

Puget Sound Gateway Program

SR 167 Completion

Steering Committee
March 1, 2016

CRAIG J. STONE, PE GATEWAY PROGRAM ADMINISTRATOR
STEVE FUCHS, PE SR 167 PROJECT MANAGER

Puget Sound Gateway Program SR 167 & SR 509



- Completing the Gateway Program provides more direct links from the state's largest ports to the distribution centers in the region and to Eastern Washington
- Supports community and economic development
- Provides direct access to Seattle-Tacoma International Airport from the south for both passenger and air cargo

Legislative Direction

*In making budget allocations to the Puget Sound Gateway project, **the department shall implement the project's construction as a single corridor investment.***

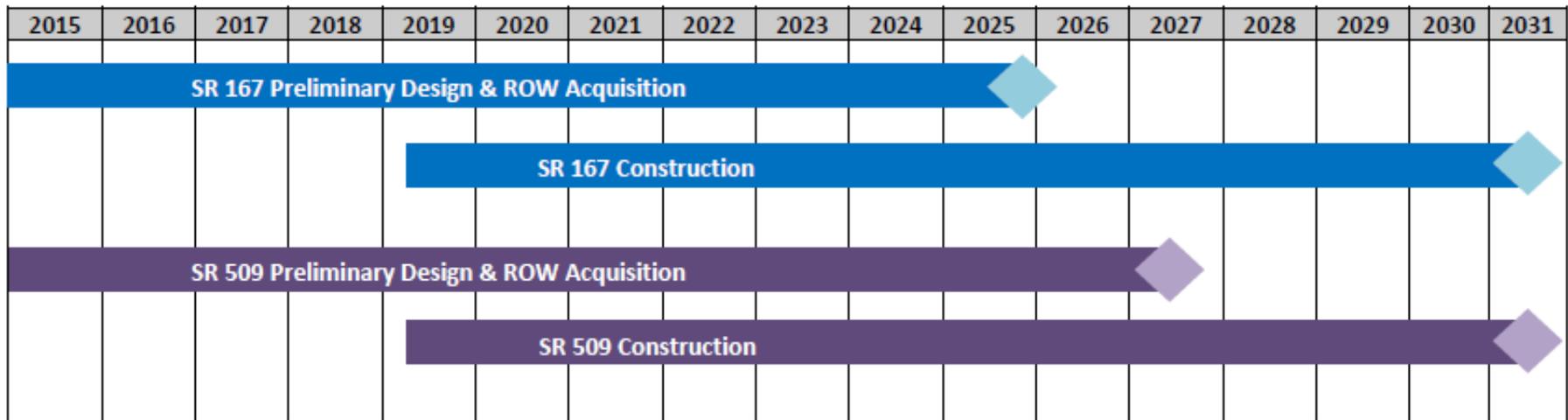
The department shall develop a coordinated corridor construction and implementation plan for SR 167 and SR 509 in collaboration with affected stakeholders.

Specific funding allocations must be based on where and when specific project segments are ready for construction to move forward and investments can be best optimized for timely project completion. Emphasis must be placed on avoiding gaps in fund expenditures for either project.

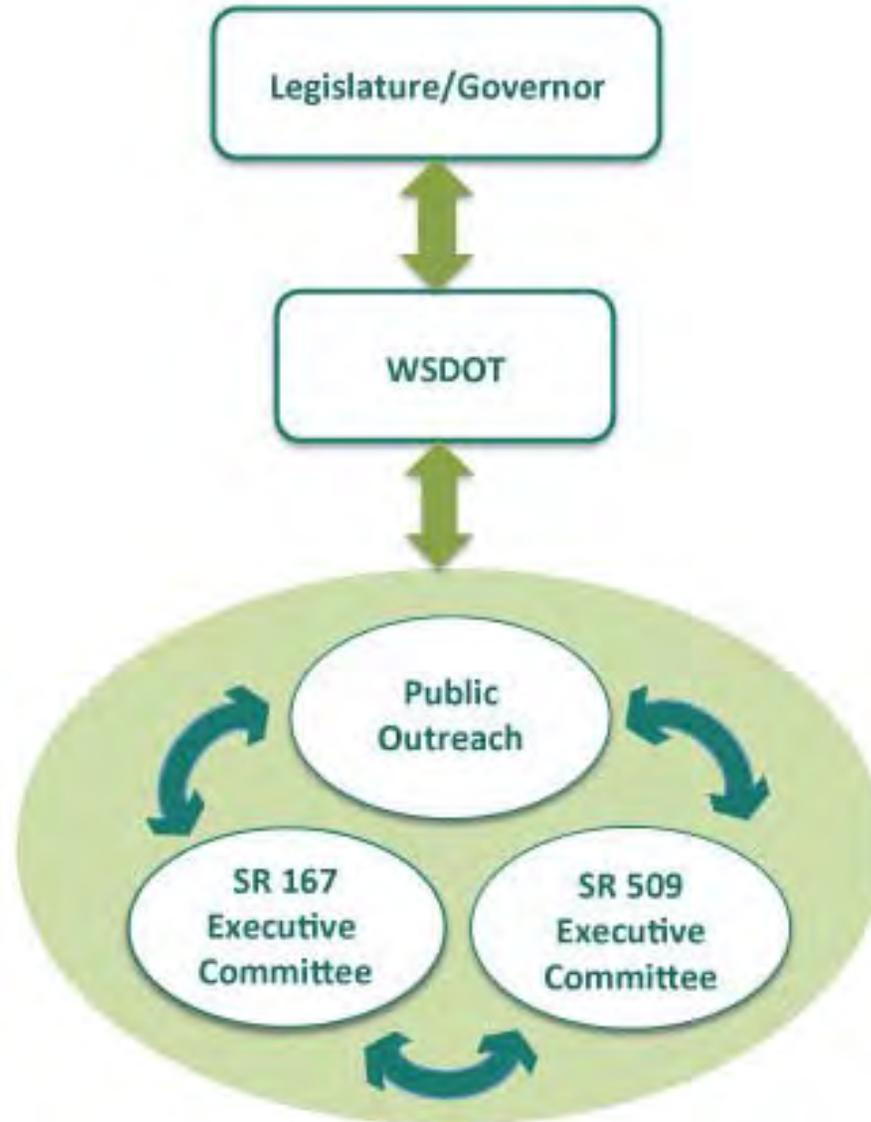
Puget Sound Gateway Program

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

- Total cost of the Gateway proposal was approximately \$3 billion
- Total funding is \$1.87 billion; this amount assumes \$310 million local match and tolling revenue



Puget Sound Gateway Process



SR 167 Steering Committee Charter

Purpose of this SR 167 Steering Committee

- Review public input and listen to other stakeholders in the room about their priorities
- Based on that information, provide strategic advice on how to prioritize needs.
- Review current project design concepts, opportunities & constraints and help to identify additional considerations in each project segment.
- Review and provide feedback on construction phasing and design options.
- Report back to Executive Committee members on outcomes of Steering Committee work and meetings.

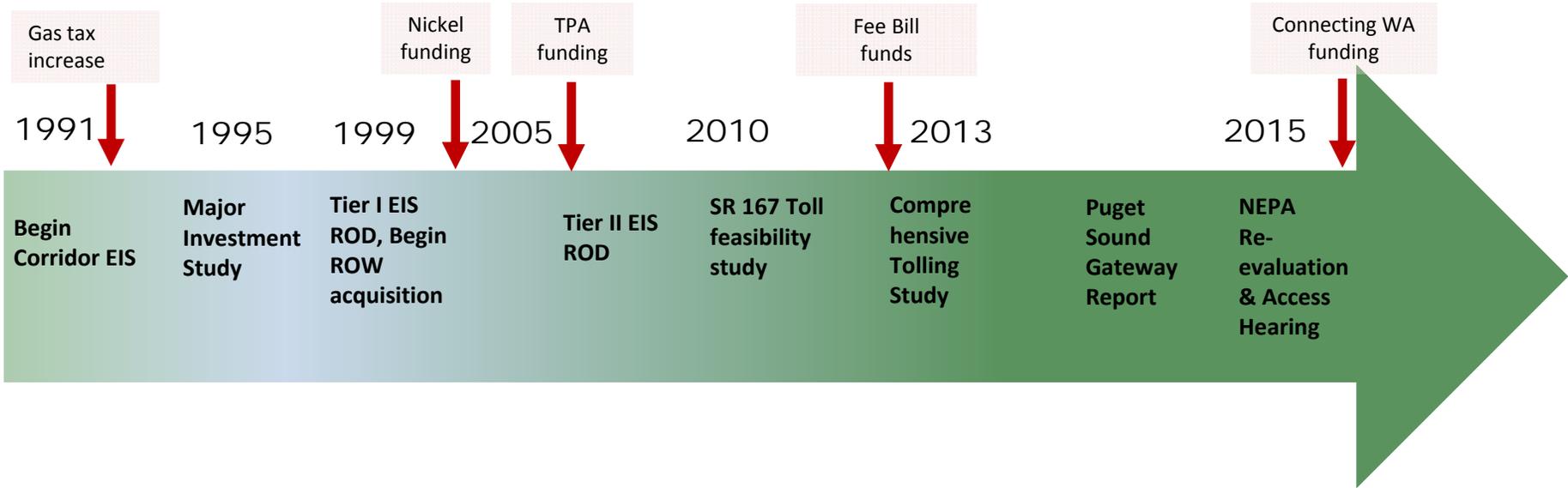
SR 167 Steering Committee

- Andrew Strobel, Puyallup Tribe of Indians
- Christine Wolf, Port of Tacoma\NW Seaport Alliance
- Kevin Snyder, Auburn
- Jimmy Griess, Algona
- Eric Phillips, Edgewood
- Russ Blount, Fife
- Tim Laporte, Kent
- Aaron Nix, Milton
- James Morgan, Pacific
- Rob Andreotti, Puyallup
- Bill Pugh, Sumner
- Kurt Kingsolver, Tacoma
- Letticia Neal, Pierce County
- Darin Stavish, Pierce Transit
- Eric Chipps, Sound Transit
- Charlie Howard, Puget Sound Regional Council
- Shiv Batra, Washington State Transportation Commission
- Dean Moberg, Federal Highway Administration
- Ashley Probart, Freight Mobility Strategic Investment Board
- Carolyn Logue, South Sound Chambers of Commerce Leg Coalition

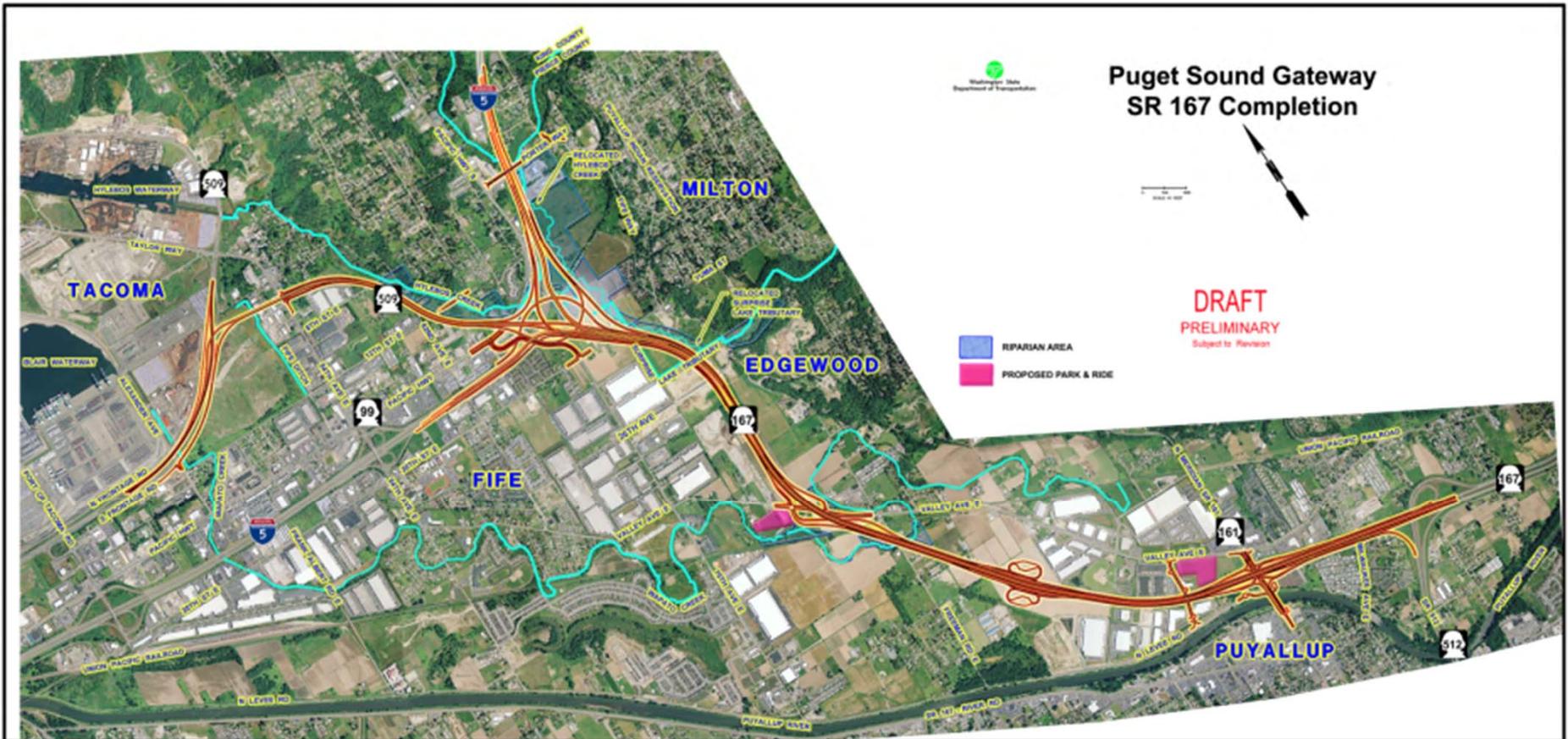
Gateway Program: SR 167 Schedule & Funding



SR 167 History



2008 Refined Design Full Build



Review of Project Needs

2006 EIS Purpose and Need:

- **Purpose:**
 - Improve regional mobility of the transportation system to serve multimodal local and port freight movement and passenger movement between (1) the Puyallup termini of SR 167, SR 410, and SR 512 and (2) the I-5 corridor, the new SR 509 freeway, and the Port of Tacoma.
- **Need:**
 - Complete transportation system linkages, accommodate travel demand and capacity needs, and improve intermodal relationships.

Review of Project Needs

Objectives:

- Support local and regional comprehensive planning and development
- Relieve local congestion & improve safety
- Serve multimodal local/port freight & passenger vehicles
- Improve system continuity and regional mobility
- Improve air quality
- Design project in an environmentally responsible manner
- Provide cost-effective alternatives and solutions

What has changed?

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***

2015 Legislative Budget Notes

- \$1.875B for the Puget Sound Gateway project, featuring on the south end the construction of a new four lane alignment on SR 167 between ~~I-5~~ **SR 509** in Tacoma and SR 161 in Puyallup and on the north end the connection of SR 509 south from SeaTac to I-5.

Practical Design: Defining Essential Needs

Essential Need: Why we need the project.

SR 167 Essential Needs:

- Complete freeway network (close the gap)
- Ease congestion on local streets by providing direct freeway access to Port of Tacoma
- Support Regional Growth Centers for Tacoma, Puyallup, Auburn & Kent and Industrial Centers for Tacoma, Frederickson, Kent & Sumner-Pacific (Proposed)
- Improve freight travel time and reliability
- Improve transit operations and connections to transit

Key Question: Do we have the right essential needs?

Practical Design: Defining Contextual Needs

Contextual Need: External elements that need to be considered as the essential project travels through the surrounding communities.

SR 167 Contextual Needs:

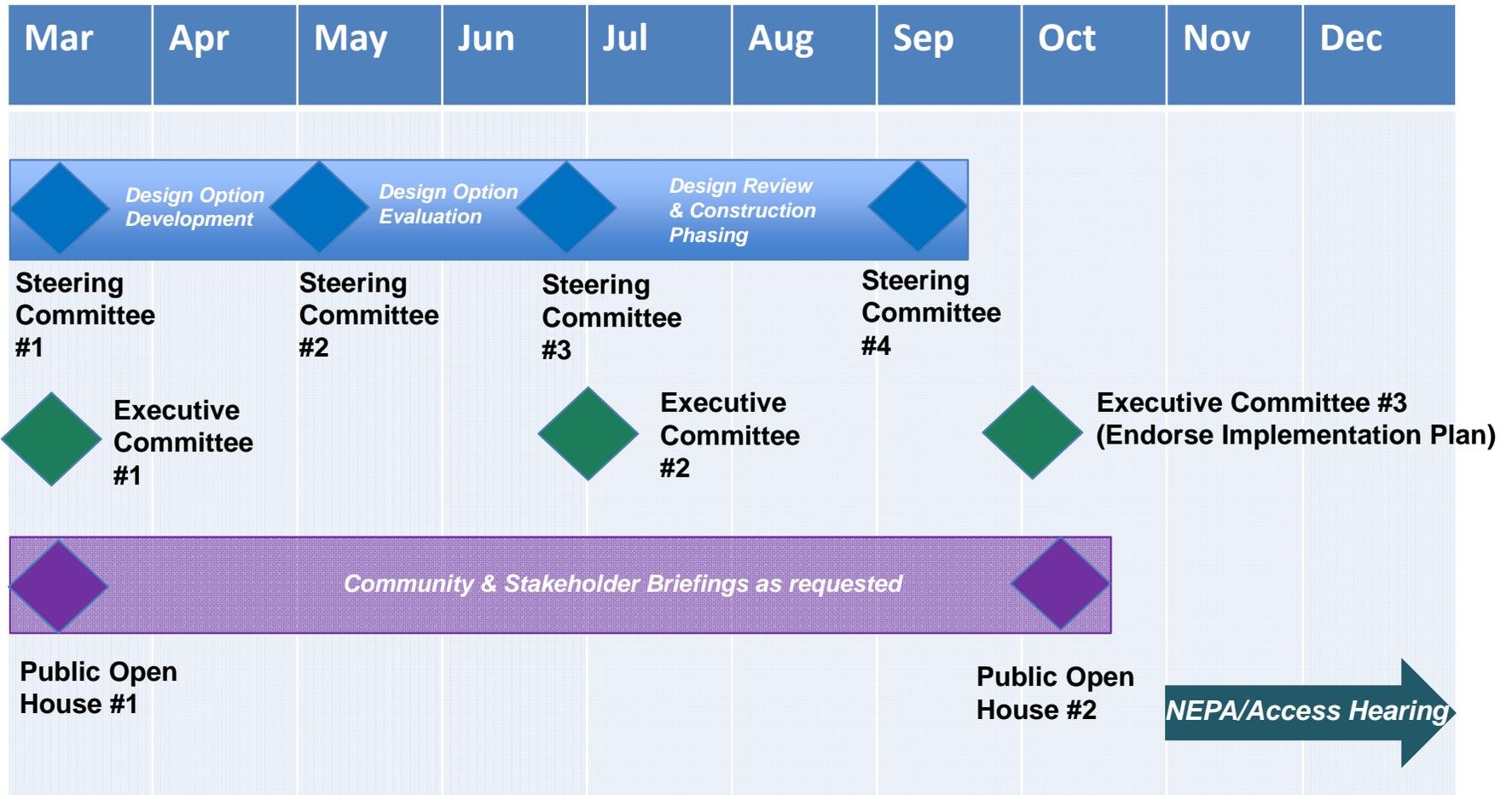
- Improve ability to get products from Eastern Washington to the Port of Tacoma
- Improve connectivity across the Puyallup/White River Valley in support of distribution centers
- Improve access to Tacoma as the second largest city in the Puget Sound region recognizing Tacoma's role in the region as a Metropolitan City serving as Pierce County's civic, cultural and economic hub
- Support local and regional comprehensive planning and economic development
- Decrease demand on local arterials, decreasing delay and increasing safety
- Provide pedestrian & bicycle connectivity

Key Question: Do we have the right contextual needs?

Project Schedule

Part 1: Implementation Plan

Part 2: Environmental & Access Hearing



Next Steps

Executive Committee

- Today: Provide a project overview and hear thoughts regarding essential needs and contextual concerns
- July: Present the work of the project team & Steering Committee and review public input
- October: Endorse implementation and phasing plan

Steering Committee

- Today: Develop an understanding of the project needs, review contextual opportunities and constraints, and discuss design concepts
- April-May: Traffic analysis, performance targets, project need prioritization, and options refinement
- May: Present design options
- Late June: Present design recommendations
- July-August: Review design recommendations and construction phasing

Public

- Today & Thursday: Open house to share project information and solicit feedback on community priorities and essential needs
- March - September: Engage with communities and service providers along the alignment
- October: Host an open house to share the implementation plan and recommendations

Environmental

- Late 2016: Begin our NEPA review and Access Hearing processes

Discussion Areas for the Implementation Plan

- Essential Needs to move forward the NEPA review
- Contextual Needs
- Key design features to be implemented
- Construction phasing
- Funding strategies

More information:

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