Introductions

Roger Millar, P.E., AICP
Secretary of Transportation
• Introductions
• I-405 Partner Program Updates
  – King County
  – Sound Transit
  – WSDOT
• Public Comment
• Wrap-up and next steps
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>Multimodal and making progress</th>
</tr>
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<tbody>
<tr>
<td><strong>Park and Ride expansions</strong></td>
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<td><strong>Local arterial improvements</strong></td>
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<td><strong>Direct Access and Direct Connectors</strong></td>
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<td><strong>Transit center expansions</strong></td>
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<td><strong>Add 2 lanes in each direction</strong></td>
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<td><strong>Vanpool service increase</strong></td>
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<td><strong>Bus Rapid Transit stations</strong></td>
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<td><strong>Transit service increase</strong></td>
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<td><strong>Pedestrian/bicycle improvements</strong></td>
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Key Discussion Questions for Meeting 2

- How has the northbound peak-use shoulder lane affected traffic operations?
- What are major features and benefits of the Renton to Bellevue project?
- How are WSDOT, Sound Transit, King County and other transportation agencies working together to coordinate regional construction projects?
Regional Transportation Challenges

King County Councilmember Claudia Balducci
I-405/SR 167 Executive Advisory Group | July 13, 2017
Presentation Overview

1. Eastside Transportation Forum (ETF)
2. Wins and Outcomes
3. Current projects
Eastside Transportation Forum

• The Event:
  • **When:** May 5 in Downtown Bellevue
  • **Purpose:** Education and discussion on current and near-term/planned transportation and transit projects
  • **Attendees:** Regional agencies (Metro, Sound Transit, WSDOT, SDOT), local elected officials, and high-level city staff
Projects Starting in 2017

- **Totem Lake Center Development**
  Major Construction & Development Area
  2017 – 2019

- **Bothell Main Street Enhancements**
  Improvements to Downtown Streets
  2017 – 2018

- **“Kirkland Urban” Development Construction**
  Major Construction & Development Area
  2017 – 2021

- **South Bellevue P&R Closure**
  Immediate impact to how riders access transit
  2017 – 2022

- **Redmond NE 84th Street Improvements**
  Street Improvements and Possible Road Closure
  2017 – 2018

- **East Link Construction**
  Improvements to Downtown Streets
  2017 – 2023

- **Overlake P&R Closure**
  Immediate impacts to how riders access transit
  2017 – 2023

- **I-90 Express Lanes Closure/ East Link Construction**
  Center Lane Closures and Limited Access
  2017 – 2023

Legend:

- Construction
- Closure
Projects Starting In 2020 – 2021

- **Eastside Rail Corridor NE 8th Overcrossing Construction**
  Construction to connect the ERC over NE 8th
  2020 – 2022

- **I-405 Bus Rapid Transit Capital Improvements**
  BRT Capital Improvements and Service Enhancements
  2021 – 2024

- **Enatai Sewer Upgrade Construction**
  Ongoing Sewer Construction from Mercer Island to S. Bellevue
  2020 – 2023
Overview of All Projects

Master Map of all of the projects captured on the previous maps (Projects 2017-2024)
Major Projects and Timeline

Transportation Projects 2017 – 2024

- Bothell Main Street Enhancements
- Redmond NE 84th Street Improvements
- Totem Lake Center Development
- “Kirkland Urban” Development Construction
- South Bellevue Park & Ride Closure
- I-90 Express Lanes Closure / East Link Construction
- Overlake Park & Ride Closure
- East Link Construction
- SR 520 “Rest of the West”
- One Center City Possible Bus Restructures
- Downtown Redmond East Link Extension
- Alaskan Way Viaduct Demolition
- SR 520 & NE 148th Intersection Construction
- Seattle Waterfront Improvements
- I-405 Bellevue To Renton Project
- South End 405 Tolls Construction
- Opening of SR 99 Tunnel
- Eastside Rail Corridor NE 8th Overcrossing Construction
- Enatai Sewer Upgrade Construction
- I-405/SR 522 Bus Rapid Transit Capital Improvement
Major Concerns of the Eastside Transportation Forum Participants

• Traffic:
  • Gridlock
  • Cut-through traffic from freeways to local arterials

• Public Information:
  • Lack of public awareness of the magnitude of the impacts of upcoming transportation construction projects
  • Need to improve public information & communication (online clearinghouse)
  • Desire for transportation/transit agencies to coordinate with jurisdictions and with each other on communications

• Transit:
  • Concern over proposed or discussed bus route restructures/truncations
  • Needed investment to improve transfer environment
  • First/last mile access, including parking

• Planning:
  • Issues around timing/sequencing of major transportation projects and impacts
  • Desire for more coordination between agencies
  • Desire to have the eastside area speak together as a single voice
Post Eastside Transportation Forum Updates

- Delayed removal of regional buses from Downtown Seattle Transit Tunnel due to the Convention Place Station sale
- Sound Transit Route 550 no longer considered for truncation at the International District Station as part of the One Center City plan
- Current discussion of near-term changes to the 520 bus routes
Claudia Balducci
King County Councilmember
District 6

Claudia.Balducci@KingCounty.gov
(206) 477-1006
KingCounty.gov/council/balducci
Discussion: King County

Facilitated by:
Roger Millar, P.E., AICP
Secretary of Transportation
I-405 BRT Project
WSDOT EAG Meeting

July 13, 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 (with freeway station and direct access ramp)
  - Grady Way/Rainier in South Renton
• Connections at existing transit facilities and with SR 522 BRT at NE 195th
System Expansion Implementation Plan

- Elected, stakeholder and agency groups
- Partnering Agreements
- Getting to a Preferred Alternative early
Partnering Agreements

- Coordination and communication
- Commitment to scope, schedule and budget
- Overall approach to design review and future permitting
I-405 BRT Current Work

- Board formally established initial I-405 BRT budget in June to fund:
  - Due diligence work for protective property acquisitions
  - Task order to evaluate potential drainage conflict on SR 518
- Capital Committee today considering recommending to Board authorization for protective property acquisitions
- Establishing roles and responsibility with WSDOT on design/construction of I-405/SR 518 capital improvements
  - Anticipate WSDOT building NE 44th Renton and NE 85th Kirkland stations
  - Anticipate WSDOT building SR 518 bus lanes
18 Month Look-Ahead

Q3 2017 - Q4 2017
- Partnering Agreements
- Consultant Selection
- Key Issue Identification

Q1 2018 - Q3 2018
- Facility siting
- Environmental screening

Q4 2018 - Q2 2019
- Environmental Review and Conceptual Engineering Complete

Q2 2019
- ST Board Selects Project to be Built
Discussion: Sound Transit

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

Kim Henry, P.E.
Program Director
I-405/SR 167 Corridor Program

Ed Barry, P.E.
Director
WSDOT Toll Division
Organizational changes

BEFORE

- Tolling
  - P. Rubstello

- Deputy Director
  - E. Barry

- Systems
  - J. Charlebois

- Business Admin.
  - P. Saleh

AFTER

- Urban Mobility & Access
  - P. Rubstello

- Regional Transit Coordination
  - D. Counts

- Management of Mobility
  - Vacant

- Tolling
  - E. Barry
Organizational changes

BEFORE

Engineering & Regional Operations / Chief Engineer
L. Laird

Deputy Chief Engineer
Regional Operations
K. Dayton

Northwest Region
L. Eng

North Central Region
D. Sarles

Olympic Region
J. Wynands

Southwest Region
K. Strickler

South Central Region
T. Trepanier

Eastern Region
M. Gribner

Alaskan Way Viaduct
J. Hedges

SR 520
J. Meredith

Development
J. Carpenter

Construction
C. Christopher

Traffic Operations
J. Nisbet

Maintenance Operations
P. Bakotich

AFTER

Regional and Mega Programs / Chief Engineer
K. Dayton

Mega Projects
Vacant

Alaskan Way Viaduct
J. Hedges

SR 520
J. Meredith

I-405
K. Henry

SR 167/SR 509 Gateway Project
C. Stone

Northwest Region
L. Eng

North Central Region
D. Sarles

Olympic Region
J. Wynands

Southwest Region
K. Strickler

South Central Region
T. Trepanier

Eastern Region
M. Gribner
New WSDOT Organizational Structure

Chief Executive Officer
Secretary of Transportation
R. Millar

Deputy Secretary
K. Metcalf

Policy & Strategy Development
R. Judd

Tribal Relations Liaison
M. Cotton

Communications
L. Erickson

Office of Equal Opportunity
E. Key

Intergovernmental & Tribal Relations
A. Camden

Attorney General
B. Brown

Chief Financial Officer
D. Vaughn

Management of Mobility
D. Counts

Traveling
E. Barry

Urban Mobility & Access
P. Rubstello

Regional and Mega Programs / Chief Engineer
K. Dayton

Mega Projects
Vacant

Regional Transit Coordination
Vacant

Alaskan Way Viaduct
Program
J. Hedges

SR 520
Program
J. Meredith

I-405
Program
K. Henry

Puget Sound Gateway
Program SR 167/SR 509
C. Stone

Northwest Region
L. Eng

North Central Region
D. Sarles

Southwest Region
K. Strickler

South Central Region
T. Trepanier

Eastern Region
M. Gribner

Planning
K. Woehler

Safety/Quality
J. Milton**

Development
J. Carpenter**

Construction
C. Christopher **

Traffic Operations
J. Nisbet **

Maintenance Operations
P. Bakolich**

OSAPA
D. Bremmer**

Position TBD
Vacant

Aviation
T. Atkins

Freight, Rail & Ports
R. Pale

Active Transportation
B. Chamberlain

Local Programs
K. Davis

Finance & Administration
R. Singer

Marine Operations
G. Faust

Vessel Engineering & Maintenance
M. Von Ruden

Terminal Engineering
N. McIntosh

Safety Systems
D. Lathan

Government Relations
J. Vezina

Communications
S. Cirkovich

Com. Svcs & Planning
S. Cirkovich

Washington State Ferries
A. Scarton

Chief of Staff
E. Kosa

Human Resources & Safety
T. Dowler*

Information Technology
G. Rodeheaver

Lean Process Improvement
R. Burgess

Risk Mgmt. & Legal Services
K. Larsen

Budget & Financial Analysis
E. Greef

Accounting & Financial Services
J. Dahl

Capital Program Development & Management
J. Alexander

Innovative Partnerships
A. Buckley

Finance & Administrative Services
M. North

Chief Financial Officer
D. Vaughn

Management of Mobility
Vacant

Tolling
E. Barry

Regional and Mega Programs / Chief Engineer
K. Dayton

Multimodal Development & Delivery
Vacant

Planning
K. Woehler

Safety/Quality
J. Milton**

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S. Cirkovich

Washington State Ferries
A. Scarton

Chief of Staff
E. Kosa

* Acting
** These divisions shift to Multimodal Development and Delivery office will be delayed until the Assistant Secretary position is filled.

Effective July 1, 2017
I-405/SR 167 project updates

I-405 Northbound Peak-Use Shoulder Lane, SR 527 to I-5
- Opened to traffic in April 2017
- Final components (noise wall) under construction

NE 132nd Interchange Improvements Project
- Preliminary engineering under way
- Open to traffic in 2023

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 Delivery Schedule: Current Funding

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

### I-405 Renton to Bellevue
- Widening & Express Toll Lanes
  $1.3 billion

### I-405/NE 132nd
- Interchange
  $75 million

### SR 520/NE 124th
- Interchange
  $40.9 million

### SR 527 to I-5 NB
- Peak-Use Shoulder Lane
  $11.5 million

### SR 520 to NE 70th St
- NB Auxiliary Lane
  $15 million

### NE 85th Street
- Direct Access

### Stage 1: I-405/SR 167 Interchange Direct Connector
- Award design/build contract
- Open Direct Connector to traffic

### Stage 2: Renton to Bellevue Widening & Express Toll Lanes
- Award design/build contract
- Open to traffic

### Stage 3: NE 6th Street Extension
- Construction
  *Moved auxiliary lanes from Stage 3 to Stage 2 based on Bellevue to Lynnwood experience*

### Sound Transit
- Scheduled opening of I-405 Bus Rapid Transit

- PE/RW
- Construction

- PE/CN
- Construction

- PE/RW/Construction
I-405 Northbound Peak-Use Shoulder Lane
SR 527 to I-5

Status:
- Fully funded by express toll lane revenue
- Opened to traffic April 24, 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
Congestion levels in the regular lanes have improved during the afternoon commute.

**BEFORE**
2/1/2017-4/21/2017
Monday-Friday average

**AFTER Peak-Use Shoulder Lane**
4/24/2017-5/21/2017 (First 4 weeks)
Monday-Friday average

Legend:
- **Free Flow**
- **Moderate**
- **Heavy**
- **Stop and Go**

More free-flow conditions after peak-use shoulder lane opening.
Travel times have decreased for regular lane drivers during peak periods

On average, drivers in the regular lanes are **saving 10-15 minutes** on the 17 mile trip from downtown Bellevue to Lynnwood

On average, drivers in the regular lanes are **saving 10 minutes** on the 7 mile trip from SR 522 to I-5 in Lynnwood
Average express toll lane rates have decreased for northbound afternoon drivers

**Toll Rates Paid in March 2017**
Before peak-use shoulder lane, northbound only
3-7 p.m. Monday-Friday

- $0.75: 41%
- $1-2: 5%
- $2-3: 5%
- $3-4: 7%
- $4-5: 5%
- $5-6: 7%
- $6-8: 14%
- $8-10: 16%

**Toll Rates Paid in May 2017**
After peak-use shoulder lane, northbound only
3-7 p.m. Monday-Friday

- $0.75: 42%
- $1-2: 16%
- $2-3: 11%
- $3-4: 8%
- $4-5: 5%
- $5-6: 6%
- $6-8: 8%
- $8-10: 4%

One-month peak-use shoulder lane data
I-405 North End: Next Steps

2017-19 transportation budget signed by Gov. Inslee includes $5 million to continue to preliminary engineering between SR 522 and SR 527 (using Bellevue to Lynnwood project risk reserve savings). This work includes:

- Planning-level traffic and revenue study
- Design refinements to better define costs
- Initial environmental investigation to identify risks and estimate costs

WSDOT is working with cities and transit agencies on design concepts and priorities for SR 522 and SR 527 interchanges.
I-405 Bellevue to Tukwila segment: HOV reliability continues to worsen

AVERAGE WEEKDAY HOV TRAVEL TIMES BETWEEN TUKWILA AND BELLEVUE, 2011-2015

Free-flow travel time is 13 minutes

Trip could take as long as 34 minutes (95th percentile)

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 and environmental review phase
• Construction scheduled to start in 2019

Major multimodal project elements
• New general purpose capacity and interchange improvements
• Dual express toll lane system
• Bus Rapid Transit infrastructure (with Sound Transit)
  • Direct access ramps and park and ride at NE 44th Street in Renton
• Eastside Rail Corridor Regional Trail segments (with King County)
• Coordination with Mountains to Sound Greenway trail
Overview of new capacity improvements

Planned Improvements
- Express Toll Lanes
- General Purpose Lanes
- New Auxiliary Lanes With General Purpose Capacity
Renton to Bellevue: Capacity improvements between I-90 and 112th Avenue SE

- Adding southbound auxiliary lane (for general purpose traffic) between I-90 and 112th Avenue SE
  - Includes new southbound bridge at Coal Creek Parkway
- Working with community to improve neighborhood access at Coal Creek interchange

Coal Creek Parkway roundabout concept
Renton to Bellevue: Capacity improvements between SR 167 and SR 169

- Local bridge modifications
- Northbound peak-use shoulder lane for general purpose traffic
- Southbound auxiliary lane for general purpose traffic
Renton to Bellevue: Overview of benefits

Moves more people
• Estimated 30-45% higher volumes of person throughput during peak hours across all lanes (year of opening)

Provides a more reliable trip option
• Two express toll lanes will keep transit and carpools moving
• Supports Sound Transit Bus Rapid Transit investment in the corridor

Reduces average travel times in general purpose lanes
• Projected decrease of about 15% for the northbound morning commute and 20% for the southbound afternoon commute*

*5-hour peak period, between I-5 in Tukwila and SR 520 in Bellevue
Without managed lanes, speeds and volumes break down over time

- Speeds are high when volumes are lower
- Speeds start to slow as volume starts to reach maximum lane capacity
- When demand gets too high, the lanes break down into stop and go conditions with low volumes
Why two express toll lanes work better than one carpool lane

Northbound I-405 (north of NE 85th St) Speeds and Volumes

In the previous HOV lane, speeds and volumes were breaking down because lane could not be managed.
Why two express toll lanes work better than one carpool lane

Northbound I-405 (north of NE 85th St) Speeds and Volumes

In the dual express toll lane system, each express toll lane is moving 300-700 more vehicles per hour than the previous HOV lane.
Why two express toll lanes work better than one carpool lane

Northbound I-405 (north of NE 85th St) Speeds and Volumes

Northbound dual express toll lane is **operating at 20-30 mph faster** than the previous HOV lane.

Data Source: WSDOT CDR Loop Data
15-minute data from 2:00 PM to 8:00 PM
2015 Data: 9/29/14 - 9/25/15 weekdays
2016 Data: 9/28/15 - 9/23/16 weekdays
Dual-lane section carries more vehicles than regular lane during “peak of the peak”

Southbound
Morning peak

Northbound
Afternoon peak
Single-lane section carries more vehicles per lane than regular lanes during peak periods

**Southbound**
Morning peak period

**Northbound**
Afternoon peak period
**Legislative performance metric update: Speeds in Bellevue to Lynnwood section**

RCW 47.56.880 establishes that the express toll lanes must “maintain speeds of 45 mph at least 90 percent of the time during peak periods.” In addition, WSDOT is required to report to FHWA in 180 day increments (January-June and July-December).

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<th>July 2016-December 2016</th>
<th>January 2017-June 2017* (Draft)</th>
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<tbody>
<tr>
<td><strong>Northbound</strong></td>
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<tr>
<td>(3-7 p.m.)</td>
<td>79%</td>
<td>87%</td>
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<tr>
<td><strong>Southbound</strong></td>
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<tr>
<td>(5-9 a.m.)</td>
<td>78%</td>
<td>74%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>78%</td>
<td>80%</td>
</tr>
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*I-405 northbound peak-use shoulder lane opened April 24*
### Northbound afternoon commute improving with peak-use shoulder lane

#### Before

**Peak Use Shoulder:**
Jan. 2, 2017 - Apr. 21, 2017

- **Average Speed:** 51.5 mph
- **Percentage of time speeds are 45 mph or more:** 84%

#### After

**Peak Use Shoulder:**
Apr. 24, 2017 - Jun. 30, 2017

- **Average Speed:** 55.2 mph
- **Percentage of time speeds are 45 mph or more:** 93%

*Data for full corridor trip (Bellevue to Lynnwood) in the express toll lanes Northbound direction only, 3 to 7 p.m.*
RCW 47.56.880 establishes that the express toll lanes must “generate sufficient revenue to pay for all I-405 express toll lane-related operating costs.”

**Revenue after 18 months of operations**

<table>
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<tr>
<th>Gross Revenue</th>
<th>$32.8 million</th>
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<tr>
<td>Operation and maintenance costs</td>
<td>$11.4 million</td>
</tr>
<tr>
<td><strong>Net Revenue</strong></td>
<td><strong>$21.4 million</strong></td>
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$10 million of revenue used to construct northbound peak-use shoulder lane
Public support for express toll lanes increases after implementation
Drivers like having the option to use the express toll lanes

**Customer Survey**
How satisfied are you with the option to use the express toll lanes when you need them?

- Satisfied: 19%
- Unsatisfied: 9% 9%
- Neutral: 23%

**Disconnect Survey**
Do you like having the option to use the express toll lanes if you need a faster trip?

- Yes: 60.1%
- No: 39.9%
Drivers find benefits in I-405 peak-use shoulder lane for afternoon commute

Do you think that traffic has gotten better since the new Peak-Use Shoulder Lane opened?

Yes 46%
No 21%
Don't know 33%

All respondents had traveled northbound on I-405 since the new Peak Use Shoulder opened.
Customers like express toll lanes but question whether traffic management strategies are effective

Survey question: Please indicate the strategies you think are Effective and the strategies you think are Not Effective in reducing traffic congestion.

*Question did not include “don’t know” or “neutral” as answer option
Customers support building Renton to Bellevue express toll lanes

“I support extending the express toll lanes to connect to the SR 167 HOT Lanes in Renton”

All respondents traveled between Renton and Bellevue in the past month.
### I-405 Delivery Schedule: Current Funding

- **Stage 1:** I-405/SR 167 Interchange Direct Connector
  - 2015: Award design/build contract
  - 2016: Construction
  - 2017: Open Direct Connector to traffic

- **Stage 2:** Renton to Bellevue Widening & Express Toll Lanes
  - 2018: Award design/build contract
  - 2019: Construction
  - 2020: Open to traffic

- **Stage 3:** NE 6th Street Extension
  - 2021: Construction

**Program savings (Nickel/TPA)**
- I-405 Renton to Bellevue Widening & Express Toll Lanes: $1.3 billion
- I-405/NE 132nd Interchange: $75 million
- SR 520/NE 124th Interchange: $40.9 million
- SR 527 to I-5 NB Peak-Use Shoulder Lane: $11.5 million
- SR 520 to NE 70th St NB Auxiliary Lane: $15 million
- NE 85th Street Direct Access

**Funded by toll revenue** (anticipated by Connecting WA)

**Connecting Washington funding**

**Early completion of sections of Eastside Rail Corridor trail**

*Moved auxiliary lanes from Stage 3 to Stage 2 based on Bellevue to Lynnwood experience*

**Scheduled opening of I-405 Bus Rapid Transit**

---

*Source: Washington State Department of Transportation (WSDOT)*
Discussion: WSDOT Update

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
- Peak-use shoulder lane update
- Renton to Bellevue update
- ST/King County coordination
July 13, 2017

Meeting 3
- 522 to 527 preliminary funding options
- 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 3
• What are potential funding approaches for the I-405 north end improvements?
• What trends are we seeing in Bellevue to Lynnwood express toll lanes performance near the end of two years of operations?
• What are the next steps for moving forward with the Renton to Bellevue project?
Wrap Up

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