

Mega Project Update

I-405/SR 167 Corridor Briefing

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Secretary of Transportation

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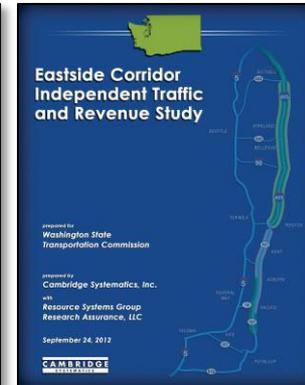
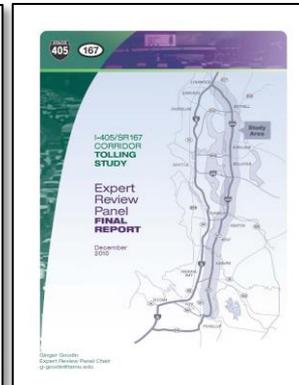
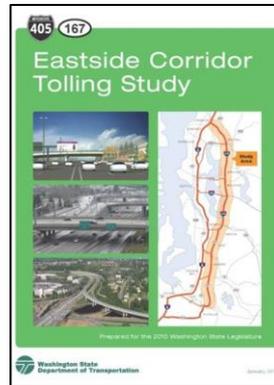
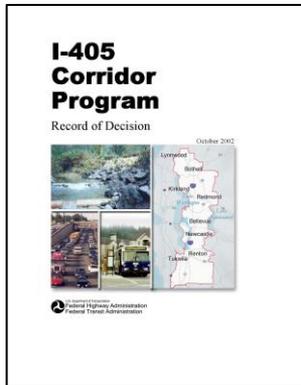
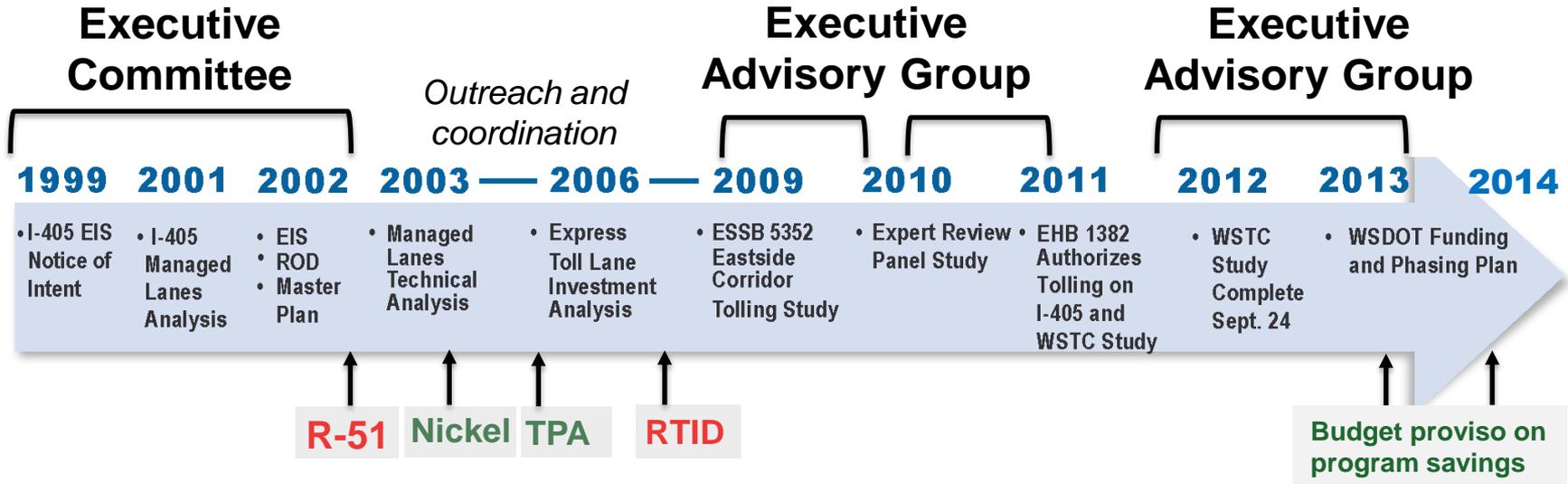
Deputy Secretary



Joint Transportation Committee
July 24, 2014

I-405 Mega Project:

More than a decade of collaboration and study



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
- 9 new transit centers added
- 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



I-405 Master Plan: Multimodal and making progress

Park and Ride expansions
80% complete



Transit center expansions
70% complete



Bus Rapid Transit stations
70% complete



Local arterial improvements
50% complete



Direct access ramps
45% complete



Transit service increase
40% complete



Managed lanes system
40% complete



Vanpool service increase
30% complete



Pedestrian/bicycle improvements
25% complete



I-405 Master Plan: Highway improvements

- Initial program investments addressed high-priority chokepoints in Bellevue, Bothell, Kirkland and Renton.
- Bellevue to Lynnwood project (expected completion in 2015) is start of 40-mile corridor managed lanes system.
- **More work to do:** Completing Renton to Bellevue and I-405/SR 167 Direct Connector projects is a top priority.

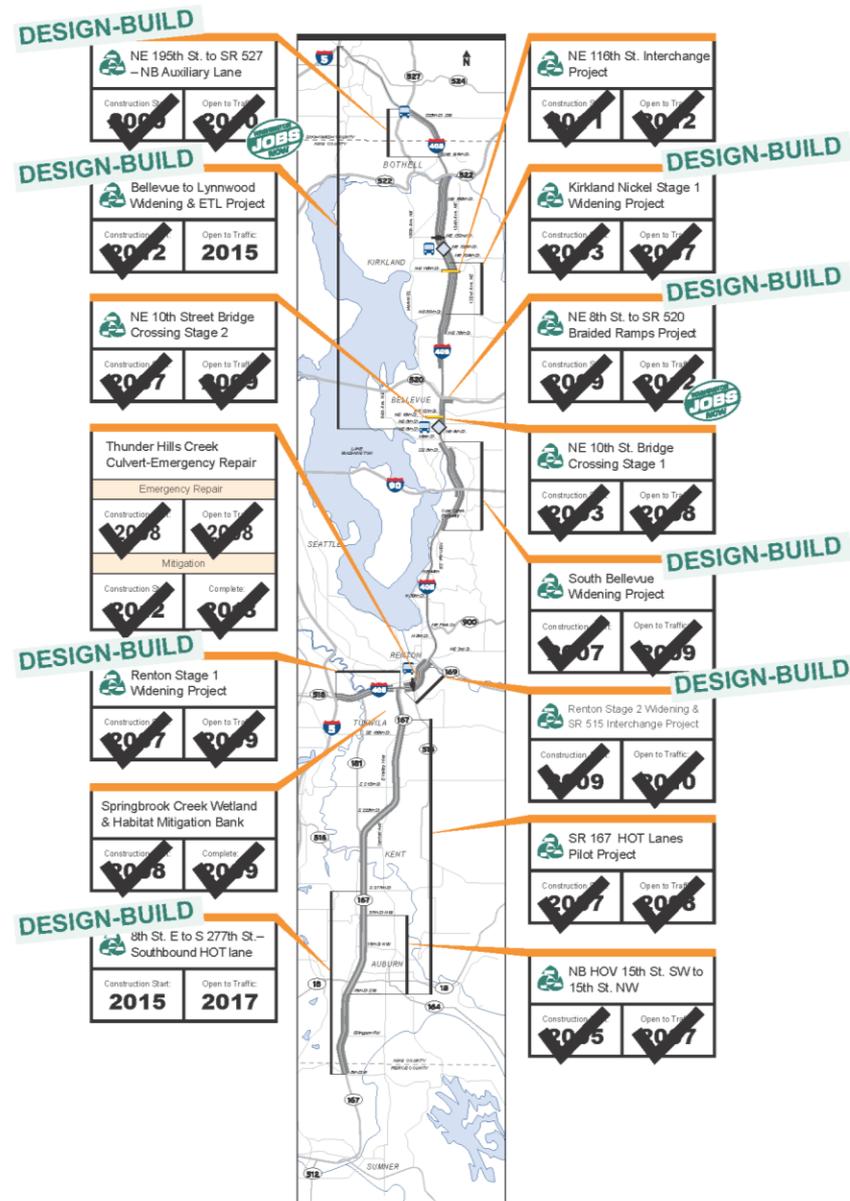
Add 2 lanes in each direction
30% complete



We've delivered 13 projects throughout the corridor on time, under budget

\$ 1.7 billion (Nickel and TPA funding)
 - 200 million (RTID/TPA projects moved to future)
 \$ 1.5 billion

- \$1.2 billion delivered on schedule, under budget
- Remaining funds in risk reserve for Bellevue to Lynnwood project will be used toward Renton to Bellevue project



We have a plan for a 40-mile system

Phase 1: Funded

- **Bellevue to Lynnwood Widening and Express Toll Lanes** – under construction, open mid to late 2015
- **SR 167 Stage 4** – PE/RW/Construction funded, open 2017

Phase 2: Unfunded

Benefit/Cost: 4.7

- **Renton to Bellevue Widening and Express Toll Lanes** – \$890 m
- **I-405/SR 167 Direct Connector** – \$285 m
- **SR 167 Stage 5**
 - \$35 m PE/ROW/CN unfunded



2013 I-405/SR 167 Executive Advisory Group

- **Four working meetings** leading up to Funding and Phasing report
- **Briefings** in between meetings with Interagency Working Group (technical staff), other corridor stakeholders
- **Four focus groups** on carpool policy
- **Primary goal:** Consensus building to deliver recommendations for carpool policy, funding and phasing



RCW 47.56.886:

(2) The department, in consultation with the transportation commission, shall use the information from the traffic and revenue analysis and the corridor-wide project management plan to develop a finance plan to fund improvements in the Interstate 405 and state route number 167 corridor. The department must include the following elements in the finance plan:

(a) Current state and federal funding contributions for projects in the Interstate 405 and state route number 167 corridor;

(b) A potential future state and federal funding contribution to leverage toll revenues;

(c) Financing mechanisms to optimize the revenue available for capacity improvements including, but not limited to, using the full faith and credit of the state;

(d) An express toll lane system operating in the Interstate 405 and state route number 167 corridor by 2014; and

(e) Completion of the capacity improvements in the Interstate 405 and state route number 167 corridor.

(3) The department and the transportation commission must consult with a committee consisting of local and state elected officials from the Interstate 405 and state route number 167 corridor and representatives from the transit agencies that operate in the Interstate 405 and state route number 167 corridor while developing the performance standards, traffic and revenue analysis, and finance plan.

2013 EAG Consensus Recommendations

Carpool Policy

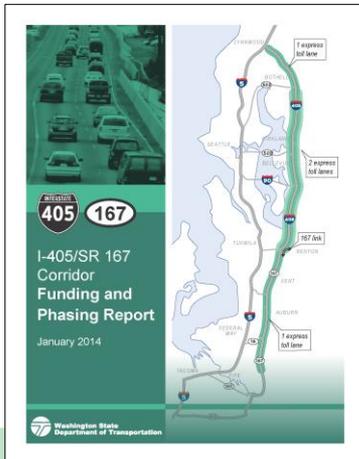
Bellevue to Lynnwood express toll lanes

3+ Carpool Free Peak/2+ Carpool Free Off-peak

Funding and Phasing

Next segment: Renton to Bellevue

EAG preferred High Traditional Funding scenario (\$1,175 million from traditional sources such as gas tax). However, understanding competing statewide needs, the EAG endorsed the **Medium Funding scenario** (\$960 million from traditional sources, \$215 million from toll revenues).



Cities

- Bothell – Mayor Mark Lamb
- Kirkland – Mayor Joan McBride
- Bellevue – Councilmember Kevin Wallace
- Newcastle – Mayor Rich Crispo
- Renton – Councilmember Randy Corman
- Tukwila – Mayor Jim Haggerton
- Kent – Mayor Suzette Cooke
- Auburn – Mayor Pete Lewis
- Sumner – Mayor Dave Enslow
- Puyallup – Mayor Rick Hansen
- Algona – Mayor David Hill
- Pacific – Vacant

Agencies

- Community Transit – Carol Thompson
- Sound Transit – Board member Fred Butler
- King County Metro Transit – Harold Taniguchi
- Puget Sound Regional Council – Dave Gossett
- Washington State Transportation Commission – Charlie Royer
- Federal Highway Administration – Dan Mathis
- Federal Transit Authority – Rick Krochalis
- Washington State Department of Transportation

Counties

- Snohomish County – Councilmember Dave Gossett
- King County – Councilmember Reagan Dunn
- Pierce County – Councilmember Jim McCune

All Corridor State Legislators (Invited)

I-405 Renton to Bellevue

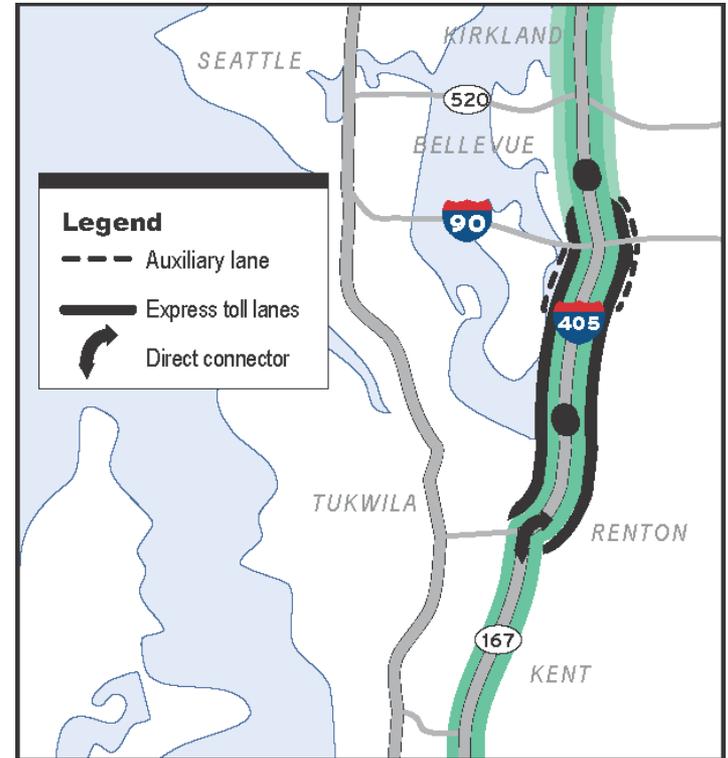
Widening and Express Toll Lanes project

WSDOT Improvements

Renton to Bellevue, reduced scope - One lane between NE 6 th Street and SR 167 (accommodates N. 8 th)	\$675 m
I-405 auxiliary lanes (112 th Ave. SE to I-90) and NE 6 th St. extension	\$215 m
I-405/SR 167 Direct Connector	\$285 m
Total cost	\$1,175 m

Other Agency Improvements

N. 8 th Street Direct Access (Sound Transit)	\$78 m
NE 6 th St. Extension (City of Bellevue)	\$60 m



The problem: Bad traffic most of the day



And it's getting worse....

AND IT ADDS UP...

Nearly

10 HOURS of congestion a DAY

Producing **540,000 pounds** of greenhouse gases daily during the morning and evening commutes



And causing **351 collisions** every year

AND THE PROBLEM KEEPS GROWING.

By **2030**, Bellevue, Renton, Tukwila and Newcastle will add:

100,000 more jobs

↑ **50%**

60,000 more residents

↑ **25%**

=

MORE
congestion
delays
emissions
collisions



Next steps and potential schedule

When funding is available, we're ready to implement the next phase of express toll lanes:

✓ **Support**

Huge stakeholder support since 1999 through EAG, resulting in property donation, PE/enviro funding.

✓ **Need**

Benefit-cost ratio of 4.7, most congested corridor, major businesses/employers in corridor, almost 1 million users on the corridor everyday.

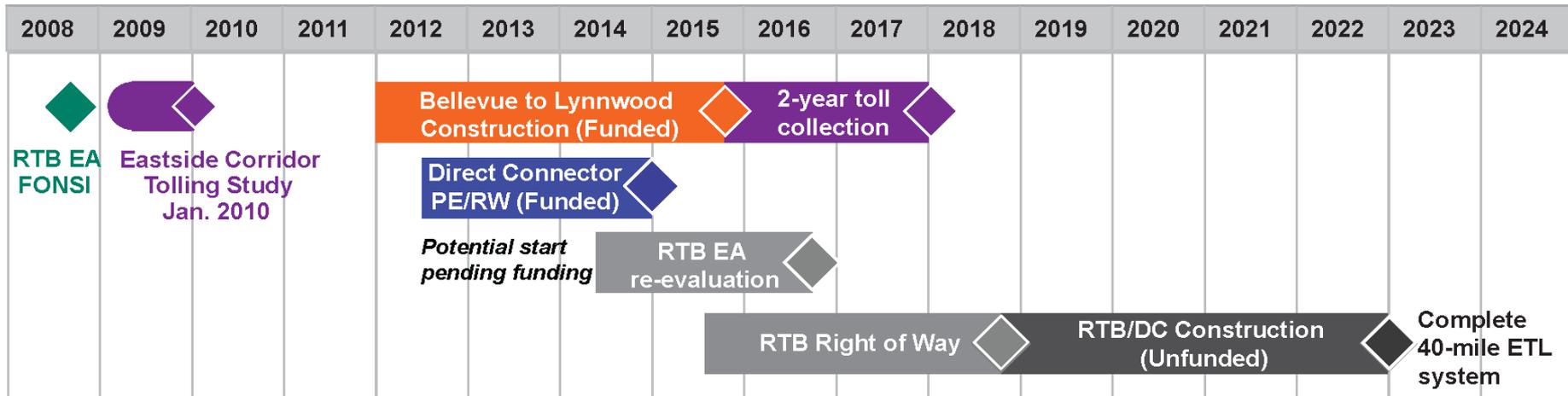
✓ **Staff availability**

Core team has more than a decade of experience delivering corridor projects.

✓ **I-405/SR 167 Direct Connector design is underway**

✓ **Renton to Bellevue**

Evaluate best use of current and potential program savings to move forward.



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