

I-405/SR 167 Corridor Next Steps

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Joint Transportation Committee
November 14, 2012

Agenda

- Corridor context
- Financial analysis
- Phasing
- 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
- 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

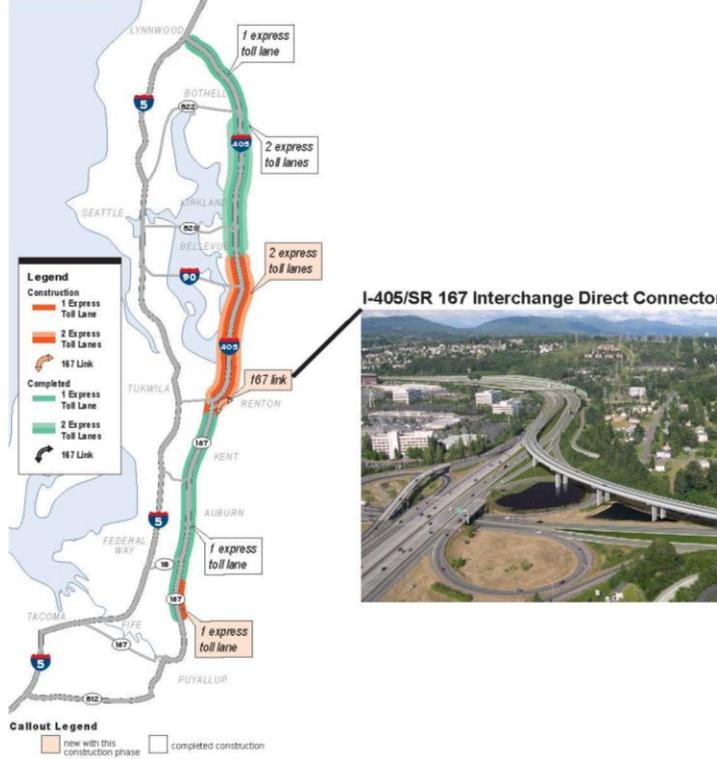


10 Year Implementation Strategy

40-mile System - Phase 1 \$.4 billion



40-mile System - Phase 2 \$1.2 billion



40-mile System - Complete \$1.6 billion



Executive Advisory Group Support for Express Toll Lanes

Joan McBride

Joan McBride
Mayor of Kirkland

Grant Degginger

Grant Degginger
Bellevue City Councilmember

Sonny Putter

Sonny Putter
Newcastle City Councilmember

Randy Corman

Randy Corman
Renton City Councilmember

Jim Haggerton

Jim Haggerton
Mayor of Tukwila

Suzette Cooke

Suzette Cooke
Mayor of Kent

Peter Lewis

Peter Lewis
Mayor of Auburn

David Hill

David Hill
Mayor of Algonia

Kathy R. Turner

Kathy Turner
Mayor of Puyallup

Richard Hildreth

Richard Hildreth
Mayor of Pacific



I-405/SR 167 Direct Connector



Regional Support

Dave Gossett

Dave Gossett, Snohomish County Councilmember, substituting for former EAG member and Councilmember Mike Cooper

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

Legend

- Phase 1 (Funded)
- Phase 2 (unfunded)
- Existing



Legislative Direction

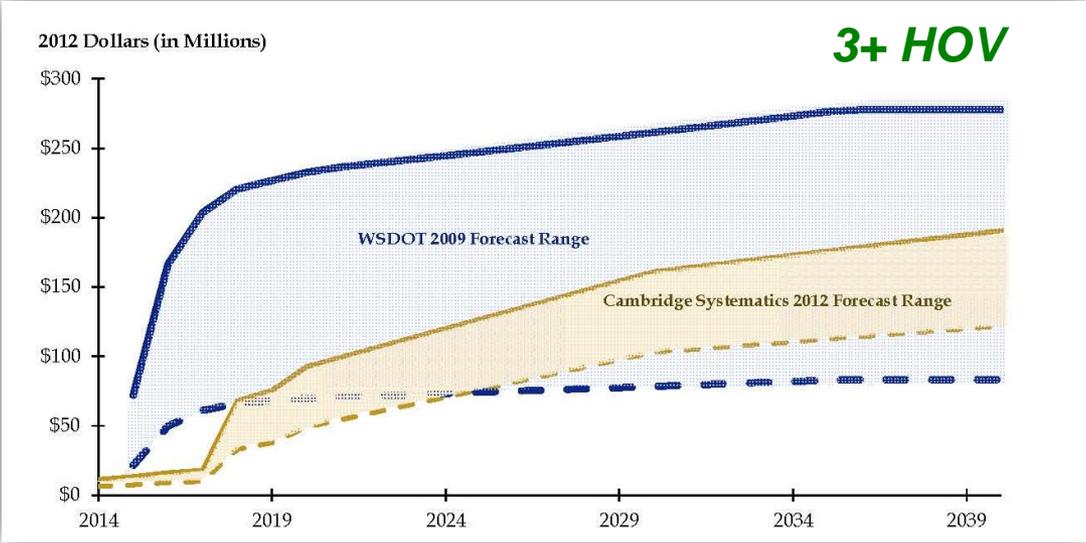
- **2011 – EHB 1382**

1. Construction of capacity improvements, including items that enable implementation of ETLs, such as conduit and other underground features, must begin as soon as practicable.
2. WSTC to hire independent expert to conduct traffic and revenue analysis for 40-mile ETL system.
3. With WSTC, WSDOT will develop corridor-wide project management plan for phasing and use information from traffic and revenue study to develop a finance plan to fund further I-405 and SR 167 improvements.
4. Consult with a committee of local and state I-405/SR 167 corridor elected officials and transit agencies during development of studies/plans.
5. Any tolling equipment contract terms may not take effect until 2012 appropriation authority.
6. Conduct ongoing education and outreach.
7. Submit both the traffic and revenue, and phasing and financing plans to the Governor and Legislature by January 2012.

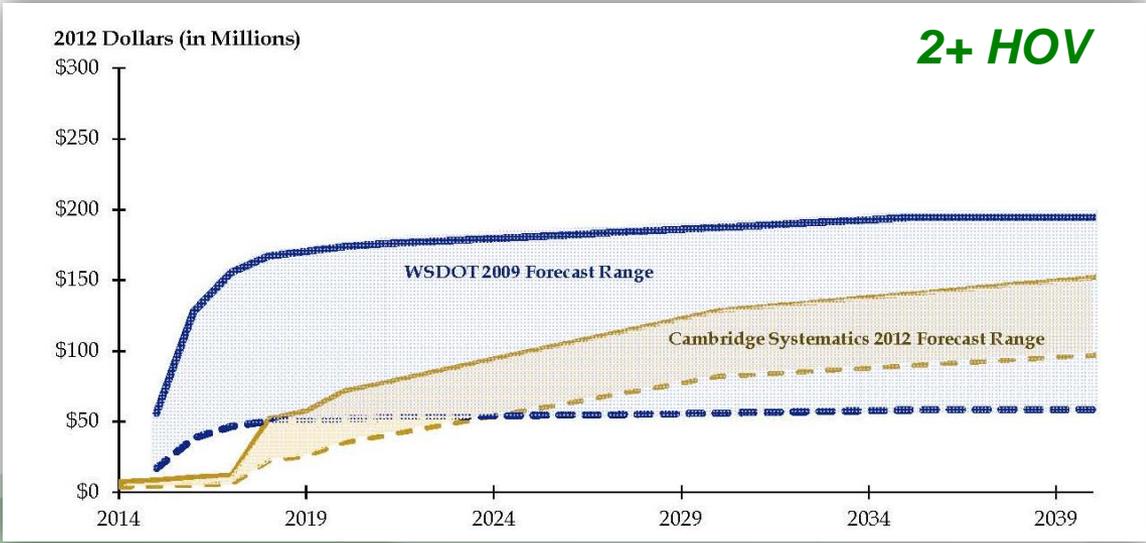
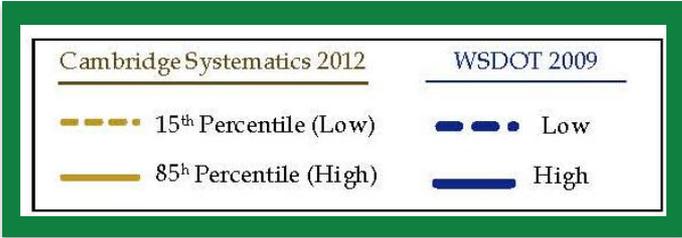
- **2012 – EHB 2190**

- The department shall place amounts for tolling equipment into unallocated status until the traffic and revenue analysis required in [1382] is submitted to the Governor and Legislature. Once the report [T&R analysis] has been submitted, the office of financial management may approve the allotment of funds for tolling equipment only after consultation with the joint transportation committee.

2009 WSDOT and 2012 CS Gross Revenue Forecasts (constant 2012 dollars)



From the 2012 CS Report



What's Changed Since 2009?

- **Traffic and Gross Revenue**

- Analysis input

- Updated PSRC population and economic forecasts
 - Economic situation (recession)
 - Willingness to pay

- Start-up assumptions

- Ramp-up
 - Opening date

Draft I-405 Net Revenue

	T&R Scenario	Gross Toll Revenues	Adjusted Gross Revenues†	Toll Collection O&M	Facility O&M	Net Toll Revenues Before R&R
30-Year Totals (FY 2016-45)						
Cambridge HOV 2+	Low Forecast <i>(15th Percentile)</i>	\$3,146 M	\$2,674 M	(\$654 M)	(\$75 M)	\$1,945 M
	Mid Forecast <i>(50th Percentile)</i>	\$4,077 M	\$3,466 M	(\$774 M)	(\$75 M)	\$2,617 M
	High Forecast <i>(85th Percentile)</i>	\$5,048 M	\$4,291 M	(\$828 M)	(\$75 M)	\$3,388 M
Cambridge HOV 3+	Low Forecast <i>(15th Percentile)</i>	\$4,004 M	\$3,403 M	(\$769 M)	(\$75 M)	\$2,559 M
	Mid Forecast <i>(50th Percentile)</i>	\$5,172 M	\$4,396 M	(\$927 M)	(\$75 M)	\$3,394 M
	High Forecast <i>(85th Percentile)</i>	\$6,370 M	\$5,415 M	(\$991 M)	(\$75 M)	\$4,349 M
CDM Smith HOV 2+	Expected Value	\$1,694 M	\$1,440 M	(\$430 M)	(\$75 M)	\$935 M
CDM Smith HOV 3+	Expected Value	\$4,348 M	\$3,696 M	(\$772 M)	(\$75 M)	\$2,850 M

NOTES:

† After deduction for revenue leakage / uncollectible accounts.

Financing Assumptions

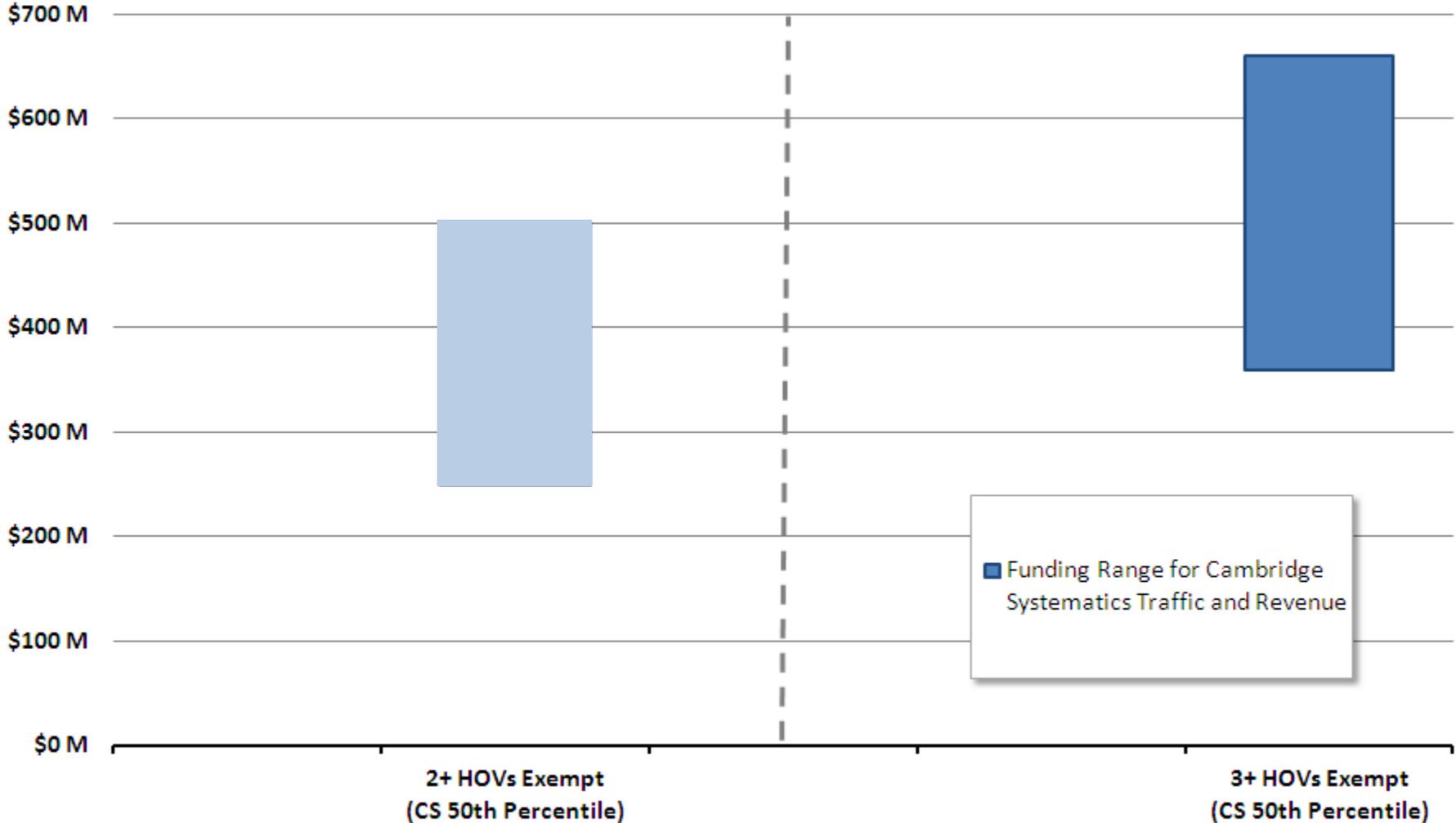
(unchanged from 2009 analysis)

Assumption Category	Lower Credit Rating	Higher Credit Rating
Bond Type / Maturity	Single issue of toll revenue bonds with 30 year maximum maturity	One or more annual issues of toll bonds which may have other backing sources; 30 year maximum maturity
Debt Service Coverage Ratio	Minimum of 2.0 times	Minimum of 2.0 times
Future Interest Rates	9.0 – 10.0%	6.0 – 6.5%
All-in Cost of Issuance	2.5% of bond par amount	1.2% of current interest bond par amount; 1.7% of capital appreciation bond par amount
Debt Service Reserve Account	Lesser of 10% of par value; maximum annual debt service; or 125% of the average annual debt service	Lesser of 10% of par value; maximum annual debt service; or 125% of the average annual debt service

Potential Toll Funding Contribution Ranges

DRAFT – 2012

Funding in Millions

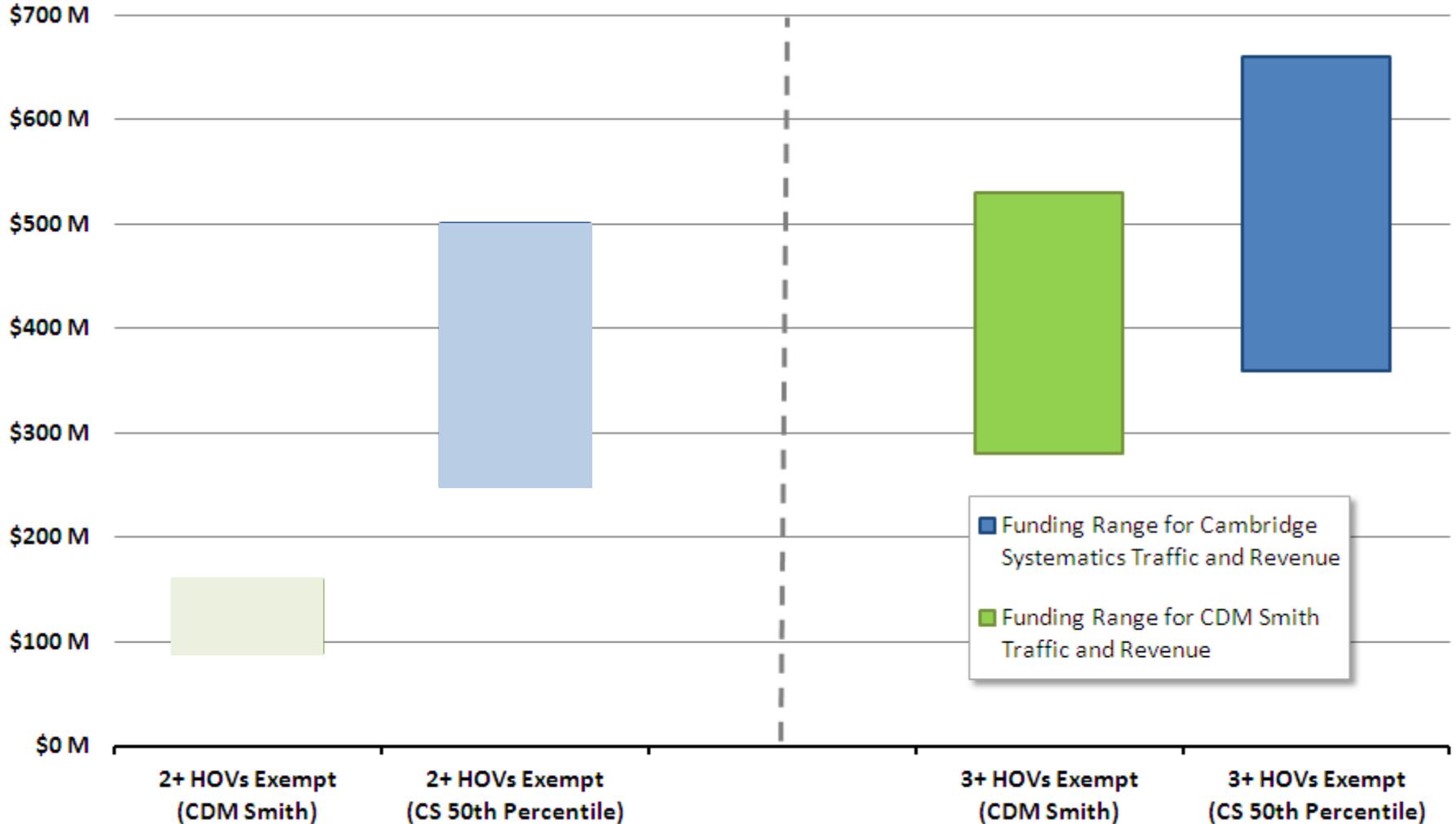


Note: Funding ranges reflect variation in financing assumptions for the expected value forecasts for each toll traffic and revenue scenario.

Potential Toll Funding Contribution Ranges

DRAFT – 2012

Funding in Millions



Note: Funding ranges reflect variation in financing assumptions for the expected value forecasts for each toll traffic and revenue scenario.

What's Changed Since 2009?

- **Construction costs have gone down**
 - Good bidding climate
 - Design refinement
 - Reduced 40-mile system funding gap by \$300 million; current total funding need \$1.2 billion

40-mile system (Option 4)

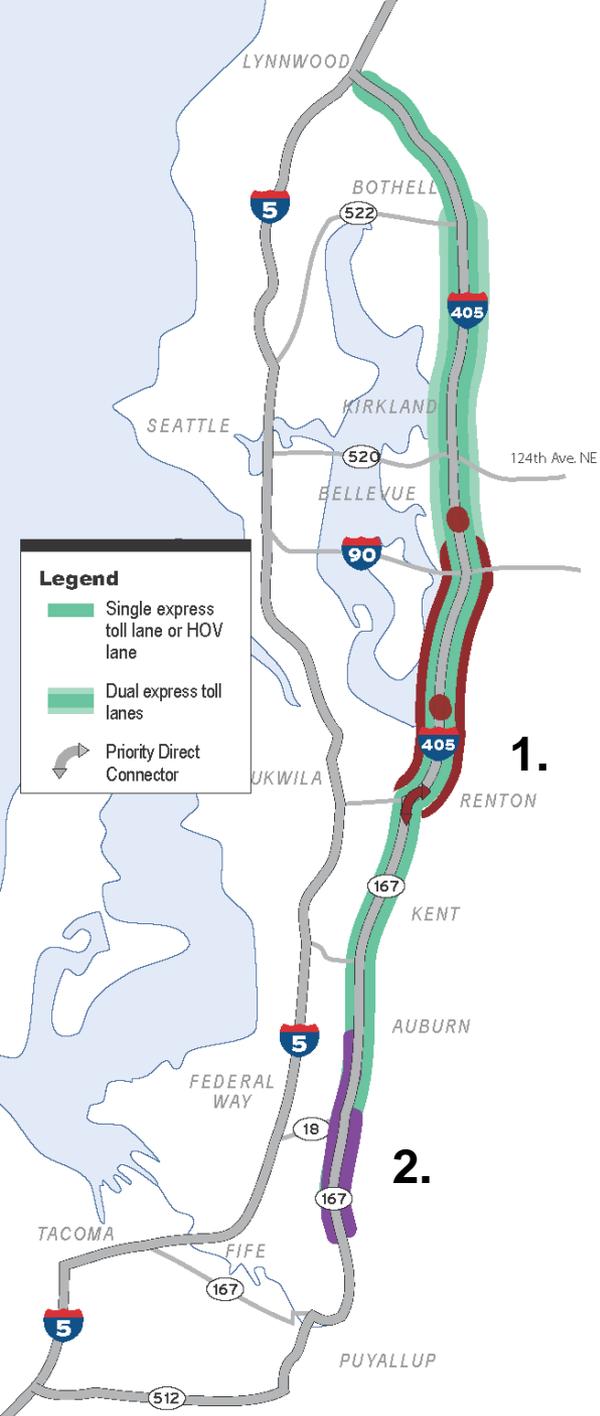
1. Tukwila to Bellevue - \$1,353* million (WSDOT: \$1,205 m; others: \$138 m)

Benefits <ul style="list-style-type: none"> Benefit/Cost: 4.7 Approximately 50,000 vehicle hours of delay reduced every day which equates to \$276 M in annual travel time savings by drivers. 	Renton to Bellevue	\$890m	<ul style="list-style-type: none"> Adds one lane in each direction
	SR 167 Direct Connector	\$325m (\$40M in PE/RW funded)	<ul style="list-style-type: none"> Builds a flyover ramp connecting the I-405 express toll lanes to the SR 167 HOT lanes
	Sound Transit: N 8th St Direct Access	\$78m*	<ul style="list-style-type: none"> Builds a direct access ramp at N. 8th St.
	City of Bellevue: NE 6th St Extension Bellevue Share	\$60m*	<ul style="list-style-type: none"> Extends NE 6th St. east across I-405 to 120th Ave. NE

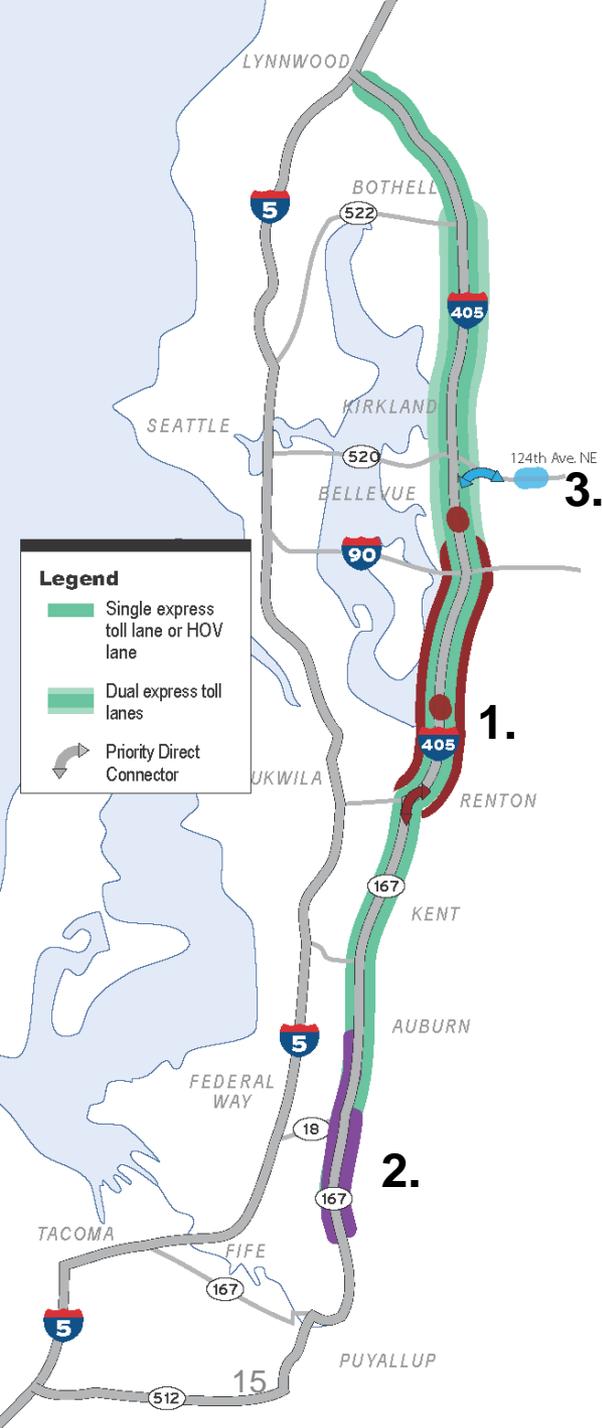
2. SR 167 HOT Lanes Extension - \$117 million

Benefits <ul style="list-style-type: none"> Benefit/Cost: 2.3 Increases capacity over 50% and extends the reliability and traffic benefits of the SR 167 HOT lanes. 	Stage 4 (SB)	\$82m (Funded)	<ul style="list-style-type: none"> Extends the existing southbound HOT lane to the King / Pierce County line.
	Stage 5 (NB)	\$35m	<ul style="list-style-type: none"> Starts the northbound HOT lane at the King/Pierce County.

* Includes funding from other sources



Next Corridor Priorities



3. I-405/SR 520 and SR 520/124th Ave NE Interchange - \$550 million

Benefits

- Benefit/Cost: 1.6
- Reduces delay by 24,000 vehicle hours daily or \$136 M in annual travel time savings. Provides direct connection between I-405 and SR 520 and eliminates weaving in the general purpose lanes.

SR 520 / 124th Ave NE New Interchange

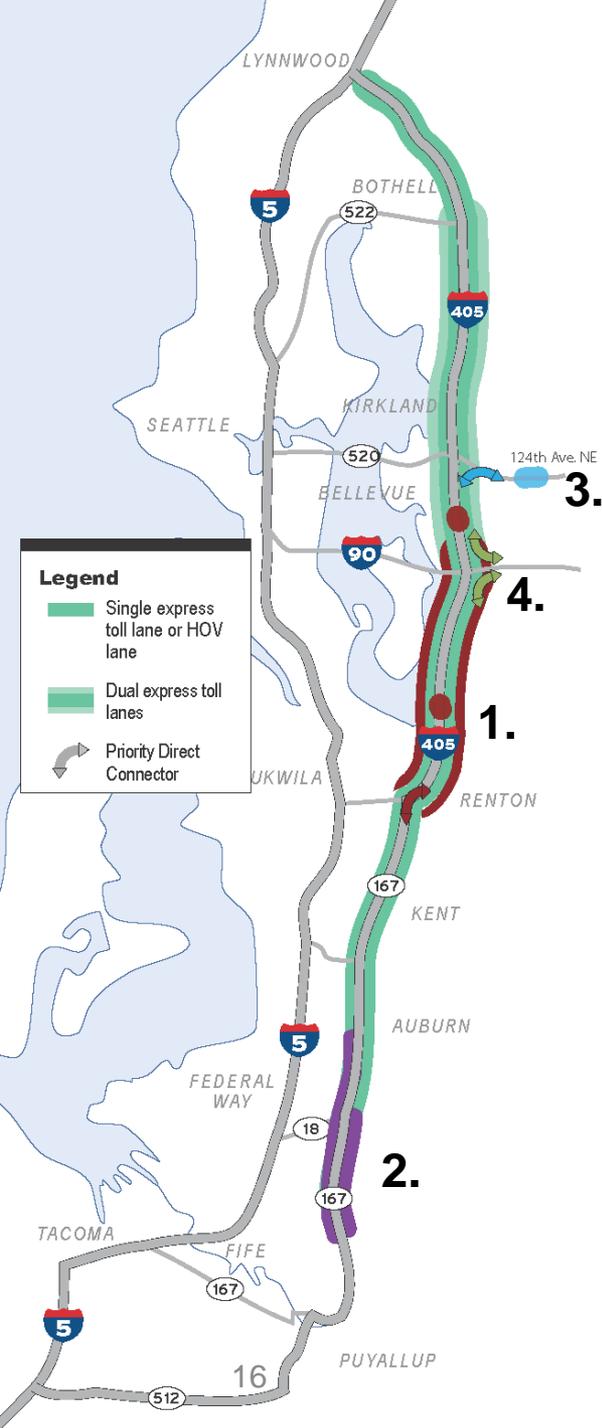
\$235m

- Rebuilds the SR 520/124th Ave NE interchange to Master Plan configuration

I-405 / SR 520 Bellevue to Redmond Direct Connector

\$315m

- Builds flyover ramps connecting the express toll lanes on I-405 to the HOV lane on SR 520. Ramps will connect Bellevue to Redmond traffic.



4. I-405/I-90 Interchange Direct Connectors - \$535 million

Benefits

- Benefit/Cost: 1.6
- Reduces daily delay by 22,000 vehicle hours of \$112M in annual travel time savings. Reduces weaving and provides high speed reliable trips between the two interstate systems.

I-405 / I-90
Renton to
Issaquah
Direct
Connector

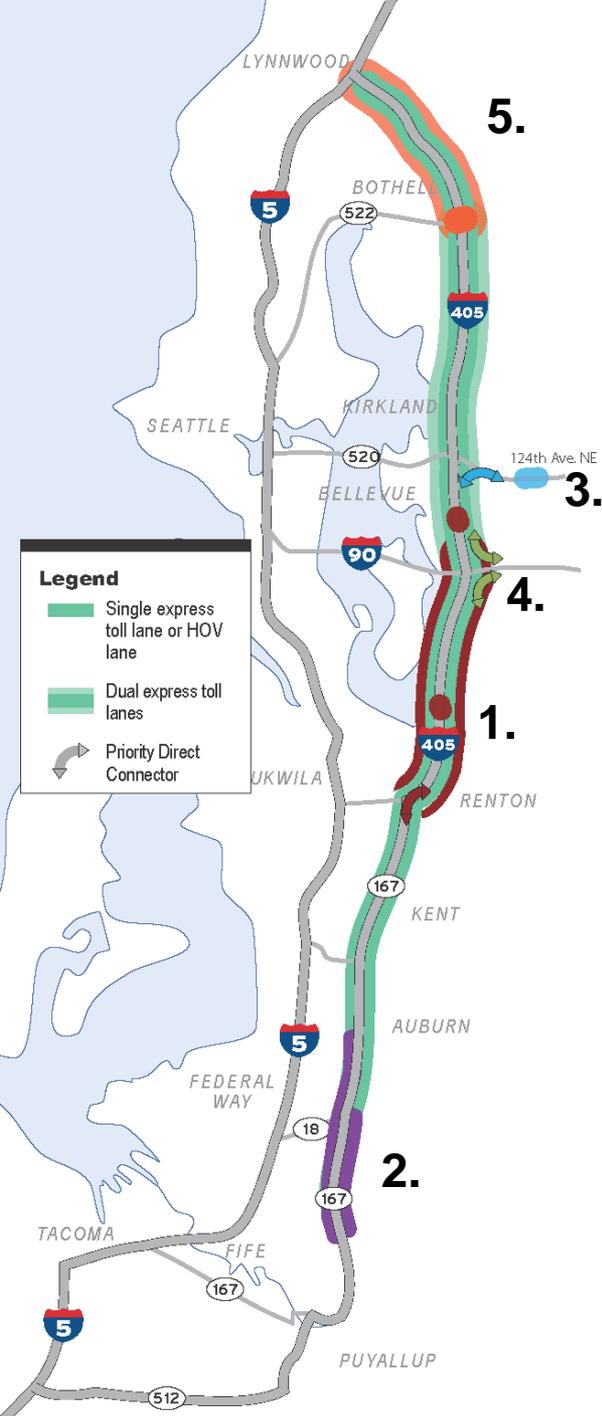
\$270m

- Builds a new flyover ramp between the express toll lanes on I-405 and the HOV lanes on I-90.
- The ramp would connect Renton to Issaquah.

I-405 / I-90
Bellevue to
Issaquah
Direct
Connector

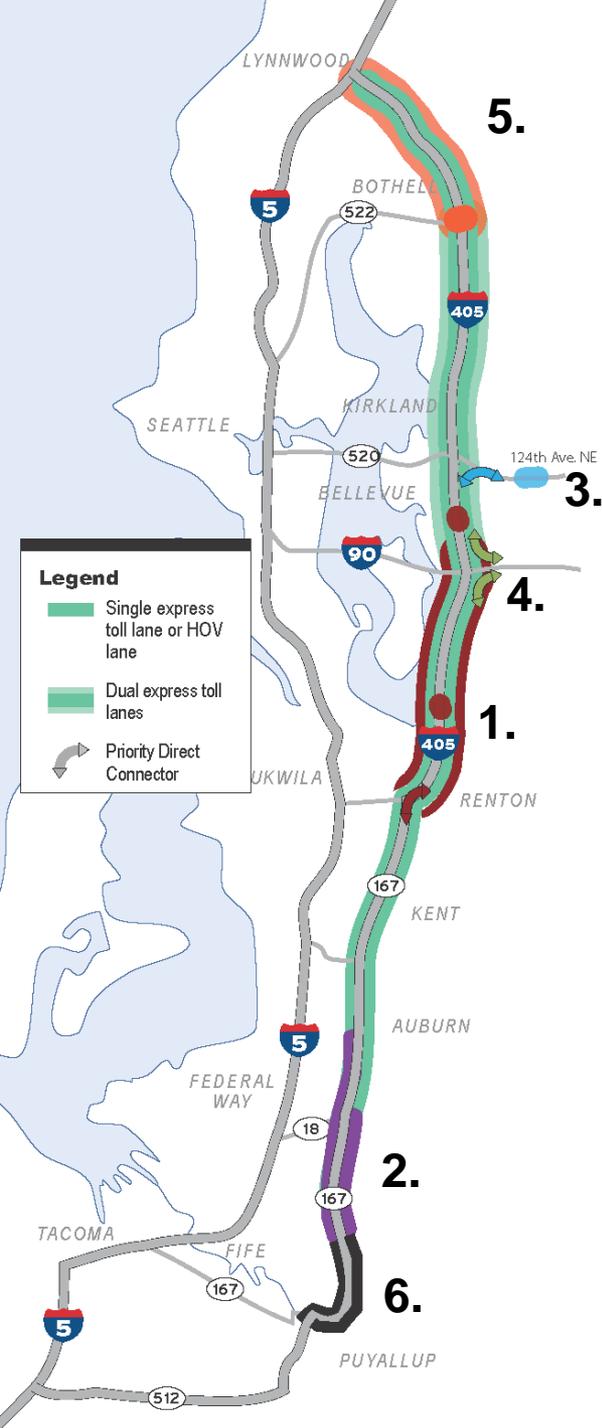
\$265m

- Builds a new flyover ramp between the express toll lanes on I-405 and the HOV lanes on I-90.
- The ramp would connect Bellevue to Issaquah.



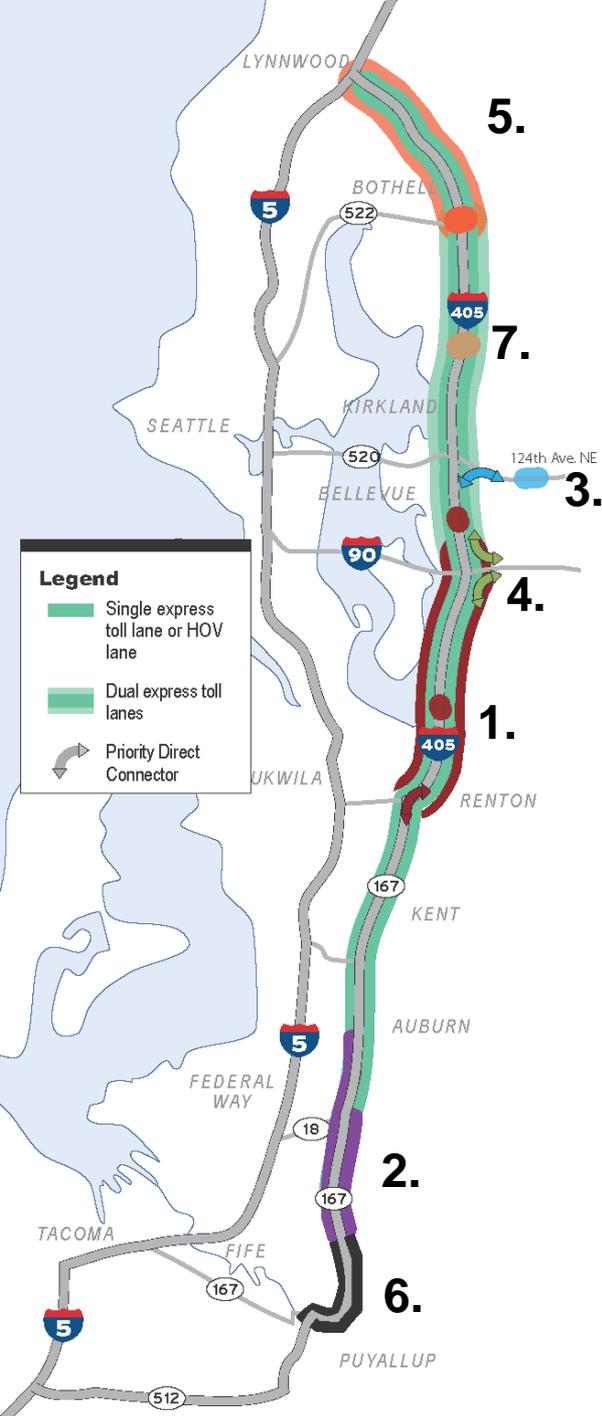
5. Bothell to Lynnwood Dual Express Toll Lanes - \$570 million

Benefits <ul style="list-style-type: none"> Benefit/Cost: 1.7 36,000 vehicle hours of delay reduced every day (\$211 M annual travel time savings). Provides a new direct access connection between SR 522 and I-405 express toll lanes eliminating weaving and improving operations for the general purpose lanes. 	SR 522 Interchange	\$315m	<ul style="list-style-type: none"> Builds a new direct access connection to SR 522 and redesigns a new interchange. Replaces the northbound I-405 bridge over the Sammamish River and SR 522.
	SR 522 to I-5 Dual Express Toll Lanes	\$255m	<ul style="list-style-type: none"> Adds a new lane in each direction between SR 522 and I-5 in Lynnwood to be paired with the existing express toll lane to form a dual express toll lane system.



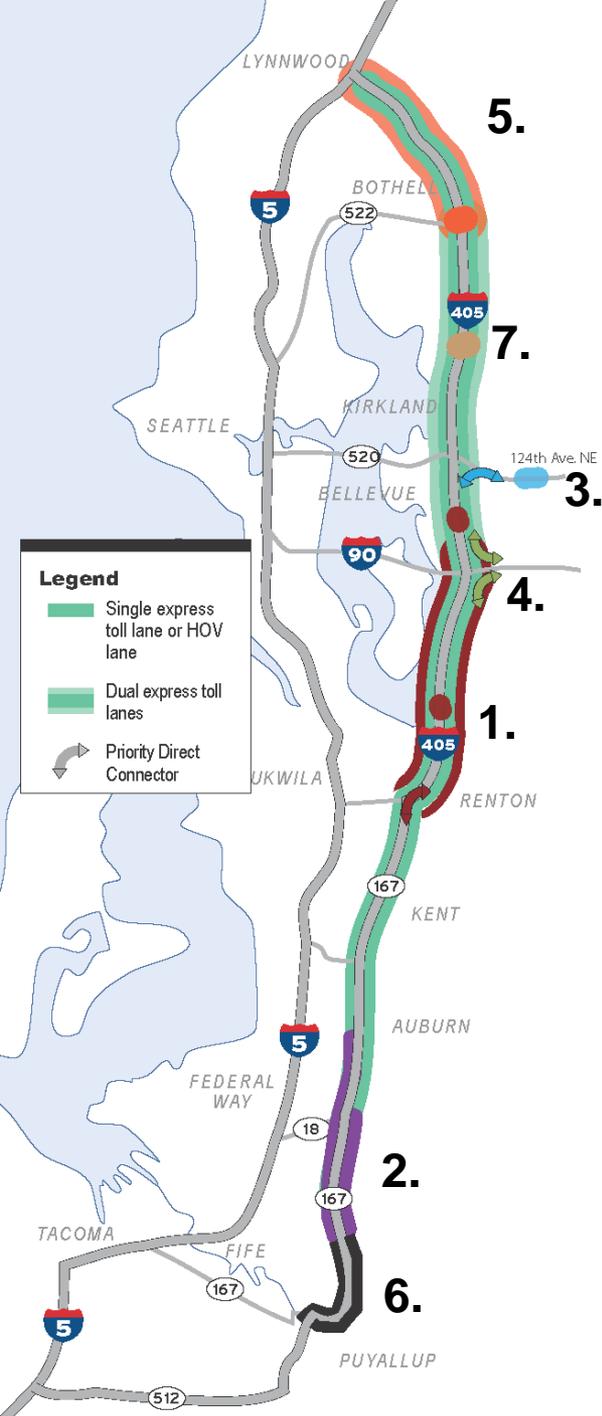
6. SR 167 Stage 6

<ul style="list-style-type: none"> • Benefit/Cost: 2:5 • Reduces vehicle delay by 32,000 vehicles daily. • Project connects regional facilities of SR 410, SR 512, and future SR 167 extension. 	<p>SR 167 Stage 6</p>	<p>\$300m</p>	<ul style="list-style-type: none"> • Extends the SR 167 HOT lanes northbound and southbound to SR 410 / SR 512 interchange.
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7. I-405/NE 132nd St. Interchange

<p>Benefits</p> <ul style="list-style-type: none"> • Benefit/Cost: 1.1 • Provides new access to and from north Kirkland area and complements 116th interchange which has recently been rebuilt. 	<p>NE 132nd St. Interchange</p>	<p>\$75m</p>	<ul style="list-style-type: none"> • Builds a new half-diamond interchange at NE 132nd St. in Kirkland.
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1. Tukwila to Bellevue - \$1,353* million (WSDOT: \$1,205 m; others: \$138 m)

- Benefit/Cost: 4.7
- Approximately 50,000 vehicle hours of delay reduced every day which equates to \$276 M in annual travel time savings by drivers.

2. SR 167 HOT Lanes Extension - \$117 million

- Benefit/Cost: 2.3
- Increases capacity over 50% and extends the reliability and traffic benefits of the SR 167 HOT lanes.

3. I-405/SR 520 and SR 520/124th Ave NE Interchange - \$550 million

- Benefit/Cost: 1.6
- Reduces delay by 24,000 vehicle hours daily or \$136 M in annual travel time savings. Provides direct connection between I-405 and SR 520 and eliminates weaving in the general purpose lanes.

4. I-405/I-90 Interchange Direct Connectors - \$535 million

- Benefit/Cost: 1.6
- Reduces daily delay by 22,000 vehicle hours of \$112M in annual travel time savings. Reduces weaving and provides reliable trips between the two interstate systems.

5. Bothell to Lynnwood Dual Express Toll Lanes - \$570 million

- Benefit/Cost: 1.7
- 36,000 vehicle hours of delay reduced every day (\$211 M annual travel time savings). Provides a new direct access connection between SR 522 and I-405 express toll lanes, eliminating weaving and improving operations for the general purpose lanes.

6. SR 167 Stage 6 - \$300 million

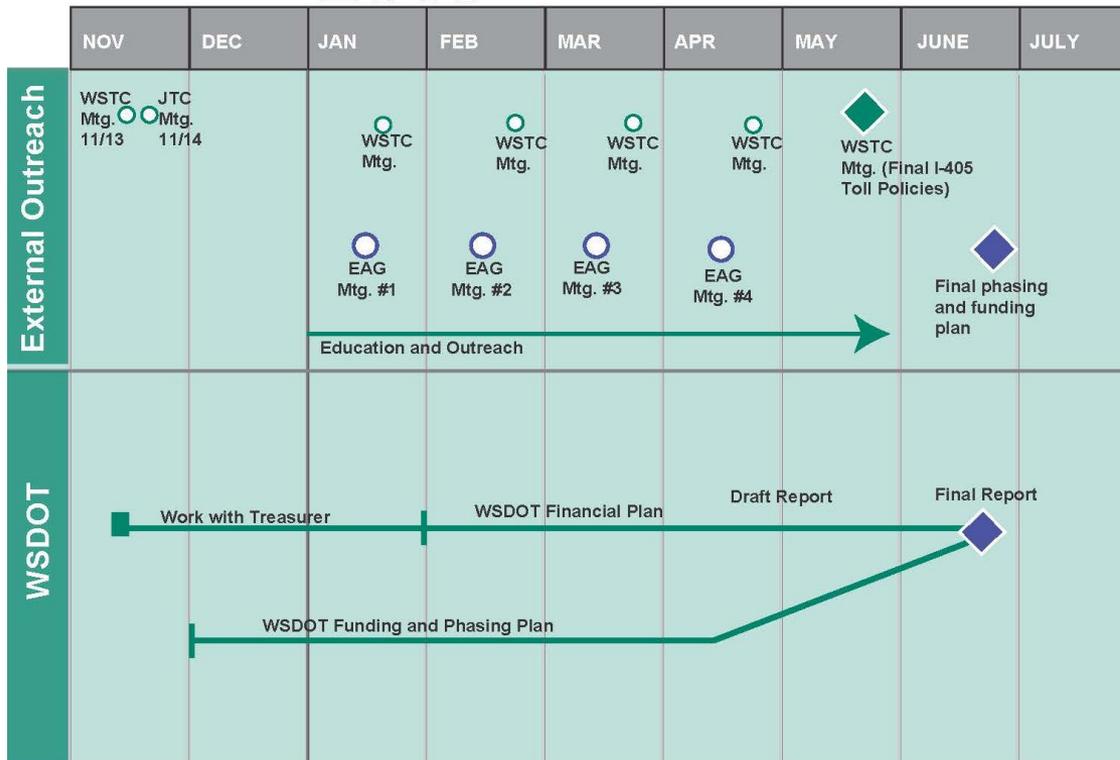
- Benefit/Cost: 2:5
- Reduces vehicle delay by 32,000 vehicles daily.
- Project connects regional facilities of SR 410, SR 512, and future SR 167 extension.

7. I-405/NE 132nd St. Interchange - \$75 million

- Benefit/Cost: 1.1
- Provides new access to and from north Kirkland area and complements 116th interchange, which has recently been rebuilt.

Executive Advisory Group Schedule

2013



- **Mtg. 1** – Welcome back and set stage, introduce charge, set objectives for funding and phasing plan
- **Mtg. 2** – Introduce 2+, 3+ carpool policy, financing and phasing strategies
- **Mtg. 3** – Wrap up 2+, 3+ carpool policy and financing and phasing discussion
- **Mtg. 4** – Release draft phasing and funding plan and Next Steps

Finance Plan Next Steps

- **Nov – Jan:** Meet with treasurer on finance terms
- **Jan – Apr:** Coordinate with EAG on toll policy
- **Jan – May:** Meet with WSTC concurrently to finalize toll policy
- **June:** Finalize finance plan to fund and phase 40-mile Eastside Corridor Express Toll Lanes

Questions?

For more information on the I-405/SR 167 Corridor,
please contact:

Craig Stone, Director, Toll Division
at (206) 464-1222 or StoneC@wsdot.wa.gov

Kim Henry, I-405/SR 167 Corridor Program Director
at (425) 456-8579 or HenryK@wsdot.wa.gov.