

I-405/SR 167 Corridor Program

Executive Advisory Group

May 24, 2023

Roger Millar, P.E., FAICP, FASCE

Brooke Belman

Lisa Hodgson, P.E., DBIA

April Delchamps, AICP

Ed Barry, P.E.

Bernard Van de Kamp

Curt Warber

Annie Johnson

WSDOT Secretary of Transportation

Sound Transit Deputy CEO

WSDOT I-405/SR 167 Program Administrator

WSDOT Corridor Planning Manager

WSDOT Toll Division Director

Sound Transit Program Executive – Stride BRT

King County Parks Eastrail Program Manager

WSDOT Mobility & Technology Manager

Agenda

- Welcome
- Public comment
- Introductory remarks: Secretary Roger Millar, WSDOT
- Introductory remarks: Brooke Belman, Sound Transit
- I-405/SR 167 Program updates
 - SR 167 Master Plan
 - Master plan alignment
 - Toll rate setting
- **Discussion**
- I-405/SR 167 projects
- Stride BRT update from Sound Transit
- Eastrail update from King County
- Regional construction coordination
- Wrap-up and questions

Public comment

Blake Jones, WSDOT Communications

Introductory remarks

Roger Millar, Secretary of Transportation

Introductory remarks

Brooke Belman, Sound Transit

SR 167 Master Plan

April Delchamps, Corridor Planning Manager

SR 167 Master Plan legislative direction

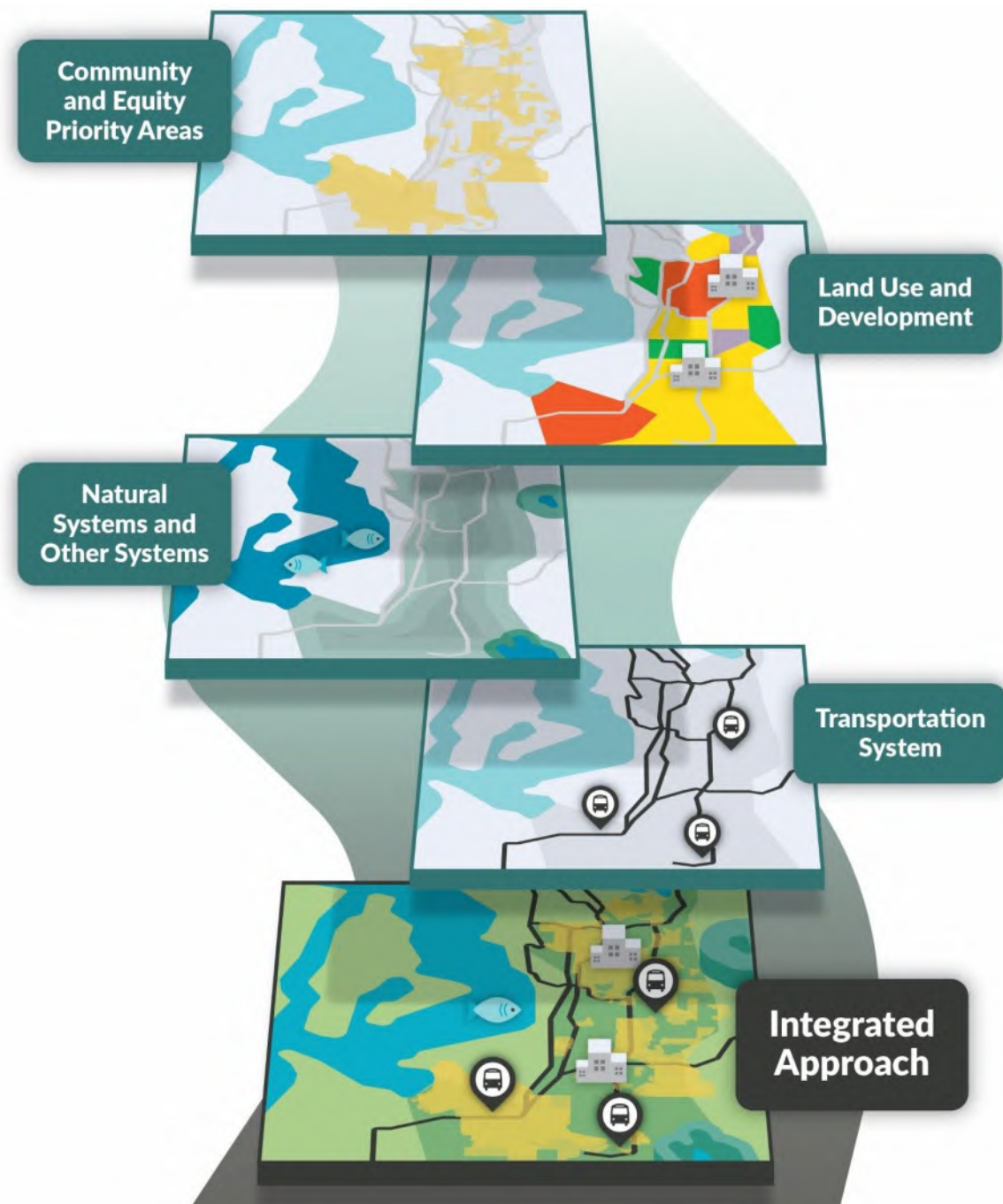
In 2021, the Legislature reauthorized \$2.88 million for the SR 167 Master Plan update.

Study Direction

- Analyze existing and future conditions
- Incorporate information from public and stakeholder engagement
- Apply WSDOT's Practical Solutions approach
- Identify near, medium and long-term multimodal transportation needs and strategies

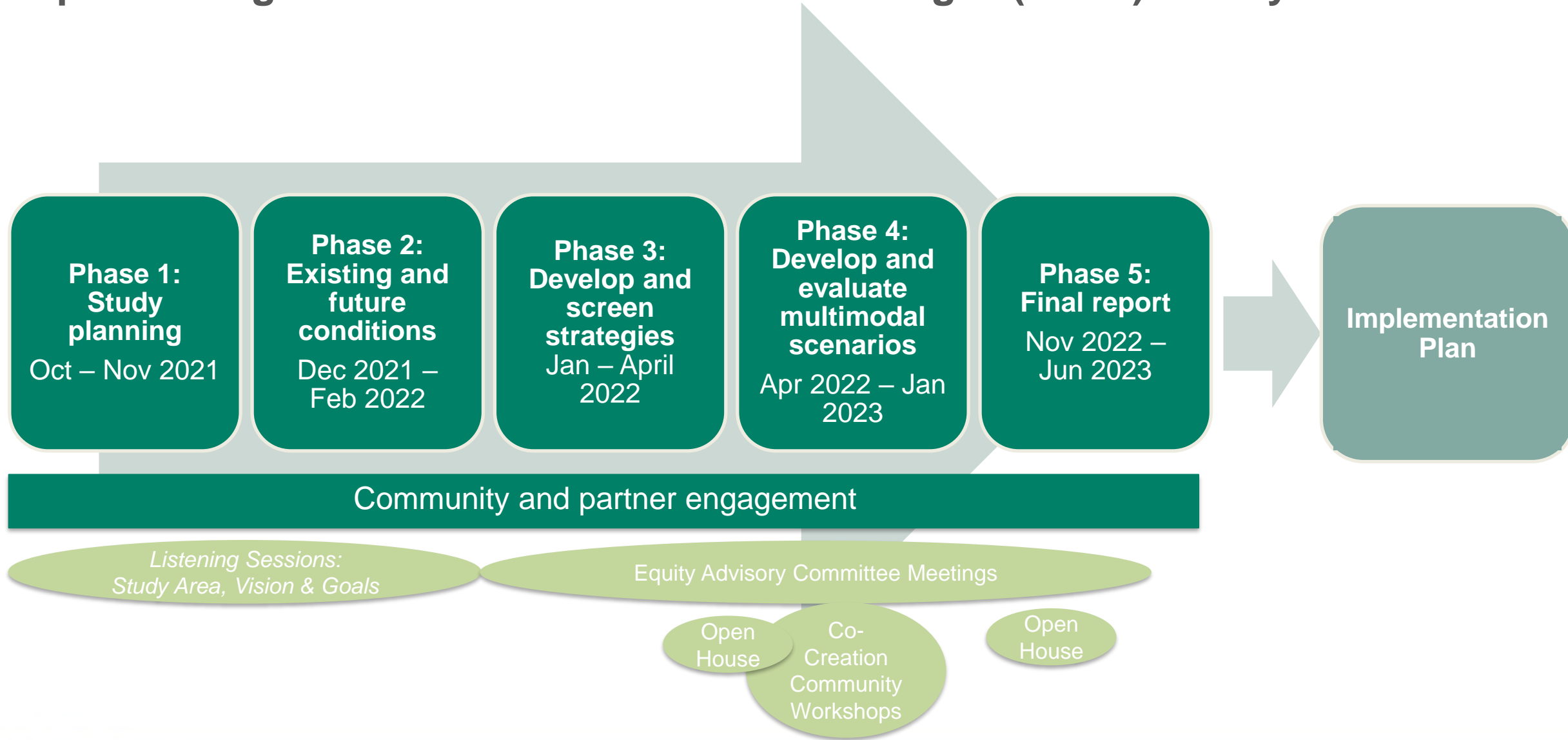
Study Completion

- The SR 167 Master Plan Update will be completed in 2023.

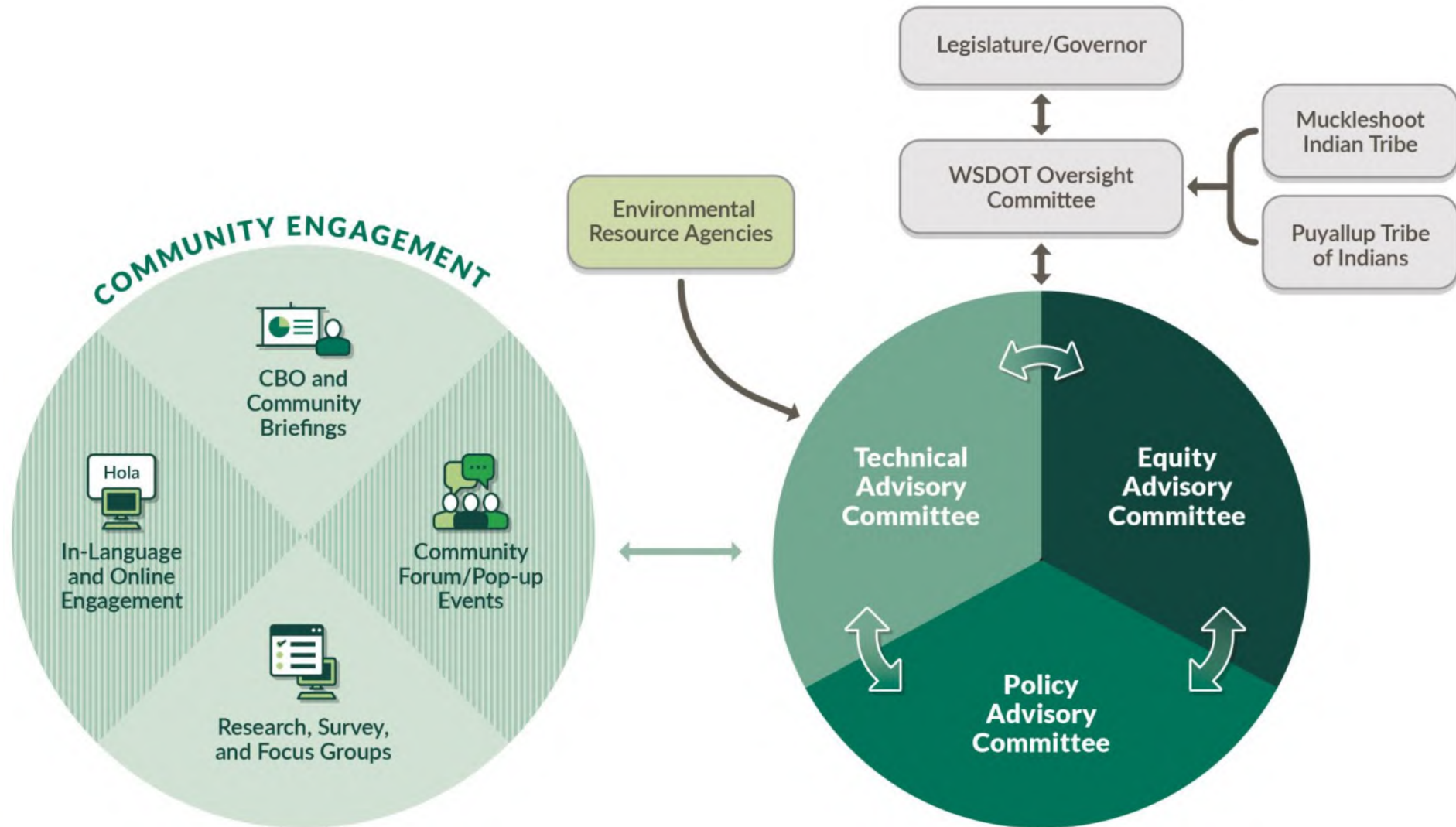


SR 167 Master Plan

A planning and environmental linkage (PEL) study



SR 167 Master Plan - Partner and Community Engagement



Equity Advisory Committee (EAC)

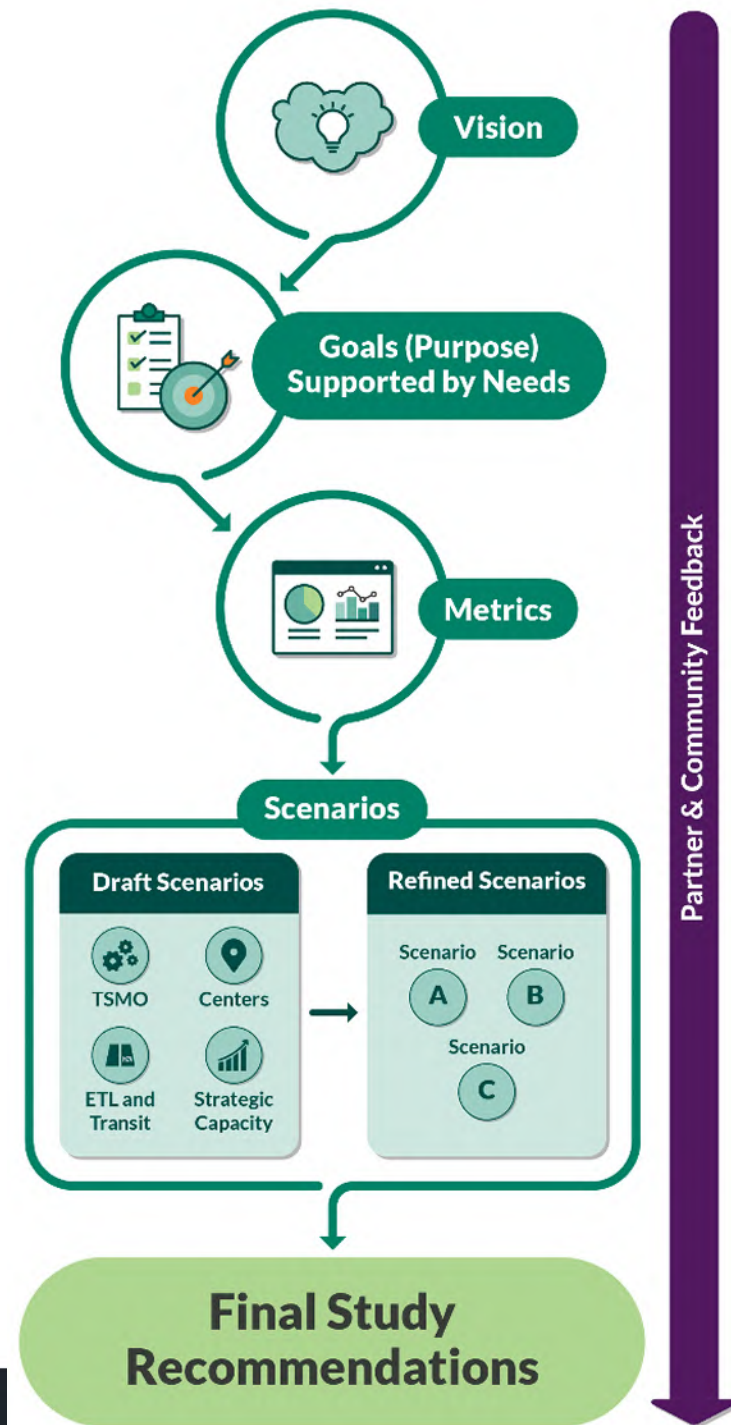
- Ensure equity was included in the overall planning process and in recommendations.
- CBOs correlate with the community profile and demographic analysis.
- A listening session was held with each CBO to gauge interest and availability in staffing the EAC.
- CBOs advocated on behalf of vulnerable populations and overburdened community members, environmental justice initiatives, and transportation initiatives.

- African Community Housing & Development
- Asian Counseling and Referral Service
- Atlantic Street Center
- Center for Independence
- Congolese Integration Network, Inc.
- Forever Green Trails
- Future Wise
- IDIC Filipino Senior and Family Services
- Muckleshoot Indian Tribe
- Orion Industries
- Puyallup Tribe of Indians
- Renton Inclusion Task Force
- Somali Community Services of Seattle
- Sound Generations (Hyde Shuttle)
- Tilth Alliance

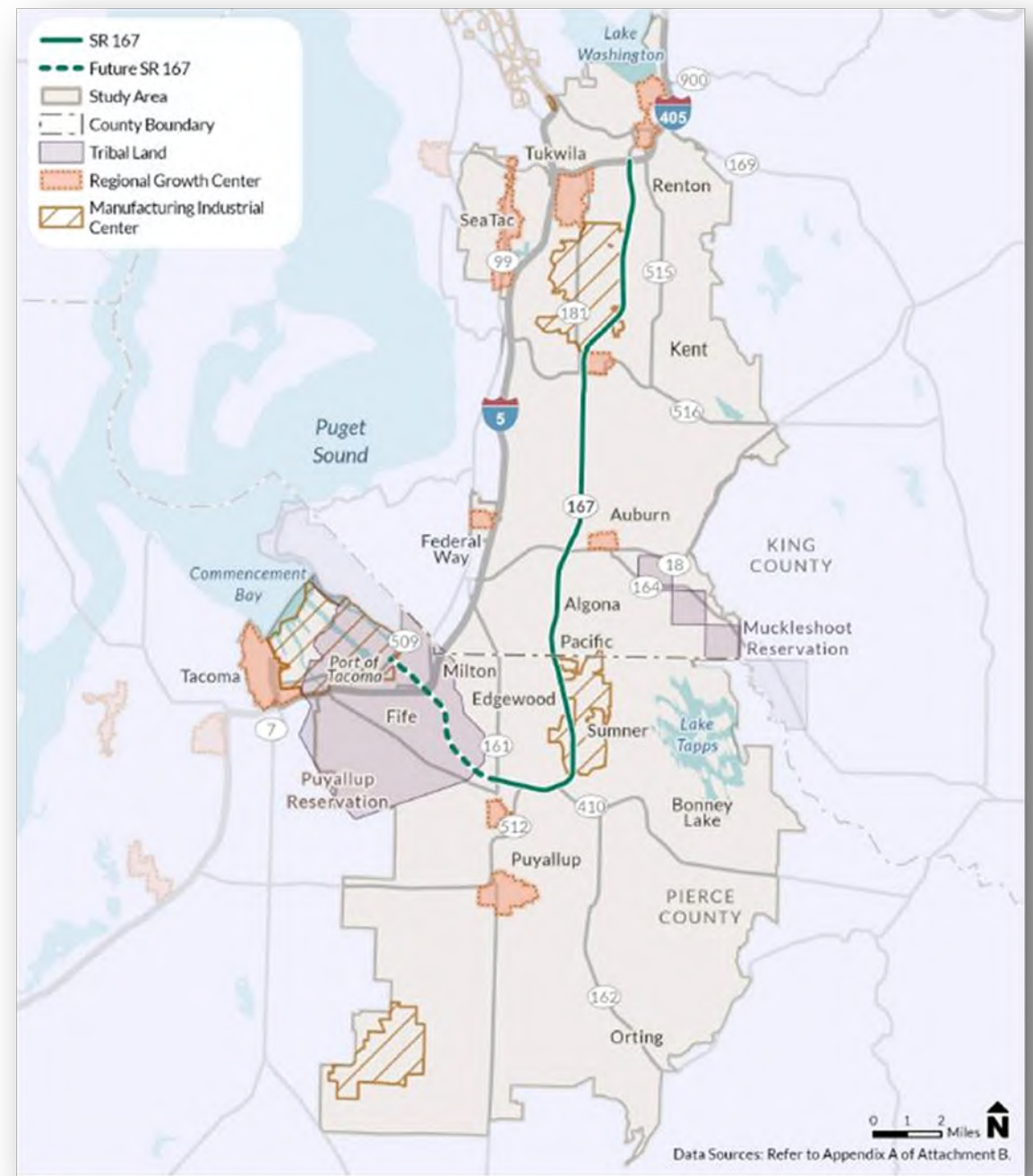
Our Process

VISION TO RECOMMENDATIONS

*Data Informed, Partner and
Community Refined*



SR 167 Final Study Area



Master Plan Vision

What is the SR 167 Master Plan vision:

The SR 167 Master Plan will identify near-, medium-, and long-term solutions intended to facilitate the movement of both people that travel on and across SR 167 for work, school, other essential and non-essential trips, and goods that support economic vitality. Travel along and across the SR 167 corridor will be safe, connected, resilient, and reliable. The SR 167 Master Plan will strive for practical solutions to

- (a) prioritize the needs of vulnerable and overburdened communities,
- (b) reduce physical barriers of the current system,
- (c) support the Puget Sound Regional Council (PSRC) Regional Growth Strategy,
- (d) facilitate transit and active transportation,
- (e) support projected growth and land-use changes,
- (f) accommodate freight movement, and
- (g) reduce greenhouse gas emissions.

Master Plan Goals

What are the SR 167 Master Plan goals:



Equity: Provide a range of transportation options that address the needs of vulnerable and overburdened communities.



Safety: Improve existing and future safety conditions.



Environment: Provide for improvements that reduce greenhouse gas emissions and limit environmental impacts.



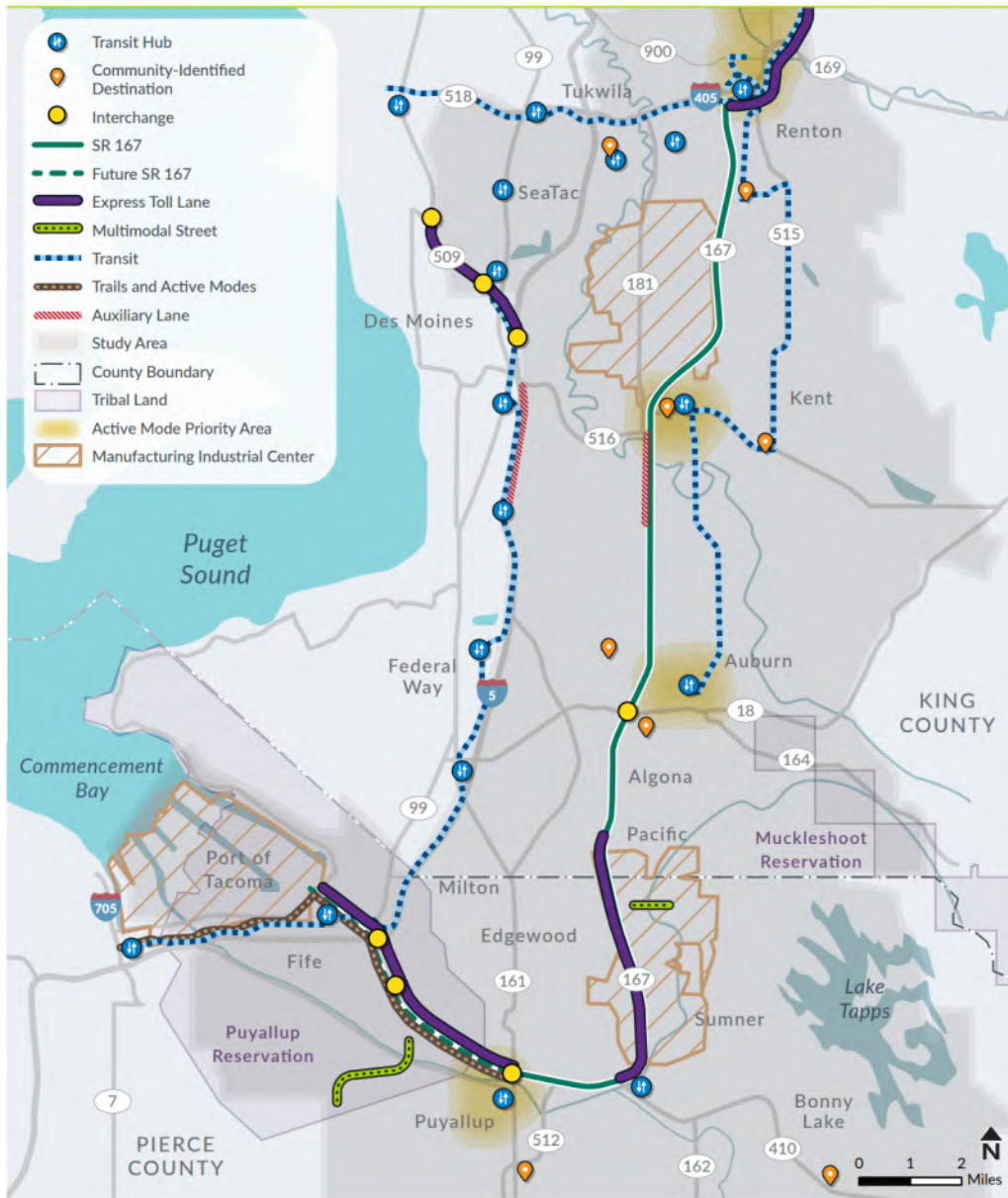
Multimodal: Transform how people and goods travel in support of the Regional Growth Strategy, focusing on Regional Growth Centers, Manufacturing and Industrial Centers and Countywide Centers through multimodal and multiagency investments, while reducing single occupancy vehicle demand and removing barriers for all modes that limit local connectivity across the corridor.



Mobility & Economic Vitality: Manage mobility for local, regional, state, and inter-state trips, leveraging technology advancements, supporting economic vitality, and considering the unique needs of all travelers and modes, including freight/goods movement, active transportation, and transit.



Practical Solutions & State of Good Repair: Identify strategies that are practical, implementable, and fundable in a realistic timeline considering the importance of maintaining a State of Good Repair throughout facility lifecycle.



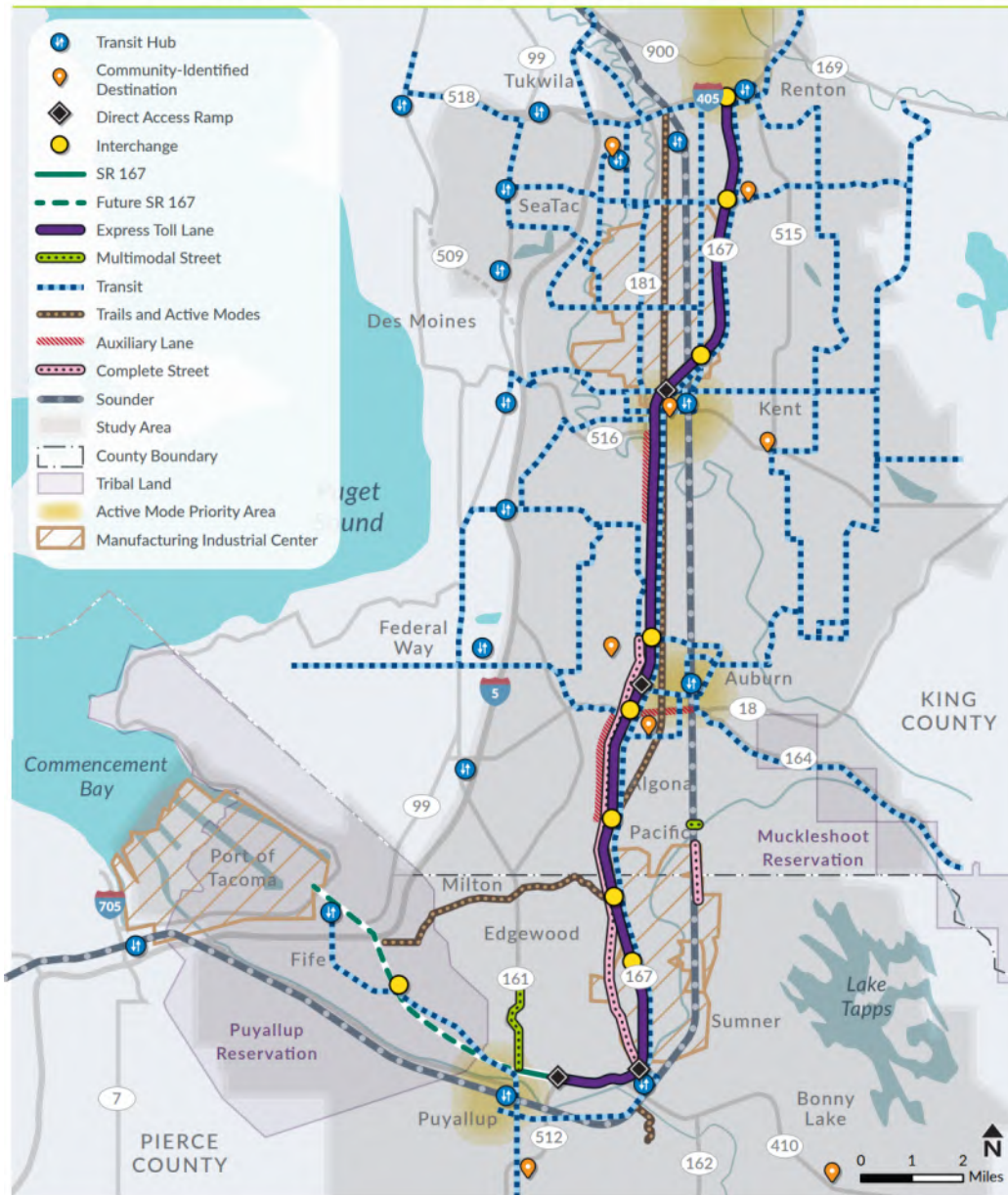
Funded Projects and Strategies*

Express toll lanes on I-405 from Renton to Bellevue
Completion of SR 509 near SeaTac
Southbound auxiliary lane on I-5 from SR 516 to S 272nd Street
Southbound auxiliary lane on SR 167 from SR 516 to S 277th Street
HOT lane extension from Ellingson Road to SR 410 on SR 167
Completion of SR 167 from the Port of Tacoma to SR 161
Widening of the Stewart Road bridge over the White River
Canyon Road Regional Connection project
Stride BRT service on I-405
RapidRide I Line
Link light rail extensions to Federal Way and Tacoma
Sounder station access and parking improvements in Kent, Auburn, Sumner, and Puyallup
Tacoma to Puyallup Trail
Upgrade toll equipment to enable distance-based tolling on SR 167 (to be consistent with I-405)
Numerous local projects to address local traffic and freight access issues at intersections and roadways
Numerous local projects to improve sidewalks, ADA facilities, crossings, and reduce the level of bicycle stress

* Includes fully funded projects, projects that are likely to achieve full funding, and reasonably foreseeable policies

TAKEAWAYS

- Current Study Area Investments**
 - » SR 167 managed capacity and toll equipment upgrades: **\$200 million**
 - » SR 167/509 Gateway program: **\$2.3 billion**
 - » RapidRide I Line: **\$100 million**
 - » Other local projects: **\$100 million**
- Connections to Study Area**
 - » I-405 Renton to Bellevue Express Toll Lanes: **\$900 million**
 - » Link light rail: **\$4.9 billion**
 - » I-405 BRT: **\$400 million**
- Aligned with regional growth strategy
 - Multimodal
 - Multi-agency
 - System-wide investments
 - Foundation for SR 167 Master Plan



Recommended Scenario Project or Strategy	Master Plan Goals Advanced
Additional express toll lane on SR 167 from I-405 to SR 512	
Build missing ramps at SR 167/SR 18 interchange and improve the westbound to southbound ramp to improve safety and freight mobility	
Complete Valley Ave interchange with SR 167	
Auxiliary lanes on SR 167 and SR 18	
New flyover ramps from SR 167 express toll lanes to SR 512	
Direct access ramps from express toll lanes to Kent, Auburn, and Sumner with exact location and configuration to be determined through future studies	
Grady Way/Rainier Avenue grade separation to improve transit access to the South Renton Transit Center	
<ul style="list-style-type: none"> 21 new or enhanced transit routes as identified in Long Range Transit Plans, including four BRT/RapidRide routes and increased Sounder service New on-demand transit services within the study area with a focus on equity priority areas and employment areas that are not served by all-day fixed route transit 	
Access to transit enhancements along new transit routes and to major transit hubs	
New BRT service on SR 167 between Puyallup and Renton with a potential extension to Link light rail	
5 miles of new sidewalks on arterials within one-mile of SR 167 with an emphasis on closing gaps in regional grown centers and equity priority areas	
5-10 miles of new bicycle facilities between community-identified destinations	
Complete gaps, improve lighting, and add access to the Interurban and other regional trails	
SR 161 business access and transit lanes from Valley Rd to 24th Street E	
Complete streets enhancements to provide curb, gutter, sidewalk, turn lanes, and bicycle facilities where needed along: <ul style="list-style-type: none"> West Valley Highway between 15th Street NW and Edgewood Dr East Valley Highway between Lakeland Hills Way and Terrace View Drive SE 	
Reconstruct the BNSF railroad crossing at Ellingson Rd and build complete streets improvements on Ellingson Road to improve freight access and reduce the level of traffic stress between A St and C St	
Rebuild or improve six arterial interchanges with SR 167 to address bottlenecks, improve freight access, and improve active mode connections	
Implement statewide low-income toll program**	
Allow trucks and trailers under 20,000 pounds in express toll lanes**	
Implement ramp meters for all lanes at all arterial interchanges	
Coordinate with I-405 program and SR 512 corridor study team on complementary projects to ensure bottlenecks do not spill back to SR 167	
Prepare a study on SR 18 to identify options to optimize traffic operations, local access, and improve person throughput	

*Cost estimate does not include ongoing operations and maintenance costs.
 **Toll policy and express toll lane vehicle restrictions are under the jurisdiction of the Washington State Transportation Commission; this study recommends updates to develop a statewide low-income tolling program and to increase the weight limit of trucks/trailers that are allowed in express toll lanes. However, the Transportation Commission, through a public process, will be the body responsible for recommending any potential changes to the legislature.

LEGEND - ADVANCES MASTER PLAN GOALS

Equity	Safety	Environment
Mobility & Economic Vitality - Traffic Congestion	Mobility & Economic Vitality - Freight Reliability	Multimodal - Transit
		Multimodal - Active Modes

Engagement by the numbers...

Reached over **1,000** 
community members at
summer 2022 fairs & festivals

 Online open
house and
materials
published in 7 languages:
English, Spanish, Russian,
Vietnamese, Tagalog,
Simplified Chinese, and Somali

Received **1,186** 
written comments

 Two online
open
houses
received 11,519 visitors

 **2,732**
online surveys
completed

5 co-creation
workshops held 
Spoke to almost **70** community
members

 Held **18**
advisory committee meetings

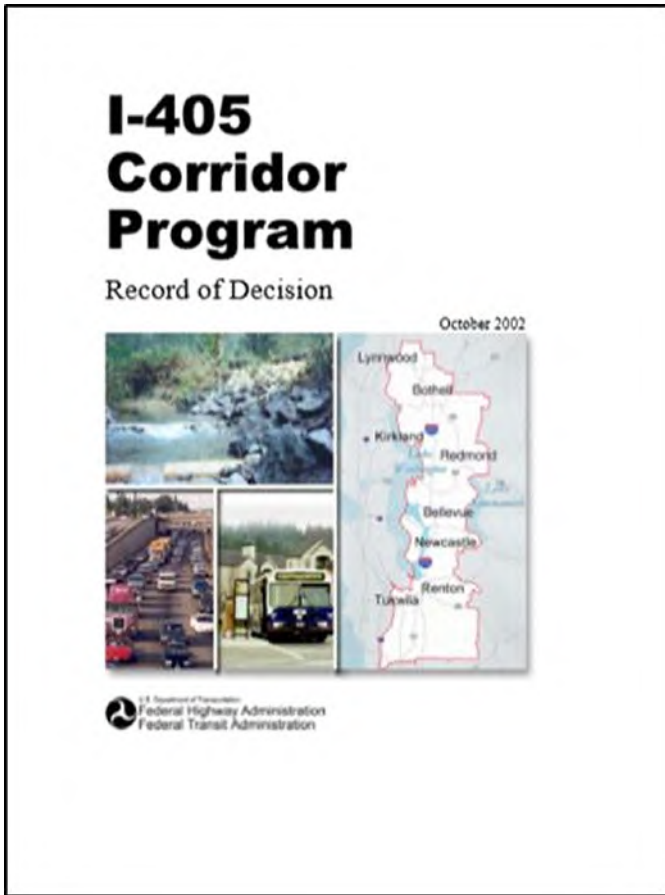
Next Steps

- **Engagement**
 - ✓ **TAC Meeting #7:** May 3
 - ✓ **EAC Meeting #7:** May 12
 - ✓ **PAC Meeting #7:** May 23
- **SR 167 Master Plan Next Steps:**
 - Draft report was shared with partners in late April
 - Document partner support for recommendation
- **SR 167 Implementation Plan (unfunded)**

Master plan alignment

Lisa Hodgson, I-405/SR 167 Program Administrator

I-405/SR 167 Corridor: 50-mile corridor



SR 167 Master Plan Planning and Environmental Linkages Study

FHWA Review Draft

APRIL 2023



Prepared by:
Washington State Department of Transportation



I-405/SR 167 Corridor

50-mile multimodal system

Long range corridor vision of multimodal improvements include:

- Dual express toll lanes
- New direct access and interchange improvements
- High-capacity transit (BRT)
- Bicycle and pedestrian improvements including trail connections



Executive Advisory Group History: 2010 endorsement of I-405/SR 167 managed system

Dave Gossett
Dave Gossett
Snohomish County Councilmember

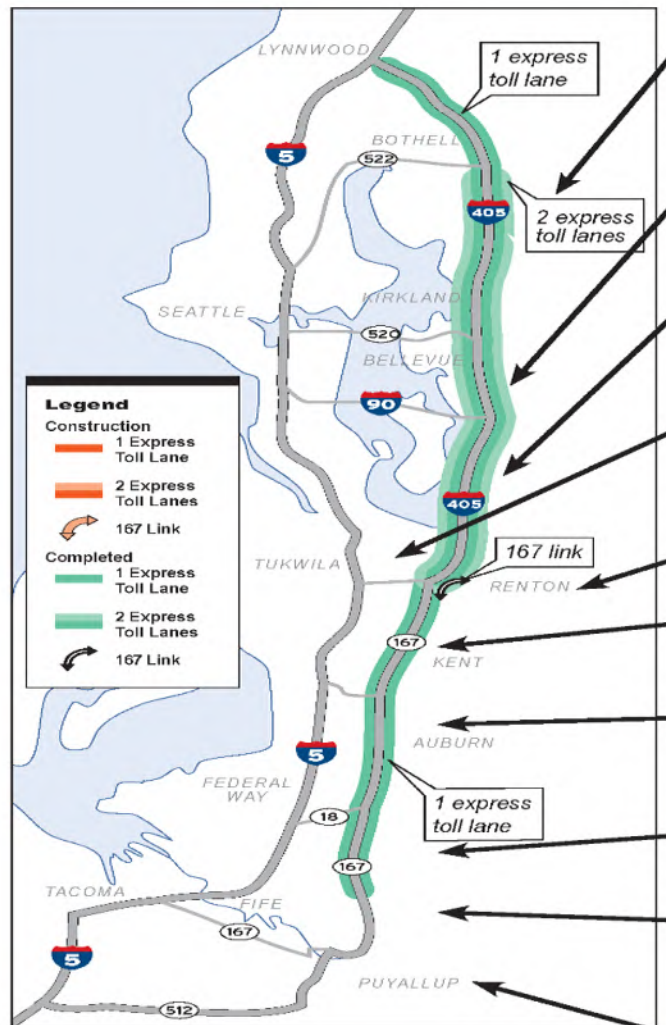
Reagan Dunn
Reagan Dunn
King County Council

Richard Ford
Richard Ford
WA State Transportation Commission

Sue Singer
Sue Singer
Puget Sound Regional Council

Ronald J. Posthuma
Ronald Posthuma
King County Dept. of Transportation

Roger Bush
Roger Bush, Chair
Pierce County Council



Joan McBride
Joan McBride
Mayor of Kirkland

Grant Degginger
Grant Degginger
Bellevue City Councilmember

Sonny Putter
Sonny Putter
Newcastle City Councilmember

Jim Haggerton
Jim Haggerton
Mayor of Tukwila

Randy Corman
Randy Corman
Renton City Councilmember

Suzette Cooke
Suzette Cooke
Mayor of Kent

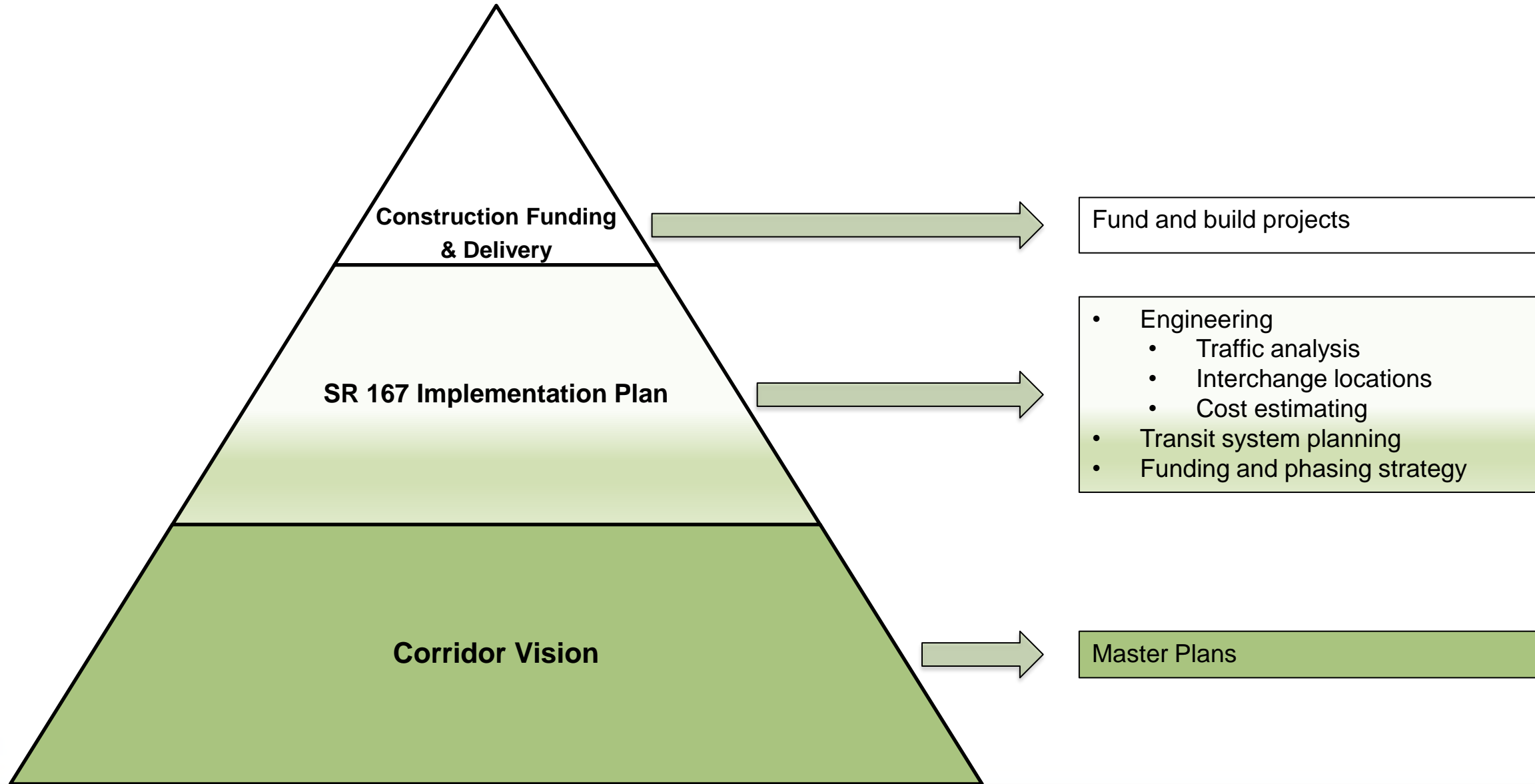
Peter Lewis
Peter Lewis
Mayor of Auburn

David Hill
David Hill
Mayor of Algona

Richard Hildreth
Richard Hildreth
Mayor of Pacific

Kathy R. Turner
Kathy Turner
Mayor of Puyallup

Building towards delivery



Next steps

WSDOT foundational information
(Now)



EAG, IWG, & EAC partner alignment
(Summer/Fall 2023)



SR 167 Implementation Plan
(Upon funding approval by Leg)



Toll rate setting

Ed Barry, Toll Division Director

WSTC Rate Setting Guidelines

WAC 468-270-040

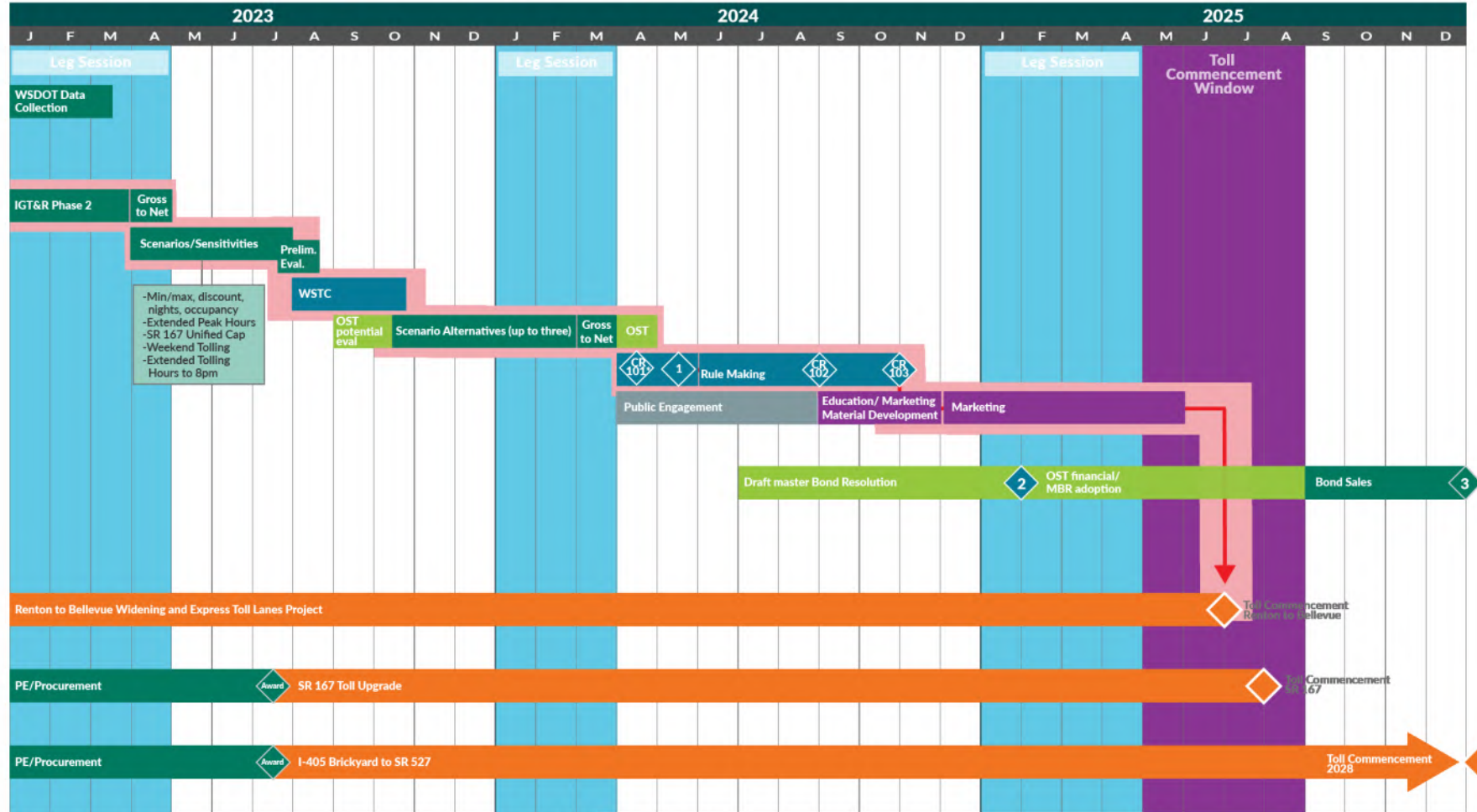
(4) I-405 express toll lanes.

(a) The commission must consider a schedule of toll rates that will maintain travel time, speed, and reliability on the corridor as described in RCW [47.56.850](#) and [47.56.880](#). The schedule adopted by the commission will allow toll rates to vary in amount by time of day, level of traffic congestion within the highway facility, and other criteria.

(b) The commission must set a minimum and a maximum toll rate, each subject to review on an annual basis or as needed to maintain performance requirements outlined in RCW [47.56.880](#).

Toll Rate Setting and Outreach

● WSDOT
 ● WSTC
 ● OST
 ● Design-Build
 ● Toll Division
 ■ Critical Path



1. Propose options for public comment
 2. Bond appropriation by legislature
 3. Bond sales complete

SCHEDULE IS PRELIMINARY / DRAFT BASED ON MOST RECENT INFORMATION AVAILABLE.
 *EARLIEST FILING FALL 2023, LATEST FILING SPRING 2024.

I-405/SR 167 Rate Setting and Outreach Schedule

Agency	Timeline	Description
WSTC	February 2023	I-405 rate setting kick-off with the Commission
WSTC	March – August 2023	Work with the Commission to establish policies, to inform the final scenarios (minimum & maximum rates, occupancy, etc.)
WSDOT	April – August 2023	On-going Traffic & Revenue scenarios and sensitivities
OST	Fall 2023	Draft preliminary finance results
WSDOT	Fall 2023 – Winter 2024	Scenario Alternative Analysis
WSTC	Spring 2024	Public Engagement
OST	Spring 2024	Draft preliminary finance results
WSTC	Spring-Fall 2024	Commission Rule Making Process
WSDOT	Winter-Summer 2025	Educational Marketing Campaign
WSDOT	Spring-Summer 2025	Toll Commencement for both Renton to Bellevue and SR 167 Toll Upgrade

Scenarios and Sensitivities

- Toll Rate Setting Considerations
 - Tolling on nights
 - Tolling on weekends
 - 2+ or 3+ free
 - 2+ or 3+ operating hours
 - Minimum rates
 - Maximum rates
 - Corridor consistency
- Information on these being shared with subcommittee and WSTC March-August
 - Revenue implications
 - Operational implications
 - User implications
- Fall 2023 WSTC determination of which policies will proceed into full scenarios for toll rate setting process

Project updates

Lisa Hodgson, I-405/SR 167 Program Administrator

Open: SR 167/SR 410 to SR 18 Northbound Congestion Management Project



Funded by:

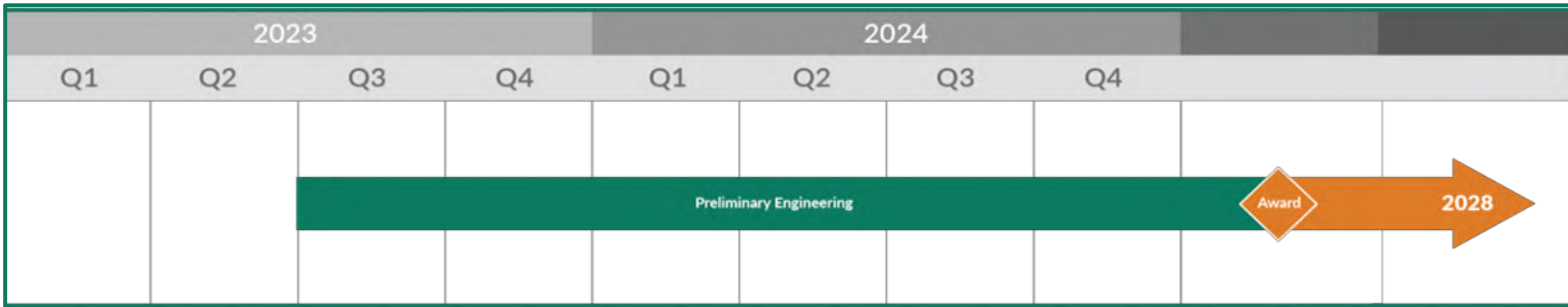
Toll Revenue Connecting Washington

SR 167/SR 410 to SR 18 Southbound Congestion Management Project

Project overview

- Expands Express Toll Lane system by 6-miles nearly completing 50-mile managed system
- Addresses fish barriers and preservation

Project schedule



Funded by:

Toll Revenue Move Ahead Washington

I-405/Renton to Bellevue Widening and ETLs Project

Northeast 44th Street Interchange



Main Street Bridge Replacement



King County Eastrail

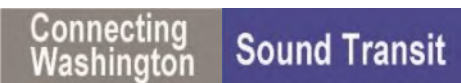


Main Street Bridge Demolition video:
https://www.youtube.com/watch?v=mF78wx9NMeA&feature=emb_title



Project supports Sound Transit's I-405 BRT

Funded by:



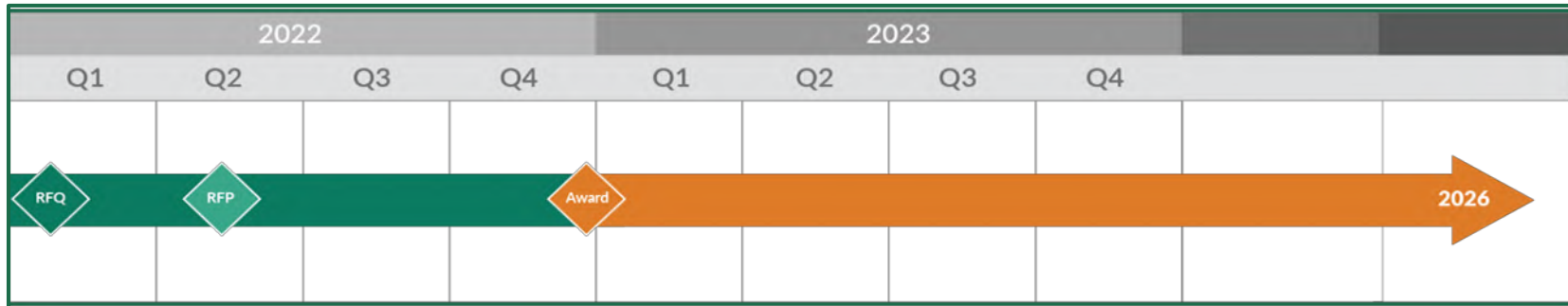
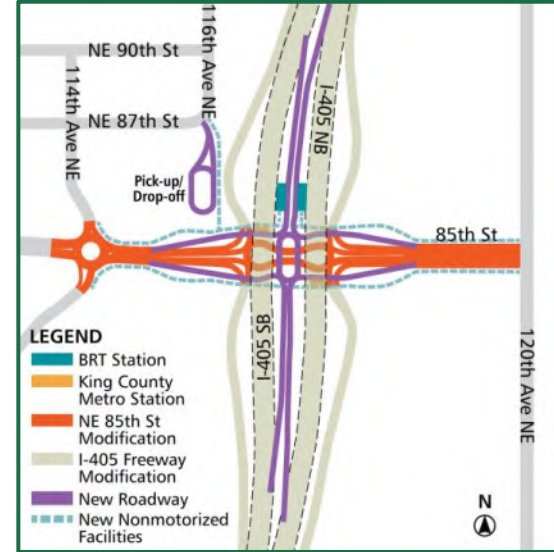
I-405/NE 85th Street Interchange and Inline Bus Rapid Transit (BRT) Station Project

Project overview

- Constructs a three-level interchange with BRT station, ETL direct access ramps, and local improvements
- Provides trail, pedestrian, and bike improvements
- Addresses fish barriers

Project schedule

- Executed the \$234 million design-build contract to Graham in February and started pre-construction activities this spring



Funded by:

Sound Transit Toll Revenue



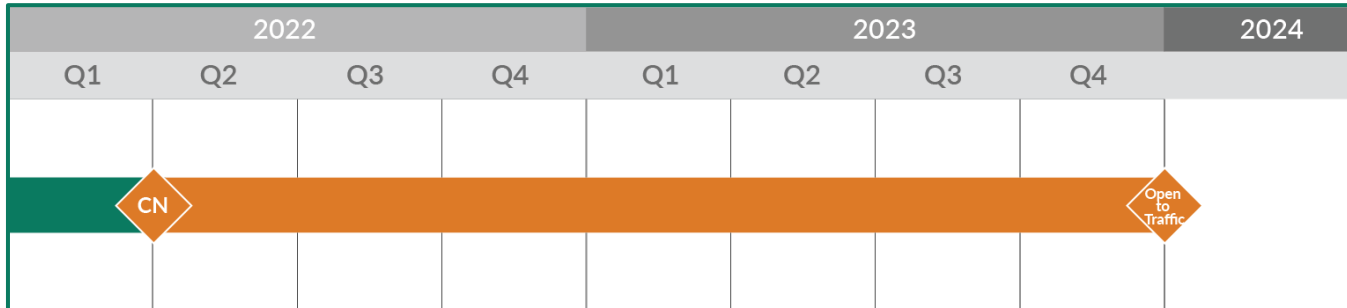
Project supports Sound Transit's I-405 BRT

I-405/NE 132nd Street Interchange Project

Project overview

- Provides access improvements by building new half-diamond interchange
- Replaces signals with roundabouts and adds pedestrian and bike infrastructure
- Corrects fish barrier creating over 3,000 feet of upstream habitat gain

Project schedule



May 2022 groundbreaking video: <https://www.youtube.com/watch?v=Chh0XwBd2I4>

Funded by:

Connecting Washington



Wood placement is a critical step in the fish barrier correction process



Construction is underway on a northbound onramp to I-405 at the intersection of 132nd Street and Totem Lake Boulevard

I-405/Brickyard to SR 527 Express Toll Lanes Improvement Project

Project overview

- Extends dual ETLs from SR 522 to SR 527
- Builds direct access ramps with inline stations at SR 522 and SR 527 interchanges
- Connections to urban growth centers and transit nodes
- Provides trail, pedestrian, and bike improvements
- Addresses system preservation and resiliency
- Corrects 6 fish barriers

Project schedule



Funded by:

Toll Revenue | Move Ahead Washington | Sound Transit

 Project supports Sound Transit's I-405 BRT

Stride Bus Rapid Transit Program Update

I-405/SR 167 EAG

May 24, 2023



Stride Bus Rapid Transit Breaking Ground in September 2023!

S1 Line: Bellevue to Burien

S2 Line: Bellevue to Lynnwood

S3 Line: Shoreline to Bothell

- Connects to Link light rail in Shoreline, Lynnwood, Bellevue and Tukwila
- Limited-stop service in the I-405, SR 522 and SR 518 corridors



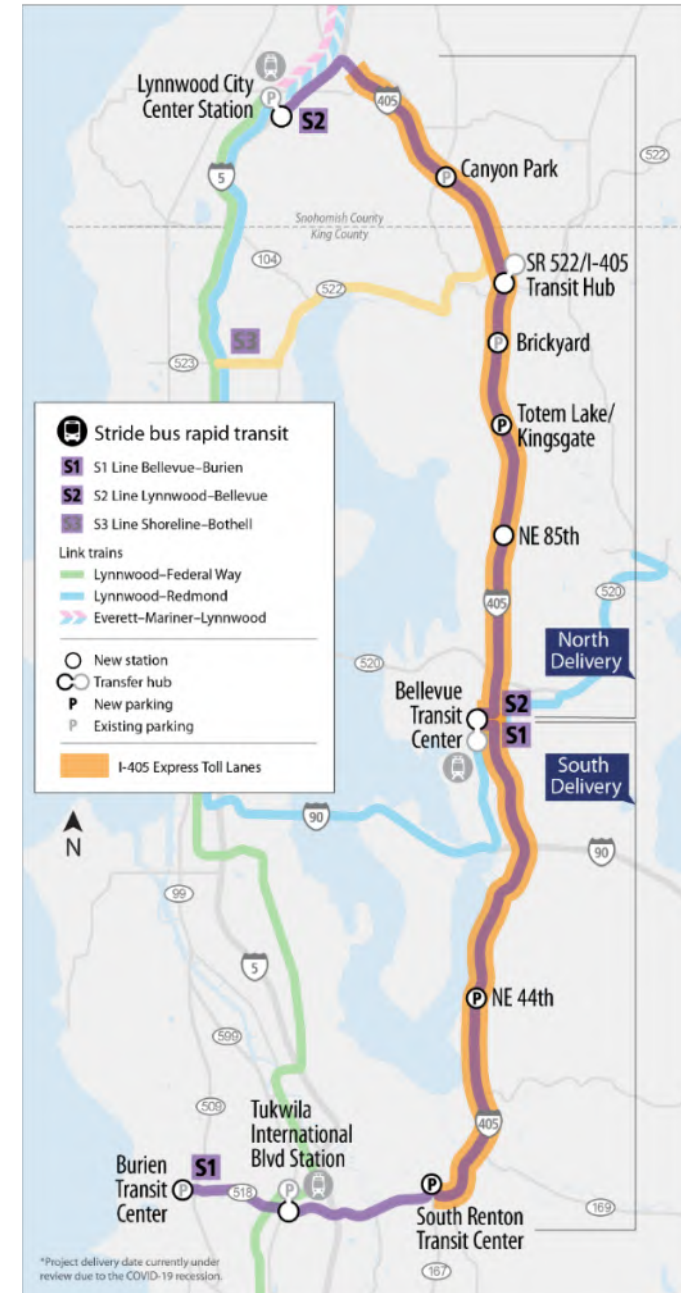
I-405 Corridor Partnership: Sound Transit BRT & WSDOT ETLs

Connecting communities, urban growth centers and commuters with a multimodal choice – supportive of regional growth projections.



STRIDE

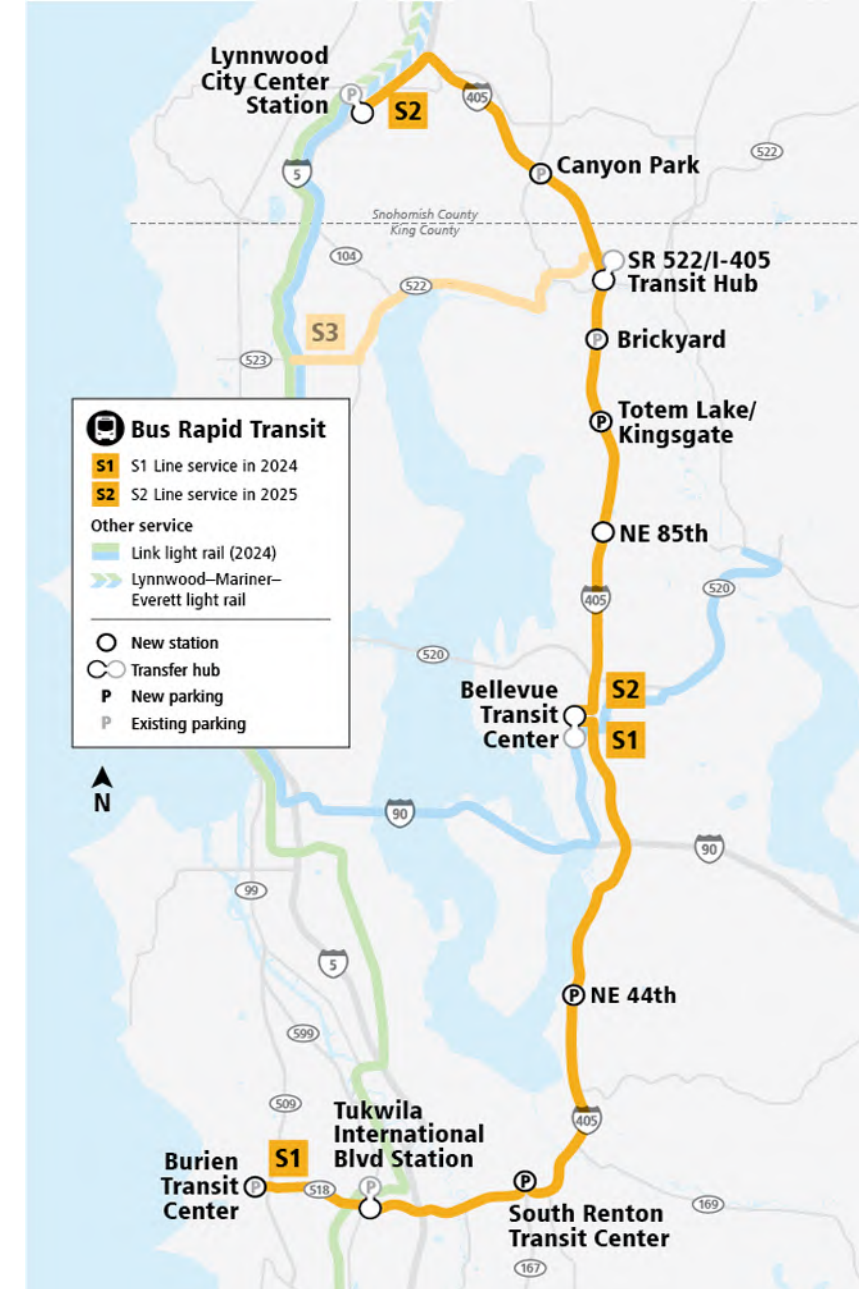
 **SOUNDTRANSIT**



I-405 BRT Project— S1 & S2

Project Overview: Lynnwood to Burien

- 37-mile corridor
- 11 BRT stations across 8 cities
- One transit center
- Connections to Link light rail in Lynnwood, Bellevue and Tukwila
- Estimated 19,100 – 26,000 riders daily by 2042
- Use of Express Toll Lanes (through partnership with WSDOT)
- Two distinct lines:
 - South, Burien to Bellevue (S1)
 - North, Bellevue to Lynnwood (S2)



Stride Fleet and Stations

- State of the art passenger information
- Offboard fare payment, except for cash
- Bicycle accommodations: front racks on the bus & storage at select stations
- Battery Operated Fleet



S1 & S2 (I-405)



Double-deck electric buses for highway service

S3 (SR 522)



Articulated battery electric buses for shorter arterial route

I-405: Partnered Investment Benefits

Stride BRT to travel exclusively in Express Toll Lanes for a majority of the corridor

AM peak hour travel times to Bellevue

North Line – Lynnwood to Bellevue



South Line – Burien to Bellevue



*Preliminary travel time estimates for planning purposes, subject to change. Existing travel times are average times. Year 2025 estimates assume new express toll lanes are open between Renton to Bellevue. Updated information will be provided prior to beginning service.

NE 85th Inline Station

Construction Starts in 2023



NE 44th Interchange & Inline Station



2023 Program look ahead

- Finalize delivery schedule and budget: Q3 2023
- Finalize remaining agreements and betterments
 - Examples: Bellevue layover, South Renton Transit Center
- Complete 90-100% design
- Right of way acquisition
- Progress Operations and Start up plan:
 - Award Bus Operating Technologies System: Q3 2023
 - Order vehicle fleet: Q3 2023
 - Contracted Service Provider procurement: Q2 2023-Q2 2024

Thank you.



 [soundtransit.org](https://www.soundtransit.org)





Let's Connect

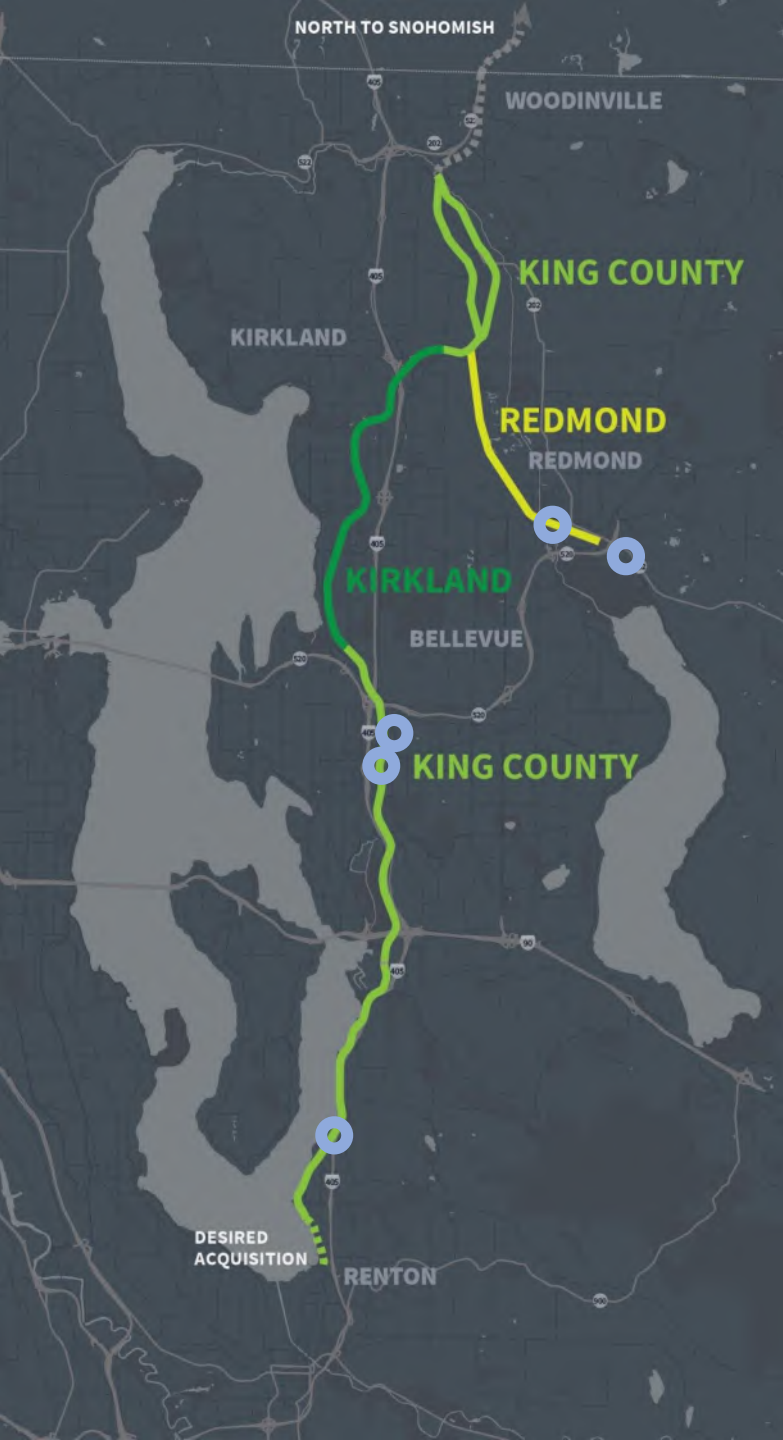
I-405 EXECUTIVE ADVISORY GROUP UPDATE

May 2023

 King County

PARKS

Your Big Backyard



Continuing Progress

- *Multi-modal complement to the I-405 Corridor*
- *Working toward a continuous, connected trail*



Essential Connector

Like 405, the Eastrail is the critical north-south spine

Multi-Modal 

Sound Transit at 4 light rail stations

+ 405 BRT+

RapidRide



I-405 Renton to Bellevue

- **Bridge over 405 southbound constructed**
- **Good progress towards completing the Eastrail scope of the R2B project**

E



E



2023



King County

WILBURTON TRESTLE

Iconic landmark and critical connection. 1,000 feet long, 100 feet high, 100 years old. Will be a destination in itself along the Eastrail.

FUND



DESIGN



PERMIT



BUILD



PROJECT COST:

\$32 Million

FUNDING SOURCES:

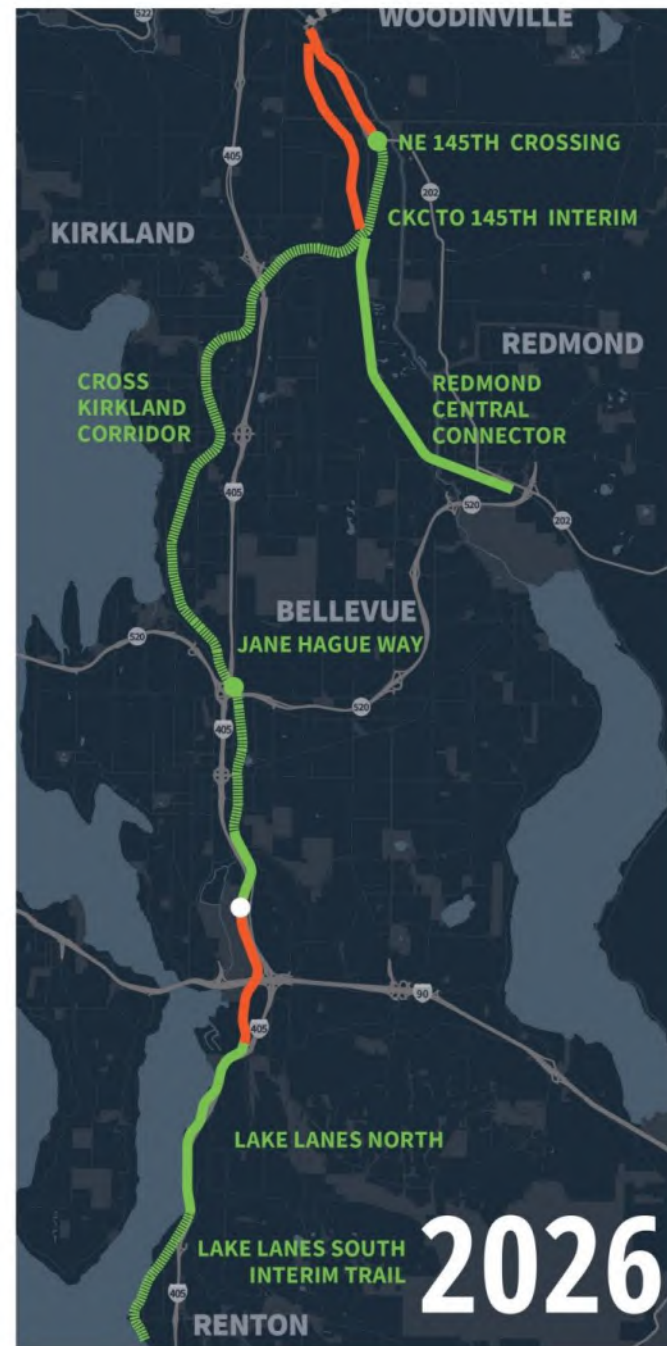
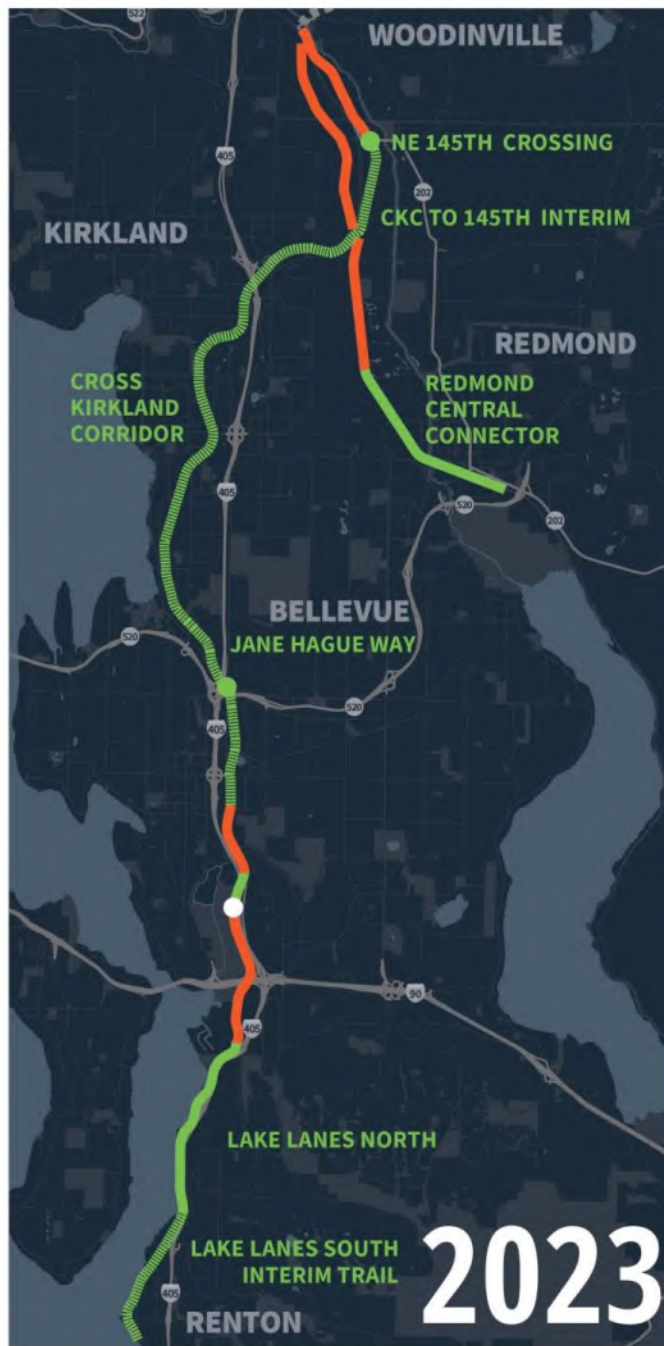
King County \$14 Million

Washington State \$10.5 Million

Amazon \$5 Million

City of Bellevue \$2 Million

Kaiser Permanente \$.5 Million



Closin
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the
Gaps



Anticipated schedule based on best information as of March 2023.



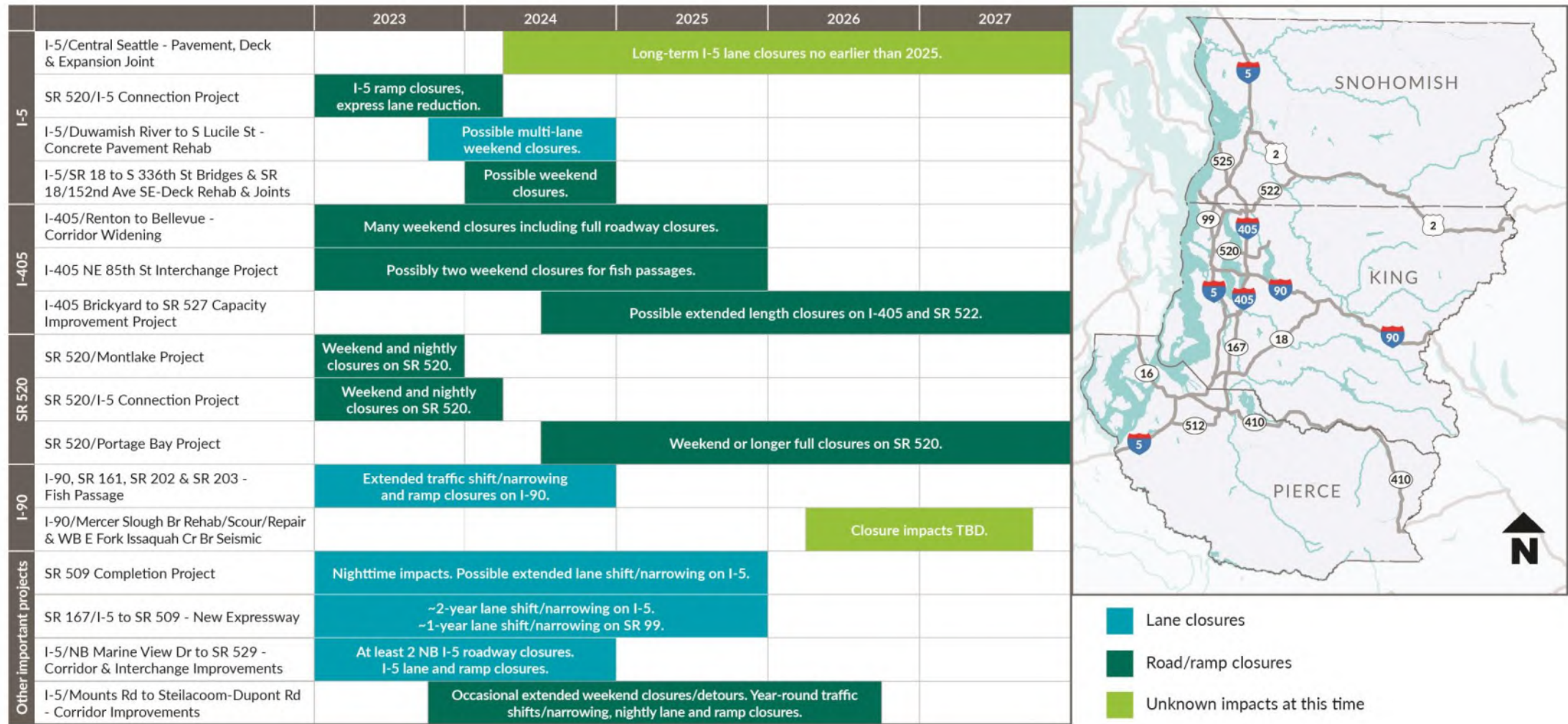
Delivering Current Projects, Preparing for Next Priorities



Regional construction coordination

Annie Johnson, WSDOT Mobility & Technology Manager

Regional construction coordination



Wrap-up and questions

Lisa Hodgson, I-405/SR 167 Program Administrator

Questions?

