



Puget Sound Regional Council



IBTTA Transportation Policy and Finance Summit

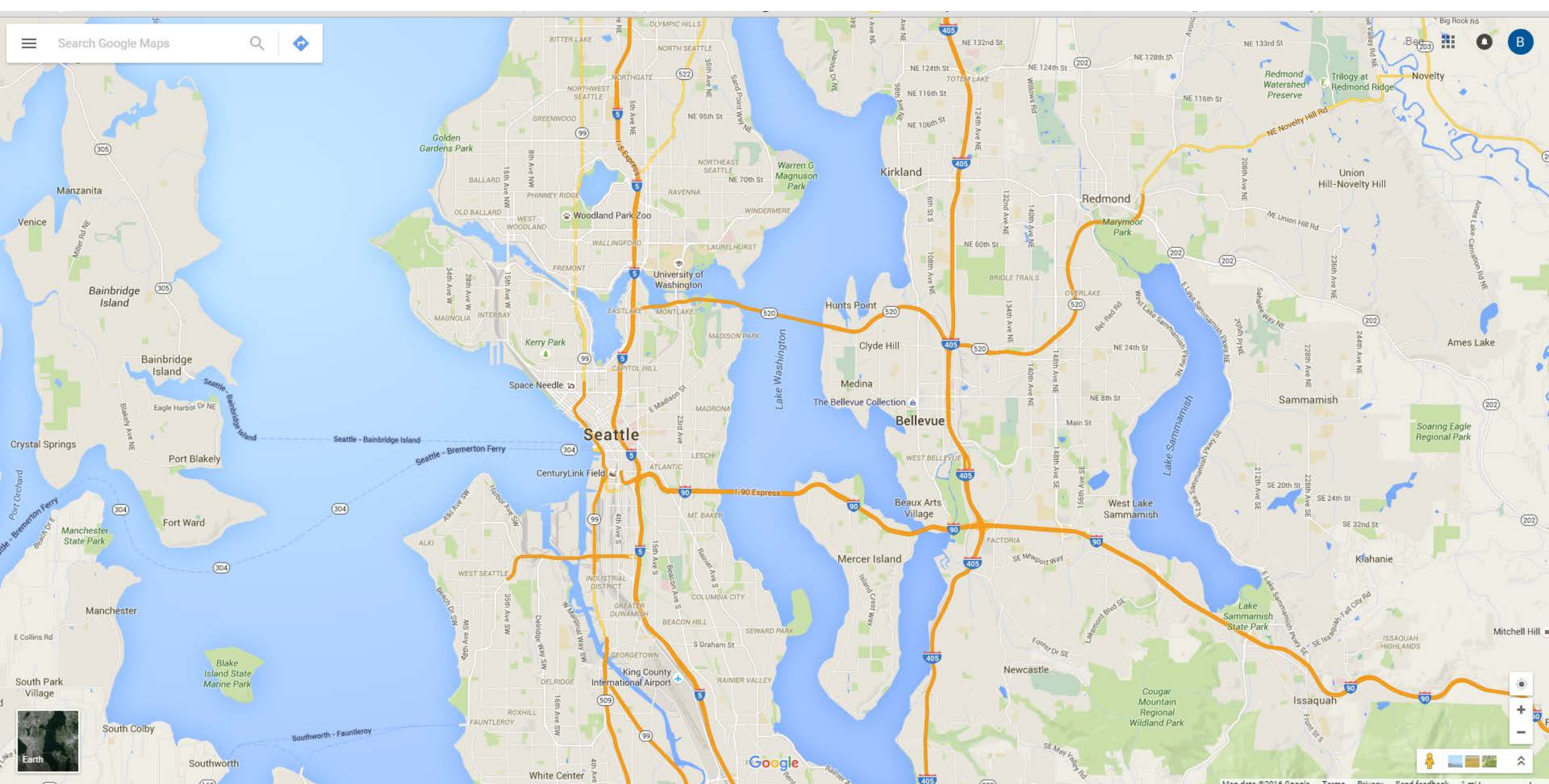
All Politics (and Solutions) Are Local

March 15, 2016



\$174 Billion

**Assumes phased
mileage fees and
freeway system tolling
2020-2040**





SR 520



I-90

The Seattle Times

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520 bridge shortfall: more tolls, taxes ahead

Originally published August 3, 2010 at 10:00 pm | Updated August 4, 2010 at 10:55 am

It's becoming apparent that a new Highway 520 floating bridge won't solve traffic jams without a tax increase, expansion of tolls to nearby I-90, or both.

[Local News](#) | [Transportation](#)

Plan to toll I-90 angers Mercer Islanders

Originally published January 30, 2013 at 7:00 pm | Updated January 31, 2013 at 9:46 am

[Eastside](#) | [Opinion](#)

Op-ed: Tolling I-90 bridge is the wrong approach

Originally published February 27, 2013 at 4:00 pm | Updated February 27, 2013 at 6:01 pm



April 22, 2013

Bob Drewel
Executive Director
Puget Sound Regional Council
1011 Western Avenue, Suite 500
Seattle, WA 98104-1035

Secretary Lynn Peterson
Washington State Department of Transportation
310 Maple Park Avenue SE
P.O. Box 47300
Olympia, WA 98504-7300

Dear Mr. Drewel and Secretary Peterson:

We are writing to request that the Puget Sound Regional Council (PSRC) convene a special task force to advance the review of a system-wide approach to tolling our region's major highway facilities as an alternative to the current path of implementing tolling on a corridor by corridor basis.

In recent years, the State has imposed tolls on SR 520, SR 167 and the Tacoma Narrows Bridge. The Legislature has also directed that WSDOT study tolling of I-90, I-5, I-405, SR 509 and SR 99. The region's transportation system suffers from serious traffic congestion and would benefit from a broad policy review and discussion on what is a reasonable vision and path for advancing tolling as both a mechanism to pay for infrastructure and a way to improve overall system performance and sustainability.

We are concerned that the State's corridor by corridor approach to tolling is piecemeal. We believe that a system-wide study and public oversight should be considered to tackle the complex policy, financial and system reliability questions that must be answered to advance a regional vision for tolling. This is consistent with the communications coming forth from the SR 99 Advisory Committee on Tolling and Traffic Management and it is critical at this time

Bob Drewel, Secretary Lynn Peterson
April 22, 2013
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We look forward to working with PSRC and WSDOT to further develop this request and to expeditiously seek approval for PSRC to undertake this study.

Sincerely,

Dow Constantine
King County Executive

Conrad Lee
Mayor, City of Bellevue

George S. Martin
Mayor, City of Clyde Hill

Fred McConkey
Mayor, Town of Hunts Point

David Baker
Mayor, City of Kenmore

Mary Jane Goss
Mayor, City of Lake Forest Park

Bruce Bassett
Mayor, City of Mercer Island

Rich Crispo
Mayor, City of Newcastle

John Marchione
Mayor, City of Redmond

Denis Law
Mayor, City of Renton

Mike McGinn
Mayor, City of Seattle

David Cooper
Mayor, Town of Yarrow Point

“...convene a special task force to advance the review of a system-wide approach to tolling our region's major highway facilities...”

Task Force



Dow Constantine



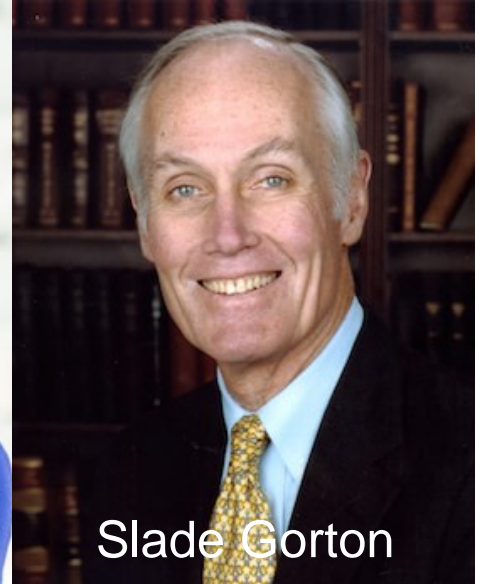
Norm Dicks



Leonard Forsman



Hillary Franz



Slade Gorton



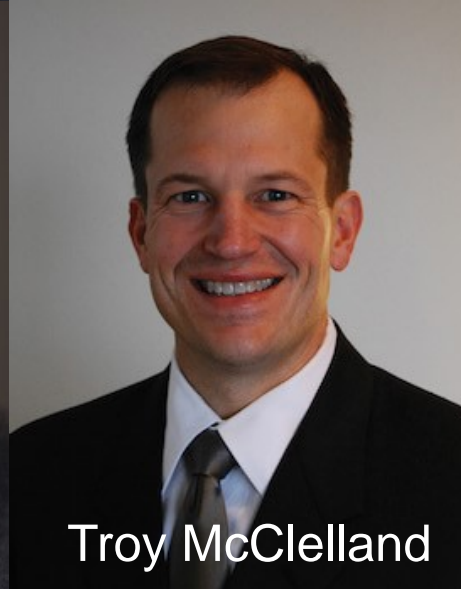
Kimberly Harris



Jean Hernandez



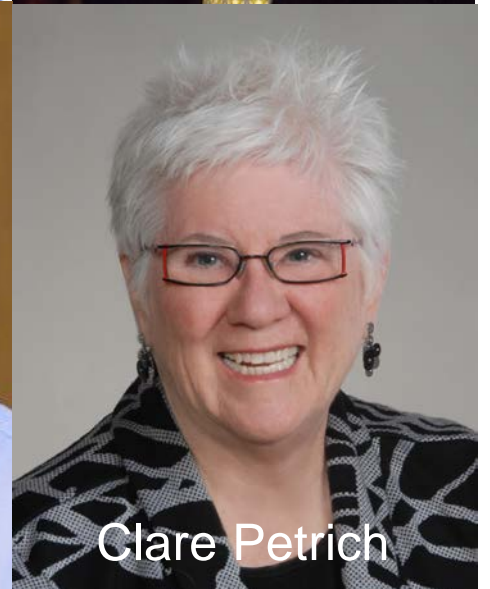
Jeff Johnson



Troy McClelland



Ed Murray



Clare Petrich



Shefal Ranganathan



Arthur Rubinfeld



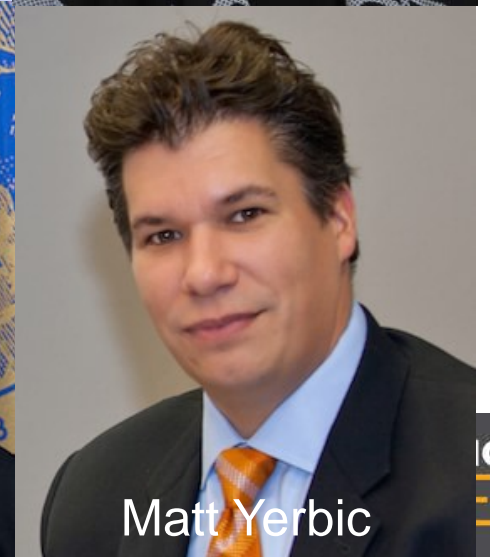
Mike Sotelo



Rich Stolz



Marilyn Strickland



Matt Yerbic

Investments in the transportation system are not keeping up with the needs of a growing region and its environment.

Traditional funding sources are no longer capable of maintaining or improving mobility for a growing region.





WASHINGTON STATE ROAD USAGE CHARGE ASSESSMENT—PHASE 4

REPORT

PREPARED FOR
GOVERNOR JAY INSLEE AND
WASHINGTON STATE LEGISLATURE

JANUARY 5, 2016



Washington State Transportation Commission

Road Usage Charge Assessment: 2012-2016 Demonstration Phase Ahead

Eastside | Local News | Transportation

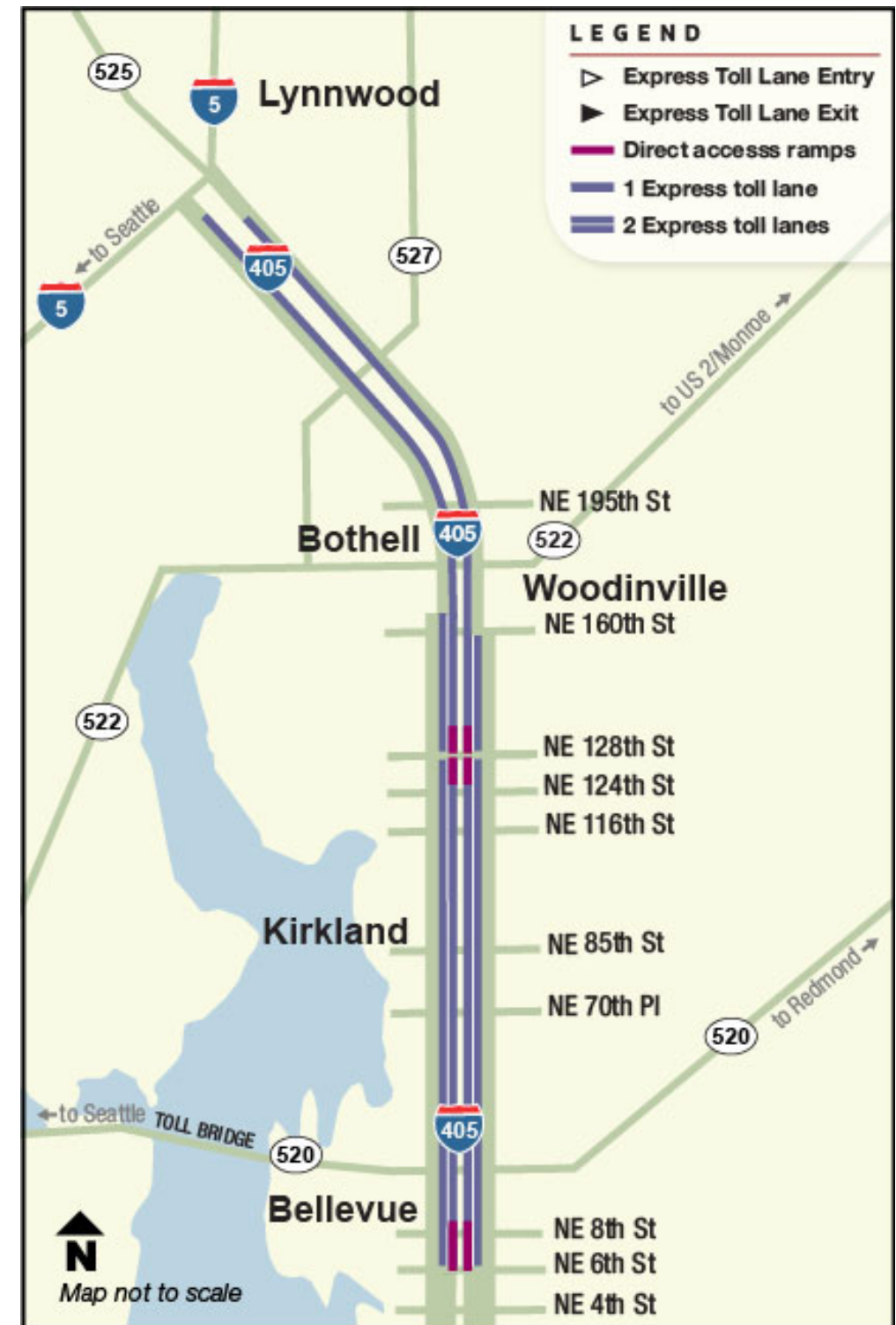
Express toll lanes on I-405 set to open in late September

Originally published August 20, 2015 at 11:59 am | Updated August 20, 2015 at 7:05 pm



Drivers on I-405 experience some of the worst traffic in the state, with up to eight hours of congestion a day. (Ken Lambert / The Seattle Times)

Toll rates are expected to vary between 75 cents and \$4 per trip, with the maximum of \$10 during extreme congestion.



Local News | Transportation

I-405 express tolls higher than expected, near \$10

Originally published December 8, 2015 at 5:15 pm | Updated December 11, 2015 at 8:08 am



Estimated travel time savings, from Lynwood to Bellevue, in the 405 Express Toll Lane was 16 minutes for a toll rate of \$10, on Thursday morning. (WSDOT)

Tolls approaching the \$10 limit were forecast to be rare occasions for the new Interstate 405 Express Toll Lanes, but this week, they're the new normal.

Opinion

I-405 tolls aren't providing relief for frustrated drivers

Originally published February 1, 2016 at 5:01 pm | Updated February 2, 2016 at 10:28 am



I-405 express toll lanes reached the maximum of \$10 several times in the past couple months. (Mike

I-405 Express Toll Lanes Update

OVER 1 MILLION FASTER, MORE RELIABLE TRIPS A MONTH

1  **Million+ trips**
in express toll lanes each month
since Sept. 2015

600,000+
unique users

CHOSE
to use the
express toll lanes
for a faster trip

 **14 minutes average time savings**
for drivers in express toll lanes

 **7 minutes southbound travel time savings**
in the regular lanes

92% users
pay **\$4 or less**

75% users
pay **minimum rate of 75¢**

Flex Pass carpools

24% weekdays

45% weekends

experiencing faster commutes



170,000
Flex Passes distributed
since March 2015 launch

The Seattle Times

Eastside | Local News | Transportation

Outraged drivers may get some relief from I-405 tolls

Originally published February 3, 2016 at 9:30 pm | Updated February 4, 2016 at 10:30 am

The state appears ready to open Interstate 405 toll lanes to general traffic during nights, holidays and weekends, in a partial response to angry motorists.

SECTION SPONSOR



By Mike Lindblom

Seattle Times transportation reporter

In a concession to driver outrage, state lawmakers say they're ready to open the Interstate 405 express toll lanes to general traffic during nights, weekends and holidays – for free.

Share story



Share



“I’ve been brutalized. I did not do this for me. I did this because we need to show people we are hearing them.”

JUDY CLIBBORN, D-MERCER ISLAND
House Transportation Committee
chairwoman



Legislative Building

Washington State Legislature

Olympia, WA 98504-0482

February 2, 2016

Secretary Lynn Peterson
PO Box 47316
Attn: Sec. Lynn Peterson
Olympia, WA 98504-7316

Transportation Commission Chair Anne Haley
PO Box 47308
Attn: Chair Anne Haley
Olympia, WA 98504-7308

Dear Secretary Peterson and Commissioner Haley:

On behalf of our constituents, businesses, and the public at large, we are writing to you to request changes within the operation and management of the express toll lane (ETL) system in the I-405 corridor. Our request is based on a number of concerns that have been expressed by drivers traveling the corridor, organizers and signatories of petitions, experts analyzing the data, and local elected officials on behalf of their constituents.

Their concerns can be summarized thusly: while travel times have improved through the corridor overall, especially for transit trips, the implementation of ETL has made travel more difficult for a number of other drivers and trips. To provide some relief to drivers, we are calling on you to **eliminate tolls during evening non-peak hours, weekends, and holidays, to the extent that such a change will improve commuters' experience on I-405.**

We feel that, while such a change might not be to the benefit of all commuters, it would be a show of good faith for those drivers who have experienced adverse effects on their time and their wallets. We believe that the current demand on the corridor during other times will result in sufficient revenue being generated to meet the costs of operation.

To help all users, including those who commute and use the I-405 ETL system at and around peak commuting hours, we also ask that the Department (WSDOT) take a number of other short- and longer-term steps to improve conditions. These include:

- Adjusting the access points to allow extended access at locations such as near the SR 520 and SR 527 interchanges;
- Adding or clarifying signage and striping to eliminate confusion, such as that which occurs northbound (NB) near the 160th Street and SR 522 exits;
- Making structural changes to improve capacity in the vicinity of SR 520, SR 522, and SR 527. Such changes should include:

Eastside | Local News | Local Politics | Transportation

405 toll lanes may have been trigger for firing of WSDOT Secretary Lynn Peterson

Originally published February 6, 2016 at 7:54 pm | Updated February 8, 2016 at 2:41 pm



As Secretary of Transportation, Lynn Peterson inherited the Highway 520 bridge overruns and the two-year delay in the Highway 99 tunnel. (Steve Ringman/The Seattle Times)

Suburban rage over the I-405 express toll lanes may have been what pushed state Senate Republicans to oust Transportation Secretary Lynn Peterson after three years on the job.

Local News | Local Politics | Transportation

D.C.-style politics? Republicans 'smell blood' in takedown of Inslee appointee

Originally published February 13, 2016 at 6:52 pm | Updated February 14, 2016 at 2:04 pm



An angry Gov. Jay Inslee speaks to the media Monday in Olympia after the Senate's firing of Secretary of Transportation Lynn Peterson. (Greg Gilbert/The Seattle Times)

The brawl between Senate Republicans and the Democratic Gov. Jay Inslee over the firing of the state Transportation Secretary Lynn Peterson has struck some as Washington, D.C.-style, in-your-face politics not normally seen here.

Opinion

Keep I-405 tolls, invest in projects to untie chokepoints

Originally published February 13, 2016 at 4:01 pm | Updated February 13, 2016 at 10:48 am



Gabriel Campanario / The Seattle Times

Everyone would benefit by fixing the Highway 522 and I-405 bottleneck and building out the express toll lanes to Lynnwood.

By Doug MacDonald

Special to The Times

Share story

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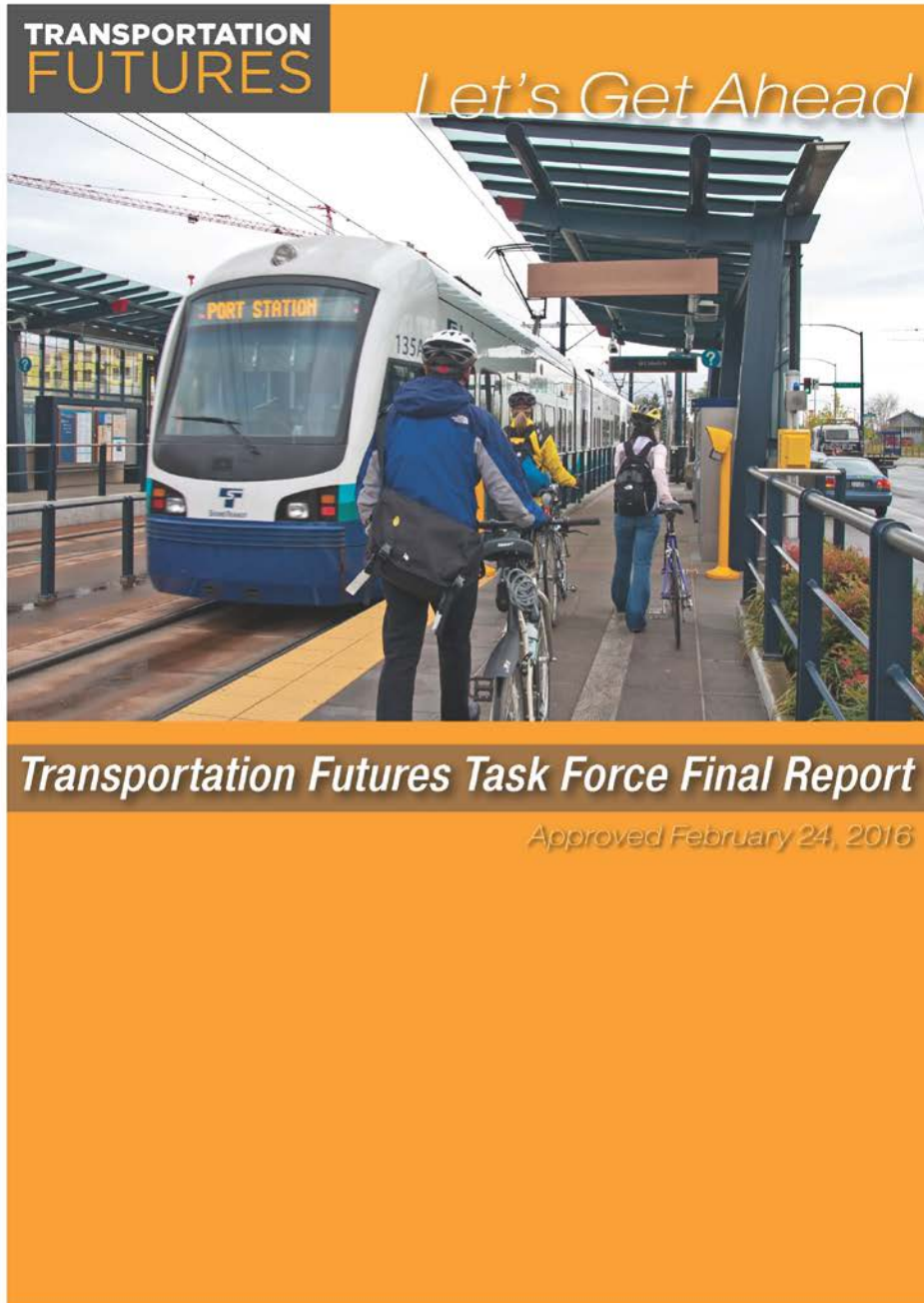
\$3.7 million in 3 months: I-405 tolls rake in more than 3 times expected income

Originally published February 8, 2016 at 7:57 pm | Updated February 9, 2016 at 8:17 am



Express toll lanes along southbound 405 rose to \$10 during the 6 a.m. commute on Dec. 10, 2015. (Mike Siegel / The Seattle Times)

Motorists are flocking to the I-405 express toll lanes, so much so that tolls in the opening months totaled \$3.7 million, more than triple what the state had forecast.



Next Steps

- **Change the Conversation**
- **Develop Proposal for Regional Transportation Authority**
- **Work toward a pay-per-mile Pilot**
- **Champion Task Force Recommendations**

www.thefuturestaskforce.org

Ben Bakkenta, Program Manager
bbakkenta@psrc.org

Thank you.

