



CITY OF KIRKLAND
Department of Public Works
123 Fifth Avenue, Kirkland, WA 98033 425.587.3800
www.ci.kirkland.wa.us

To: Dave Ramsay, City Manager

From: Daryl Grigsby, Public Works Director
David Godfrey, P.E., Transportation Engineering Manager

Date: February 23, 2007

Subject: Regional Transportation Information for the 2007 Council Retreat

This memo covers 5 regional transportation topics:

1. SR 520 Bridge Replacement and HOV project
2. Regional Transportation Improvement District
3. Sound Transit's next phase; ST2
4. I-405 projects beyond Stage 1 of the Kirkland Nickel
5. King County Metro's Transit Service increase; Transit now

Most of the information is a collection of documents that are available on agency websites. This year there are several large transportation initiatives that will be influenced by the actions of the current state legislative session. Therefore, it is likely that some of the information presented here will change or be more fully formed after this memo is finalized but before the Council Retreat takes place.

1. SR 520

Last December the Governor selected the 6 lane alternative as the preferred alternative for the SR 520 Bridge reconstruction. She sited a lack of funding as a major obstacle to the completion of the project. Although the RTID board has proposed \$1.1 billion in funding, the project still has a shortfall of over \$2.5 billion. **Attachment 1** is a slide show from a WSDOT presentation to the Senate Transportation Committee on February 21, 2007. It is a fairly high-level document that describes where the project is, next steps, who the decision makers are and gives more detail about the funding situation.

2. Regional Transportation Improvement District

The RTID is currently gathering public comment on their draft plan known as the "Blueprint for Progress". Funding for SR 520 has been increased and funding for the Alaska Way Viaduct has been decreased from earlier iterations of the plan. Projects on I-405 are south of I-90. RTID and Sound Transit are coordinating their planning in anticipation of a single ballot measure in fall of 2007. **Attachment 2** describes the Blueprint for Progress in detail.

3. Sound Transit next phase, ST2

This fall Sound Transit will have a joint ballot measure with RTID to fund a road and transit package. At the time of this writing it is anticipated that this will be a “single pull” measure. As the votes are counted, they will be sorted by area in order to determine if the RTID measure passed in the RTID district and if the ST2 measure passed in the Sound Transit district. The Sound Transit Board is currently getting public comment on their proposal, which is scheduled for adoption by the Board in April. The proposal has not changed much since it was introduced in December. **Attachment 3** describes the proposal.

4. I-405

Stage 2 of the Kirkland Nickel project is being combined with other elements of the I-405 master plan funded through the “Transportation Partnership Account” (gas tax funding passed in 2005) into a new project called the *I-405 SR 520 to I-5* project. **Attachment 4** is a fact sheet describing the project. Note that new investments in I-405 through RTID are focused south of I-90. Projects in Kirkland such as reconstruction of the NE 124th Street or NE 85th Street interchanges do not have a foreseeable funding source.

5. Transit Now

Transit Now is a King County Metro initiative to increase transit service funded by a 0.1% sales tax increase passed last fall. Transit Now service improvements have already been put in place in Kirkland including longer hours of service on Route 234 and greater Sunday frequency on Route 245. **Attachment 5** is a map of the Transit Now system improvements and **Attachment 6** is a detail of proposed east sub area improvements. Metro has not released a schedule of service implementation associated with the Transit Now proposal. They have also not released details on the partnership program by which local agencies and others can partner with Metro to obtain new service.

SR 520 Bridge Replacement and HOV Project Status Report

Dave Dye
Project Administrator
Urban Corridors Office

John Milton
Project Director
SR 520 Bridge Replacement and HOV Project

Douglas B. MacDonald
Secretary of Transportation

Paula Hammond
Chief of Staff

Senate Transportation Committee
February 21, 2007

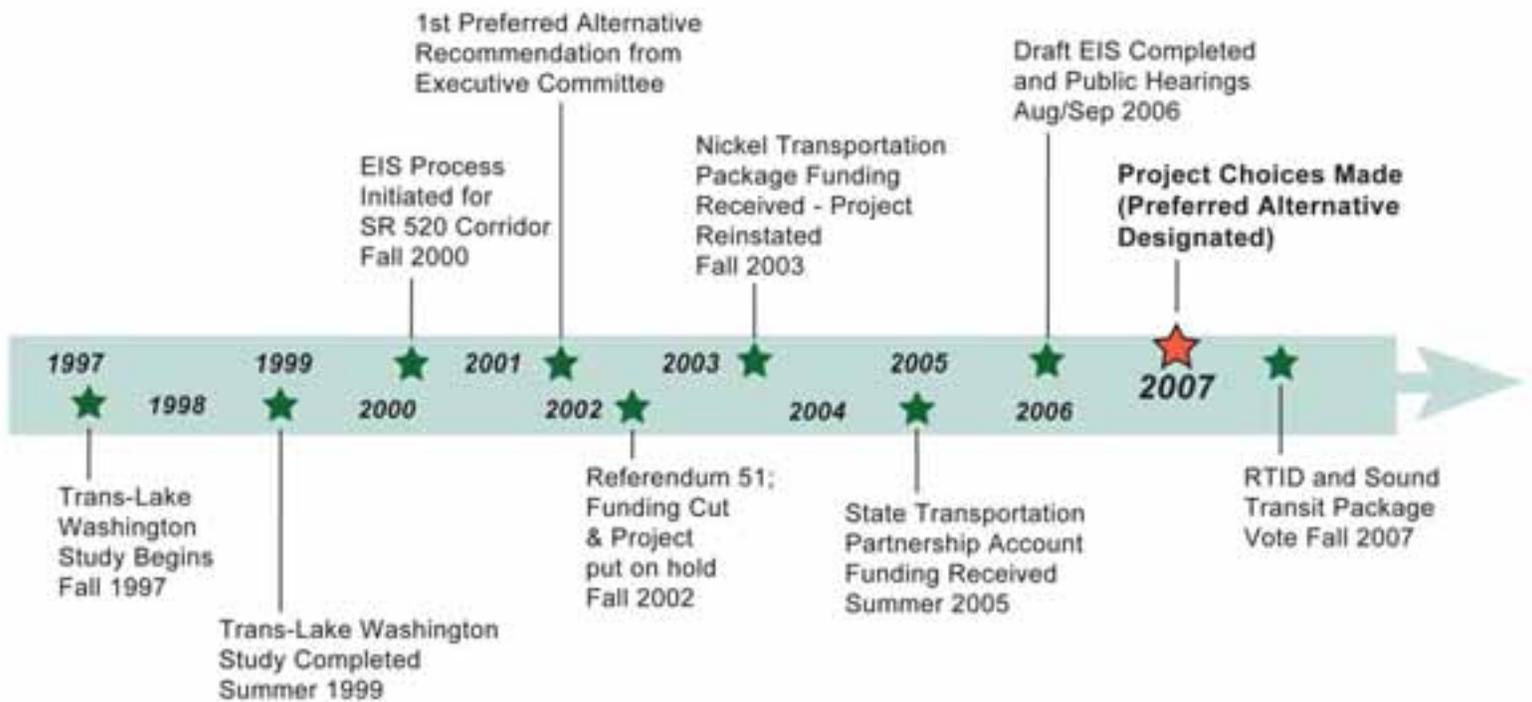


SR 520 Bridge Replacement and HOV Project Agenda

- How did we get to where we are today?
- Where are we today?
- Where are we going?

SR 520 Bridge Replacement and HOV Project

How did we get to where we are today?



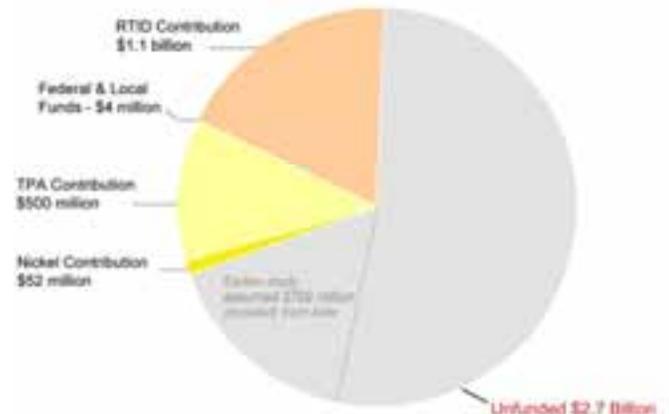
SR 520 Bridge Replacement and HOV Project

Where are we today?

- **Vulnerability** – SR 520 faces risks from earthquakes and windstorms
- **Floating Bridge and Eastside Design** – We are moving forward on six-lane design to add transit capacity to current SR 520 corridor
- **West side interchange** – We must resolve remaining west side alignment, interchange, and mitigation issues in order to complete project choices
- **Funding**
 - Project cost estimates will be reviewed as project choices and design are resolved
 - Pie chart shows large funding gap even assuming \$1.1 billion in RTID funding. Finance plan using tolling and other sources must still be developed

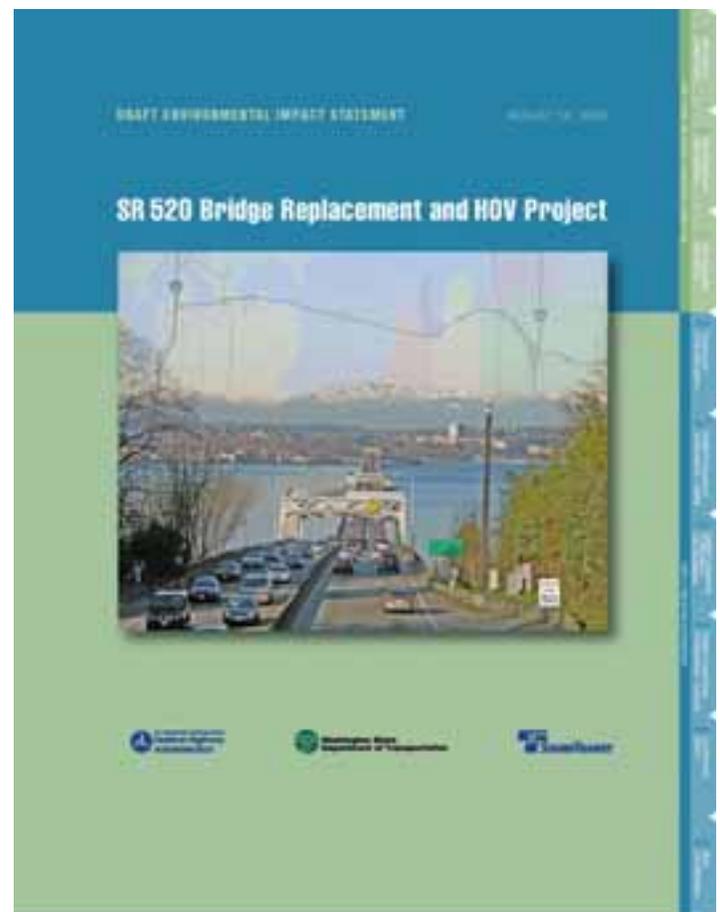


Project Funding
\$4.38 Billion (Most Likely Cost)



SR 520 Bridge Replacement and HOV Project Environmental Impact Statement process

- Draft Environmental Impact Statement – August 2006
- Unprecedented number of public comments – more than 1,700
- Currently analyzing comments and preparing responses
- Supplemental Draft EIS is under consideration perhaps to study park impacts, construction impacts, and other issues. SDEIS adds a long period to project development

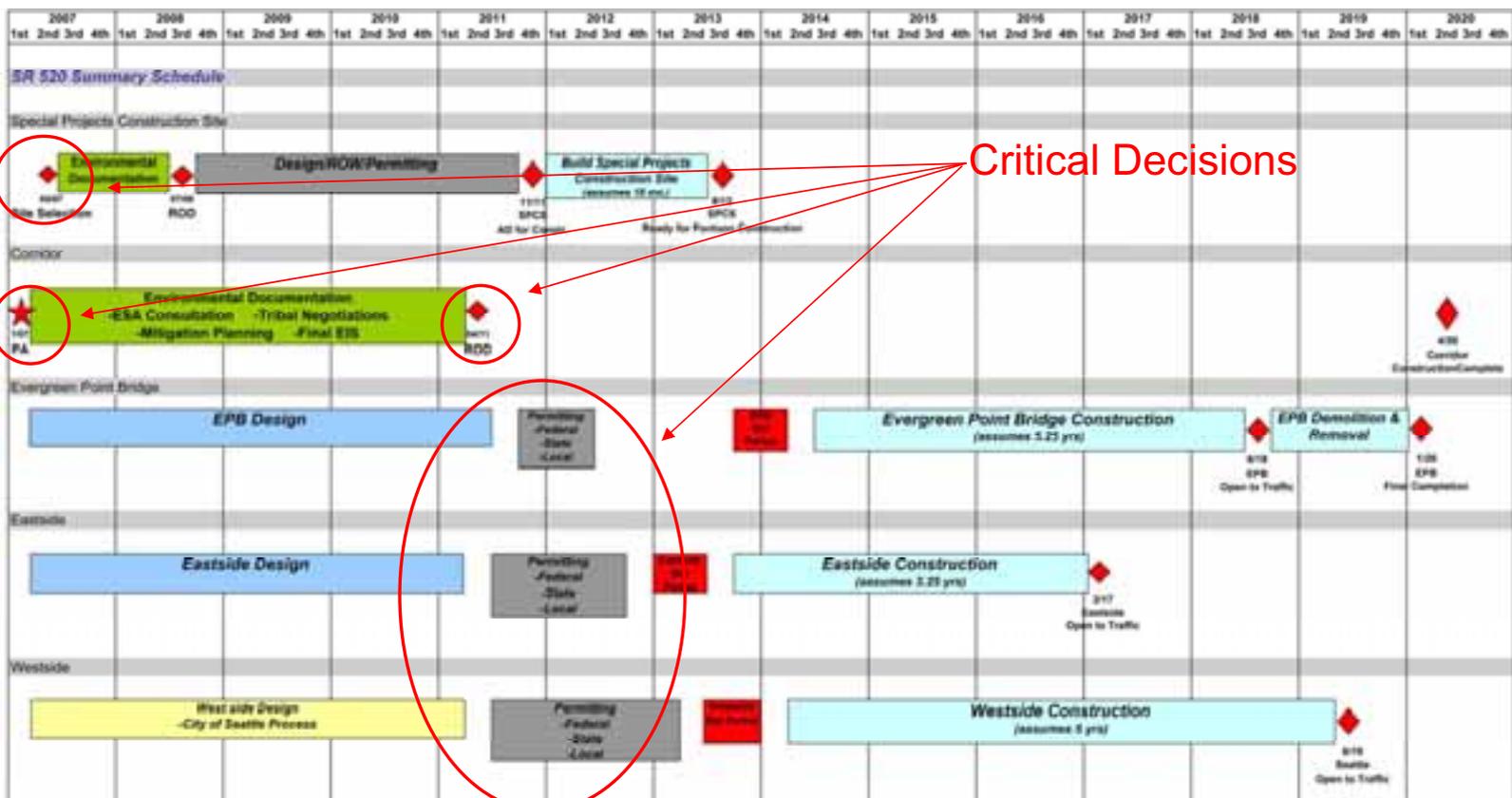


SR 520 Bridge Replacement and HOV Project

Construction challenges

1. Constructing corridor improvements while maintaining traffic
 - I-5 Connection
 - Interchange configuration: Montlake Interchange or Pacific Street Interchange, etc.
 - Coordination with Sound Transit's North Link at Husky Stadium
2. Constructing new floating bridge pontoons
 - Construction methods and sites now under review at WSDOT
 - Numerous sites under consideration
 - Decision expected in mid-2007
 - Additional environmental review likely required for pontoon construction program
3. Constructing in Lake Washington, Union Bay and Portage Bay, and numerous local neighborhoods
 - Limitations to protect salmon habitat (Endangered Species Act)
 - Concern for protected park and recreation areas, including Arboretum
 - Minimize construction effects in neighborhoods
 - Accommodation with Tribes' treaty-based fishing rights

SR 520 Bridge Replacement and HOV Project Project schedule: Fall 2006 plan (to be updated)



SR 520 Bridge Replacement and HOV Project Critical decisions – who decides?

- Delays in **decision-making** and **funding allocation** are the biggest risks to the success of the project
- Decision-making is complex and diffuse. For example:
 - WSDOT leads process to bring all parties to agree on key project choices
 - State funding decisions are entirely in the control of the State Legislature
 - Various agencies and jurisdictions hold permitting approvals for the project
 - Voters will play key role in funding approval for RTID investment
- Decision-making depends on extensive technical and engineering analysis prepared by WSDOT-led project team
- NEPA Environmental Impact Statement process requires “hard-look” at environmental consequences in order to inform all decision-makers’ actions. This work will eventually be documented in NEPA “Record of Decision” prepared by FHWA, Sound Transit, and WSDOT

SR 520 Bridge Replacement and HOV Project **Cost estimates for project plan as analyzed in mid-2006 with expectation of construction in 2013 – 2018**

Range	6-Lane with Montlake Interchange	6-Lane with Pacific Interchange
Low	\$2.84 billion	\$3.34 billion
Likely	\$3.9 billion	\$4.38 billion
High	\$4.87 billion	\$5.34 billion

Cost estimates reviewed by the Expert Review Panel, September 2006

Cost estimates will have to reviewed and refined as project plans are finalized, mitigation costs are more completely incorporated, construction cost inflation becomes clear, and construction timeframe settles.

SR 520 Bridge Replacement and HOV Project
Current anticipated assumptions to capitalize
“most likely construction cost” \$4.4 billion

Anticipated Funding Sources	Amount
2003 State Nickel Package	\$52 million
2005 State Transportation Partnership Package	\$500 million
2005 Federal Funding	\$1 million
2007 Regional Transportation Investment District package (pending voter approval)	\$1.1 billion
Total Funds Anticipated	\$1.653 billion

Remaining Capitalization Requirement (depending on finalization of costs)	\$2.747 billion, more or less
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SR 520 Bridge Replacement and HOV Project Catastrophic Failure Plan

- Develop Communication Plan and Traffic Management Strategies in the event of a failure which:
 - Address seismic and storm failures
 - Develop quick response and implementation plans
 - Restore corridor connectivity
 - Ensure compatibility with future corridor plans
- Includes SR 520, I-90, I-405, I-5, SR 522, SR 99 corridors/ jurisdictions and transit operators
- Also includes Pontoon Construction Site which must be operational before reconstruction could begin



Revised Blueprint for Progress

The 2007 revised *Blueprint for Progress* is a draft plan that proposes investments in highways, bridges and roadways in Snohomish, King and Pierce counties. The proposed projects will reduce congestion and ease chokepoints—today and in the future—in the Puget Sound region's most heavily traveled corridors.

The Regional Transportation Investment District is developing the road-investment plan in cooperation with Sound Transit, which is crafting a plan to expand the regional transit system.

The agencies' combined Roads & Transit package will be the first-ever plan presented to voters that is a unified program of investments in highways, light- and commuter-rail, HOV lanes, park/ride lots, and express and local bus service.

RTID and Sound Transit leaders are making sure the proposed investments work together for everyone—whether they drive a car or truck or take transit. The Roads & Transit package will go before voters in the three-county region in November 2007.

RTID's Guiding Principles

- Improve safety and reduce congestion chokepoints;
- Add to existing investments in key highway corridors;
- Integrate with Sound Transit mass transit investments to improve mobility for citizens with both roads and transit;
- Make investments throughout the three-county region, so that every area benefits;
- Maximize financial resources by prioritizing investments in critical corridors;
- Keep the Roads & Transit package affordable.

Funding

The projects funded in the *Blueprint* would cost approximately \$8.5 billion, which would be generated by taxes and bond sales. Every dollar raised in each county would stay in that county.

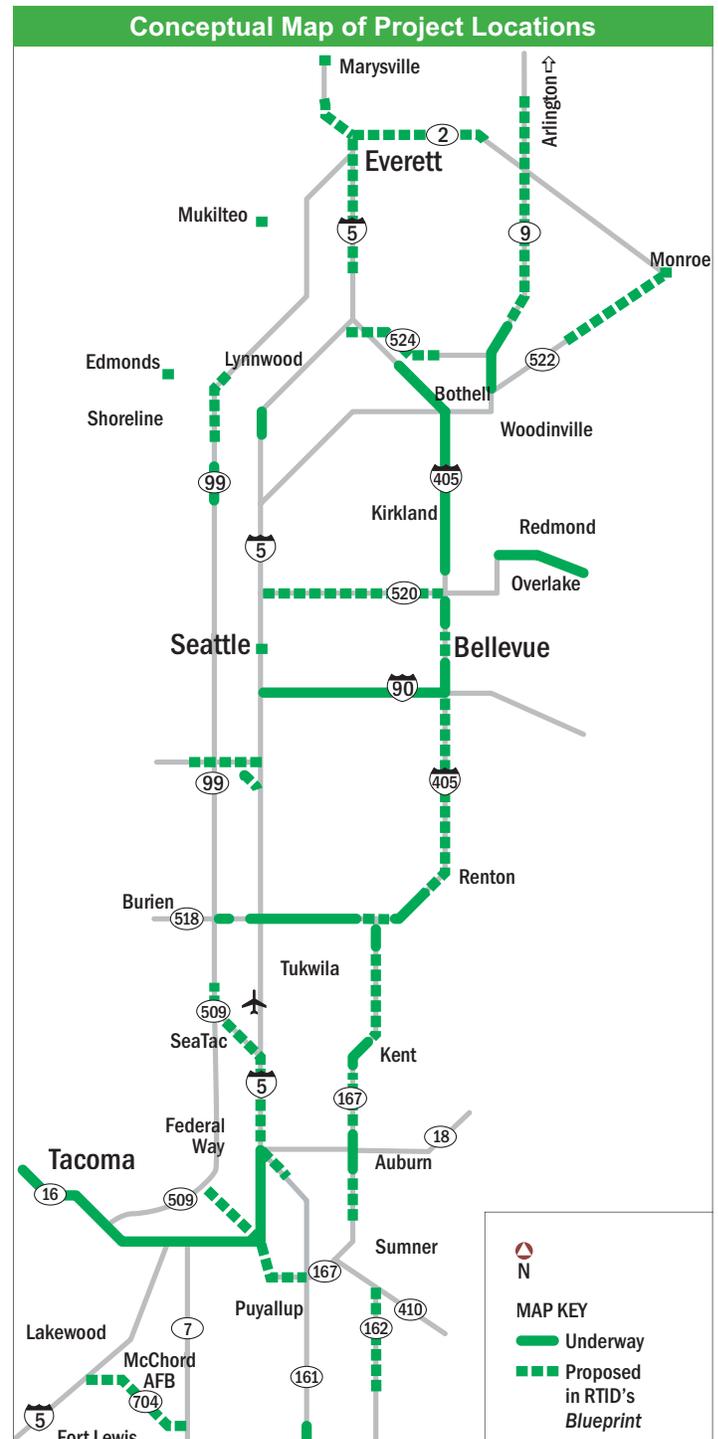
Investments would be funded by two sources:

- ▶ .8 percent on the Motor Vehicle Excise Tax (MVET) or car license fee, which amounts to about \$80 on every \$10,000 of assessed value of a vehicle;
- ▶ .1 percent local sales and use tax, which is 1¢ on every \$10 purchase.

Next Steps

- January-April 2007:
 - ▶ RTID gathers public input on draft plan
 - ▶ RTID and Sound Transit integrate road and transit plans
- Late spring 2007: RTID and Sound Transit finalize plans
- Summer 2007: County councils vote on road plan
- November 2007: Public votes on Roads & Transit plan

For More Information: www.rtid.org



Highlights of Proposed Regional Road Investments

The following are the major transportation improvement projects proposed in the draft *Blueprint for Progress*. For a copy of the draft *Blueprint*, which includes descriptions of all projects proposed for the 2007 ballot, please visit www.rtid.org/blueprint.

King County

State Route 167 Green River Valley: Completes HOV lanes on the south King County section of SR 167, adds new lanes between Sumner and Renton, fixes chokepoints.

I-405 expansion from Bellevue to Renton: Provides additional lanes in each direction from SR 169 (Maple Valley Highway) to I-90 to eliminate one of the most significant chokepoints in the region.

I-405 and State Route 167 Interchange: Builds a direct connection between HOV lanes on I-405 and SR 167 to address the most congested interchange in the state.

I-5 and State Route 509: Extends SR 509 to directly connect with I-5 to improve freight mobility, reduce Southcenter Hill traffic jams and create a new south access road to Sea-Tac Airport.

I-5 and State Route 18: Reconstructs this Federal Way interchange by adding merge/exit lanes on I-5 and realigning SR 18—helping to relieve back-ups at one of the most congested chokepoints in the state.

State Route 520 Bridge replacement: Provides regional funds toward replacing the Evergreen Point Floating Bridge.

Seattle Mobility and I-5 Chokepoint Improvements*: Replaces the I-5 Spokane/Lander Street viaduct, improves the I-5/Mercer Street connection, builds a direct access ramp from I-5 to the Industrial Way/South Bus Way and replaces the South Park bridge.

Pierce County

State Route 167 extension: Completes SR 167 from Puyallup to the Port of Tacoma. Improves SR 161 in Puyallup to help relieve congestion for commuters, truckers and shippers.

State Route 162: Adds capacity to SR 162 in the vicinity of Sumner and Orting to ease congestion in this fast growing area of Pierce County.

State Route 704 and I-5 (Cross Base Highway): Provides a critical east-west corridor link between I-5 and SR 7 passing through Fort Lewis and McChord Air Force Base.

Snohomish County

US 2: Alleviates chokepoints on the US 2 trestle and completes first phase of the Monroe bypass.

State Route 9: Widens and improves SR 9 to Lake Stevens.

I-5 Corridor Improvements: Fixes key interchange chokepoints at US 2, 128th St SW, Everett Mall Way, 100 St SE, 116th St NE, 88th St NE, South Broadway and at SR 524 and SR 531.

State Route 522: Completes the missing link on SR 522 from SR 524 to the Snohomish River.

Other key east/west and north/south road and transit improvements.

***Alaskan Way Viaduct:** RTID has been informed that viaduct replacement will not require regional funding.

Roads & Transit

RTID is working closely with Sound Transit to plan an integrated set of highway, bridge and transit improvements. The agencies' common goal is to better manage the Puget Sound region's traffic and improve the quality of life for all residents—whether they drive a car or truck or take transit.

The integrated proposal—called Roads & Transit—will be presented to voters in November 2007.

For more information:

*Regional
Transportation
Investment
District*
www.rtid.org

 **SOUNDTRANSIT**
www.soundtransit.org

Regional Transportation Investment District

Executive Board

Shawn Bunney, Pierce County
Chair

Julia Patterson, King County
Vice-Chair

Dow Constantine, King County

Reagan Dunn, King County

Tim Farrell, Pierce County

Dave Gossett, Snohomish County

Gary Nelson, Snohomish County

Planning Committee

All Executive RTID Board members

Doug MacDonald, Secretary of

Transportation (Non-voting Chair)

Roger Bush, Pierce County

Bob Ferguson, King County

Barbara Gelman, Pierce County

Calvin Goings, Pierce County

Larry Gossett, King County

Jane Hague, King County

John Koster, Snohomish County

Kathy Lambert, King County

Terry Lee, Pierce County

Dick Muri, Pierce County

Larry Phillips, King County

Kirke Sievers, Snohomish County

Dave Somers, Snohomish County

Peter von Reichbauer, King County

For more information: www.rtid.org

SOUND TRANSIT 2 DRAFT PACKAGE

Sound Transit 2 would expand the regional mass transit system by adding more light rail lines and enhancing commuter rail and express bus service between 2008 and 2027. The result would almost double Sound Transit system ridership, provide fast, reliable connections to more places for more people, and cut through congestion in the region's most heavily traveled corridors.

DETAILS

- Expands light rail north from the University of Washington to Lynnwood, south from SeaTac to the Port of Tacoma area, and east as far as Overlake Transit Center, via downtown Bellevue.
- Identifies possible light rail extensions to downtown Redmond and downtown Tacoma by 2027 or thereafter, subject to securing additional funding or cost savings. Makes initial down payments on future extensions through planning, engineering and some real estate acquisition.
- Expands parking and enhances Sounder stations, increasing access to the regional transit system.
- Sets aside funding for future service enhancements to the existing ST Express bus network during light rail construction. As light rail expands, allows redeployment to corridors not served by rail.

BENEFITS

- Responds to the projected 1.2 million additional people living and working in the region by 2030.
- Provides fast, frequent and reliable light rail service free of delays from congestion and weather, with trains running 20 hours/day, every few minutes at peak time.
- Moves more people through the region's most congested corridors, taking cars off the road.
- Connects many of the region's major population and employment centers with fast, reliable rail service, including: Bellevue, Overlake, Lynnwood, Northgate, Capitol Hill, downtown Seattle, Sea-Tac Airport, Federal Way, and the Port of Tacoma.
- Provides rail extensions to Snohomish, Pierce and East King counties from the major light rail investments that North King County and South King County are making: almost 19 miles of light rail between the University of Washington and Sea-Tac Airport, an approximately \$4.2 billion investment.



continued on back

- Builds on experience—financial planning for draft package shaped by Sound Transit’s experience in delivering the initial regional system approved by voters in 1996; application of lessons learned provides a high level of confidence that proposed rail lines can be built with available funds.
- Reaches Northgate by 2018—other extensions would be phased through 2027. Additional project

implementation and financial planning work will continue through winter and spring 2007.

- Funds planning, environmental review, preliminary engineering, and some right-of-way acquisition for potential rail extensions to downtown Redmond and downtown Tacoma.
- Funds studies of additional future high capacity transit extensions.

ESTIMATED RIDERSHIP (2030)

SERVICE	ANNUAL		WEEKDAY	
	Without Package	With Package	Without Package	With Package
Central Link	37 million	90 million	120,000	294,000
Tacoma Link	1.1 million	1.2 million	3,800	4,000
Sounder	4 million	5 million	16,000	19,000
ST Express	15 million	9 million	52,000	33,000
TOTAL SYSTEM RIDERSHIP	58 million	106 million	192,000	351,000

BY THE NUMBERS:

- 160,000** Additional riders on the Sound Transit system
- 12,000** New park-and-ride stalls
- 42-45** Miles of new Link light rail
- 20-22** New light rail stations
 - 9 Additional cities connected by light rail
 - 7 New/improved Sounder stations
 - 2 New I-405 BRT enhancements
 - 1 Mile of new/improved Sounder tracks
 - 1 New streetcar line

FINANCIAL AND SCHEDULE INFORMATION IS PRELIMINARY

All project cost, schedule and financial plan information presented here, online, and in other Sound Transit publications is preliminary and subject to change. Cost estimates and schedules will be under continual refinement through the spring of 2007. Cost estimates and inflation forecasts will be updated periodically to reflect the most current information available.

SAMPLE TRAVEL TIMES (APPROXIMATE)

- Overlake/Microsoft to downtown Bellevue: 10 minutes
- Lynnwood to downtown Seattle: 28 minutes
- SeaTac to the Port of Tacoma: 30 minutes
- University of Washington to downtown Bellevue: 30 minutes
- Downtown Bellevue to Qwest Field: 20 minutes

WHAT IT WILL COST

SALES TAX INCREASE: Five-tenths of one percent.

The estimated annual new cost per household is \$125 (2007 dollars), or 5 cents for every \$10 retail purchase.

From 2008-2027, the total program costs would be funded by an estimated \$7.4 billion (2006 dollars) in new tax collections in addition to existing taxes and bonding.

THE VALUE OF THE INVESTMENTS* (2006 DOLLARS)

Capital Costs	\$9.8 billion
Operating & Maintenance Costs	\$1.2–1.3 billion
TOTAL	\$11.0–11.1 billion

*These figures differ somewhat from previous ST2 materials due to inclusion of the Service Enhancement Fund and regional fund, and technical issues related to constant dollar conversions.



I-405 / SR 520 - I-5 Widening Project

\$ million

SR 520 to I-5 Widening.....\$345.46

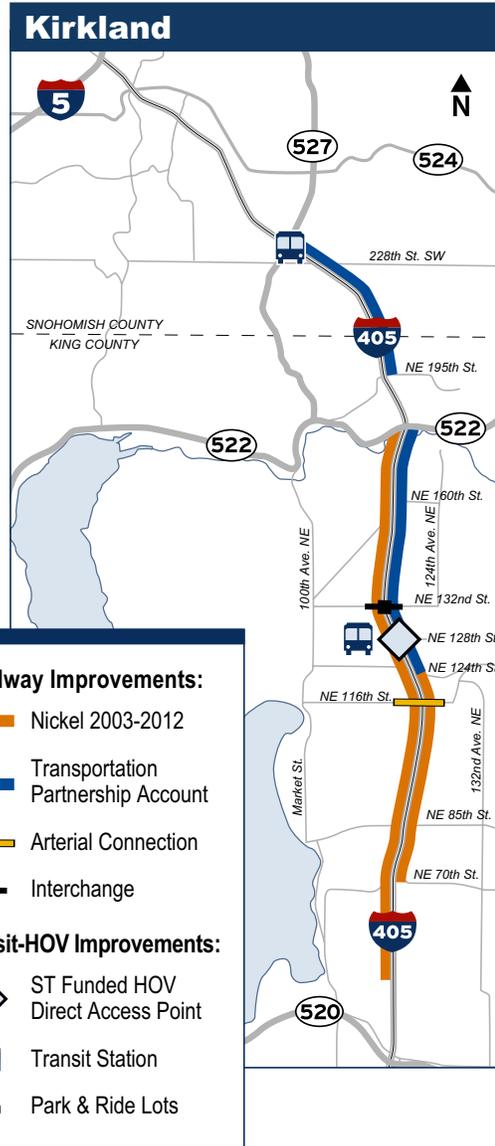
Kirkland Nickel Stage 2\$75.40
NE 124th St. to SR 522\$193.13
NE 195th St to SR 527\$48.18
NE 132nd St. Bridge\$28.75

Project Description

The SR 520 to I-5 Project adds a northbound lane from NE 70th Street in Kirkland to SR 522 and from NE 195th to SR 527 in Bothell. The project also builds one southbound lane from SR 522 to SR 520, two new bridges, northbound and southbound at NE 132nd, and a grade separation for traffic entering I-405 from NE 160th and exiting to SR 522.

Project Benefits

- **Congestion relief.** The addition of the northbound and southbound lanes between SR 522 and NE 70th Street reduces congestion by increasing capacity by one-third. The addition of the north bound lane between NE 195th Street and SR 527 reduces congestion by increasing capacity 50%. This project also eliminates the traffic weave between NE 160th and SR 522.
- **Safety.** The addition of grade separation from NE 160th and SR 522 traffic reduces sideswipe and congestion-related accidents as entering and exiting traffic will no longer have to weave. The increase in capacity northbound and southbound between SR 520 and SR 527 also reduces congestion related accidents.
- **Environment.** The I-405 Corridor Program is designing the project to avoid and minimize impacts to the environment. The SR 520 to I-5 Project will be cleared environmentally through the SR 520 to I-5 Environmental Assessment (EA). Kirkland Nickel Stage 2 has already been cleared through the Kirkland Nickel Project EA in March of 2005.

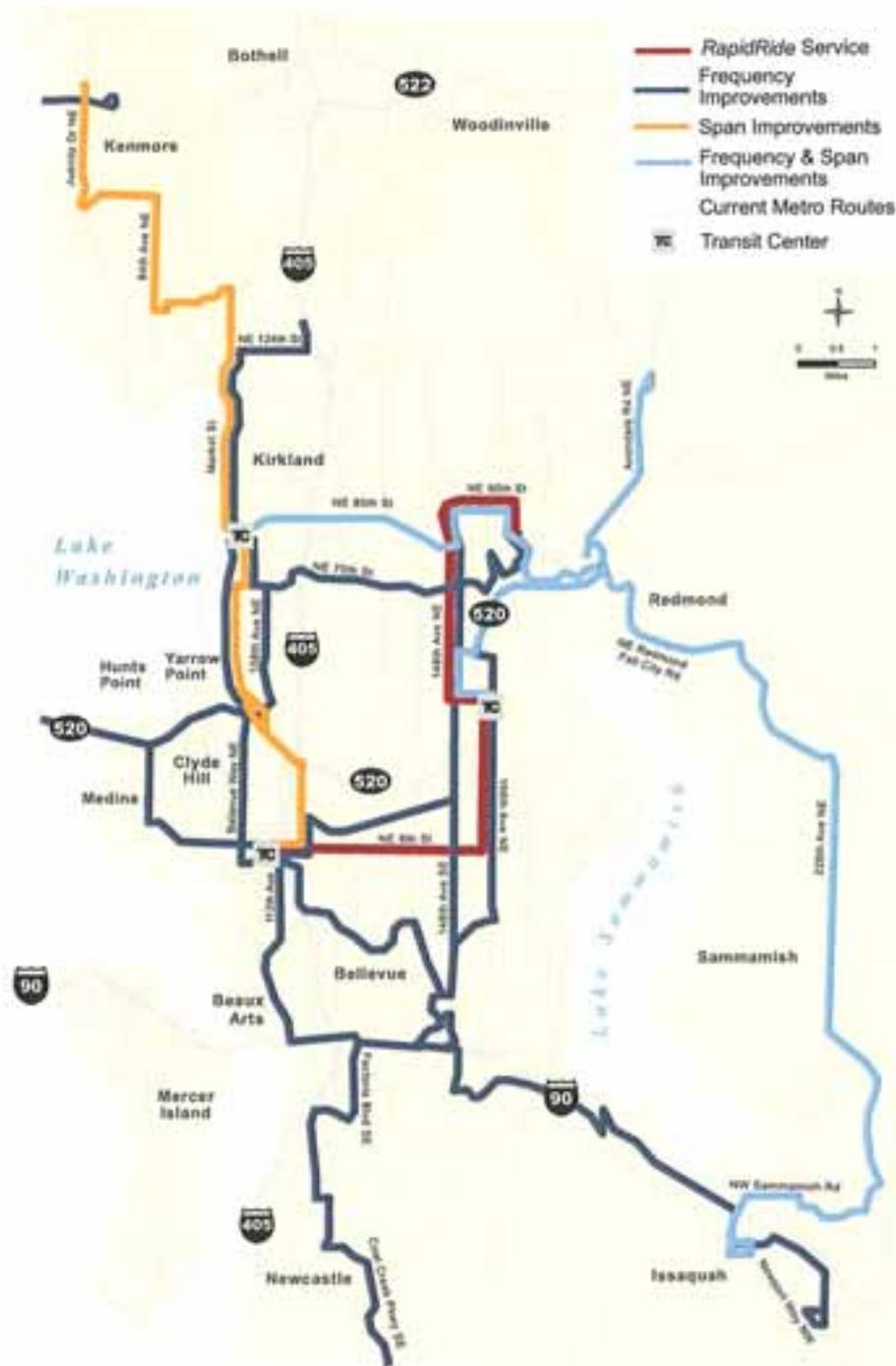


Project Timeline

- The SR 520 to I-5 Environmental Assessment begins scoping activities in Fall of 2006.
- Construction expected to begin in 2008.
- Project completion expected by 2011.

East King County Metro service improvements

Several potential Eastside major route improvements have been identified and examples are shown below. Proposed changes will also be subject to public involvement and input. Metro is currently conducting an outreach process in East King County, and the proposed improvements shown here are consistent with those being discussed by community stakeholders.



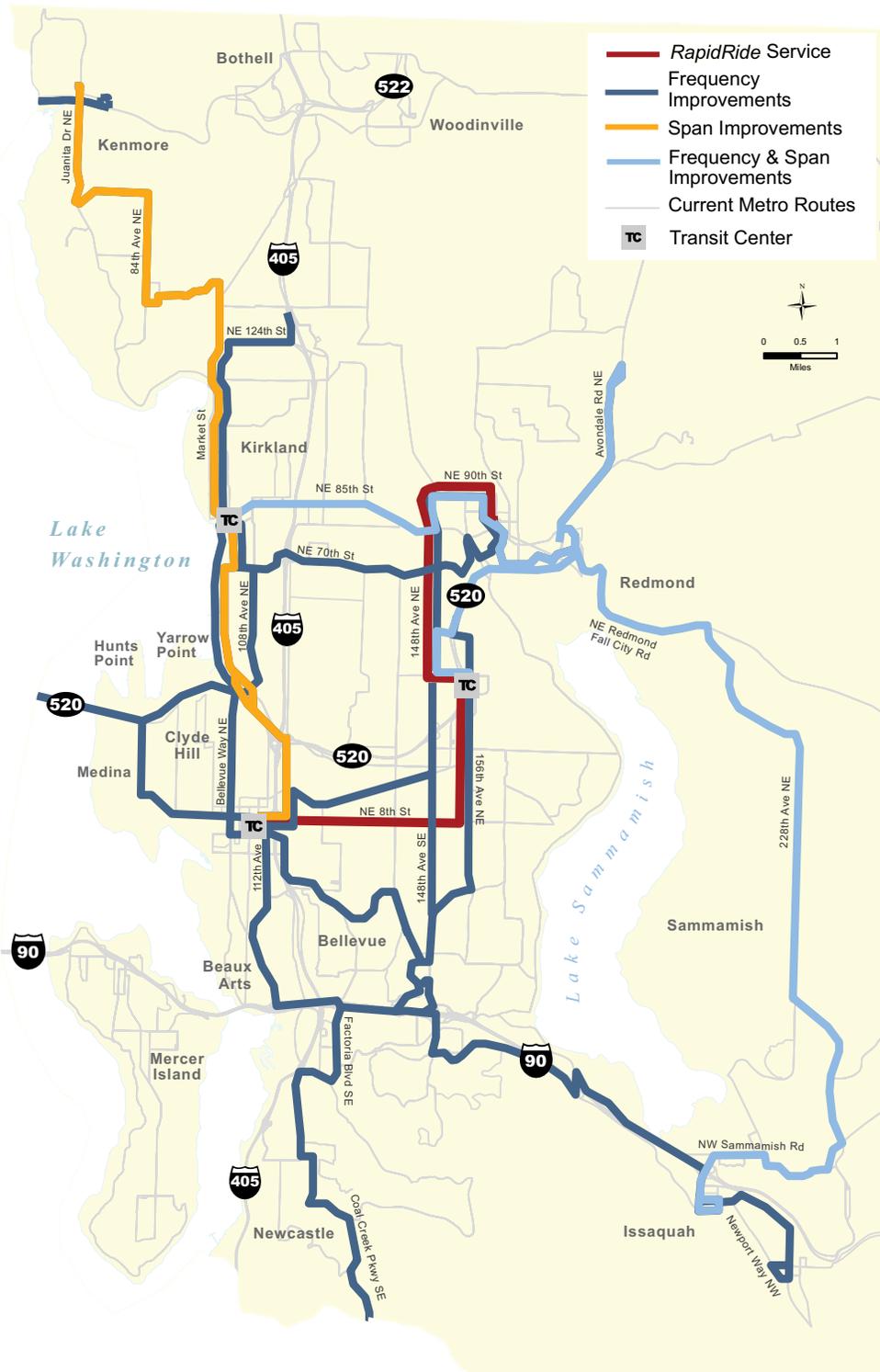
Using new revenue and redeployment of hours from some existing peak-only routes, develop a network of all-day routes with 15-minute service connecting most business and residential centers within the central Eastside area.

New direct connections will also be provided to major job centers on the Eastside.

Core routes connecting Eastside destinations will be improved, including Kenmore, Kirkland, Issaquah, Crossroads, Overlake, Kirkland, Redmond, Bellevue, Bellevue Community College, Eastgate and Factoria.

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