

# Interstate 405 Express Toll Lanes/State Route 167 HOT Lanes

## Executive summary

Both facilities continue to meet WSDOT’s goals of allowing drivers a choice for a faster, more reliable trip while covering the costs of operation and saving funds for future improvements.

### GOAL 1 Provide a choice to people

- On average 42,000 drivers a day choose to pay a toll to use the I-405 Express Toll Lanes (ETL), while 20,000 drive toll-free. Drivers pay an average toll rate of \$4.36 for peak period, peak direction trips.
- An average of 6,200 drivers pay a toll to use the SR 167 HOT lanes each day. The average peak period, peak direction toll is \$4.96.

### GOAL 2 Provide a faster, more predictable trip

- Drivers saved an average of 11 minutes using the express toll lanes compared to the general purpose lanes on trips between Bellevue and Lynnwood during peak periods.
- On SR 167 drivers saved an average of 9 minutes using the HOT lanes during peak periods.
- Both the I-405 express toll lanes and SR 167 HOT lanes continue to maintain speeds greater than their general purpose counterparts in all sections.

### GOAL 3 Generate revenue to reinvest in the corridor

- I-405 and SR 167 continue to generate revenue exceeding the facilities’ operational and maintenance costs.
- This leaves additional revenue each month to be reinvested in improvements on the I-405 and SR 167 corridors.
- Financial data is posted quarterly on WSDOT’s financial and performance reports webpage: [wsdot.gov/tolling/publications.htm](http://wsdot.gov/tolling/publications.htm).

This is the first I-405 express toll lane quarterly report to include certain performance measures for the SR 167 HOT lanes. As directed by the Legislature, the two facilities’ finances were combined in July 2019, and will be reported on jointly moving forward. This is also the first report to use this new streamlined format.

## NOTES

This is the first time we have reported on the percentage of time speeds are at 45 mph on a quarterly basis. The Federal Highway Administration recommends collecting the data in six month windows as three months of data is more susceptible to being skewed by traffic collisions, events, and other short-term effects.



Average peak period toll lane speeds compared to average general purpose lane speeds from July to September 2019.

## Legal reporting requirements

In its 2011 authorization of the I-405 express toll lanes (RCW 47.56.880), the Legislature directed WSDOT to monitor and report on certain performance metrics on an annual basis. ESHB 2524 209 (7), from the 2016 budget, and ESHB 1160 209 (2, 8), from the 2019 budget, required quarterly reporting on the previously required metrics, and included additional performance measures.

The following chart notes the monitoring requirements and where to locate the data in this report.

LEGISLATIVE MONITORING REQUIREMENT		REPORT SECTION REFERENCE
<b>A</b>	Whether the express toll lanes maintain speeds of forty-five miles per hour at least ninety percent of the time during peak periods.	<b>I-405</b> Page 3A, 7A Includes total percentage, and percentage split by section. <b>SR 167</b> Page 3A, 7A. Includes total percentage.
<b>B</b>	Whether the average traffic speed changed in the general purpose lanes.	<b>I-405</b> Page 3B <b>SR 167</b> Page 3B
<b>C</b>	Whether transit ridership changed.	<b>I-405</b> Page 3C. No remarkable changes or trends <b>SR 167</b> Previously this was required annually. No remarkable changes or trends.
<b>D</b>	Whether the actual use of the express toll lanes is consistent with the projected use.	We have exceeded original forecasts for both facilities and will no longer be reporting.
<b>E</b>	Whether the express toll lanes generated sufficient revenue to pay for all I-405 express toll lane operating costs.	The revenue continues to cover the operational and maintenance costs for both facilities.
<b>F</b>	Whether travel times and volumes have increased or decreased on adjacent local streets and state highways	<b>I-405</b> Page 3F <b>SR 167</b> This requirement was imposed 10 years after the creation of the HOT Lanes and we don't currently have equipment in place to collect this data.
<b>G</b>	Whether the actual gross revenues are consistent with projected gross revenues as identified in the fiscal note for EHB 1382 distributed by the Office of Financial Management on March 15, 2011	We have far exceeded the original forecasts and will no longer be reporting on this, unless we fall below forecasts.
<b>H</b>	Travel times and travel time reliability maintained in the system	Compares minimum, average and 95th percent travel times at peak and non-peak periods, compares express toll lanes to general purpose lanes, in both the entire corridor and commonly made trips within the corridor.  <b>I-405</b> Page 4H-6H <b>SR 167</b> Not required
<b>I</b>	Travel times and travel time reliability compared to pre-tolling.	A month-to-month comparison of times and reliability for the entire corridor and commonly made trips within the corridor.  <b>I-405</b> Page 4I-6I <b>SR 167</b> Not required
<b>J</b>	Comparison of traffic volumes by lane type and month-to-month	Total express toll lane and total general purpose lane traffic volumes, comparisons of each type of lane, and to pre-tolling volumes, and a month-to-month comparison.  <b>I-405</b> Page 6J <b>SR 167</b> Not required
<b>K</b>	Washington State Patrol enforcement hours	A monthly total of enforcement hours spent on each facility.  <b>I-405</b> Page 7K <b>SR 167:</b> Page 7K

Meets Requirement

Q1 FY2020

Q4 FY2019

Q1 FY2020

Q4 FY2019

Unit

Reference

RCW 47.56.880 (4)(a)  
and ESHB 1160209 (2)(a)

78%

80%

92%  
Single lane: 95%  
Dual lane: 90%

88%  
Single lane: 95%  
Dual lane: 85%

Percent

A

45 mph 90% of time ETL Performance

Northbound

50%

55%

75%  
Single lane: 65%  
Dual lane: 96%

66%  
Single lane: 55%  
Dual lane: 96%

MPH

B

Average ETL Speeds

Northbound  
Southbound

50

42

55

48

MPH

C

Average GP Speeds

Northbound  
Southbound

31

28

33

30

MPH

D-E

Transit ridership

Riders/weekday

2,076

2,055

7,541

7,845

Toll trips/quarter

F

Volume

Volume projections met?  
Costs covered?

Y

Y

Y

Y

Y

Y

Local arterial data

Route 1 - Bothell Way NE (SR 522 to Bothell)

Average Daily Volume

Travel time

AM Peak

PM Peak

16,100

9

14

16,600

Vehicles

Minutes

Route 2 - 100th Ave NE (Bothell to Kirkland)

Average Daily Volume

Travel time

AM Peak

PM Peak

8

10

12,400

Vehicles

Minutes

Route 3 - SR 202 (Woodinville to Redmond)

Average Daily Volume

Travel time

AM Peak

PM Peak

13

14

20,400

Vehicles

Minutes

Route 4 - 148th Ave NE (Redmond to Bellevue)

Average Daily Volume

Travel time

AM Peak

PM Peak

9

13

20,400

Vehicles

Minutes

AVERAGE AND 95TH PERCENTILE TRAVEL TIMES, NORTHBOUND - ESHB 1160 Sec. 209 (2)(a) and (b)

Table with columns for Date, AM Off-Peak, AM Peak, PM Peak, PM 95th, AM Off-Peak, AM Peak, PM Peak, PM 95th, AM Off-Peak, AM Peak, PM Peak, PM 95th, AM Off-Peak, AM Peak, PM Peak, PM 95th, AM Off-Peak, AM Peak, PM Peak, PM 95th. Includes sub-headers for NB I-405 from NE 160th St to L5, NB I-405 from NE 85th St to 195th St, NB I-405 from Bellevue to SR 522, NB I-405 from Bellevue to SR 522, WB SR520 at 148th Ave NE to NB I-405 at SR522, and NB I-405 from Bellevue to NE 116th.



**NORTHBOUND I-405 (ENTIRE CORRIDOR) - ESHB 1160 Sec. 209 (2)(b) and (c)** (Ref. H, I, J)

	ETL Volume						GP Travel Time						GP Volume	
	ETL Travel Time			ETL Volume			GP Travel Time			GP Volume				
	AM Off-Peak Period	AM Off-95th %tile	PM Peak Period	PM 95th %tile	NE 100th St	SR 527	AM Off-Peak Period	AM Off-95th %tile	PM Peak Period	PM 95th %tile	NE 100th St	SR 527	NE 100th St	SR 527
Oct-14	15.1	15.1	22.8	35.2	11,608	9,509	15.4	16.0	33.4	50.6	84,398	53,865	84,398	53,865
Nov-14	15.1	15.1	24.3	36.3	11,687	9,309	15.2	15.6	34.3	50.9	81,570	52,376	81,570	52,376
Dec-14	15.1	15.1	23.3	36.9	11,637	9,428	15.2	15.6	31.2	52.6	80,615	52,039	80,615	52,039
Jan-15	15.1	15.2	22.1	30.9	10,831	8,740	15.2	15.7	33.2	50.5	81,588	52,784	81,588	52,784
Feb-15	15.1	15.2	20.3	27.5	11,126	9,483	15.2	15.6	30.2	46.0	84,874	54,550	84,874	54,550
Mar-15	15.1	15.2	21.0	29.5	11,115	9,212	15.2	15.5	32.0	43.8	85,870	55,637	85,870	55,637
Apr-15	15.1	15.2	20.4	27.0	11,881	10,092	15.2	15.5	31.7	49.6	86,427	55,744	86,427	55,744
May-15	15.1	15.2	21.2	28.1	12,316	10,124	15.2	15.4	31.9	47.2	85,906	55,480	85,906	55,480
Jun-15	15.1	15.2	22.7	28.9	13,106	11,165	15.2	15.5	32.6	45.0	90,191	56,336	90,191	56,336
Jul-15	15.1	15.2	24.3	32.3	13,160	11,677	15.2	15.5	31.1	43.5	89,768	56,449	89,768	56,449
Aug-15	15.1	15.1	25.1	35.8	13,686	11,662	15.2	15.7	32.5	46.5	89,447	56,299	89,447	56,299
Sep-15	15.1	15.1	17.3	24.2	10,950	9,663	15.2	15.9	29.2	46.7	85,710	55,251	85,710	55,251
Oct-15	15.1	15.1	16.2	22.0	15,891	8,421	15.1	15.3	32.4	50.1	79,401	55,497	79,401	55,497
Nov-15	15.1	15.1	17.4	24.1	16,572	8,454	15.1	15.3	31.2	50.7	76,898	53,648	76,898	53,648
Dec-15	15.1	15.1	16.9	23.2	16,914	8,487	15.1	15.3	32.1	55.0	76,065	53,083	76,065	53,083
Jan-16	15.1	15.1	16.1	20.0	16,731	8,418	15.3	15.4	30.8	51.3	76,438	52,565	76,438	52,565
Feb-16	15.1	15.1	15.8	18.9	17,745	8,858	15.1	15.2	27.5	44.2	79,772	55,001	79,772	55,001
Mar-16	15.1	15.1	15.9	18.7	19,447	9,634	15.1	15.2	27.7	44.6	79,963	56,308	79,963	56,308
Apr-16	15.1	15.1	16.6	21.9	21,251	10,239	15.2	15.3	30.0	45.2	82,022	56,361	82,022	56,361
May-16	15.1	15.1	17.1	22.5	22,666	10,406	15.3	15.2	31.9	48.2	84,522	55,531	84,522	55,531
Jun-16	15.1	15.1	18.1	24.2	24,925	11,136	15.1	15.2	34.1	48.2	85,705	56,902	85,705	56,902
Jul-16	15.1	15.1	17.5	23.2	24,095	11,210	15.1	15.2	32.9	49.2	84,988	55,866	84,988	55,866
Aug-16	15.1	15.1	17.8	23.5	25,074	11,639	15.1	15.3	33.2	47.8	85,721	56,083	85,721	56,083
Sep-16	15.1	15.1	17.4	22.4	24,368	10,818	15.1	15.3	31.9	46.5	83,428	54,656	83,428	54,656
Oct-16	15.1	15.1	17.9	26.3	23,434	10,534	15.1	15.2	34.0	56.1	82,580	53,482	82,580	53,482
Nov-16	15.1	15.1	18.1	26.8	22,950	10,279	15.1	15.3	33.2	51.6	81,284	52,930	81,284	52,930
Dec-16	15.1	15.1	18.3	26.1	22,377	10,163	15.1	15.3	33.0	51.4	79,592	52,433	79,592	52,433
Jan-17	15.1	15.1	16.9	22.8	22,077	9,833	15.1	15.2	29.5	45.3	81,035	51,891	81,035	51,891
Feb-17	15.1	15.1	17.8	26.8	22,956	10,219	15.2	15.3	31.8	54.1	79,389	51,471	79,389	51,471
Mar-17	15.1	15.1	18.4	27.8	24,356	11,122	15.1	15.3	33.6	49.3	83,419	52,949	83,419	52,949
Apr-17	15.1	15.1	16.5	21.8	24,692	11,579	15.1	15.2	26.5	39.6	85,444	54,746	85,444	54,746
May-17	15.1	15.1	16.0	19.4	25,782	10,657	15.3	15.2	23.2	32.8	85,044	52,538	85,044	52,538
Jun-17	15.1	15.1	16.9	25.8	27,414	11,493	15.1	15.2	27.6	47.4	87,110	54,427	87,110	54,427
Jul-17	15.1	15.1	16.0	19.4	26,607	11,127	15.1	15.2	24.5	38.2	85,995	53,407	85,995	53,407
Aug-17	15.1	15.1	16.1	19.2	27,178	11,562	15.1	15.2	24.1	34.0	87,151	54,348	87,151	54,348
Sep-17	15.1	15.1	16.1	20.3	26,422	10,960	15.1	15.1	24.1	38.4	84,558	53,009	84,558	53,009
Oct-17	15.1	15.1	16.9	24.8	26,746	10,845	15.1	15.2	27.3	44.4	83,869	52,498	83,869	52,498
Nov-17	15.1	15.1	16.8	23.3	25,594	10,644	15.1	15.2	27.7	47.4	80,727	50,662	80,727	50,662
Dec-17	15.1	15.1	16.5	20.8	24,876	10,547	15.1	15.1	27.0	44.5	79,785	50,060	79,785	50,060
Jan-18	15.1	15.1	17.3	26.0	24,503	10,001	15.1	15.1	29.1	47.8	79,661	49,648	79,661	49,648
Feb-18	15.1	15.1	16.5	22.2	24,919	10,062	15.1	15.1	25.4	38.7	82,469	51,715	82,469	51,715
Mar-18	15.1	15.1	16.0	19.9	26,623	10,542	15.1	15.1	24.9	38.2	84,854	53,050	84,854	53,050
Apr-18	15.1	15.1	16.2	19.9	26,357	10,699	15.1	15.1	26.1	38.4	84,990	53,587	84,990	53,587
May-18	15.1	15.1	17.2	23.5	27,037	11,221	15.1	15.2	28.6	42.1	85,770	53,420	85,770	53,420
Jun-18	15.1	15.1	17.7	26.3	28,771	11,805	15.1	15.2	29.6	44.4	87,839	55,017	87,839	55,017
Jul-18	15.1	15.1	17.3	24.0	27,945	11,917	15.1	15.2	30.9	46.6	85,145	53,041	85,145	53,041
Aug-18	15.1	15.1	16.9	24.6	28,181	11,975	15.1	15.1	28.1	47.2	86,646	54,498	86,646	54,498
Sep-18	15.1	15.1	16.9	27.5	27,091	11,180	15.1	15.2	29.2	46.1	84,635	52,412	84,635	52,412
Oct-18	15.1	15.1	16.5	20.8	26,998	11,194	15.1	15.2	28.4	42.2	84,490	52,397	84,490	52,397

**ESHB 1160 Sec. 209 (8) (Ref. K)**

	I-405 Northbound Performance	I-405 Southbound Performance	SR 167 Northbound Performance	SR 167 Southbound Performance	WSP hours
Jul-19	90%	73%	79%	40%	635.4
Aug-19	91%	83%	79%	51%	602.0
Sep-19	94%	68%	76%	60%	639.2