



## Summary

### I-405/SR 167 Executive Advisory Group Meeting

Wednesday, April 27, 2022

Zoom

10:00 – 11:00 a.m.

#### Executive Advisory Group members and elected officials in attendance:

- Secretary of Transportation Roger Millar, Chair
- Deputy Mayor Jay Arnold, City of Kirkland
- Commissioner Shiv Batra, Washington State Transportation Commission
- Mayor Angela Birney, City of Redmond
- Senator Chris Gildon, Washington State Senate
- Senator Patty Kuderer, Washington State Senate
- Kelly McGourty, Puget Sound Regional Council
- Councilmember Valerie O'Halloran, City of Renton
- Mayor Dana Ralph, City of Kent
- Rep. Bill Ramos, Washington State House of Representatives
- Rep. My-Linh Thai, Washington State House of Representatives
- Mayor Mason Thompson, City of Bothell
- Senator Lisa Wellman, Washington State Senate
- Senator Claire Wilson, Washington State Senate

#### Interagency Working Group members and guests in attendance:

- Shrvan Aeneni, WSDOT
- Svein Braseth, Office of State Treasurer
- Jeff Brauns, City of Newcastle
- Steve Breaux, WSDOT
- Rob Brown, City of Kent
- Melissa Cauley, Community Transit
- Dylan Counts, WSDOT
- Amy Danberg, WSDOT
- Samantha DeMars-Hanson, I-405/SR 167 Program
- Stephen Dickson, Snohomish County
- Michael Forbis, WSDOT
- Christopher Foster, WSDOT
- Ingrid Gaub, City of Auburn
- Austin Goble, Office of the State Treasurer
- Reema Griffith, Washington State Transportation Commission
- Katie Kuciemba Halse, City of Bellevue
- Aaron Halbert, Washington State Transportation Commission
- Joe Inslee, King County Parks
- Blake Jones, I-405/SR 167 Program
- Charles Knutson, Amazon
- Michael Kosa, City of Sumner
- Erin Leonhart, City of Bothell
- Doug Levy, City of Renton
- Eddie Low, City of Bothell
- Salvador Marez, City of Algona
- Colin McCann, I-405/SR 167 Program
- Lauren McLaughlin, WSDOT
- Victoria Miller, I-405/SR 167 Program
- Julie Moon, I-405/SR 167 Program
- Letticia Neal, Pierce County
- Ryan Olson, WSDOT
- Loren Othón, House Democratic Caucus
- Joel Pfundt, City of Kirkland
- Jason Richter, Office of State Treasurer
- Kristin Sandstrom, WSDOT
- Jim Seitz, City of Renton
- Carl See, Washington State Transportation Commission
- Ariel Taylor, Sound Transit



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- ☑ Wendy Taylor, I-405/SR 167 Program
- ☑ Christine Thomas, Transportation Committee, Washington State House of Representatives
- ☑ Blake Trask, King County Council
- ☑ Amy Tsai, City of Redmond
- ☑ Julie Underwood, City of Kirkland
- ☑ Chris Villasenor, City of Newcastle
- ☑ Maher Welaye, City of Bellevue
- ☑ Karl Westby, I-405/SR 167 Program
- ☑ Rob Woeck, I-405/SR 167 Program

## Presenters:

- ☑ Secretary of Transportation Roger Millar, Chair
- ☑ April Delchamps, Planning Manager, Management of Mobility, WSDOT
- ☑ Paul Cornish, BRT Strategic Projects Director, Sound Transit
- ☑ Colleen Gants, I-405/SR 167 Communicator and Facilitator, WSDOT
- ☑ Lisa Hodgson, Program Administrator, I-405/SR 167 Program, WSDOT
- ☑ Robin Mayhew, Director of Management of Mobility, WSDOT
- ☑ Pani Saleh, Director of Toll Business Administration, WSDOT
- ☑ Curt Warber, Eastrail Program Manager, King County Parks

Note: These meeting notes are intended to capture the discussion at the meeting, including questions and comments from the group. This is not intended to be a formal testimony or a complete transcript of the meeting. Meeting materials, including the PowerPoint presentation, are available on the web at:

<https://wsdot.wa.gov/construction-planning/major-projects/i-405sr-167-corridor-program#Engagement>

## I. Introductions and Agenda Review

Roger Millar, Secretary of Transportation, welcomed the Interstate 405/State Route 167 Executive Advisory Group (EAG) members. Secretary Millar reviewed the agenda, starting with public comment and opening remarks, followed by a presentation from the WSDOT leadership on outcomes from the 2022 legislative session, the updated tolling forecast, and project updates. The agenda also included partnership updates from Sound Transit and King County Parks.

## II. Public comment

Colleen Gants, I-405/SR 167 Communicator and Meeting Facilitator, noted that the project team did not receive any public comments or requests for verbal public comment.

## III. Introductory remarks

Secretary Millar reflected on the unique obstacles WSDOT has faced over the past two years and the financial challenges that came with them, emphasizing that our program stakeholders have been true partners in this journey and their support has been instrumental to move the program forward. He was pleased to share the passage of the 2022 Supplemental Transportation Budget and Move Ahead Washington package that provided \$380 million dollars which, along with a bill to allow \$70 million in sales tax deferral, has filled the program's \$450 million gap.

With funding secured, Secretary Millar said we are ready to move closer to completing a 50-mile system of managed lanes and bus rapid transit, starting with the 85th Street Interchange and Inline BRT Station Project that will be awarded in late 2022, and the Brickyard to SR 527 Improvement Project that will be awarded in mid-2023,



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in addition to the Renton to Bellevue project that is already underway. Through this critical work, we have a real opportunity as a region to complete a viable north-south alternative to I-5 when I-405 and SR 167 are operating as one. These investments are critical as WSDOT works with their partners to deliver forward-thinking, multimodal projects across the I-405/167 corridor.

Next, Secretary Millar shared the investments and systemwide benefits from the Supplemental Budget and Move Ahead Washington package. The supplemental budget passed this session addresses funding gaps allowing WSDOT to continue delivering projects that benefit the state's transportation system and the traveling public. The 16-year, \$16.8 billion Move Ahead Washington package is the largest, greenest, and most equitable transportation package in state history. It is a transformative approach to our statewide transportation system, with historic investments in hybrid-electric ferries, zero emission buses, electric vehicle infrastructure, transit and active transportation. Funding for this package is a new approach as it will not come from a direct tax at the gas pump, but rather includes a variety of revenue sources such as license and fee increases and a combination of state and federal funding. In addition to the \$380 million provided to the I-405/SR 167 Program, the Legislature made substantial investments into SR 18, the US 2 Trestle, the SR 520 project, and the SR 167/SR 509 Puget Sound Gateway Program.

Secretary Millar concluded his remarks by saying this revenue package is an unusual step in a short session year and is an indication of the value and importance of transportation in our state, but our work is not done. Now WSDOT must deliver the projects funded by the Legislature, which brings additional work and challenges to our workforce. Planning to meet those challenges has already begun, and we should also remember this funding and work is spread over many years. As WSDOT considers the workload associated with delivery, the agency will continue to work with lawmakers and our stakeholders to identify reasonable delivery schedules.

#### **IV. I-405/SR 167 Corridor Program updates**

Lisa Hodgson, I-405/SR 167 Program Administrator, reviewed the program's funding status before the 2022 legislative session. Following COVID and prior to the 2021 legislative session, the Treasurer's office performed an analysis in December of 2021 at the request of WSDOT. It showed there would be a gap in available toll revenue to bond and that the program would have about \$660 million bonding capacity or about 60% of pre-COVID capacity. Understanding this, the Legislature included two provisos for WSDOT to examine ways they could fund and phase the projects to stay on track with the 2019 schedule. WSDOT published the I-405/SR 167 Corridor Program Financial Plan Report addressing those provisos in December 2021. What WSDOT found was that the program had a funding gap of approximately \$450 million and needed the Legislature to act in 2022 to ensure that we could deliver our projects.

Lisa was pleased to share that, thanks to legislative action and the continued partnership of our EAG members, the funding gap was filled in the 2022 legislative session, as Roger highlighted earlier.

Lisa reviewed the updated delivery schedule for the I-405/SR 167 projects, focusing on the ones that are able to move forward as a direct result of the Move Ahead Washington package, such as the NE 85th Street Interchange and Inline BRT Station Project in Kirkland, the Brickyard to SR 527 Improvement Project, and the SR 167 Corridor Improvements Project.

Next, Pani Saleh, Director of Toll Business Administration, provided an updated tolling forecast. Although traffic patterns have not yet made a full recovery since the pandemic, the average monthly toll revenues show that toll revenues are beginning to recover and travel patterns are starting to return to pre-pandemic levels.

Pani explained that in July 2021, the Toll Division Back Office System transitioned to a new vendor and that impact had a domino effect in terms of processing and creating a backlog of all the transactions they collected,



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particularly for the express toll lanes on I-405. Because of this, the data is a bit skewed to the after July 2021. The WSDOT Toll Division will continue to track what the recovery looks like.

## **Discussion:**

- Doug Levy asked if Pani could explain the reason for the big upward spikes in Dec. 2021 and Jan. 2022.
  - Pani responded that, as she was explaining earlier, the completion of the Toll Division Back Office System transition created a backlog of transactions and that was completed in December and January, so the actual revenue was processed during that time, resulting in higher numbers for December and January.

## **V. I-405/SR 167 project updates**

Lisa Hodgson, I-405/SR 167 Program Administrator, highlighted upcoming project milestones, starting with a groundbreaking ceremony to kick-off construction for the 132nd Street Interchange Project. Graham Contracting, Ltd. is beginning construction on a new half interchange to and from the north at Northeast 132nd Street in Kirkland. She invited EAG members to the groundbreaking event on May 16 from 11 a.m. to noon at the Kingsgate Park and Ride.

Next, Lisa reported out on progress and early milestones on the \$710 million Renton to Bellevue project. With recent developments in the concrete strike and concrete starting to become available again, WSDOT and the design-builder are working together to understand the complete effects of the strike. The Renton to Bellevue Project team is working hard to promote opportunities for Disadvantaged Business Enterprises (DBEs). They are committed to creating a more inclusive and equitable transportation system here in Washington, and to date, have partnered with 78 minority, small, veteran, and women business enterprises (MSVWBE) on the Renton to Bellevue project for a total of \$51,297,827.

A replacement of the Main Street Bridge in Bellevue is necessary in order to accommodate the widening of I-405. To accommodate this work, a full weekend closure of I-405 is needed for the demolition of the bridge. Additionally, there will be a 150-day closure of the Main Street Bridge and an additional 60-days of single lane traffic following the full bridge closure. The project team is working closely with our partners throughout the region to coordinate this closure and ensure the detour routes are effectively signed and messaged. This closure is currently scheduled for Friday, June 17. The project team will be sharing additional details about the closure logistics and public engagement in the coming weeks.

Robin Mayhew, Director of Management of Mobility, provided an update on the SR 167 Master Plan project and introduced their new Planning Manager, April Delchamps. They are giving the SR 167 Master Plan a refresh and are doing a planning and environmental linkages study, which is an opportunity to bring together the planning process with environmental work that is traditionally separate. She explained that it is a five-phase process, and they are now in phase three and about to start phase four, which means they are focused on developing and screening strategies and will develop and evaluate multimodal scenarios next. They have been engaging with their equity advisory committee, technical advisory committee, and policy advisory committee. This summer they expect to do several community forums along the corridor. The project team is continuing to work on developing scenarios and narrowing it down from five scenarios to three, and then will decide on one scenario.

## **Discussion:**



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- Senator Lisa Wellman commented that she would like to have the bicycle clubs, if they have not already, create an overview of bike trails and access in urban areas. Who is doing well supporting bike travel? What is working and what and where is it not working?

## VI. Partnership updates

Paul Cornish, Sound Transit BRT Strategic Projects Director, presented an update on the Sound Transit Stride BRT program. He reviewed key agreements on projects such as the 85th project that Roger and Lisa both mentioned, which is currently out for procurement. He thanked EAG member Deputy Mayor Jay Arnold for being a large part of that effort. Paul reviewed upcoming activities, which include coordinating with WSDOT on key project deliverables and working closely with city staff and project partners on right of way acquisition.

Curt Warber, King County Parks Eastrail Program Manager, provided an update on Eastrail progress. The trail is a critical north-south spine, similar to I-405. He emphasized how connections with I-405 projects help make these trail connections happen. Curt also highlighted the importance of partnerships with partners that include Sound Transit, City of Bellevue, Amazon, and WSDOT. As part of the Renton to Bellevue project, they have opened up a 2.5-mile paved trail and are now focusing on the north end portion of this trail. The Wilburton section cannot be opened to the public until the Wilburton Trestle is completed. The Trestle is on track and King County is hoping to get final funding to be able to complete this project.

### **Discussion:**

- Councilmember Valerie O'Halloran asked about parking at South Renton Transit Center and if that facility has been deferred or if it is moving forward.
  - Paul Cornish answered that the project has been deferred.
- Senator Lisa Wellman said that in the future she would like some consideration or information on aging population and how it is addressed or considered multimodal since she did not see bike parking at the new shopping centers.

## VII. Wrap up

Secretary Millar thanked the group for their continued partnership and participation. The meeting adjourned at 11 a.m.