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Dear (State Legislature)

As appointed members of the Kirkland Transportation Commission and after consideration of the available I-405 performance data, we encourage the Washington State Legislature to continue and establish I-405 managed lane authorizations. This will maintain and improve the movement of people and goods in this critical regional corridor as part of the ongoing implementation of the I-405 Corridor Program.

The authorization of I-405 express toll lanes are needed to provide effective throughput for motor vehicles, transit users, freight haulers, and others on the corridor, and to ensure that there are reliable managed lanes for Sound Transit's voter-approved Bus Rapid Transit (BRT) system.

The express toll lanes on I-405 between Lynnwood and Bellevue have been open and operating for over two years. We support the continued operation and authorization of the I-405 express toll lanes because we must use innovative and sustainable ways to maximize the efficiency of this corridor, which is vital to our rapidly growing city and region. Data and analysis performed by the Washington State Department of Transportation (WSDOT) and the University of Minnesota, as part of an independent analysis, shows that the lanes on I-405 are moving more vehicles with the express toll lanes than they would with a high occupancy vehicle lane configuration.

The Transportation Commission appreciates the investments that will be made in the I-405 corridor as part of Connecting Washington, but there is more to do to improve the movement of people and goods in the corridor. In particular, funding a second express toll lane through the I-405/SR 522 interchange to SR 527 would increase system performance and greatly benefit Sound Transit's BRT system. It is important to fund this segment as soon as it is feasible to do so.

Kirkland's Transportation Commission believes that continued operation and authorization of the I-405 express toll lanes, benefits everyone traveling in the corridor. It also benefits the many communities along the corridor, and beyond, by maintaining and improving a vital regional transportation facility that connects us together.

Best regards,

John Perlic, Chair
Kirkland Transportation Commission

CC: City Council, City Manager