

Per the legislative requirement authorizing tolls, express toll lanes must keep traffic moving at least 45 miles per hour 90 percent of the time and generate enough revenue to pay for operating

costs. Keeping the carpool definition at 2+ would not allow WSDOT to meet this performance or revenue metric.

I-405/SR 167 Funding and Phasing Report January 2014

Eastside Corridor Express Toll Lanes — Net Revenue Projections (Millions of Dollars)
Millions of Dollars — Assumes Renton to Bellevue Opens 1/1/2022

Fiscal Year	Scenario A — 2+ Carpool Free Photo Tolling						Scenario C — 2+ Carpool Free Off-Peak 3+ Carpool Free Peak Photo Tolling					
	Toll Trips	Toll-Free Trips	Potential Gross Toll Revenue ¹	Adjusted Gross Toll Revenue ²	Less: Operations & Maintenance Costs ³	Net Toll Revenue (before R&R)	Toll Trips	Toll-Free Trips	Potential Gross Toll Revenue ¹	Adjusted Gross Toll Revenue ²	Less: Operations & Maintenance Costs ³	Net Toll Revenue (before R&R)
2016	2.4 M	7.8 M	\$2.8 M	\$2.6 M	(\$5.0 M)	(\$2.4 M)	4.4 M	3.5 M	\$4.9 M	\$4.5 M	(\$5.0 M)	(\$0.5 M)
2017	3.9	12.2	4.7	4.3	(6.4)	(2.1)	7.1	5.5	8.2	7.6	(6.4)	1.2
2018	4.5	13.7	5.6	5.2	(7.1)	(2.0)	8.0	6.1	9.9	9.1	(7.1)	2.1
2019	4.7	14.0	6.1	5.6	(7.3)	(1.7)	8.3	6.2	10.8	10.0	(7.2)	2.8
2020	4.9	14.1	6.6	6.1	(7.6)	(1.5)	8.5	6.3	11.8	10.8	(7.4)	3.4
2021	5.2	14.3	7.2	6.6	(8.0)	(1.4)	8.7	6.3	12.8	11.7	(7.8)	3.9
2022	10.4	28.3	22.0	20.2	(19.4)	0.9	18.2	14.5	40.8	37.5	(19.8)	17.7
2023	18.3	50.9	44.1	40.5	(27.5)	13.0	32.8	27.7	83.7	76.9	(28.7)	48.2

WSDOT studied several carpool occupancy options, including:

- 2+ Carpool Free
- Carpool Discount (including \$1.00 and \$0.50)
- 2+ Carpool Free Off-Peak/3+ Carpool Free Peak
- 3+ Carpool Free

The I-405/SR 167 Funding and Phasing Report found that the 2+ Carpool Free option did not meet traffic performance requirements or revenue requirements.

WSDOT had two traffic and revenue studies done by one of the few nationally recognized tolling firms. Their methodology and traffic model was further verified by a national panel of tolling experts which also included review by Texas Transportation Institute. Those reports are available on WSDOT's website: www.wsdot.wa.gov/Tolling/EastsideCorridor/Report.htm

The proposed carpool requirement is the result of extensive public discussion and evaluation. In 2013, the I-405/SR 167 Executive Advisory Group comprised of city and county elected officials and transportation agencies, recommended a transitional carpool policy, where 3+ carpools ride free during peak times and 2+ carpools ride free at off-peak times.

For perspective, Atlanta and Miami require three-person carpools at all times to ride free.

I-405 express toll lanes will be a change for drivers, but it will provide a choice that does not exist today, the choice for a predictable trip when drivers need it most.