

# I-405/SR 167 Corridor Program

## Executive Advisory Group

Dec 10, 2024

Mike Gribner  
Lisa Hodgson  
Ed Barry  
Carl See  
Paul Cornish  
Curt Warber

WSDOT Deputy Secretary of Transportation  
WSDOT I-405/SR 167 Project Administrator  
WSDOT Toll Division Director  
WSTC Deputy Director  
Sound Transit Strategic Projects Director for BRT  
King County Parks Eastrail Program Manager

# Agenda

- Welcome
- Public comment
- Introductory remarks, Deputy Secretary Mike Gribner
- I-405/SR 167 Corridor
  - Project updates & Program budget request
- Toll rate setting update from WSTC
- Updates from corridor partners
  - Stride BRT: Sound Transit
  - Eastrail: King County
- Wrap-up & questions

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# Public comment

Blake Jones, WSDOT Communications

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# Introductory remarks

Mike Gribner, WSDOT Deputy Secretary of Transportation

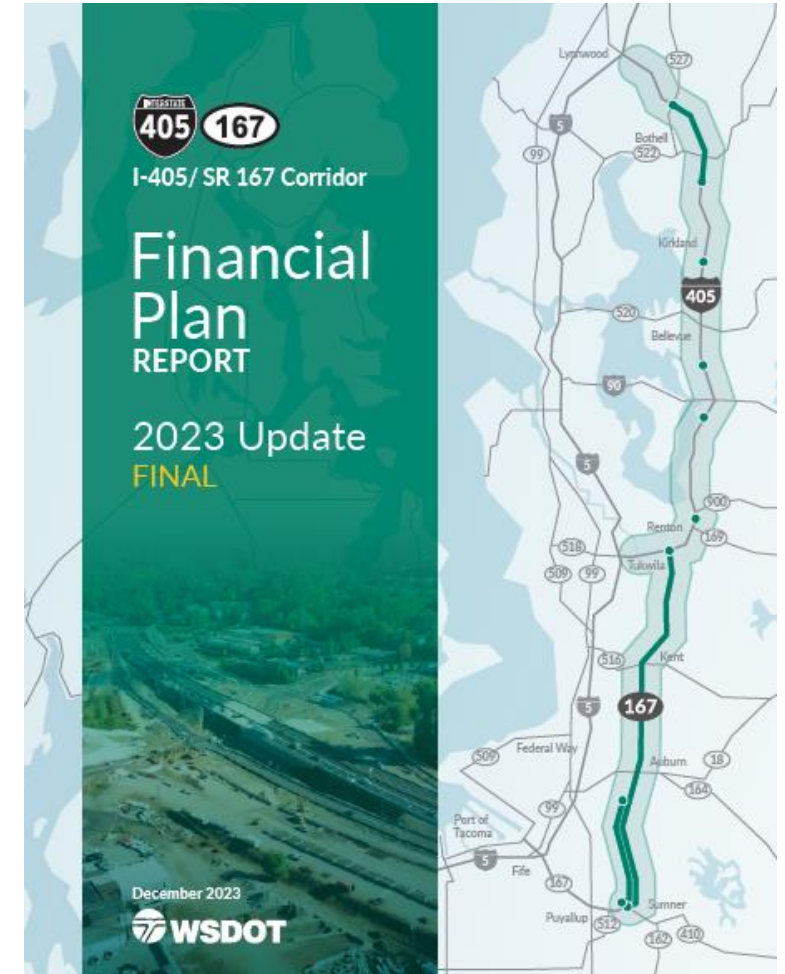
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# Corridor updates

Lisa Hodgson, I-405/SR 167 Program Administrator

# What's Happened Since We Last Met?

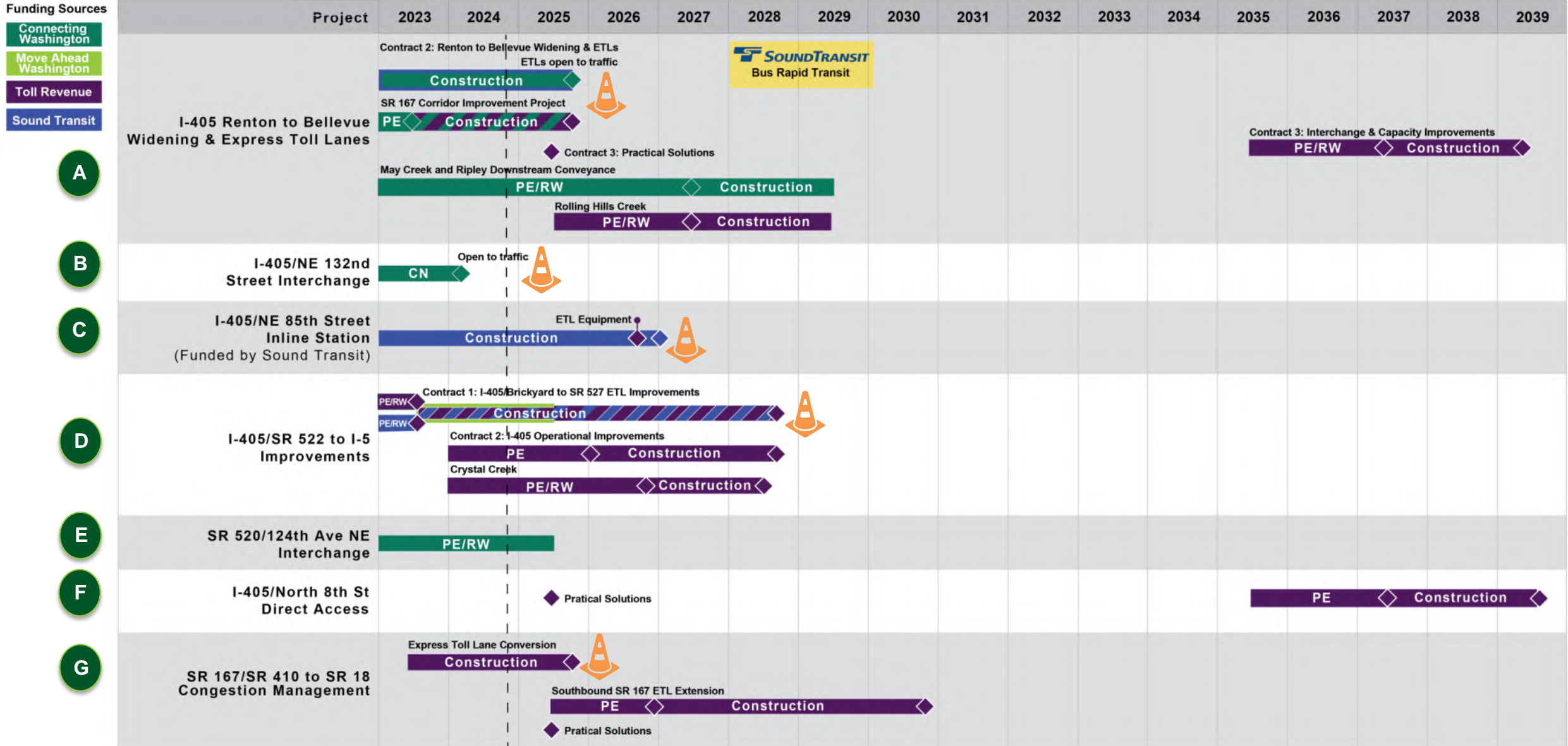
- Legislature funded the needs for the SR 167 Corridor Improvements and I-405/Brickyard to SR 527 projects.
- Three remaining projects were delayed by 2-10 years ("Alternative 3" from Financial Plan Report).
- Legislature allocated \$2 million for each remaining project in the 25-27 biennium. Funding allows WSDOT to work with stakeholders on practical solutions and updated cost estimates for the following projects:
  - SR 167 Southbound ETL Extension
  - North 8<sup>th</sup> Street Direct Access
  - Interchange Improvements in Bellevue (I-405 Renton to Bellevue Contract 3)



# 2024 Engagement

| Spring   | Summer  | Fall   |
|--|---|--|
| <ul style="list-style-type: none"> <li>• Two breakout meetings with IWG members</li> <li>• Individual briefings with partner agencies</li> </ul> | <ul style="list-style-type: none"> <li>• SR 167 Equity Advisory Committee meeting</li> <li>• I-405/SR 167 Interagency Working Group meeting</li> <li>• Written update to I-405/SR 167 Executive Advisory Group</li> <li>• Individual briefings with partner agencies</li> </ul> | <ul style="list-style-type: none"> <li>• I-405/SR 167 Interagency Working Group meeting</li> <li>• I-405/SR 167 Executive Advisory Group meeting</li> <li>• Individual briefings with partner agencies</li> <li>• Legislative briefings</li> </ul> |

# Program Schedule





# Brickyard to SR 527 Express Toll Lanes Improvement Project



## Project schedule

- Contract awarded July 27, 2023
- Started construction in spring 2024
- Operationally complete as early as summer 2028

## Key construction progress (2024):

- *Held project groundbreaking in May*
- *Established construction work zones and built new alignment for westbound SR 522 allowing early fish passage work to begin*
- *Began ground improvement and wall construction at the I-405/SR 522 interchange that will accommodate a new direct access ramp*
- *Addressed maintenance with new pavement and striping*



*I-405/SR 522 interchange construction*



*New pavement on I-405 in Bothell*

Funded by:



Project supports Sound Transit's I-405 BRT

# NE 132nd Street Interchange Project

## Project schedule

- WSDOT opened the project to traffic in spring 2024
- Hosted ribbon cutting event in May 2024

## Key project benefits:

- *Provides access improvements via a new on-ramp to northbound I-405 and new off-ramp from southbound I-405*
- *Installed roundabouts for better management of traffic and added multimodal pedestrian and bike infrastructure*
- *Corrected fish barrier creating over 3,000 feet of upstream habitat gain*



*Ribbon cutting ceremony*



*New interchange at NE 132<sup>nd</sup> Street*

Funded by:



# NE 85<sup>th</sup> St Interchange and Inline Bus Rapid Transit (BRT) Station Project



## Project schedule

- Started construction in fall 2023
- Operationally complete as early as fall 2026

## Key construction progress (2024):

- Established construction work zones along NE 85<sup>th</sup> St
- Began drilling and building new I-405 foundations
- Started girder placements to support new mainline northbound and southbound bridge decks
- Six new bridges under construction



NE 85<sup>th</sup> St interchange construction



Rendering of final interchange design

Funded by:

Sound Transit Toll Revenue



Project supports Sound Transit's I-405 BRT

# Renton to Bellevue Widening and Express Toll Lanes Project

A

## Project schedule

- Started construction in fall 2020
- Open to traffic as early as late-2025

## Key construction progress (2024):

- Over 100 walls under construction
- Two fish passages completed
- Two new bridges open to traffic
- Progress on six bridges
- Completed bridge deck waterproofing, installed 388 linear feet of noise walls, and excavated 15,000 cubic yards of dirt during “Monster Closure” weekend in September

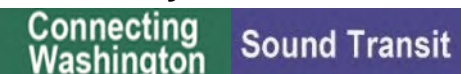


*Culvert replacement near Coal Creek*



*Wall construction along Lake Washington Blvd SE*

Funded by:



Project supports Sound Transit's I-405 BRT

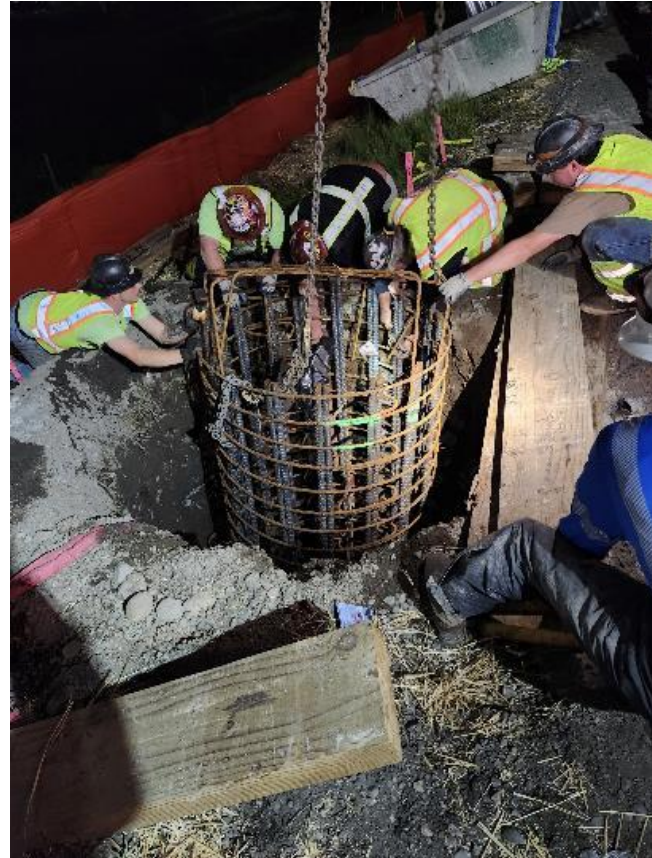
# SR 167 Corridor Improvements Project

## Project schedule

- Contract awarded July 14, 2023
- Started construction in spring 2024
- Operationally complete as early as fall 2025

## Key construction progress (2024):

- *Drilled and installed 58 of 64 foundations for new sign structures and toll gantries*
- *Began ground preparation for new southbound auxiliary lane between SR 516 to S. 277<sup>th</sup> St*
- *Installed 32 new vehicle detection loops and paved 6.5 lane miles using 6,500 tons of asphalt during “Monster Closure” weekend in September*



*New sign bridge foundation installation on SR 167*



*Repaving on SR 167*

Funded by:

Toll Revenue Connecting Washington

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# I-405/SR 167 Program Budget Requests

Lisa Hodgson, I-405/SR 167 Program Administrator

# Key Cost Factors

- **Fish Barriers**
  - Potential for real estate acquisition and high-risk site conditions
  - Identification of barriers not accounted for in original estimate
- **Contract Escalation**
  - Volatile market conditions, cost escalation for labor and materials
  - Active litigation with the Renton to Bellevue design-builder which has triggered additional construction administrative costs, legal fees, contract change orders
  - Additional right-of-way needs for Brickyard to SR 527 Project
- **Construction Delay**
- **Toll Contract Escalation**

# Program Budget Needs (Active Construction Projects)


| Current Need                            | 23-25        | 25-27          | 27-29          | Total                    |
|---|--------------|----------------|----------------|--------------------------|
| RTB ETL (M00900R) <b>A</b>              |              | \$42.6M        | \$2.4M         | \$45M *                  |
| SR 167 CIP (M00900R) <b>G</b>           |              | \$1.1M         |                | \$1.1M                   |
| NE 85th I/C (140567H) <b>C</b>          |              | \$1M           |                | \$1M                     |
| Brickyard to SR 527 (L2000234) <b>D</b> | \$10M        | \$15M          | \$22M          | \$47M                    |
| <b>Totals per biennium</b>              | <b>\$10M</b> | <b>\$59.7M</b> | <b>\$24.4M</b> | <b><u>\$94.1M **</u></b> |

\* The \$45M reflects a snapshot in time based on current projected construction delay and status of ongoing litigation

\*\* Does not account for delayed toll revenue due to project delays or any future variations to toll revenue forecasts



# Program Budget Needs (Project in Pre-Design)

| Project   |  | System Benefits  | Priorities  |
|---|--|--|---|
|  | <b>SR 167 Southbound ETL Extension</b> | <ul style="list-style-type: none"><li>• Adds ~5 miles of ETL system</li><li>• Complement Gateway program improvements</li><li>• Significant time savings</li></ul> | <ul style="list-style-type: none"><li>• Operations &amp; Maintenance</li><li>• Safety</li><li>• Preservation</li><li>• Fish Passage</li></ul> |

*Project was moved out by two years as part of 2023 Financial Plan update*

# CEVP Background

## Cost Estimate Validation Process

- CEVP is a tool used to estimate costs for projects over \$100M
- WSDOT policy dictates use of the 60<sup>th</sup> percentile result
- Estimate is a range, not a single number
- Contains two components: base + risk/uncertainty
  - *Base cost*: the most probable cost of the planned project that can be expected if no significant problems occur
  - *Risk/uncertainty*: risks are captured in register and incorporated into risk model (probability of risk occurrence and impact to project if it occurs are factored in)

# SR 167 SB ETL Extension – Overview

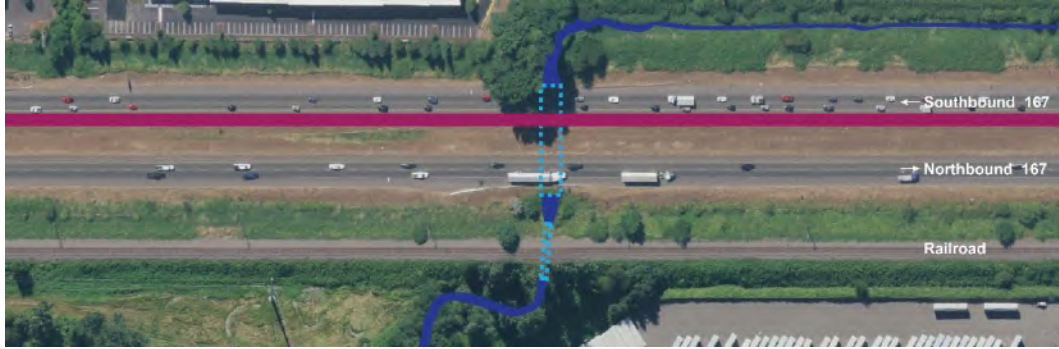


## Project background

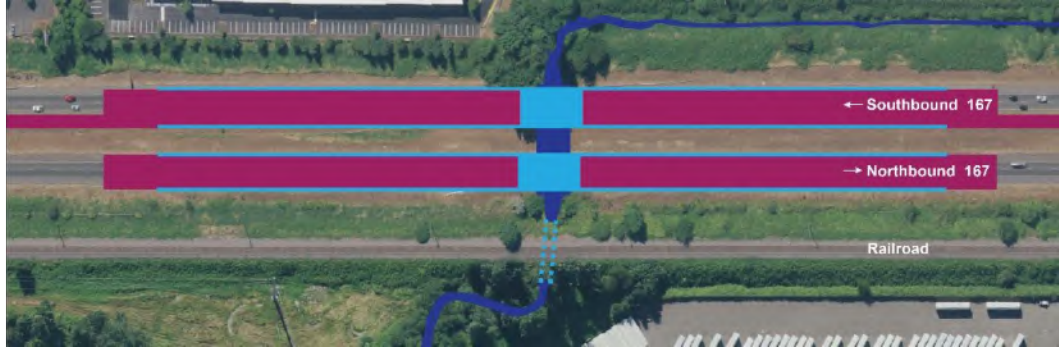
- Southbound completion of the single-lane SR 167 ETL system (5-mile extension)
  - Provides continuity for ETL customers
  - Fills in the last gap of the I-405/SR 167 ETL system
  - Improves traffic management on SR 167
  - Enhances connection to other regional facilities (SR 512 and SR 410)
  - Complements Gateway program improvements
  - Forward compatible with future SR 167 Master Plan improvements
  - Increases toll revenue

# SR 167 SB ETL Extension

Original Project (1 fish barrier)



Current Project (6 fish barriers\*)



**LEGEND**

- Full Depth Pavement Replacement
- Structures
- Simplified Stream Channel Envelope
- Ground Improvement/Settlement Mitigation
- Roadway Embankment

Scope comparison

| Element            | Unit | Original (2018) | Current (2024) |
|--------------------|------|-----------------|----------------|
| Bridges            | SF   | -               | 25,000         |
| Culverts           | LF   | 64              | 600            |
| New Pavement       | SY   | 60,000          | 340,000        |
| Walls              | SF   | -               | 6,000          |
| Ground Improvement | SY   | -               | 170,000        |
| Earthwork          | CY   | 80,000          | 215,000        |

*\*Approximately 44,000 meters in potential habitat gain*



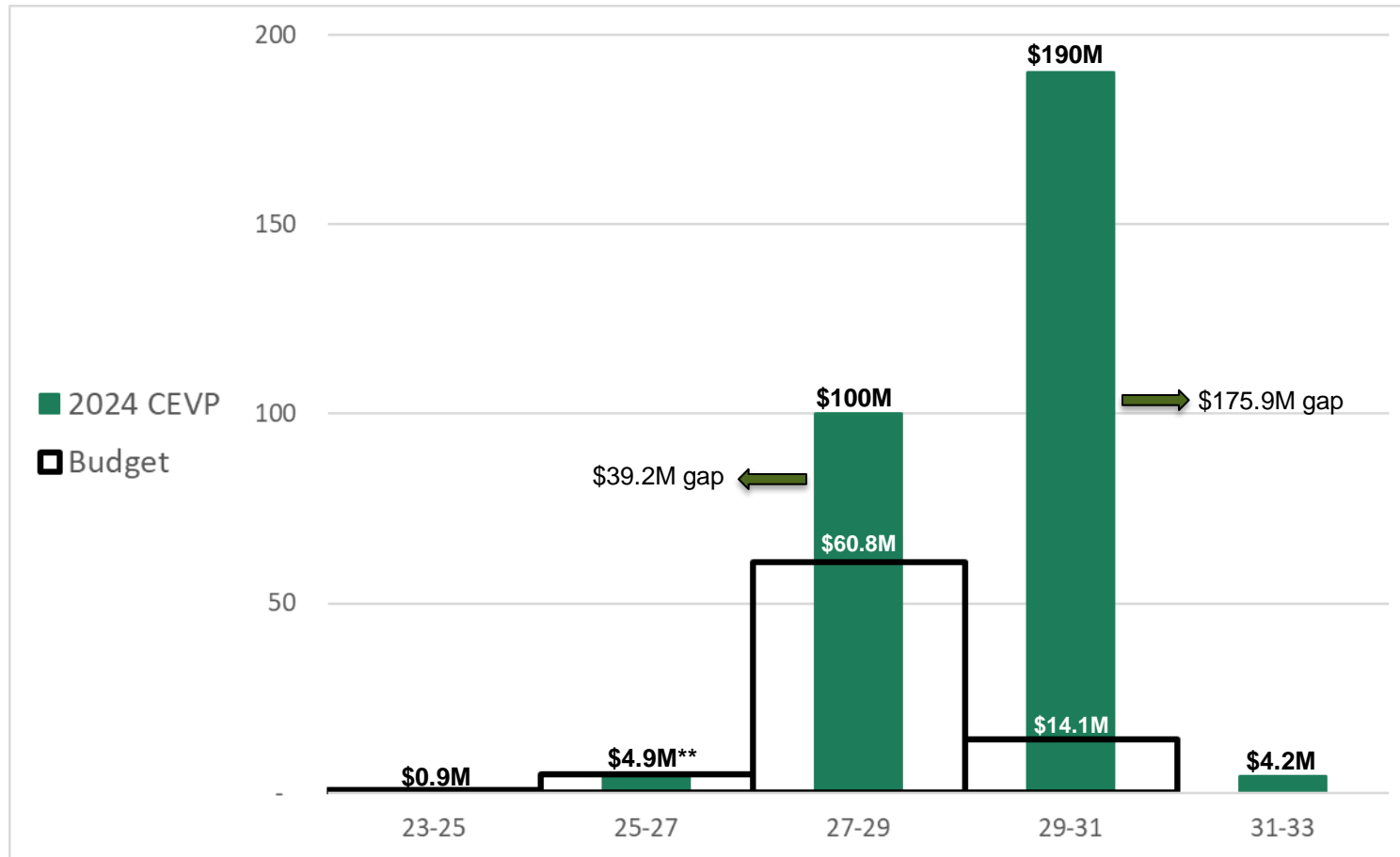
# Project Cost Comparison (SR 167 SB ETL Extension)

| Element             | 2018 Estimate | 2024 CEVP (60th Percentile) |
|---------------------|---------------|-----------------------------|
| Project (Base)      | \$45M         | <b>\$55M</b>                |
| Tolling (Base)      | \$4M          | <b>\$15M</b>                |
| Fish Passage (Base) | \$6M          | <b>\$110M</b>               |
| Risk*               | \$10M         | <b>\$95M</b>                |
| Escalation          | \$15M         | <b>\$25M</b>                |
| Total               | \$80M         | <b>\$300M**</b>             |

*\*Major risks: cost exceeds CCI forecast, poor soils/geotechnical conditions, limited competition among contractors, variability in project scope (ex: permitting process)*

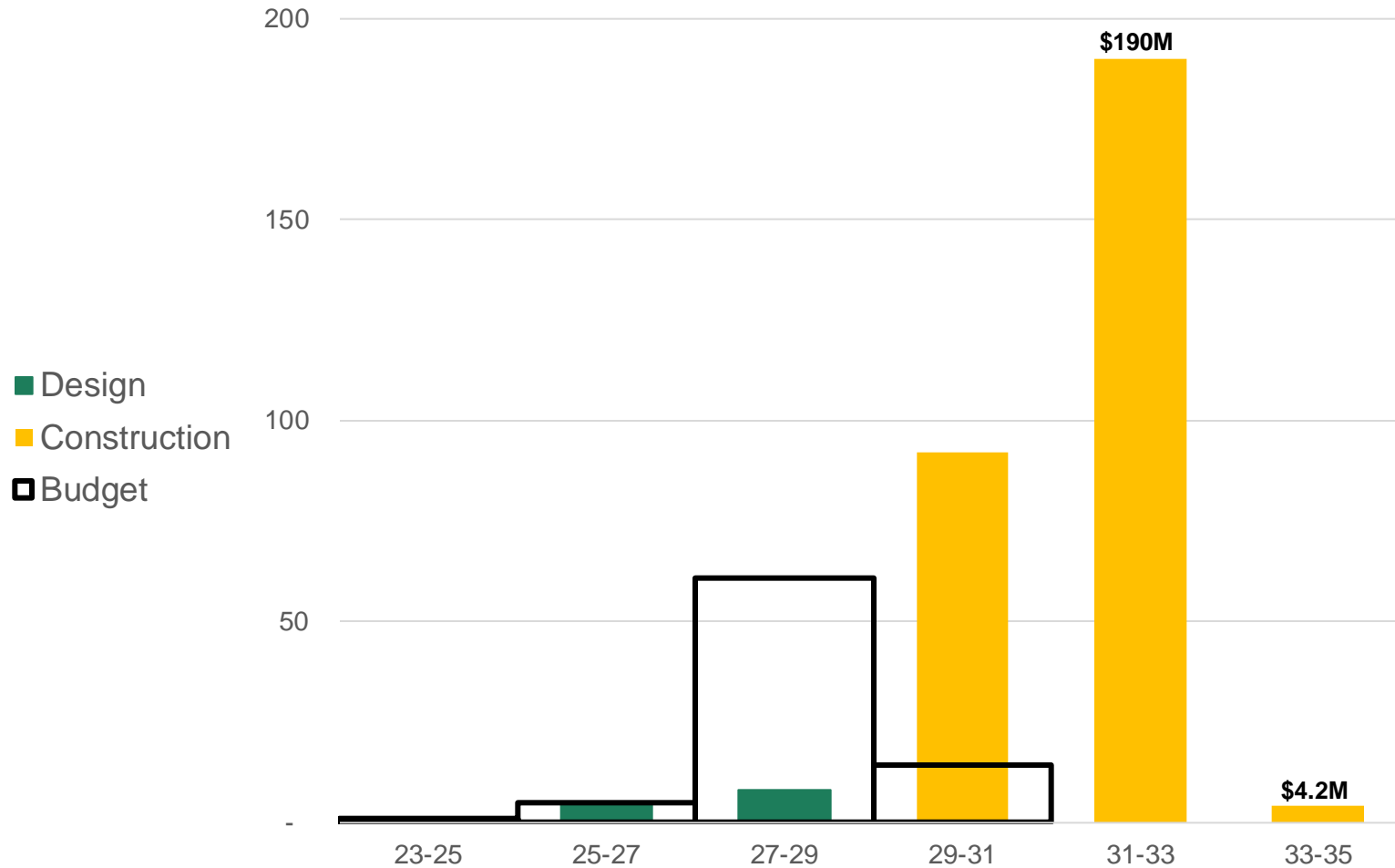
*\*\*CEVP cost range (10% - 90%): \$225M – \$375M*

# Project Cost Update – Cash Flow (SR 167 SB ETL Extension)



*\*\*In addition to the current law budget, the Program has been awarded a \$1.5M King County grant that requires a 20% match*

# Project Cost Update – Cash Flow Updated (SR 167 SB ETL Extension)



## Nov. Budget Update Language

- The CEVP process produced a range of expected costs, with the funding gap expected to be between \$220 million and \$250 million. This is true of all CEVPs or other risk assessments and it is difficult to show a range in a project list. We have included the low end or 60<sup>th</sup> percentile of the range in the project list, but please note it could be higher.
- The November update proposes to move construction aging to start one biennium later (2027-29). We welcome conversation around this if there is interest in keeping the original delivery plan and how that might relate to the rest of the overall I-405/SR 167 Program.

*\*\*In addition to the current law budget, the Program has been awarded a \$1.5M King County grant that requires a 20% match*

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# Toll rate setting update

Ed Barry, WSDOT Toll Division Director

Carl See, WSTC Deputy Director



# Toll Rate Setting Process Milestones – I-405 / SR 167

| Timeframe*           | Milestone   | Owner |
|----------------------|---|-------|
| Feb 2024             | Completed phase 1 rate-setting for I-405/SR 167 corridor                        | WSTC  |
| Fall 2024            | Hosted informational online open house and online survey to gather public input | WSTC  |
| Fall 2024            | Provided financial information to OST for analysis                              | WSDOT |
|                      |   |       |
| Early-2025           | Present financial analysis to WSTC as early as February                         | OST   |
| Spring – Summer 2025 | Identify toll policy and rate options for public input                          | WSTC  |
| Spring – Summer 2025 | Initiate toll rate and policy setting process                                   | WSTC  |
| Late-2025            | SR 167 Toll Upgrade Project planned completed date by December                  | WSDOT |
| Late-2025            | Renton to Bellevue Project planned completion date as early as December         | WSDOT |

*\*Timeframes are preliminary as of December 2024 and are subject to change*



# Transportation Commission Process

- The Washington State Transportation Commission (WSTC) is exploring future toll rate and policy changes for the I-405 and SR 167 ETLs in preparation for the expansion of the ETL system.
- The changes currently being considered are:
  - Raising the maximum toll rate from \$15 to \$18.
  - Implementing weekend tolling on I-405 from 5 a.m. to 8 p.m., consistent with weekend tolling on SR 167.
  - Raising the carpool requirements on SR 167 to three or more riders during morning and evening peak hours, consistent with the current carpool requirements on I-405.
  - Extending both morning and evening peak hours by one hour.

# Public Engagement Update

- The WSTC has begun its initial public outreach to inform its discussions and help shape their proposed changes in the future:
  - Hosted on-line open house from August 19 – October 11 to provide public information on the potential changes under consideration and to gather initial input.
  - Currently hosting an on-line survey through December 13 to gather public input on the potential changes under consideration. The survey is available at:  
<https://wstcfeedback.participate.online/>
- Nearly 2,500 people left at least one comment through our on-line open house, and as of November 25<sup>th</sup> there have been over 15,000 completed responses to our on-line survey.

# *Stride Bus Rapid Transit Program Update*

*I-405/SR 167 EAG  
December 10, 2024*



# *What we'll cover today:*

- Agency updates
- Sound Transit's Stride BRT program
  - Overview
  - Stride Fleet and Stations
- Project Update: Stride S1 & S2
- Stride Station Naming

# 2024 Link Openings: 12 new stations across 2 counties!

- **2 Line Opened to the Public on April 27, 2024**
  - 8 stations between South Bellevue and Redmond Technology Station
  - **35,000 people** joined us on opening day and enjoyed community activations at each station!
- **1 Line Extension to Lynnwood opened on August 30, 2024**
  - 4 stations opened between Northgate and Lynnwood with community celebrations



# Project Sequencing 2024-2026

## Sequencing of Link project openings:



- **ELSL:** East Link Starter Line (2 Line)
- **LLE:** Lynnwood Link Extension (1 Line)
- **DRLE:** Downtown Redmond Link Extension (2 Line)
- **ELE I90:** East Link Extension across I-90 (2 Line connection to 1 Line)
- **FWLE:** Federal Way Link Extension (1 Line)

# *Stride Program Overview*



# Stride Bus Rapid Transit Opens 2028-2029

**S1** Line: Bellevue to Burien

**S2** Line: Bellevue to Lynnwood

**S3** Line: Shoreline to Bothell

- Connects to Link light rail in Shoreline, Lynnwood, Bellevue and Tukwila
- Limited-stop service in the I-405, SR 522 and SR 518 corridors



# What is BRT?

**Bus Rapid Transit infrastructure is designed for fast, frequent and reliable service**

- Bus service every 10 minutes peak, 15 minutes off-peak
- Stations with near level boarding, off-board fare collection, dynamic rider information
- Roadway improvements include bus queue bypass lanes, transit signal priority, bus-only lanes

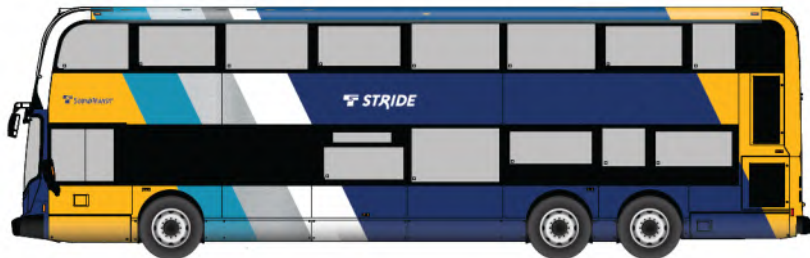


# Stride Fleet and Stations

- All-electric fleet
- State of the art passenger information
- Offboard fare payment, except for cash
- Bicycle accommodations: front racks on the bus & storage at select stations



S1 & S2 (I-405)



Double-deck electric buses for highway service

S3 (SR 522)



Articulated battery electric buses for shorter arterial route

# Stride Travel Times

Capital improvements allow for fast, frequent, reliable service



## S1 Line Bellevue–Burien: 17 miles, 5 stations

ST Express (existing) 57 MIN

Project to be built 38-42 MIN

## S2 Line Lynnwood–Bellevue: 20 miles, 7 stations

ST Express (existing) 57 MIN

Project to be built 33-38 MIN

## S3 Line Shoreline–Bothell: 9 miles, 13 stations

No improvements 54-59 MIN

Project to be built 35-39 MIN

# Program status

## Capital program:

- Design nearing 100% overall
- Right of way acquisition underway

## Partnerships (WSDOT & others)

- Underway (\$650m+ ST Investment)
- Construction complete (~\$30m)

## 2024-25 procurements:

- Bus Base North construction
- S3 construction (multiple contracts)
- Contracted service provider



# Brickyard Inline Station

## Under Construction!

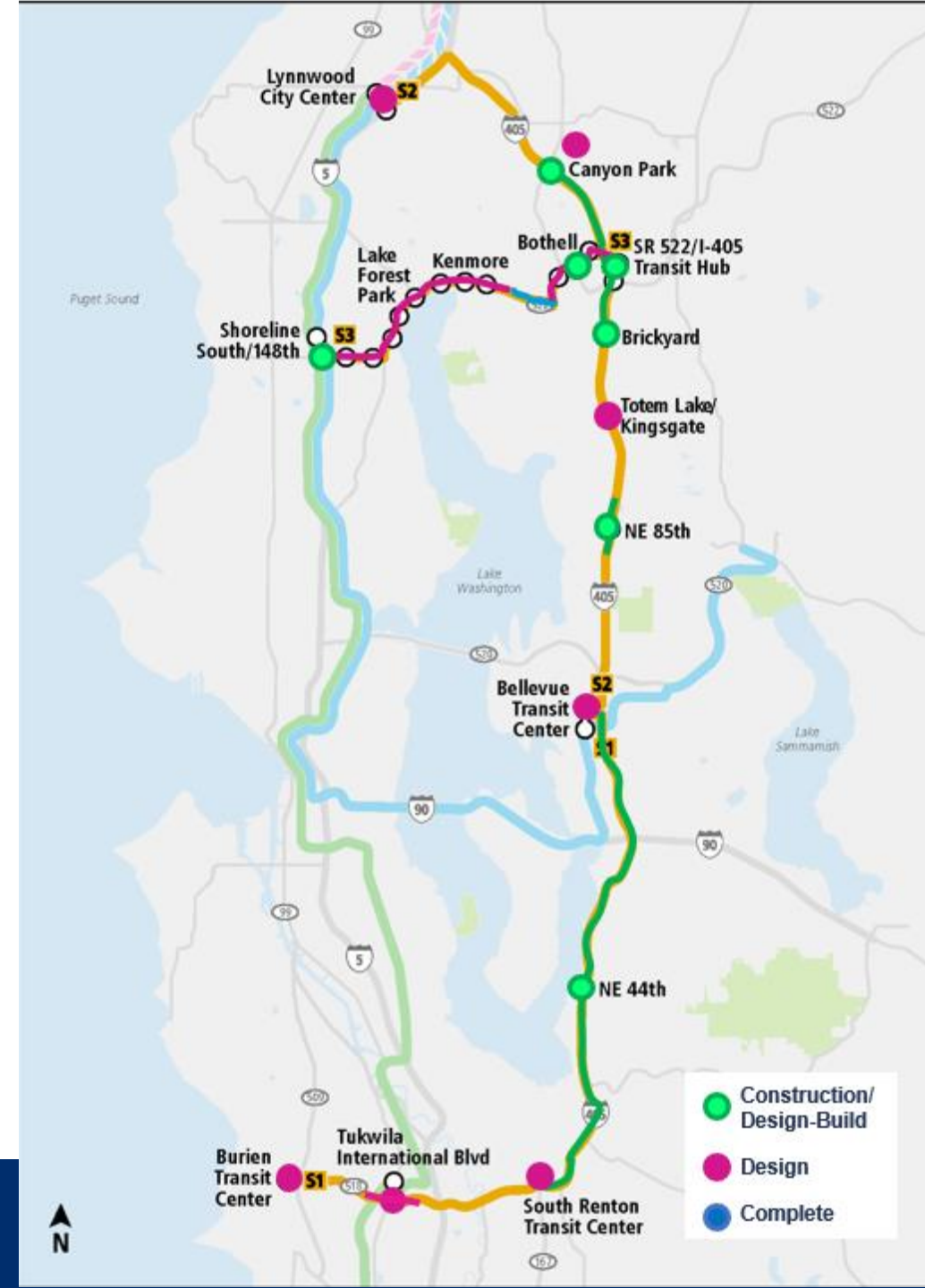


# NE 85<sup>th</sup> Inline Station Under Construction!



# 2024-25 Look Ahead

- **Complete Final Design:**
  - Bus Base North completed
  - S3 (SR 522 BRT): Q4 2024
  - Remaining S1 and S2 (I-405 BRT): Q4 2024 – Q4 2025
- **Advertise:**
  - Contract Service Provider: Q2 2025
  - BBN: procurement Q1 2025, award mid-2025
  - S1: South Renton Transit Center Q4-Q1 2025
  - S3 Bothell-Kenmore: Q4 2024
  - S3 Lake Forest Park: 2025
- **Under Contract:**
  - Brickyard-527 project
  - NE 85th
  - NE 44th





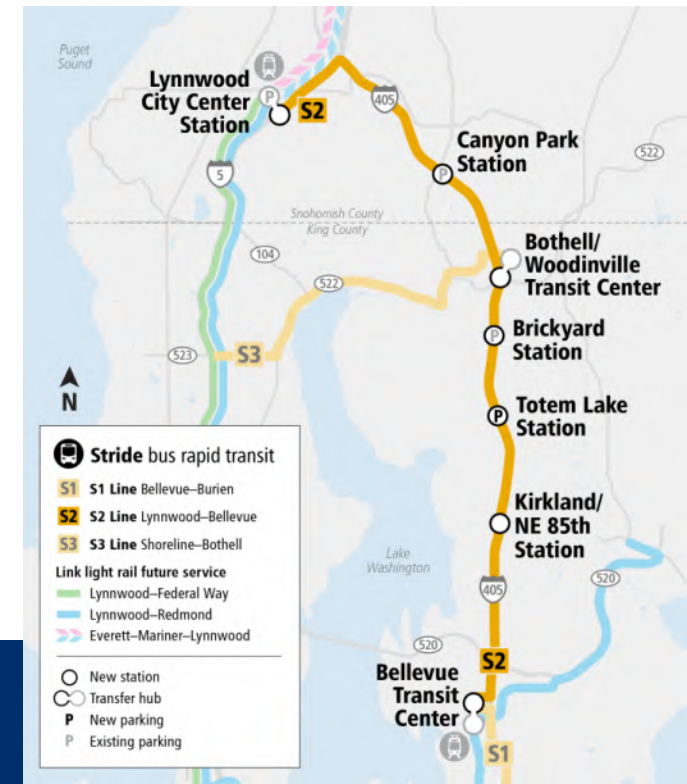
# S1 / S2 –Permanent Names

## S1 Line: Burien - Bellevue

- Burien Transit Center
- Tukwila International Blvd Station
- Renton Transit Center\*
- Renton / NE 44th Station\*
- Bellevue Transit Center

## S2 Line: Bellevue - Lynnwood

- Bellevue Transit Center
- Kirkland / NE 85th Station\*
- Totem Lake Station
- Brickyard Station
- Bothell / Woodinville Transit Center\*
- Canyon Park Station
- Lynnwood City Center Station



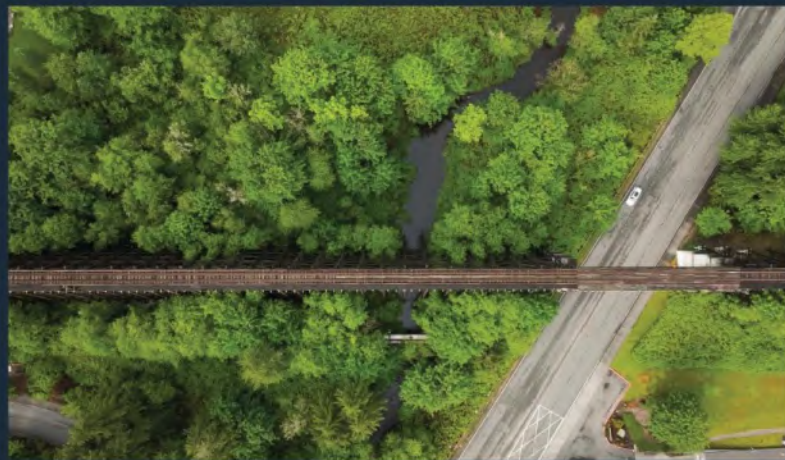
*Thank you.*



 [soundtransit.org](https://www.soundtransit.org)



# EASTRAIL UPDATE Q4 2024



King County

**PARKS**

Your Big Backyard

# EASTRAIL UPDATE Q4 2024

## OPEN NOW

- Coulon Park (almost...) to Coal Creek Parkway AND
- NE 4th to NE 145th (Woodinville)

## OPENING 2026

- I-405 Overcrossing (Wilburton Gap)
- Wilburton Trestle
- Wilburton Trestle to NE 4th

## OPENING 2030

- Coal Creek Parkway to I-405 Overcrossing  
(I-90 Steel Bridge Project)

**SUCCESSFUL RAISE GRANT APPLICATION**

*Central Wilburton Interim Trail*  
*Summer 2026*

*Wilburton Trestle*  
*Summer 2026*

*I-405 Crossing*  
*Summer 2026*

*I-90 Steel Bridge*  
*2030*

*Coulon Connector Acquisition*

**2018**

**EASTRAIL**



OPEN 2030  
OPEN 2026  
OPEN TO PUBLIC


# COMPLETED IN 2024

- I-405 Overcrossing (Wilburton Gap)
- NE 8th Overcrossing (at ST Wilburton Station)
- Northup (SR 520 Trail) Connector

# I-405 OVERCROSSING



**EASTRAIL**

 King County


**PARKS**

Your Big Backyard

# I-405 OVERCROSSING



**EASTRAIL**

 King County

**PARKS**


Your Big Backyard



# NORTHUP CONNECTOR



**EASTRAIL**

 King County


**PARKS**

Your Big Backyard

# NORTHUP CONNECTOR



**EASTRAIL**

 King County


**PARKS**

Your Big Backyard

# NE 8TH OVERCROSSING



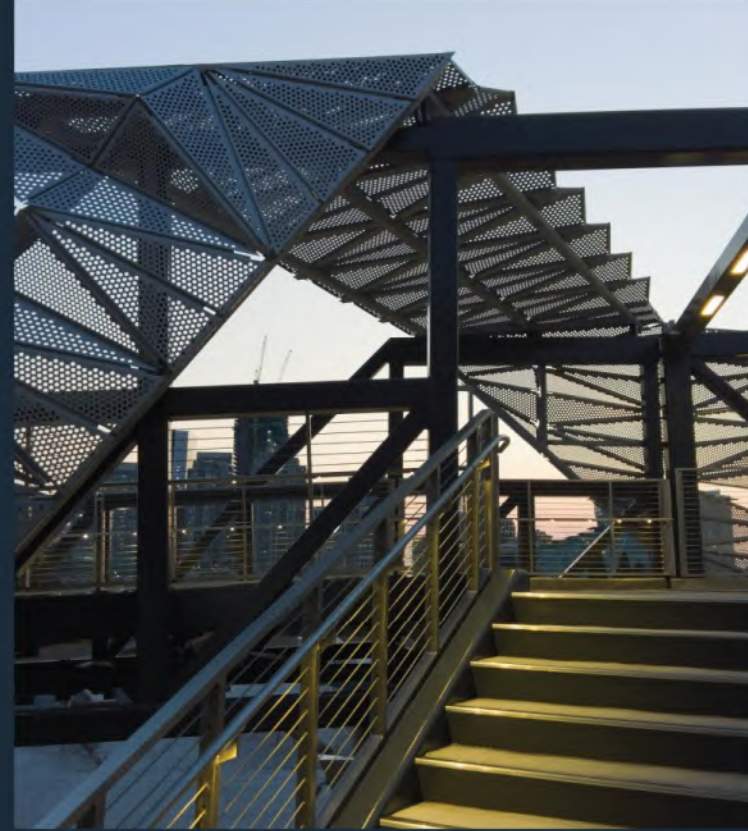
**EASTRAIL**

 King County


**PARKS**

Your Big Backyard

# NE 8TH OVERCROSSING



**EASTRAIL**

 King County

**PARKS**

Your Big Backyard


# UPCOMING

- **NE 4th to Wilburton Trestle (2026)**
- **Wilburton Trestle (2026)**
- **I-90 Steel Bridge (2030)**

# WILBURTON TRESTLE



**EASTRAIL**

 King County


**PARKS**

Your Big Backyard

# WILBURTON TRESTLE (2026)



**EASTRAIL**

 King County


**PARKS**

Your Big Backyard

# WILBURTON TRESTLE (2026)



**EASTRAIL**

 King County

**PARKS**


Your Big Backyard



# I-90 STEEL BRIDGE (2030)



**EASTRAIL**

 King County

**PARKS**

Your Big Backyard

# Next Steps

## Upcoming milestones

- Mid-Dec: Governor Inslee’s budget released
- Late-Dec: Treasurer’s office initiates analysis of WSTC scenarios
- Jan 13, 2025: Leg session begins
- Feb 2025: Receive outcomes of Treasure’s office analysis
- Apr/May 2025: Leg session ends, budget is finalized
- Mid-2025: Initiate practical solutions effort (“Remaining projects”, i.e., Contract 3, SR 167 SB ETL Extension, and N 8<sup>th</sup> St. Direct Access)
  - Ideas to explore various scope, phasing and cost refinement scenarios in relation to project’s intent
  - Efforts to include coordination with internal WSDOT stakeholders, corridor partners and tribes

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# Wrap-up and questions

Lisa Hodgson, I-405/SR 167 Program Administrator