Introductions

Roger Millar, P.E., AICP
Secretary of Transportation
Agenda

• Introductions
• I-405 Partner Program Updates
  – Sound Transit
  – WSDOT
  – King County Parks
• Public Comment
• Wrap-up and next steps
I-405 Master Plan

Regional Consensus
- EIS Record of Decision, 2002

Roadways
- 2 new lanes in each direction
- Local arterial improvements

Transit & Transportation Choices
- Bus Rapid Transit system
- New transit centers
- 50% transit service increase
- HOV direct access ramps and flyer stops
- Potential managed lanes system
- 5000 new Park & Ride spaces
- 1700 new vanpools

Environmental Enhancements
<table>
<thead>
<tr>
<th>Project Type</th>
<th>Completion Level</th>
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<tbody>
<tr>
<td>Park and Ride expansions</td>
<td>138% complete or funded</td>
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<td>Transit center expansions</td>
<td>70% complete</td>
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<td>Bus Rapid Transit stations</td>
<td>91% complete or funded</td>
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<td>Local arterial improvements</td>
<td>50% complete</td>
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<tr>
<td>Add 2 lanes in each direction</td>
<td>45% complete or funded</td>
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<td>Transit service increase</td>
<td>62% complete or anticipated</td>
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<td>Direct Access and Direct Connectors</td>
<td>19% complete or funded</td>
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<td>Vanpool service increase</td>
<td>40% complete</td>
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<td>Pedestrian/bicycle improvements</td>
<td>65% complete or funded</td>
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Key Discussion Questions for Meeting 1

- What are the next potential capacity improvements for the north end of I-405 (SR 522 to I-5), and how could they be phased?
- With the passage of ST3, how are WSDOT and ST coordinating on delivery of I-405 Bus Rapid Transit? What are the immediate next steps?
- What policy decisions are needed from the EAG in 2017?
ST3 I-405 BRT Project
WSDOT EAG Meeting

April 12, 2017
I-405 BRT

**Highlights**

- Implementation by 2024
- 10 minute frequency in peak hours, 15 minute off-peak
- In partnership with WSDOT on projects
- Relies on Express Toll Lane operation to provide transit speed and reliability
- New stations at:
  - NE 85th Street in Kirkland
  - NE 44th Street in north Renton
  - Grady Way/Rainier in South Renton
- Connections at existing transit facilities and with SR 522 BRT at NE 195th
I-405 North BRT

Lynnwood to Bellevue

- In Express Toll Lanes and bus-only shoulder lanes for majority of trip
- In general purpose lanes from Lynnwood to Canyon Park
- Provides connection to SR 522 BRT at 195th/UW Bothell
- Serves Totem Lake
- Serves Central Kirkland
I-405 South/SR 518 BRT

Bellevue to Renton, Tukwila Int’l Blvd station & Burien Transit Center

• In Express Toll Lanes from Bellevue to S Renton
• In HOV lanes from S Renton to SR 518
• In GP lanes to Tukwila Int’l Blvd station (TIBS)
• In bus-only lanes from TIBS to Burien Transit Center
Coordination with WSDOT

- NE 85th Street freeway station
- NE 44th freeway station/direct access ramp
  - WSDOT is widening I-405 to accommodate Express Toll Lanes and HOV direct access ramp
  - Will include freeway station in design
  - WSDOT and Sound Transit will enter into an agreement

- Bus-only lanes on SR 518
Next steps

- Project staff
- Board direction on implementation plan
- Project kick-off
- Partnering process
Discussion: Sound Transit

Facilitated by:
Roger Millar, P.E., AICP
Secretary of Transportation
I-405 Northbound Peak-Use Shoulder Lane, SR 527 to I-5
- Under construction
- Open to traffic in spring 2017

Renton to Bellevue Widening and Express Toll Lanes
- In preliminary engineering phase
- Construction start in 2019
- Open to traffic in 2024

I-405/SR 167 Direct Connector
- Under construction
- Open to traffic in 2019
I-405 Northbound Peak-Use Shoulder Lane
SR 527 to I-5

Status:
• Fully funded by express toll lane revenue
• Under construction, open to traffic in spring 2017

Project description
• Converts right shoulder to general purpose lane
  • Generally open during afternoon peak period
• Builds new noise wall
• Makes improvements to express toll lane signage and access
Renton to Bellevue Widening and Express Toll Lanes Project

Status:
• Fully funded by Connecting Washington and anticipated express toll lane revenue (pending toll authority)
• In preliminary engineering phase

Key issues
• Sound Transit Bus Rapid Transit infrastructure
• Express toll lane authorization
• Fish passage
• Construction contracting approach
• Coordination with other regional construction projects
• King County Eastside Rail Corridor Regional Trail

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I-405 Bellevue to Tukwila segment: HOV lane reliability continues to worsen

Average HOV Lane Travel Times between Tukwila and Bellevue Weekday Peak Periods
(Free-flow travel time: 13 minutes)

Source: WSDOT Gray Notebook and Northwest Region travel time data, 2011-2016
I-405/SR 167 Interchange Direct Connector

Status:
• Fully funded by Connecting Washington and program savings
• Under construction, open to traffic in 2019
  • Tolling would begin with Renton to Bellevue opening in 2024

Current activities
• Utility relocation complete
• Ongoing work:
  • Traffic and ramp shifts to create work zone
  • Temporary drainage installation
  • Noise wall relocation in Talbot Hill

Project Description:
Builds a new flyover ramp connecting the SR 167 HOT lanes to the I-405 HOV lanes. Also relocates a noise wall and constructs portions of local streets in the Talbot Hill neighborhood.
I-405/NE 132nd Street Interchange Project

Project scope:
- Builds a half diamond interchange to and from the north at NE 132nd Street in Kirkland
- Local arterial improvements
- Environmental enhancements

Project benefits:
- Improves access and addresses traffic congestion at interchanges in the Kirkland area

Project schedule:
- Preliminary engineering starts in summer 2017
- Construction starts in 2021
The **2016 Supplemental Transportation Budget** directed WSDOT to study the north end of I-405, specifically:

“the identification and prioritization of projects that will help reduce congestion and provide added capacity on the Interstate 405 tolling corridor between state route number 522 and Interstate 5.”
Two-day workshop  
Nov. 16 and 29, 2016  

Interagency participation:  
- Cities of Bothell and Woodinville  
- Community Transit  
- Federal Highway Administration  
- King County Metro  
- Snohomish County  
- Sound Transit  
- WSDOT  

Objectives:  
- Review WSDOT I-405 north end phasing concepts, brainstorm alternative solutions  
- Gather input on challenges and considerations for improvements  
- Develop recommendation for next priority improvements from Master Plan
Potential Phase 1 (~$450M)*
Base + Enhanced SR 527 DA

Lanes
• One new express toll lane in each direction from SR 522 to SR 527

Ramps
• SR 522 direct access ramps
• SR 527 inline station direct access ramp (to east, north and south)

BRT
• In ETL from I-5 to south of SR 527 and potentially to SR 522

Benefits
• **Reduces southbound congestion from SR 527 to SR 522**
• Provides limited northbound congestion relief SR 522 to SR 527
• 2 minute travel time savings for transit at SR 527 direct access
• Improved BRT travel times
• Reduces frequency of high tolls

Estimated schedule
• 7 year project

*Order of magnitude cost for comparison purposes*
Potential Phase 2 (+$150M)*
Adds I-5 Direct Connector (North)

Ramps
- I-5 Direct Connector (to and from north only)

BRT
- Reduces northbound congestion impacts on BRT

Benefits
- **Reduces northbound general purpose congestion**
- **Improves express bus service from Everett**
- Improves northbound express toll lane performance
- Improves transit speed and reliability to and from north
- Reduces frequency of high tolls

Action items
- Evaluate effects of building Phase 2 before Phase 1
- Evaluate combining Phases 1 and 2

*Order of magnitude cost for comparison purposes
Potential Phase 3 (+$100M)*
Adds I-5 Direct Connector (south)

Ramps
- I-5 Direct Connector (to and from south only)

BRT
- Allows use of I-5 HOV lane, direct access ramp at Lynnwood Transit Center and I-405/I-5 direct connector ramps instead of city streets

Benefits
- Improves transit speed and reliability to and from south
- 8-10 minute travel time savings for ST3 BRT plan

*Order of magnitude cost for comparison purposes
Potential Phase 4 (+$125-250M)*
Dual ETLs to I-5, adds 195th St direct access

Lanes
- Complete dual express toll lane system between SR 527 and I-5

Ramps
- NE 195th Street partial direct access ramp or inline station (based on earlier evaluation)

BRT
- In ETL from Lynnwood Transit Center to NE 195th Street

Benefits
- Reduces general purpose congestion between SR 527 and I-5
- Improves express toll lane performance between SR 527 and I-5
- Further reduces frequency of high tolls
- Further improves speed and reliability of BRT and transit

*Order of magnitude cost for comparison purposes
Governor’s budget requested $5 million to continue to preliminary engineering (from Bellevue to Lynnwood project risk reserve savings):

- Planning-level traffic and revenue study
- Design refinements to better define costs
- Initial environmental investigation to identify risks and estimate costs
I-405 Delivery Schedule: Current Funding

- Program savings (Nickel/TPA)
- Connecting Washington funding
- Funded by toll revenue (anticipated by Connecting WA)

<table>
<thead>
<tr>
<th>Year</th>
<th>Event</th>
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<tbody>
<tr>
<td>2015</td>
<td>I-405 Renton to Bellevue Widening &amp; Express Toll Lanes - $1.3 billion</td>
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<tr>
<td>2016</td>
<td>I-405/NE 132nd Interchange - $75 million</td>
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<td>2017</td>
<td>SR 520/NE 124th Interchange - $40.9 million</td>
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<tr>
<td>2018</td>
<td>SR 527 to I-5 NB Peak-Use Shoulder Lane - $11.5 million</td>
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<tr>
<td>2019</td>
<td>SR 520 to NE 70th St NB Auxiliary Lane - $0 million</td>
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<tr>
<td>2020</td>
<td>NE 85th Street Direct Access - $0 million</td>
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<tr>
<td>2021</td>
<td>Scheduled opening of I-405 Bus Rapid Transit corridor-wide</td>
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</tbody>
</table>

Stage 1: I-405/SR 157 Interchange Direct Connector
- Construction
- Award design/Build Contract
- Open Direct Connector to traffic

Stage 2: Renton to Bellevue Widening and Express Toll Lanes
- Construction
- Start contract procurement
- Award design/Build Contract
- Open Renton to Bellevue Express Toll Lanes

Stage 3: NE 6th Street Extension
- Construction
- Moved auxiliary lanes from Stage 3 to Stage 2 based on Bellevue to Lynnwood experience
## I-405 express toll lanes 15-month highlights

<table>
<thead>
<tr>
<th>Provide a choice for drivers</th>
<th>Provide a faster and more predictable trip</th>
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<tbody>
<tr>
<td>Drivers made <strong>18 million trips</strong> in the first 15-months</td>
<td>Express toll lanes drivers are saving <strong>up to 5 minutes</strong> over the previous HOV lanes Oct. 2014-Sept. 2015 vs. 2016 for the full corridor trip.</td>
</tr>
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## Fund future corridor improvements

<table>
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<tr>
<th>Covering costs and funding the northbound general purpose Peak-Use Shoulder Lane project.</th>
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<table>
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<tr>
<th>Despite often paying $10 a trip commuting from Mukilteo to Kirkland... “I saved an hour a day, easily,” she said. “I’m a happy user.”</th>
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<tbody>
<tr>
<td>– Sheri Clarke, I-405 driver</td>
</tr>
</tbody>
</table>
What we’re seeing:
Drivers made 18 million trips in the first 15 months

Quarterly express toll lane trips remain above 3 million. The decline in fall 2016 is consistent with seasonal travel patterns.

Total weekday trips in the express toll lanes
(Oct. 1, 2015 to Dec. 31, 2016)

*Note: Oct 1, 2015 to Mar 17, 2016 - includes all weekday trips (24hrs/day).
Mar 18, 2016 to Dec 31, 2016 - includes weekday trips from 5 a.m. to 7 p.m.
No Weekends are included in this graph.
What we’re seeing: Drivers use the lanes when they need them

Average monthly express toll lane travel frequency for Good To Go! pass users

Source: Unique Good To Go! passes on I- 405
Weekdays from 5 a.m. to 7 p.m.

“Time is the only thing I'm never going to get back, so I'll pay a couple bucks to cut my commute in half.”
– Jonah, I-405 driver
What we’re seeing:
What drivers are choosing to pay

Percent of Peak Period, Peak Direction I-405 Toll Trips by Rate Category

Monday - Friday
SB 5 - 9 a.m.
NB 3 - 7 p.m.

Percent of All Peak Period Trips

Average Peak Period,
Peak Direction Toll Rates
- Oct - Dec 2016 – $3.34
- Jul - Sep 2016 – $2.99
- Apr - Jun 2016 – $2.72
- Jan - Mar 2016 – $2.40
- Oct - Dec 2015 – $1.75

Toll Rate Paid

$0.75 10% 54.4%
$ 1-2 6.6%
$ 2-3 6.2%
$ 3-4 5.5%
$ 4-5 5.9%
$ 5-6 7.0%
$ 6-8 6.1%
$ 8-9 3.9%
$10 4.3%
What we’re seeing: I-405 is moving more vehicles at peak periods in most areas

WSDOT added 12% increase in southbound lane capacity.

WSDOT added 5% increase in northbound lane capacity.

Legend:
Arrows show where capacity was added
What we’re seeing: I-405 is moving more vehicles at peak periods in most areas

<table>
<thead>
<tr>
<th>Location</th>
<th>Southbound Increase</th>
<th>Northbound Increase</th>
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<tbody>
<tr>
<td>Lynnwood</td>
<td>+7%</td>
<td>-1%</td>
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<tr>
<td>Bothell</td>
<td>+11%</td>
<td>+3%</td>
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<tr>
<td>Kirkland</td>
<td>+17%</td>
<td>+16%</td>
</tr>
<tr>
<td>Bellevue</td>
<td>+18%</td>
<td>+17%</td>
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</table>

12% increase southbound in lane miles
5% increase northbound in lane miles
What we’re seeing: The express toll lanes are moving morning drivers faster

For a full corridor trip during the peak period, the express toll lanes are moving vehicles faster and saving drivers time over the general purpose lanes.

Average Southbound AM Peak Period (5-9 a.m.) Monthly Speeds (mph)

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<th>Month</th>
<th>2014</th>
<th>2015</th>
<th>2016</th>
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* Due to construction activity impacting traffic loop data in the northbound HOV lane, September 2015 data was inaccurate and removed.
What we’re seeing: The express toll lanes are moving evening drivers faster

For a full corridor trip during the peak period, the express toll lanes are moving vehicles faster and saving drivers time over the general purpose lanes.

Average Northbound PM Peak Period (3-7 p.m.) Monthly Speeds (mph)

* Due to construction activity impacting traffic loop data in the northbound HOV lane, September 2015 data was inaccurate and removed.
What we’re seeing: Transit riders are getting faster, more predictable trip

KING COUNTY METRO

- 9% increase in daily ridership
- Up to 8 minutes travel time savings

( Ridership and savings varies by route, data compared to before tolling)

COMMUNITY TRANSIT (Includes Sound Transit)

- 2% increase in peak period ridership
- Up to 4 minutes travel time savings

( Ridership and savings varies by route, data compared to before tolling)
What we’re seeing: Drivers appreciate having the option to use the lanes

What do you think about the express toll lanes?

“They help get me where I need to go faster.”

– Jodi, I-405 driver

“The fact that I can scoot between Kirkland and Bellevue for 75 cents while the regular lanes are stopped, makes it a winner!”

– Commenter on the Feb. 3 Seattle Times article: The I-405 toll-lane experiment: How’s it working for drivers, and the state?
I-405 express toll lanes: Next steps

- Continue to monitor express toll lane performance
- Report on two-year performance in fall 2017
Discussion: WSDOT Update

Facilitated by:
Roger Millar, P.E., AICP
Secretary of Transportation
Eastside Rail Corridor Regional Trail
I-405 Executive Advisory Group
April 12, 2017
WSDOT: Wilburton Gap Bike/Ped Bridge and ERC Trail south of I-90
Wilburton Trestle and I-405 Crossing
Wilburton Segment Design: 2017-2019
# Project Schedules

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Interim Trail Sections Opening by Late 2017

• From Cross Kirkland Corridor at 108th Ave. NE to Northup Way (SR 520 Trail connection)
  • One mile section
  • Extends from CKC into Bellevue and connects to 520 Trail

• From Gene Coulon Park to Newcastle Beach Park
  • Four mile section
  • Connects at either end to existing Lake Washington Loop Trail
Questions?

Erica Jacobs
Project Manager
erica.jacobs@kingcounty.gov
(206) 477-5539
Discussion: King County

Facilitated by:
Roger Millar, P.E., AICP
Secretary of Transportation
Facilitated by:

Anne Broache

I-405/SR 167 Program Communications
Next EAG Meeting Topics/Schedule

Meeting 1
- Funded project updates (Renton to Bellevue, peak-use shoulder lane)
- 522 to 527 phasing overview
- ST3 BRT coordination
- King County ERC trail coordination

April 12, 2017

Meeting 2
- Potential funding approaches for 522 to 527 improvements
- Peak-use shoulder lane update
- Renton to Bellevue update
- ST/King County coordination

Summer 2017

Meeting 3
- 522 to 527 preliminary funding strategy
- Two-year express toll lane milestone
- Renton to Bellevue projections
- Direct Connector project update
- ST/King County coordination

Early Fall 2017

Meeting 4
- Two-year express toll lane update
- Recommendation for full-corridor express toll lanes
- ST/King County coordination

Fall/Winter 2017

Key Discussion Questions for Meeting 2
- How do we leverage current funding (Connecting Washington, ST3, toll revenue) to maximize benefits to the corridor?
- What are potential funding approaches for the I-405 north end improvements?
- How has the northbound peak-use shoulder lane affected traffic operations?