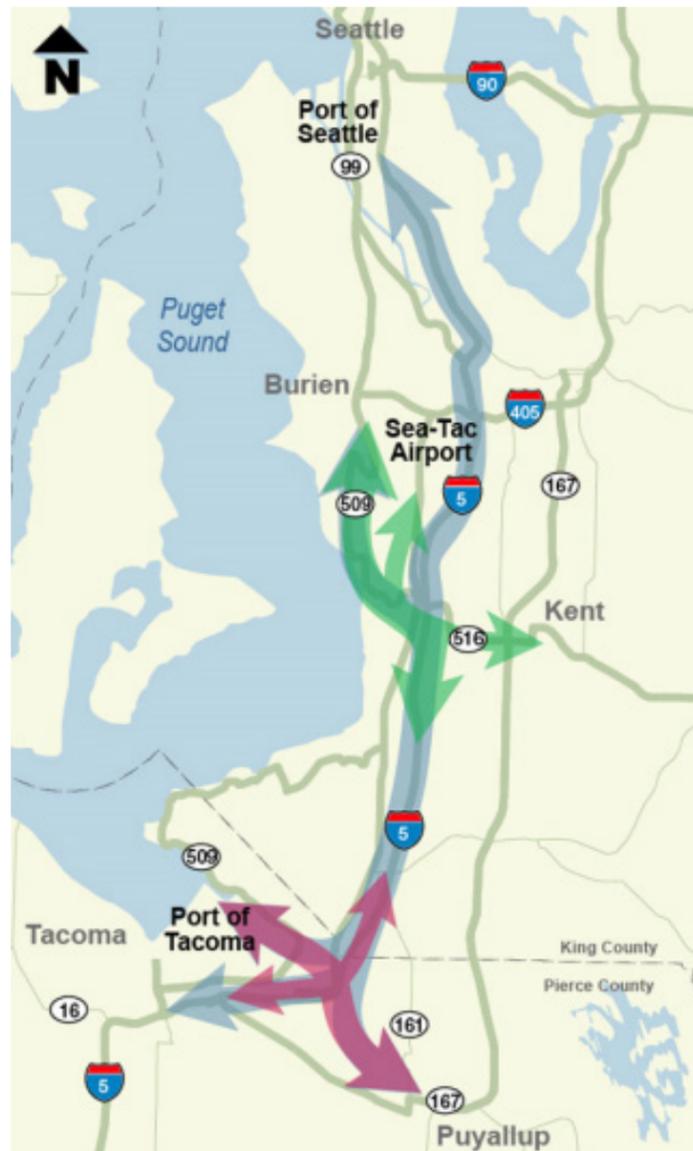


# Puget Sound Gateway Program: What's new?

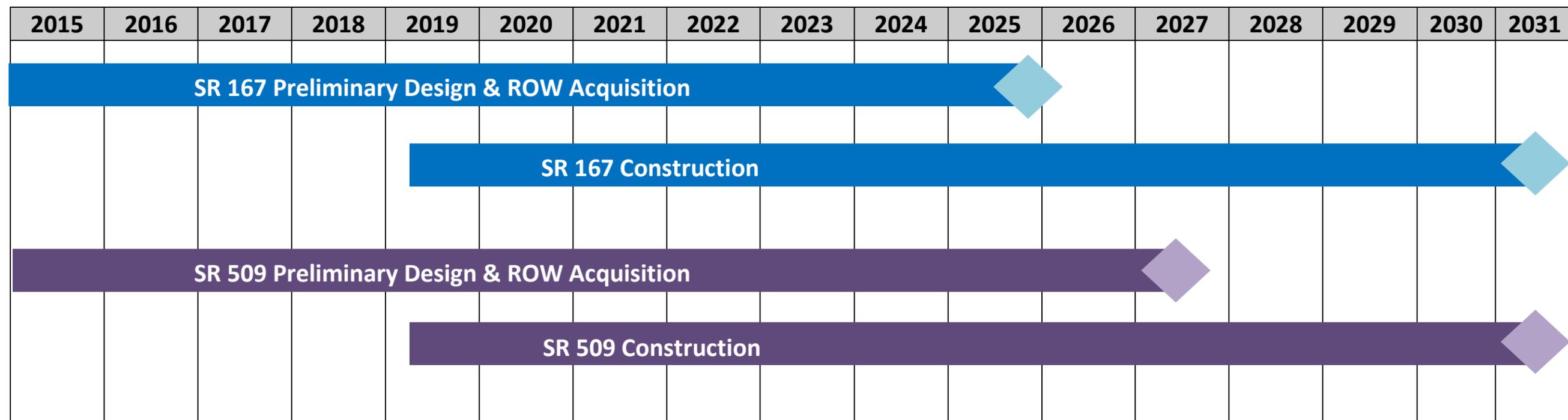


- In July, 2015 Washington State Legislature approved the Connecting Washington Transportation Funding Package.
  - The Connecting Washington Account funds the Puget Sound Gateway Program for \$1.87 billion and will complete SR 509 and SR 167.
  - The Legislature's intent states that \$310 million in funding will come from tolling revenue and other local funding sources.
  - Both projects will be implemented over 16 years.
- WSDOT is beginning the process of refining design and reviewing environmental documentation for SR 509.
- WSDOT wants your input on the project's essential needs and design priorities.

# Puget Sound Gateway Program Funding and Timeline

The Puget Sound Gateway projects (SR 167 and SR 509) are funded on the same 16 year timeline.

- Total cost of both projects is approximately \$3 billion
- Total funding is \$1.87 billion; this amount assumes \$310 million local match and tolling revenue



# What is Practical Design?

## **WSDOT Executive Order 1096:**

WSDOT will design transportation infrastructure related solutions that are targeted to **address the essential needs of a project, not every need**. In doing so, designs are developed with criteria that achieve stated performance for the least cost.

## **ESHB 2012:**

(1)(a) For projects identified as Connecting Washington projects. The legislature encourages the department to continue to institutionalize innovation and collaboration in design and project delivery with an eye toward the most efficient use of resources. **In doing so, the legislature expects that, for some projects, costs will be reduced during the project design phase due to the application of practical design.**

**SR 509 is using practical design to develop a solution that meets the essential needs of the project, while taking community needs and plans into account.**

# Practical Design: SR 509 Essential Project Needs

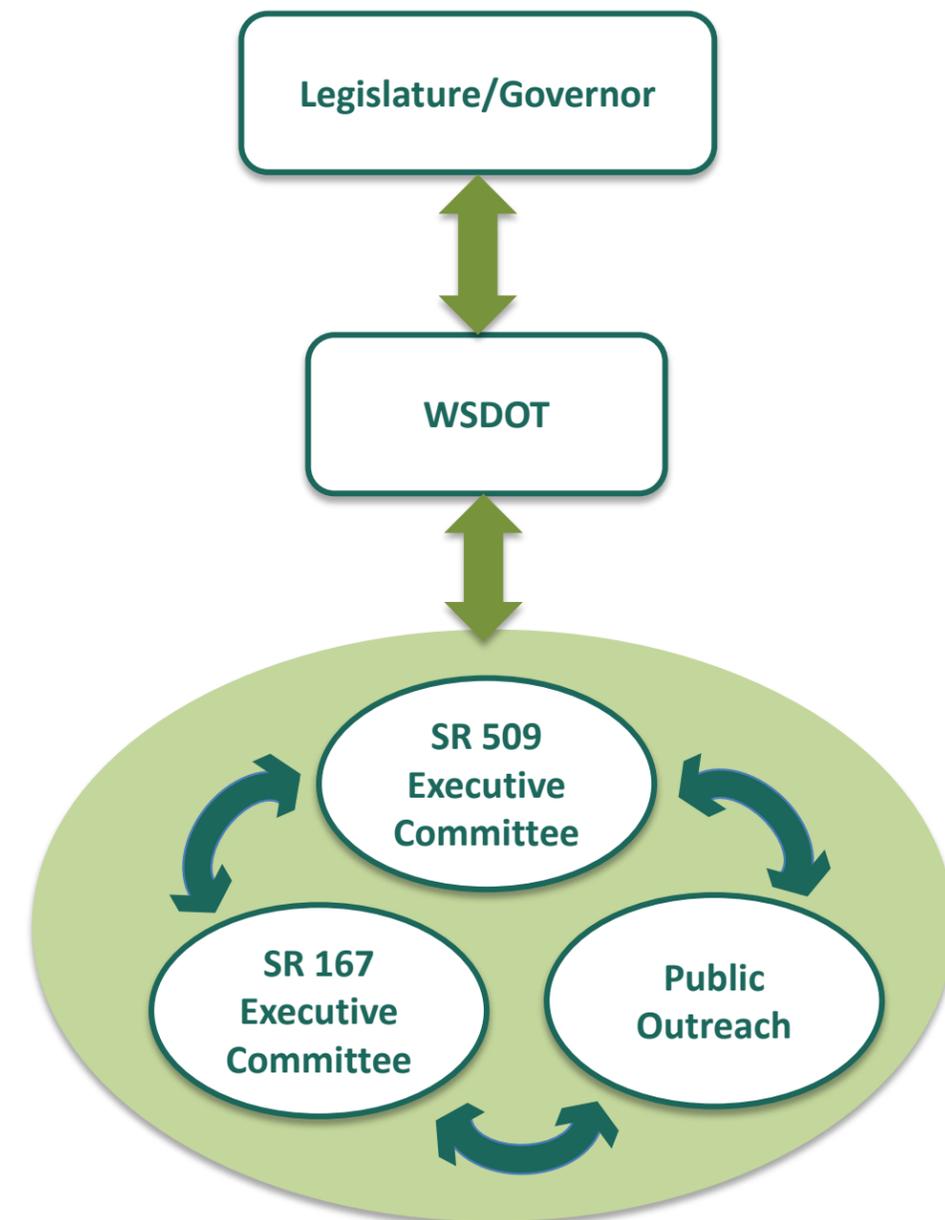
- Complete freeway network (close the gap)
- Ease congestion between Seattle and Tacoma by utilizing unused capacity on SR 509
- Improve southern connection to Sea-Tac Airport for people and goods
- Support Regional Growth Centers for Burien, SeaTac, Kent and Federal Way, and Industrial Centers for Duwamish and Kent
- Improve freight travel time and reliability



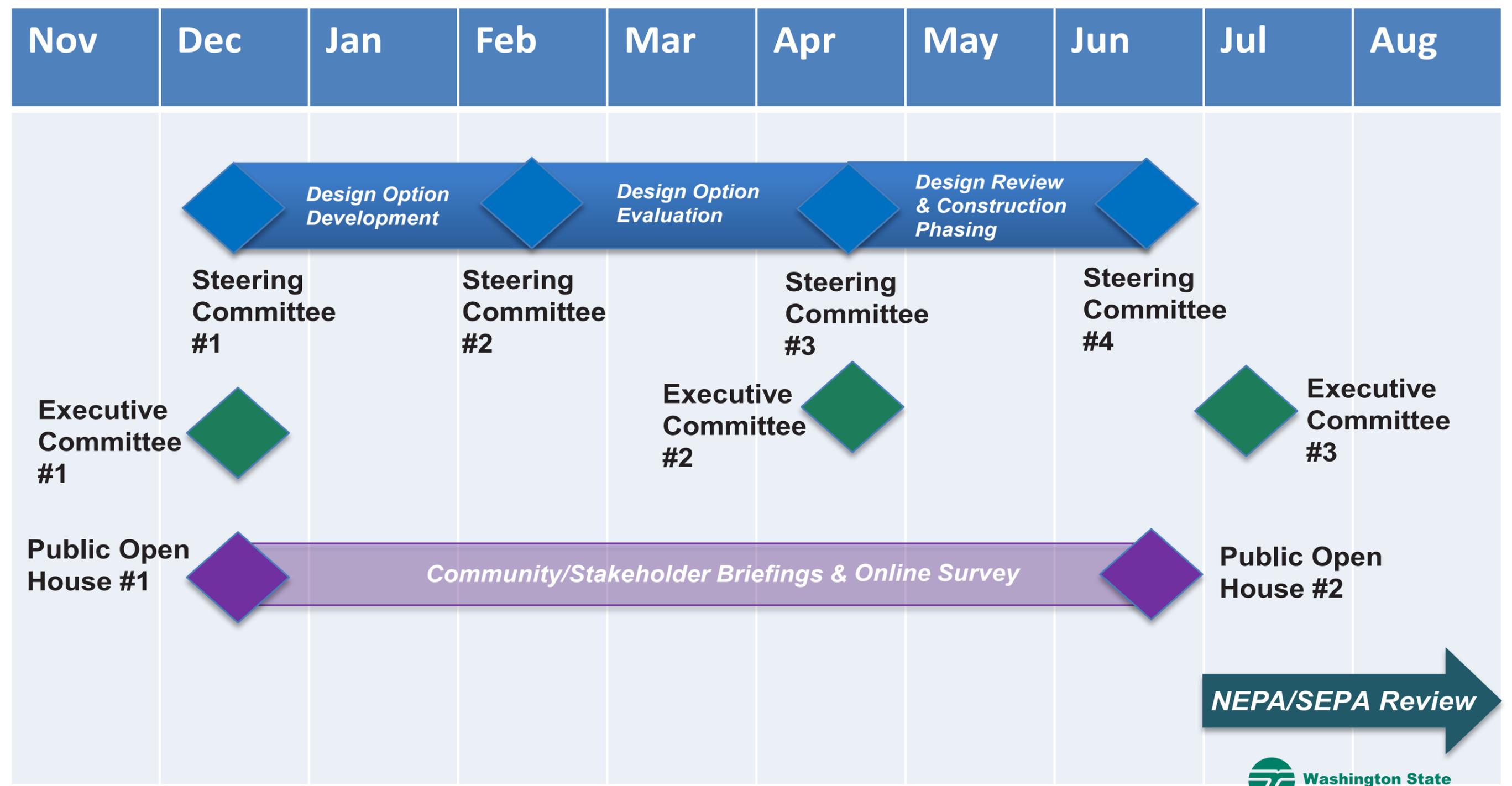
# Puget Sound Gateway Stakeholder Process

WSDOT is establishing Executive Committees to help guide the practical design process, design and construction phasing.

These committees will work together, in conjunction with technical steering committees and the public, to help shape the Puget Sound Gateway Program.



# Public Involvement Schedule



# Environmental Process

- A National Environmental Policy Act (NEPA) Record of Decision (ROD) was completed for the project in 2003.
- The Federal Highway Administration (FHWA) and WSDOT will be looking at the incorporation of tolling into the project as well as potential design refinements of the Selected Alternative.
- Due to potential changes to the project and the amount of time since the ROD was published, FHWA and WSDOT will be conducting a NEPA and State Environmental Policy Act (SEPA) review of the 2003 environmental documentation. This review will look at topics such as:
  - The incorporation of tolling into the project and its effects on transportation and social/environmental justice disciplines,
  - Noise and air quality,
  - Wetlands,
  - Updates to land use, economics, public services, and historic/cultural resources.



# SR 509 Tolling

- The Washington State Legislature designated \$85 million from tolls to be used for SR 509 project funding
  - A toll authorization bill must still be passed by the Legislature before tolling begins
- How will tolling on SR 509 work?
  - All new lanes will be tolled
  - One to two toll points
  - Time of day tolling (similar to SR 520)
  - All electronic tolling (no toll booths)

