I-405 Express Toll Lanes
18 Month Update

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Washington State Transportation Commission
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I-405 express toll lanes

Quick facts

- Opened Sept. 27, 2015
- **21 million** trips in first 18 months of operations
- 17 miles of express toll lanes
- Operation hours: **5 a.m. to 7 p.m. Mon – Fri**
- Toll Rates
  - Range from $0.75 to $10.00
- Carpool Policy
  - 3+ carpools with Flex Pass exempt at all times
  - 2+ carpools exempt between peak periods, 9 a.m. to 3 p.m., on weekdays
Steady trends in express toll lanes usage and travel time saving

53,000 trips each weekday for 36,000 toll paying vehicles and 17,000 toll-exempt carpools.

Drivers save an average **14 minutes** northbound and **11 minutes** southbound during peak periods.

Transit riders continue to experience time savings as high as 4 to 10 minutes on routes using the express toll lanes.
Where WSDOT did not add capacity: Single-lane section
- Average peak period speed in express toll lanes: 47 mph
  Average general purpose speed: 27 mph
- Average travel time savings in express toll lanes compared to general purpose lanes: 7 minutes

Where WSDOT added capacity: Dual-lane section
- Average peak period speed in express toll lane: 57 mph
- Average peak period speed in general purpose: 37 mph
- Average travel time savings in express toll lanes compared to general purpose lanes: 5 minutes
Express toll lanes carrying high volumes

Peak hour of peak period

**dual express toll lanes**
- carry 43% of vehicles on highway
- 2 express toll lanes, 3 general purpose lanes
- 40% Percent of total lane capacity, 60%

**single express toll lane**
- carry 39% of vehicles on highway
- 1 express toll lane, 2 general purpose lanes
- 33% Percent of total lane capacity, 67%
Limited capacity plus heavy demand in the single lane section make it a challenge to meet 45 mph 90% of peak periods.

**Full Corridor**

**HOV Pre-Tolling**  
(Oct. 2014 - March 2015)

- 35%  
- 57%  
- 8%

**ETL Tolling**  
(Oct. 2016 - March 2017)

- 5%  
- 19%  
- 76%

**Goal**

Speeds greater than 45 mph 90 percent of peak periods.

**Dual-lane section**

- 91%  
- 8%

**Single-lane section**

- 23%  
- 65%  
- 12%
During the southbound morning peak period (5 a.m. to 9 a.m.), dual-lane travel time variability has decreased after the express toll lanes were launched while travel time variability has increased in the single-lane section.

Performance of dual- and single-lane sections vary during morning peak period

During the southbound morning peak period (5 a.m. to 9 a.m.), dual-lane travel time variability has decreased after the express toll lanes were launched while travel time variability has increased in the single-lane section.
During the northbound afternoon peak period (3 p.m. to 7 p.m.), dual-lane travel time variability decreased after operations began since tolling but increased in the single-lane.
Legislature funds additional work on potential improvements in the single lane section

The 2017 Transportation Budget includes $5 million in funding to continue engineering work for the potential first phase of major north end improvements, which would add a new lane and improve interchanges in the section of I-405 between SR 522 and SR 527.

Another day of the I-405 Express Toll Lanes being a parking lot through Bothell. It's not the exception, its the norm @wsdot #FAIL

@brittneyboop
What drivers choose to pay

Average Peak Period,
Peak Direction Toll Rates
- Jan - Mar 2017 $3.29
- Oct - Dec 2016 $3.34
- July - Sept 2016 $2.99
- April - June 2016 $2.72
- Jan - Mar 2016 $2.40
- Oct - Dec 2015 $1.75

18-month performance update
Revenue continues to exceed operating costs

Nearly two-thirds of revenue can be reinvested back into I-405 corridor

Total gross revenue: $33.2 million
Total operational costs: $11.7 million
Peak-Use Shoulder Lane
Northbound I-405 from SR 527 to I-5

How it works
• Right shoulder opens to general traffic during afternoon peak periods on northbound I-405 between SR 527 and I-5
• Typically open weekdays 2–7 p.m.
• Project funded with I-405 express toll lane revenue

After three weeks of operations
• Lighter congestion between SR 527 and I-5
• Reduced travel times and lower toll rates

Incidents on other roadways such SR 525, I-5 and weather can have an impact on operations. Still monitoring impacts northbound I-5.
Peak-Use Shoulder Lane
Northbound I-405 from SR 527 to I-5

Before

After

March 9, 2017 5:00 p.m.

April 27, 2017 5:00 p.m.
Express toll lane access changes improve access for drivers

Improving access to northbound express toll lane

NE 195th St to SR 527
• New half-mile access lane will give drivers dedicated space to move in and out of express toll lane
• Access lane will reduce congestion for the 5,000 vehicles that merge there every weekday

NE 85th Street
• Lengthens access point to allow drivers to enter the express toll lane sooner
Express toll lane access change
NE 195th St and SR 527

I-405 express toll lanes
Access change in Bothell (May 2017)
Upcoming express toll lane studies

Joint Transportation Committee
Provides $160,000 in funding for a I-405 tolling traffic study, conducted by the University of Minnesota and overseen by the JTC:
• Assess traffic performance measures in the corridor
• Recommend strategies for improving traffic performance

WSDOT
• Survey of express toll lane customers
• Research to understand drivers attitudes and perceptions about express toll lanes
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