I-405/SR 167 Corridor
Executive Advisory Group

Bellevue Library
September 10, 2019
Introductions and agenda

• Public comment

• I-405/SR 167 Corridor Partner Updates
  o WSDOT
  o Sound Transit
  o Community Transit
  o King County Parks

• Wrap-up
Public Comment

Facilitated by:
Katie Kuciemba Halse
I-405/SR 167 Corridor Communications
Thank you!

![Group Photo]

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Meeting Topics

April 2019 Meeting
• 2019 legislative update, including toll authorization
• I-405/SR 167 corridor update
• King County Parks update
• Regional transit update

September 2019 Meeting
• 2019 legislative session summary
• I-405/SR 167 corridor update
• Regional transit update
• King County Parks update
WSDOT Update

Debbie Driver
Director
Legislative Relations

Robin Mayhew, AICP
Director
Management of Mobility

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

Lisa Hodgson, P.E.
Deputy Program Administrator
I-405/SR 167 Corridor Program
2019 Washington State Legislative Summary
Legislative session outcomes: HOV penalties and low-income toll study

- **ESSB 5695** (HOV lane penalties bill)
  - Increased penalties when drivers violate HOV lane passenger requirements
  - Previous fine was $136, HB 5695 add $50 for a total of $186.
  - Additional higher penalty for 2\textsuperscript{nd} and subsequent violations: total $336
  - Additional $200 if driver uses a dummy or other human facisimilie
  - Funds deposited:
    - 25\% - new congestion and traffic safety account
    - 75\% - motor vehicle account

- **ESHB 1160** (2019-2021 transportation appropriations)
  - Low-income toll study proviso for WA State Transportation Commission
    - Focused on I-405 corridor (Renton to Lynnwood)
    - Study of discounted tolls and similar programs conducted by other states, cities or other entities.
    - Study and recommendations due to the Legislature June 30, 2021
**Legislative session outcomes: Toll authorization and bonding**

- **ESSB 5825** (toll authorization bill)
  - Provides permanent toll authorization for I-405 and SR 167 (to SR 512 in Puyallup) and the Gateway facility
  - Defines I-405 and SR 167 as a corridor and creates one account for toll revenue (within the motor vehicle account)
  - Includes bonding of I-405 ETL and SR 167 HOT lane toll revenues to support I-405 and SR 167 priority projects
  - Includes a variety of other direction to WSDOT:
    - 2+ carpool study Renton to Bellevue
    - Updating the SR 167 Master Plan
    - Retains operational performance metric
SR 167 Master Plan

In 2019, the Legislature identified $3 million to update the SR 167 Corridor Plan (ESSB 5825).

Study Goals
• 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 will be completed by June, 30 2021.
SR 167 Master Plan stakeholder structure

Governance Structure for SR 167 Master Plan

SR 167 Master Plan Policy Committee

Structure: Members will include state and local elected officials as well as other interests, including PSRC, advocacy groups, tribes, resource agencies, transit and freight representatives. Note: A number of seats would be identified for members of the I-405/SR 167 Executive Advisory Group (EAG) and members involved in the Gateway Executive Committee.

Role: Decision-making body for master plan.

SR 167 Master Plan Technical Advisory Committee

Structure: Members will include representatives from relevant WSDOT divisions, agency partners, and interest groups, including PSRC, advocacy groups, tribes, resource agencies, transit and freight representatives.

Role: Review study information, provide recommendations to policy committee.

Community Engagement

I-405/SR167 Executive Advisory Group

Gateway Executive Committee
SR 167 Master Plan next steps

– During **September** 2019 we will be establishing:
  • Technical and policy committees
  • Draft Scope of Work
  • Public engagement approach

– Kick off meetings in **October** (technical) and **November** (policy)

– Technical committee meets bi-monthly

– Policy committee meets quarterly
I-405/SR 167 Program Update
I-405 and SR 167: A 40+ mile corridor
10 Year Implementation Strategy
Two decades of EAG informing policy and projects

- 1999: I-405 Master Plan Process Begins
- 2002: I-405 Corridor Program Record of Decision
- 2003: Nickel Funding Package
- 2005: TPA Funding
- 2009: Complete Eastside Corridor Tolling Study and Expert Review Panel Study
- 2010: WSTC Study Complete
- 2011: WSDOT Funding and Phasing Complete
- 2012: EHB 1382 Authorizes Tolling on I-405 and WSTC Toll Study
- 2013: ESSB 5352 Authorizes Eastside Corridor Tolling Study SR 167 Corridor Plan
- 2015: Connecting Washington Funding Package
- 2019: Renton to Bellevue Toll Authorization
- 2022: EAG adopted ETLs with 10 year implementation strategy
Program status April 2019

- Waiting for toll authorization for Renton to Bellevue
- Multiple projects without construction funding
I-405 Renton to Bellevue Widening and Express Toll Lanes Project

Bids opened on Aug. 21. Flatiron West Inc.-The Lane Construction Corporation Joint Venture was Apparent Best Value.

- $710 million upset price and $704.9 million bid
- Delivering maximum scope
- Maintains commitments to meeting partner schedules
Renton to Bellevue Widening and Express Toll Lanes Project

Project Scope

- Adds new capacity to create a dual express toll lane system between SR 167 in Renton and NE 6th Street in Bellevue
- Builds two southbound auxiliary lanes, between Coal Creek Pkwy SE and 112th Ave SE, and between NE 44th Street and NE 30th Street
- Improves interchanges, including N Southport Drive and NE 44th Street in Renton, and 112th Avenue SE and Coal Creek Parkway SE in Bellevue
- Construction of portions of the Eastrail, including a 2.5-mile paved section and a new crossing over I-405 in downtown Bellevue
- Extends direct access to eastbound NE 6th Street (contract 3)

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Direct Access Ramp and Transit Station at NE 44th Street
112th Avenue SE Interchange

Direct Access
I-405/North 8th Street Interchange Project

Project Scope
- Designs a direct access ramp at the I-405/North 8th Street interchange in Renton

Total Budget: $20M for design from toll revenue

Project Schedule

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Direct access ramp
Direct connector flyover ramp

Direct access ramp (not funded for construction)
Northbound SR 167 Express Toll Lane Extension

Project Scope
• **Project 1**: Builds HOV lane from SR 410/SR 512 to SR 18
• **Project 2**: Completes ETL system by converting HOV lane to ETL

**Total Budget**: $49M total; $20M from toll revenue

**Project Schedule**

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Southbound SR 167 Express Toll Lane Extension

**Project Scope**
- Extends the SR 167 ETL lane between the SR 410/SR 512 interchange and Jovita Blvd

**Total Budget:** $80M from toll revenue

**Project Schedule**

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Auburn

Fife

Puyallup

167

18

512
I-405, SR 522 Vicinity to SR 527 ETL Improvement Project

Project scope

- Builds one new ETL in each direction between south of SR 522 and SR 527
- Builds direct access ramps at the SR 522 and SR 527 interchanges
- Additional scope: conceptual engineering for inline BRT Station at 160th Street (funded by Sound Transit)
- Additional capacity improvements in four areas

Total Budget: $640M total ($600M from bonded toll revenue)

Project Schedule

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Direct access ramp (funded for construction)
Inline BRT station (not funded for construction)
Direct access progress

- Direct access ramp
- Inline BRT station
- Direct connector flyover ramp

Funded for construction:
- Direct access ramp
- Inline BRT station

Not fully funded for construction:
- Direct access ramp
- Inline BRT station
I-405/SR 167 Projects Funded in 2019 Legislative Session

Bond proceeds may be needed by this time

Projects in green will be funded through toll revenue per 2019 Legislative session
Discussion

Facilitated by:
Roger Millar, P.E., AICP
Secretary of Transportation
I-405 Bus Rapid Transit
Phase 1 Project Refinements

I-405/SR 167 Executive Advisory Group | 9.10.2019
Workshop held with Stakeholders to Refine Project

Workshop Goals:

• Engage stakeholders
• Identify an interim and long-term solution for BRT
• Meet the objectives of ST3 and the vision of the I-405 Master Plan
Workshop Outcome and I-405 ELG Recommendation

- Move BRT stations from outside ramps to inside stations to leverage state investment and Express Toll Lanes:
  - Canyon Park inside station on WSDOT direct access ramp
  - SR 522 inside station on WSDOT direct access ramp*
  - Brickyard in-line station

*195th in-line station remains the long-term vision when funding becomes available
Funding Opportunities for Refined Project

- Reprogram funds from unneeded project components:
  - Bus on shoulder north of Canyon Park
  - I-405 outside ramp improvements
  - Efficiencies from WSDOT partner projects and scope control

ST funding* ~$75M
Refined project performance comparison
Lynnwood to Bellevue

**AM Peak hour travel times to Bellevue**

<table>
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<tr>
<th>Project Description</th>
<th>Travel Time</th>
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<tr>
<td>ST Express (existing)</td>
<td>57 MIN</td>
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<td>ST3 representative project</td>
<td>50-55 MIN</td>
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<tr>
<td>I-405 BRT proposed refined project</td>
<td>46-51 MIN</td>
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<tr>
<td>I-405 BRT with express toll lanes</td>
<td>33-38 MIN</td>
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WSDOT Task Order Scope

Brickyard inline station project development

- Project Administration
- 15% Conceptual Engineering and Environmental Review
- Permitting
- Traffic Engineering including an Access Revision Report
- Community Outreach
- Cost estimating services
- Value Engineering and Cost Estimate Validation Process
- Development of RFQ documents/administer solicitation/short listing
Next Steps

• Develop the conceptual engineering, including a cost estimate for Brickyard in-line station

• Complete conceptual engineering, environmental review and cost estimating for all I-405 BRT elements

• Board decision on the project to be built in late 2020
Discussion

Facilitated by:
Roger Millar, P.E., AICP
Secretary of Transportation
Swift Update
Emmett Heath, CEO
Swift Blue Line: 10 Year Anniv.
Building the Network
Swift Green Line Launches - March 2019

Early Performance

- #2 route in system
- ~2,000 avg. weekday riders
- Doubled ridership in the corridor
- Ridership has grown 20% since launch
2024: Swift Orange Line & Swift Blue Line Extension
Integrated Future Network
Discussion

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

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

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