

Puget Sound Gateway Program

SR 167 and SR 509 Completion Projects

Steering Committee Meeting
March 28, 2018

CRAIG J. STONE, PE
STEVE FUCHS, PE
OMAR JEPPERSON, PE
ED BARRY, PE

GATEWAY PROGRAM ADMINISTRATOR
SR 167 PROJECT MANAGER
SR 509 PROJECT MANAGER
TOLL DIVISION DIRECTOR

Agenda

- Welcome and introductions
- Legislative updates
- CEVP Results
- Endorse Updated Preferred Scenario
- Project updates
- Next Steps

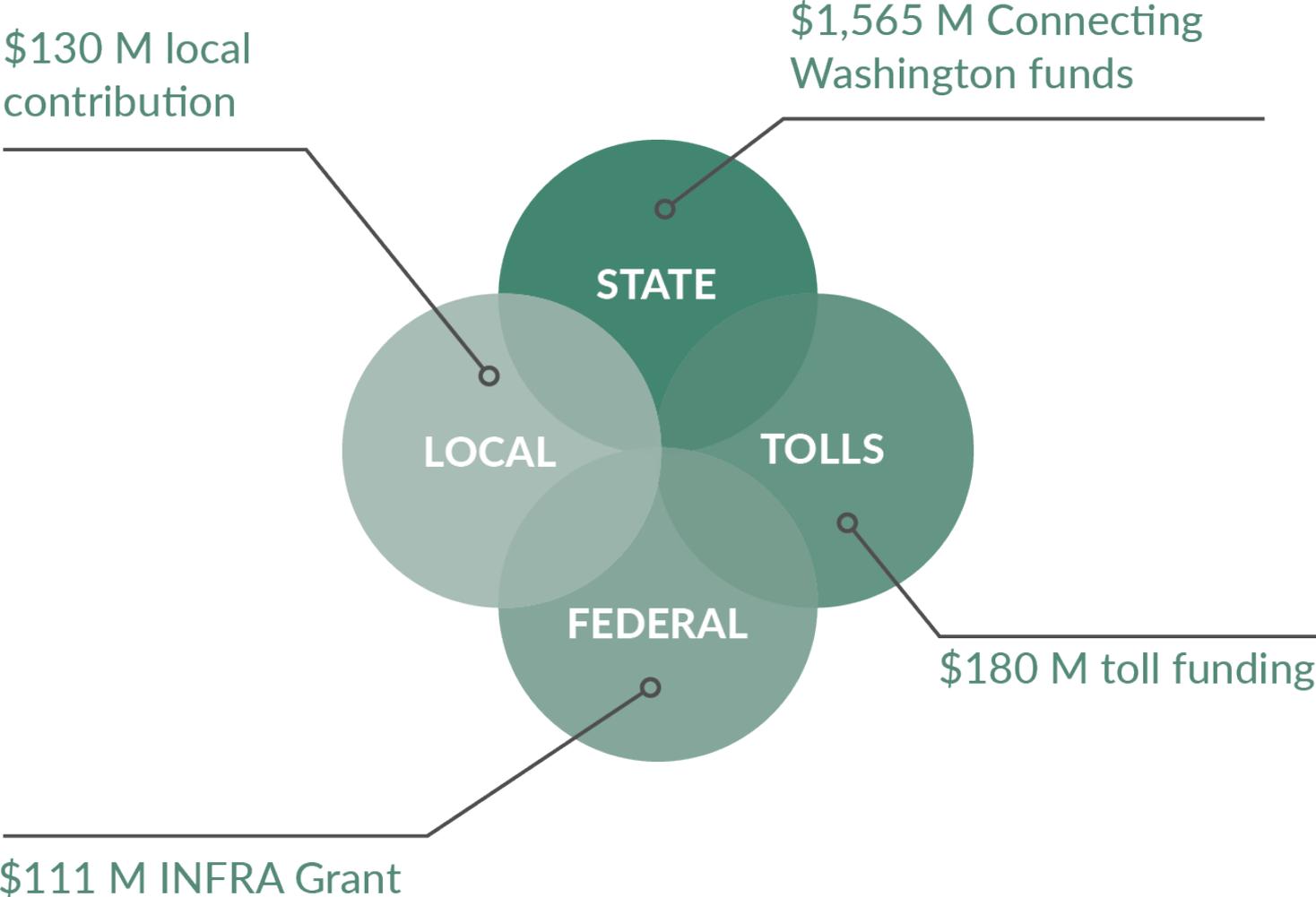
Legislative Direction - 2015

*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.***

Gateway Funding Spheres



Total \$1,986 M

Legislative Direction – 2017 Update

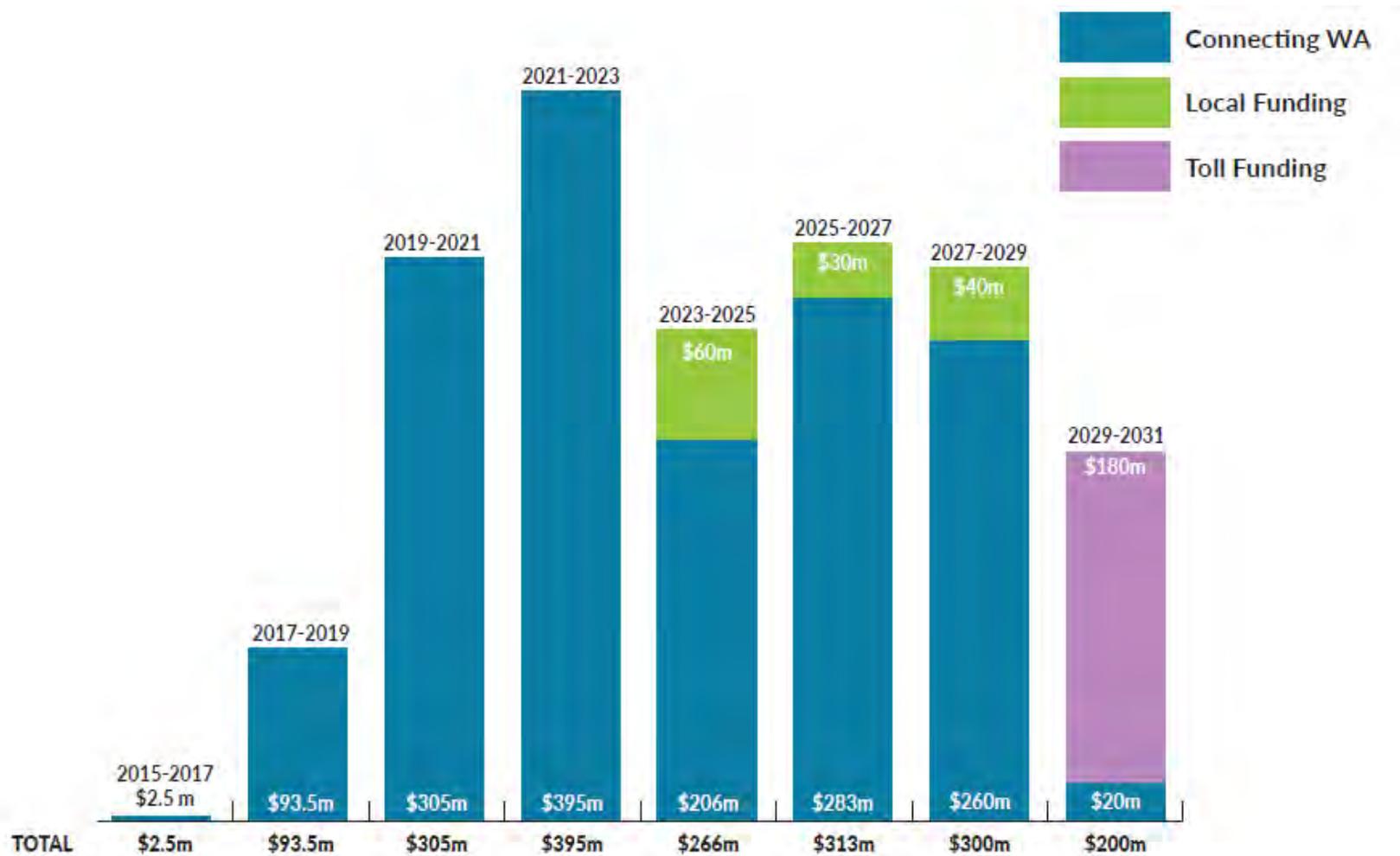
*The **secretary of transportation must develop a memorandum of understanding with local project stakeholders** that identifies a schedule for stakeholders to provide local matching funds for the Puget Sound Gateway project. Criteria for eligibility of local match includes matching funds and equivalent in-kind contributions including, but not limited to, land donations. The memorandum of understanding must be finalized by **July 1, 2018**. The department must submit a copy of the memorandum of understanding to the transportation committees of the legislature and report regularly on the status.*

*During the course of developing the memorandum of understanding, the department must evaluate the project schedules to **determine if there are any benefits to be gained by moving the project schedule forward**.*

*Any **savings on the project must stay** on the Puget Sound gateway corridor until the project is complete.*

Puget Sound Gateway Funding

as enacted by the 2017 Legislature



Legislative Direction – 2018 Update

(b) Proceeds from the sale of any surplus real property acquired for the purpose of building the SR 167/SR 509 Puget Sound Gateway (M00600R) project must be deposited into the motor vehicle account for the purpose of constructing the project.

(c) During the course of developing the memorandum of understanding, the department must evaluate the project schedules to determine if there are any benefits to be gained by moving the project schedule forward. It is the legislature's intent that if the department identifies any savings after the funding gap on the base project is closed as part of the proposal to expedite the project, that these cost savings shall go toward construction of a full single-point urban interchange at the junction of state route number 161 (Meridian avenue) and state route number 167 and a full single point urban interchange at the junction of state route number 509 and 188th Street. If the department receives additional funds from an outside source for this project after the funding gap on the base project is closed, the funds must be applied toward the completion of these two full single-point urban interchanges.

Legislative Direction – 2018 Update

(d) For the SR 167/SR 509 Puget Sound Gateway project (M00600R) the department is strongly encouraged to work to relocate any significant businesses currently located within the planned path of the state route number 509/Interstate 5 under-crossing to a location within the Kent city limits. The department shall provide regular updates on its progress to the joint transportation committee and affected stakeholders.

(e) In designing the state route number 509/state route number 516 interchange component of the SR 167/SR 509 Puget Sound Gateway project (M00600R), the department shall make every effort to utilize the preferred "4B" design.

- \$1,200,000 of the multimodal transportation account—state appropriation is provided solely to relocate and rebuild a 2,100-foot section of the Interurban trail and trailhead in Fife.*
- \$200,000 awarded to Interurban Trail from the state Capital Budget.*

INFRA Grant Status

- Applied on November 2ND for \$111 million
- If fully awarded, up to \$20 M could be applied to the local funding
- No announcement on award timing so far
- Application available on the program website:
www.wsdot.wa.gov/projects/gateway

Puget Sound GATEWAY Program

INFRA Application
November 2, 2017

Attachment 1: PROJECT NARRATIVE **WSDOT**

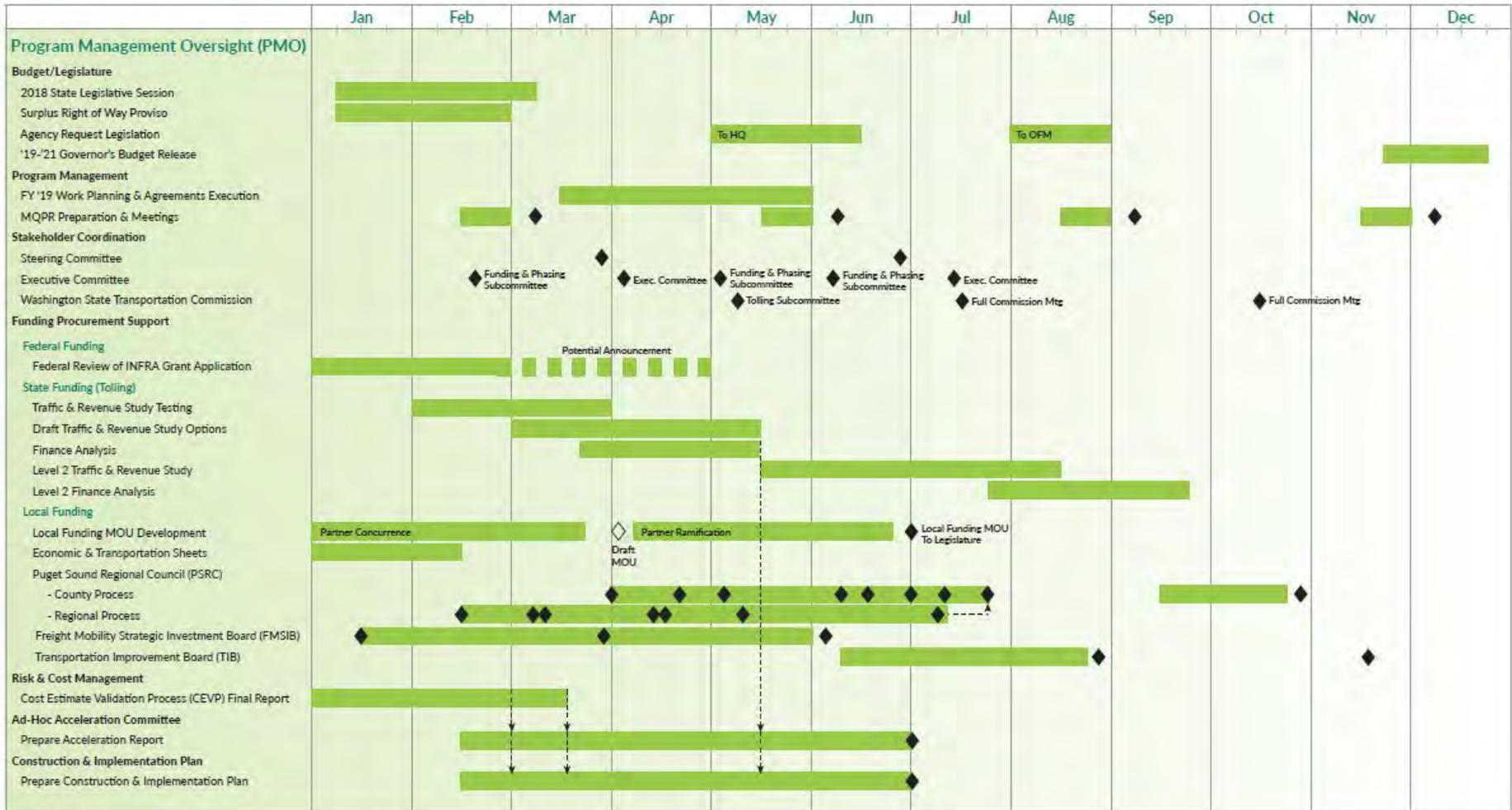
All Application Materials Available at www.wsdot.wa.gov/projects/gateway

Program Timeline

Puget Sound Gateway Program

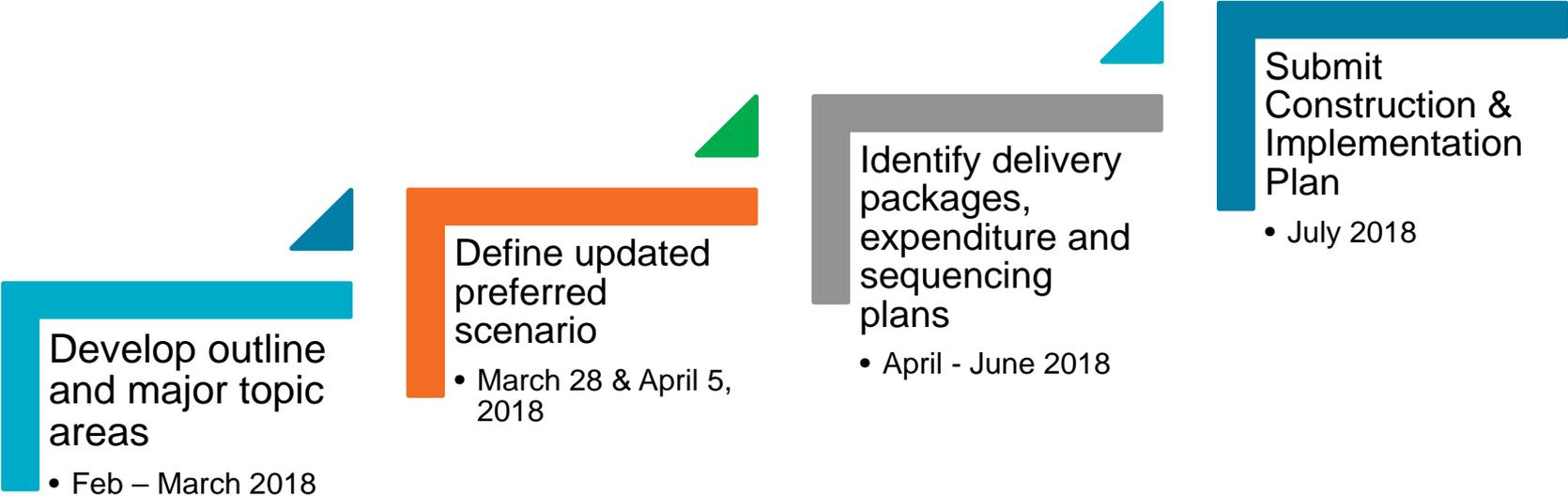


DRAFT 3/27/18



Construction & Implementation Plan

Construction and Implementation Plan



Funding and Phasing Subcommittee Update

Local Contribution Construct

Projects	SR 167	SR 509	TOTAL
Port contributions	\$30 million	\$30 million	\$60 million
Federal INFRA grant	\$10 million	\$10 million	\$20 million
Local partner match	\$10 million	\$10 million	\$20 million
Other Grants (PSRC, FMSIB, TIB)	\$20 million	\$10 million	\$30 million
Potential Total	\$70 million	\$60 million	\$130 million

Benefit Level and Partner Roles

Benefit Level	Proposed Partner Roles
Tier 1 (Ports and Cities)	<ul style="list-style-type: none">• Contribute to local projects• Donate right-of-way (if applicable)• Sponsor, initiate and help write grants• Support project and grant requests• Participate in project development review & project meetings
Tier 2 (Cities and Counties)	<ul style="list-style-type: none">• Contribute to match to local projects• Support project and grant requests• Participate in project development review & project meetings
Tier 3 (Cities)	<ul style="list-style-type: none">• Support project and grant requests• Participate in project meetings

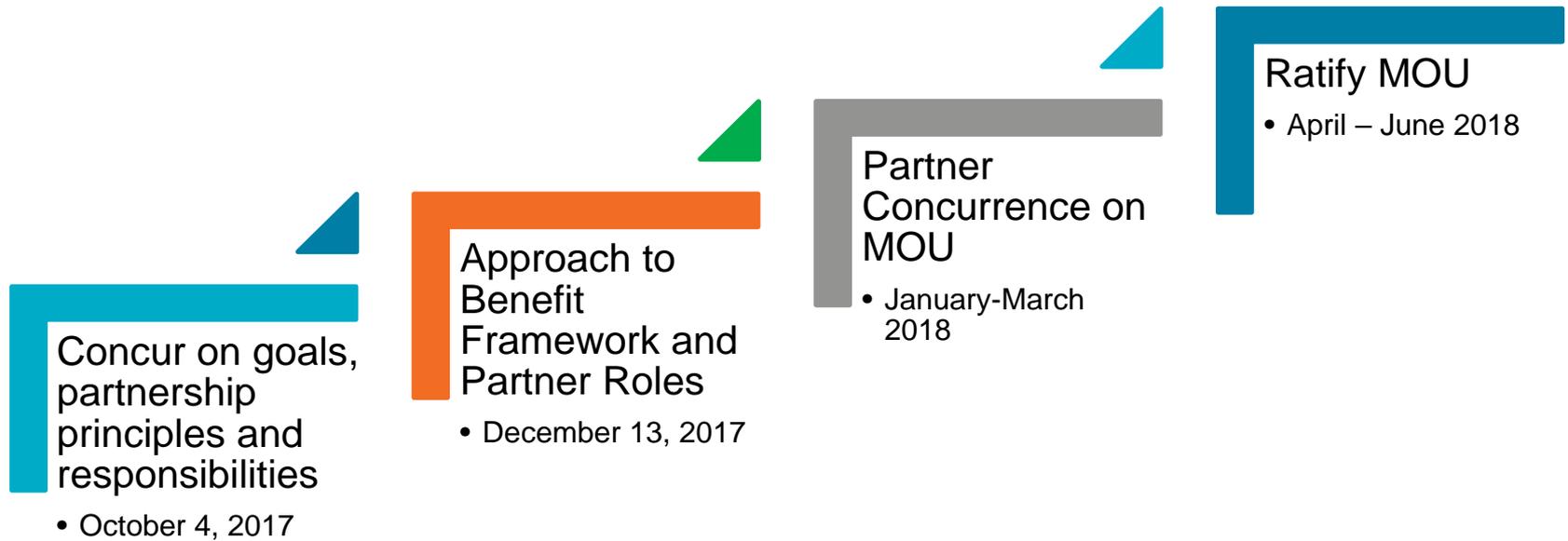
Grant and Match Financial Plan:

Partner Commitments and Status			
Partner Agency	Status	Amount	Total
City of Fife	Committed	\$1,800,000	
City of Tacoma	Committed (Council action pending April 3)	\$2,000,000	
City of Kent	Committed	\$2,000,000	
City of SeaTac	Pending	\$2,000,000	
City of Puyallup	Committed (pending W. Meridian ramps)	\$2,000,000	
City of Des Moines	Committed	\$500,000	
City of Edgewood	Committed	\$500,000	
City of Sumner	Requested		
City of Pacific	Pending		
Pierce County	Committed (Executive)	\$2,000,000	
King County	Requested		
Port of Seattle	Committed (Commission action with MOU)	\$30,000,000	
Port of Tacoma	Committed	\$30,000,000	
Partner Total			\$72,800,000

Stage 1 Grant Assumptions			
Federal INFRA	Application filed	\$20,000,000	
Interurban Trail	Awarded	\$1,400,000	
FMSIB 70 th Avenue E	Application due March 30	\$5,000,000	
FMSIB Port of Tacoma Spur	Apply 2020	\$5,000,000	
PSRC Veterans Extension	Application due April 19	\$4,500,000	
PSRC SeaTac Access (SR 509)	Application due April 19	\$4,500,000	
PSRC Port of Tacoma Spur	Application due April 19	\$4,500,000	
TIB 70 th Avenue E	Application due August 17	\$5,000,000	
TIB Veterans Extension	Apply 2020	\$5,000,000	
Stage 1 Grant Total			\$54,900,000

Stage 2 Grant Assumptions			
SR 167/Valley Avenue	2022	\$3,000,000	
SR 167/Meridian Avenue	2022	\$3,000,000	
SR 167 Stage 2 Mainline	2022	\$4,000,000	
SR 509 Stage 2 Mainline	2024	\$4,000,000	
Stage 2 Grant Total			\$14,000,000
Total Financial Strategy			\$141,700,000

MOU Development Process

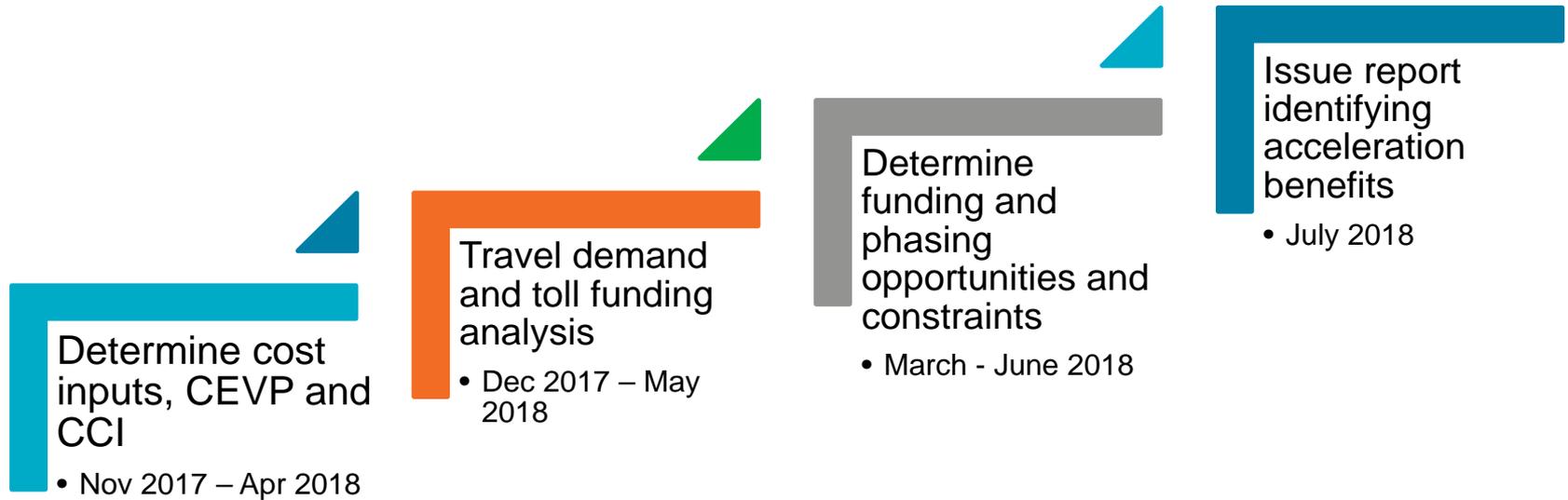


Memorandum of Understanding Update

- Funding and Phasing Subcommittee approved of the grant focused strategy
- Working closely with Tier 1 and Tier 2 partners
- There is consensus on the components of the MOU and a draft is out now for review
 - Comments are due by March 30
 - Finalize and submit to Legislature by July 1

Schedule Acceleration

Schedule Acceleration Analysis



Tolling

Tolling in Washington State



Current toll facilities

- SR 16 Tacoma Narrows Bridge
- SR 167 HOT Lanes Pilot Project
- SR 520 Floating Bridge
- I-405 Express Toll Lanes (Bellevue to Lynnwood)

Authorized toll facilities

- SR 99 Tunnel

Future toll facilities

- Puget Sound Gateway Program
 - SR 509 and SR 167
- I-405 Express Toll Lanes (Renton to Bellevue)

Tolling responsibilities in Washington State

	Washington State Legislature	Transportation Commission	Department of Transportation	Office of the State Treasurer (OST)
Responsibility	Establish tolling, designate toll facilities and use of toll revenues	Set toll rates and related fees	Plan, analyze and construct facilities, collect tolls, build and operate toll collection systems	
Roles	<ul style="list-style-type: none"> • Establish legal toll framework • Authorize tolling in designated corridors • Approve financing plans • Enable tolling practices • Appropriate toll operation budget 	<ul style="list-style-type: none"> • Set toll rates within funding requirements • Set toll exemptions • Establish advisory committees 	<ul style="list-style-type: none"> • Develop toll collection systems and procedures • Collect tolls • Finance improvements • Operate tolled corridors • Assess financial feasibility of toll projects 	<ul style="list-style-type: none"> • Conducts all financings for the State of Washington • Responsible for the issuance of toll debt

Tolling Reports

Washington State Department of Transportation

SR 167 Corridor Completion Comprehensive Tolling Study Final Report



Prepared for the Washington State Legislature
February 2013

Washington State Department of Transportation

SR 509 Toll Feasibility Study



Prepared for Governor Chris Gregoire and the 2010 Washington State Legislature
September 2010

Puget Sound Gateway Project

SR 509, I-5 and SR 167 Funding and Phasing Study: Strategic Corridor Design Review



Washington State Department of Transportation
September 2010

Tolling Process

- Legislature directed \$180 million from tolls for SR 509 and SR 167
- Toll rates have not been determined
- Traffic and Revenue study under way by Stantec
 - Scenario Tests (January-May 2018)
 - General revenue, toll rate, and usage information for each scenario
 - Level 2 Traffic and Revenue (June-September 2018)
 - Refined analysis of revenue, toll rates and usage
- Agency request for toll authorization planned in 2019
- The Washington State Transportation Commission will set toll rates closer to toll commencement



Gateway Tolling

- SR 167 and SR 509 will begin tolling in 2025
 - SR 167:
 - Stage 1 (SR 509 Spur) includes a toll point between the I-5 interchange and the Port of Tacoma
 - Stage 2 (SR 167) will build another toll point between Valley and the I-5 interchange
 - SR 509:
 - Toll point between the I-5 interchange and 28th/24th
- Toll rates will be set by time of day – higher during peak periods and less during off-peak times.

Gateway Toll Points

SR 509



SR 167

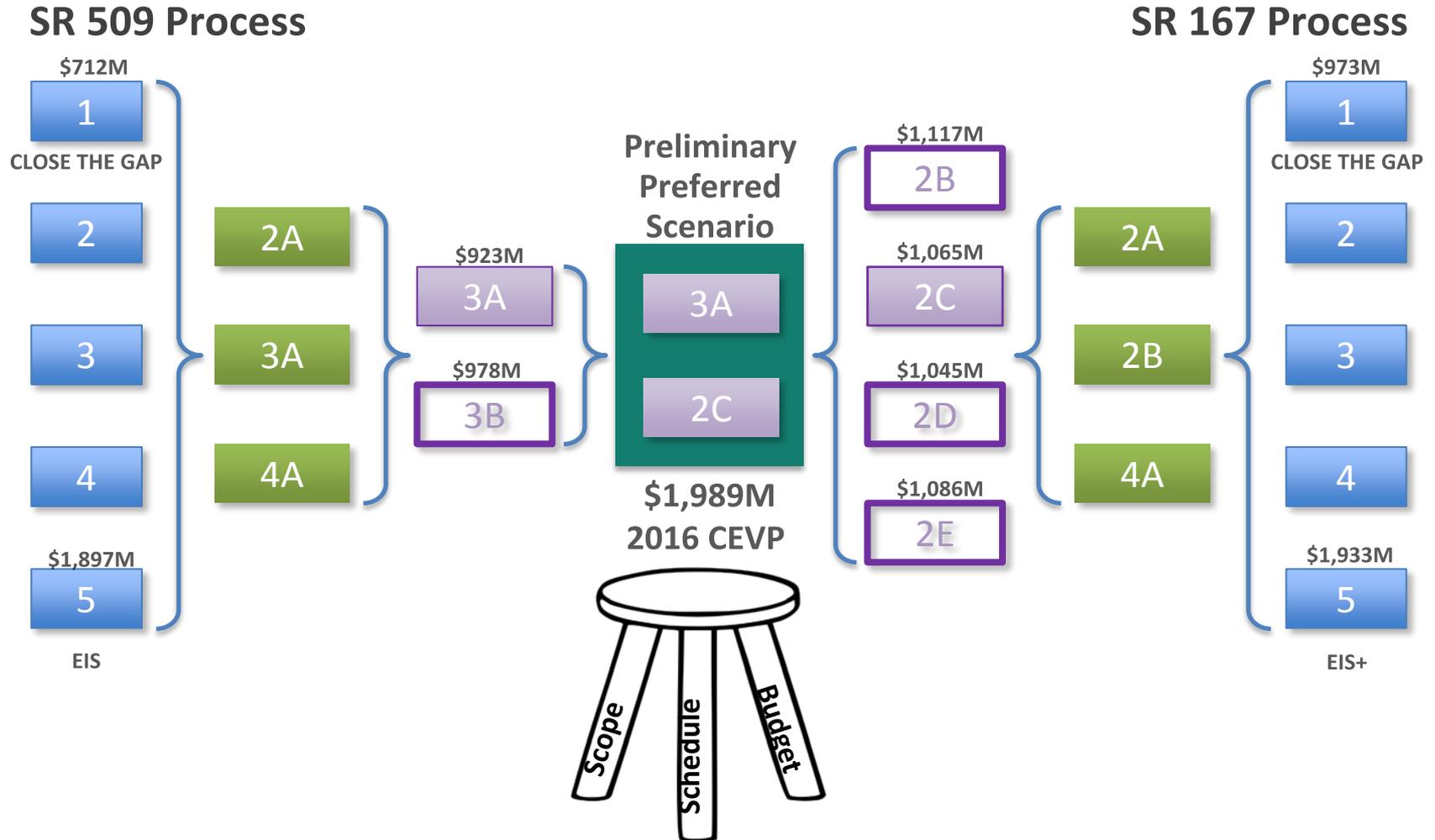


Toll Funding Scenario Test Conditions

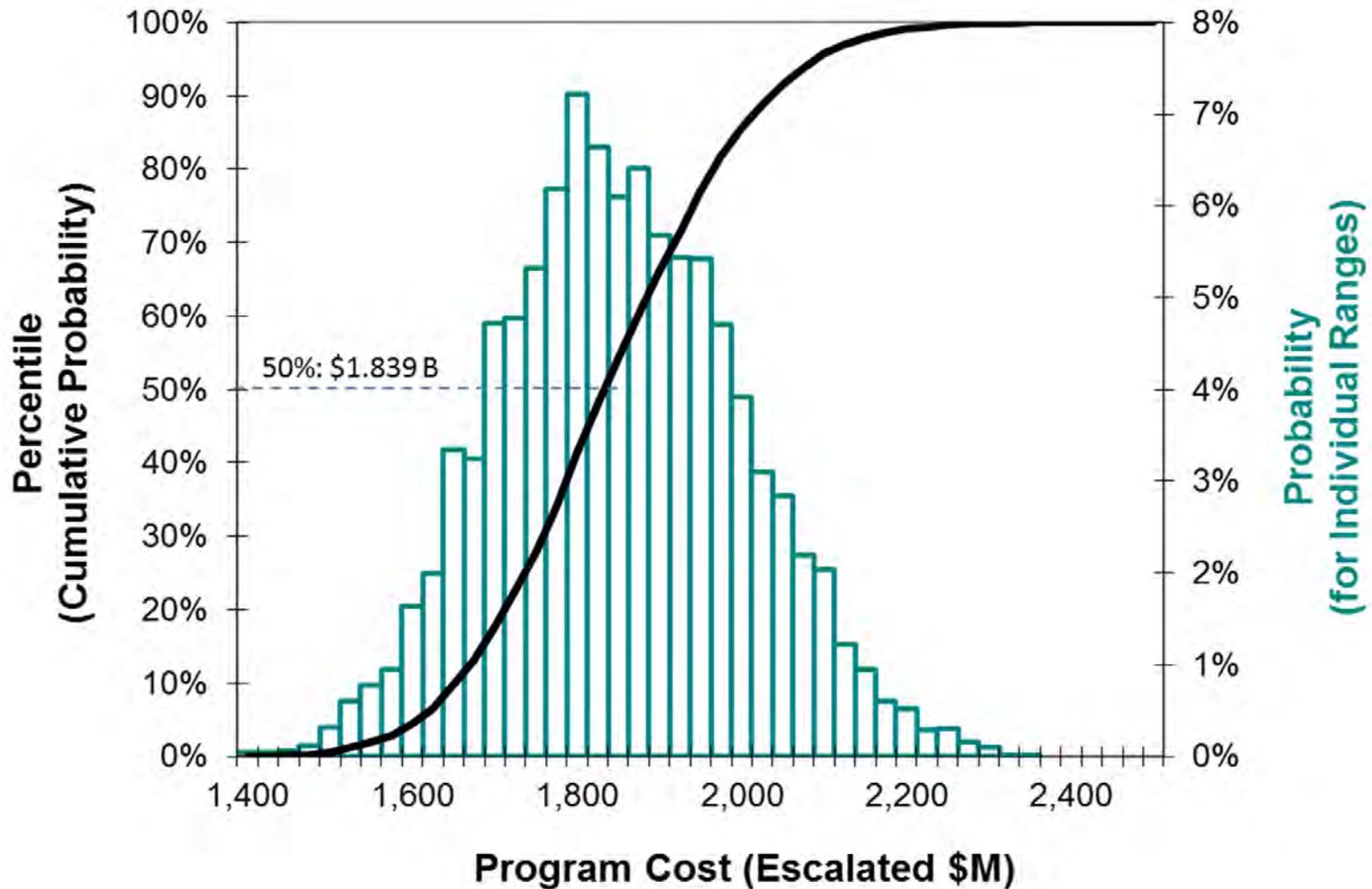
Scenario		SR 509	SR 167	SR 509 Spur
Tolled	1 Base Condition	All tolled, >2 axle multiplier	All tolled, >2 axle multiplier	All tolled, >2 axle multiplier
	2 Commercial Trucks Equal	All tolled, No commercial truck axle multiplier	All tolled, No commercial truck axle multiplier	All tolled, No commercial truck axle multiplier
	3 SR 509 Spur: Commercial Trucks Free	All tolled, >2 axle multiplier	All tolled, >2 axle multiplier	Commercial trucks free, all others tolled
	4 Commercial Trucks Free	Commercial trucks free	Commercial trucks free	Commercial trucks free
	5 SR 509 Spur: Free	All tolled, >2 axle multiplier	All tolled, >2 axle multiplier	All Free
	6 HOV Free	All tolled, >2 axle multiplier, HOV 2+/transit Free	All tolled, >2 axle multiplier, HOV 2+/transit Free	All tolled, >2 axle multiplier, HOV 2+/transit Free
Un-Tolled	7 Non-Tolled: Managed By Vehicle Class	Commercial trucks & HOV2+/transit allowed, all others prohibited	Commercial trucks & HOV2+/transit allowed, all others prohibited	Commercial trucks & HOV2+/transit allowed, all others prohibited
	8 Non-Tolled	All vehicles free	All vehicles free	All vehicles free

CEVP Results & Preliminary Preferred Scenario

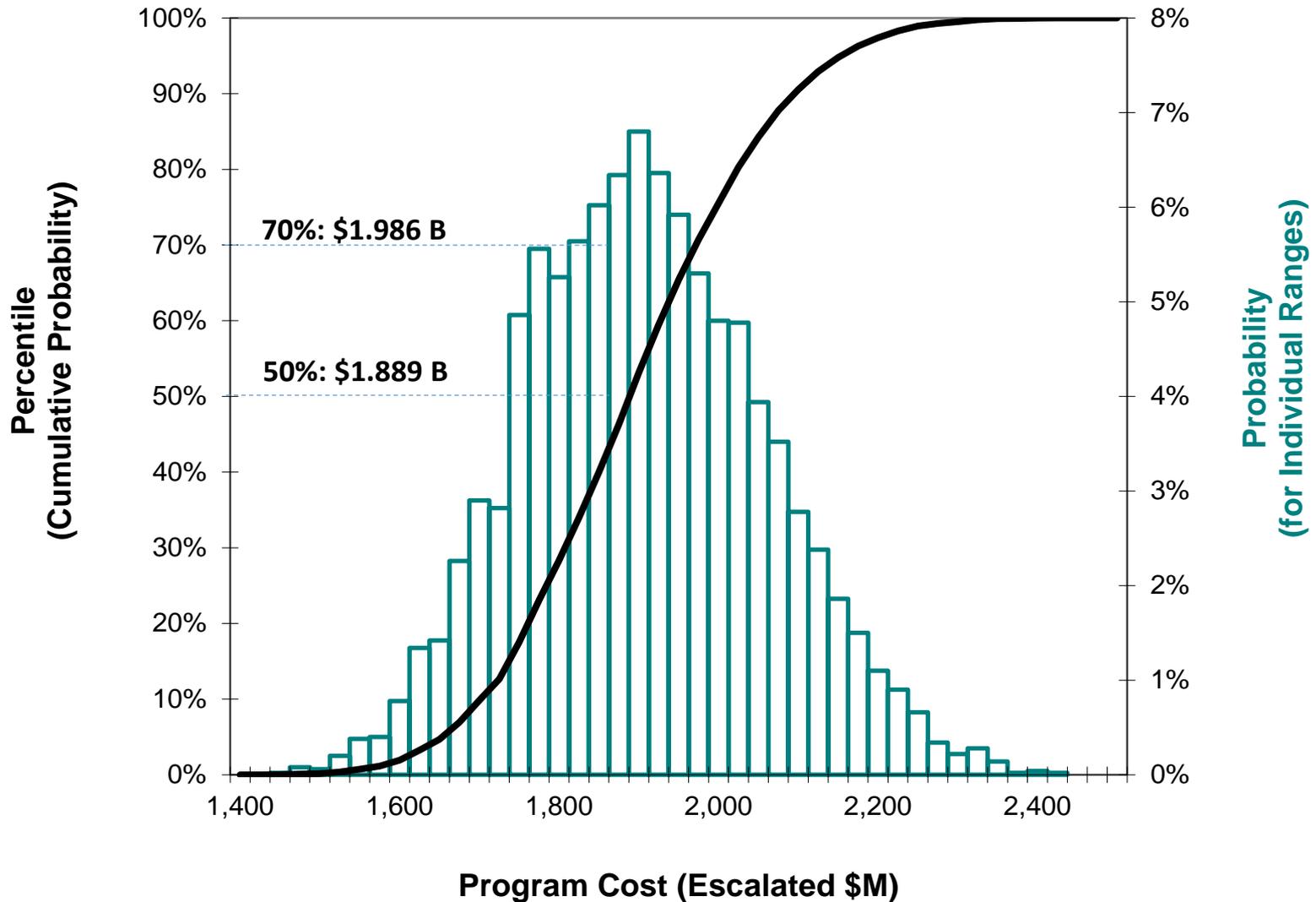
Practical Design Scenario Refinement Process



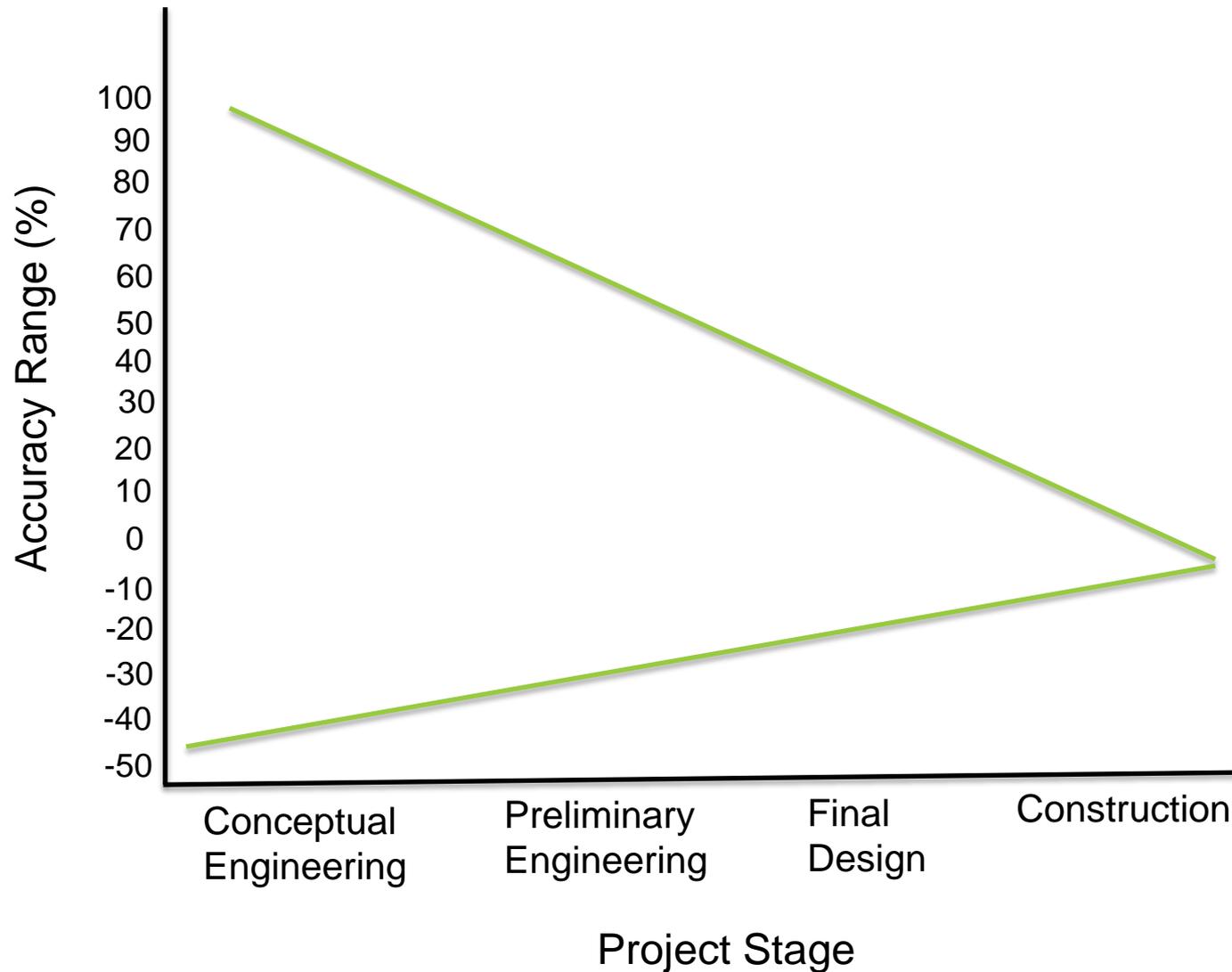
Program Cost Results: 2C/3A Constrained Using WSDOT CCI



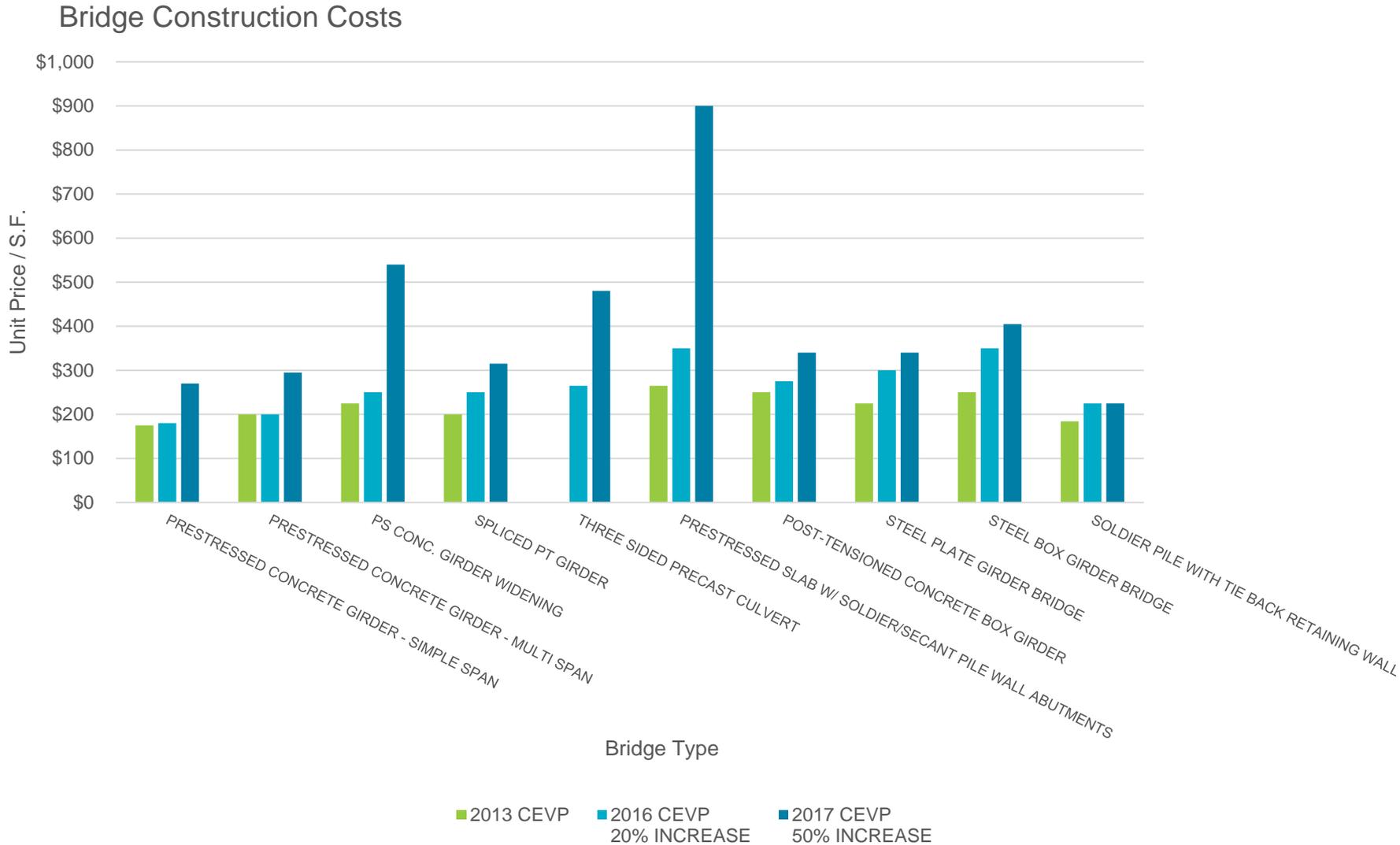
Program Cost Results: 2E/3B Constrained Using WSDOT CCI



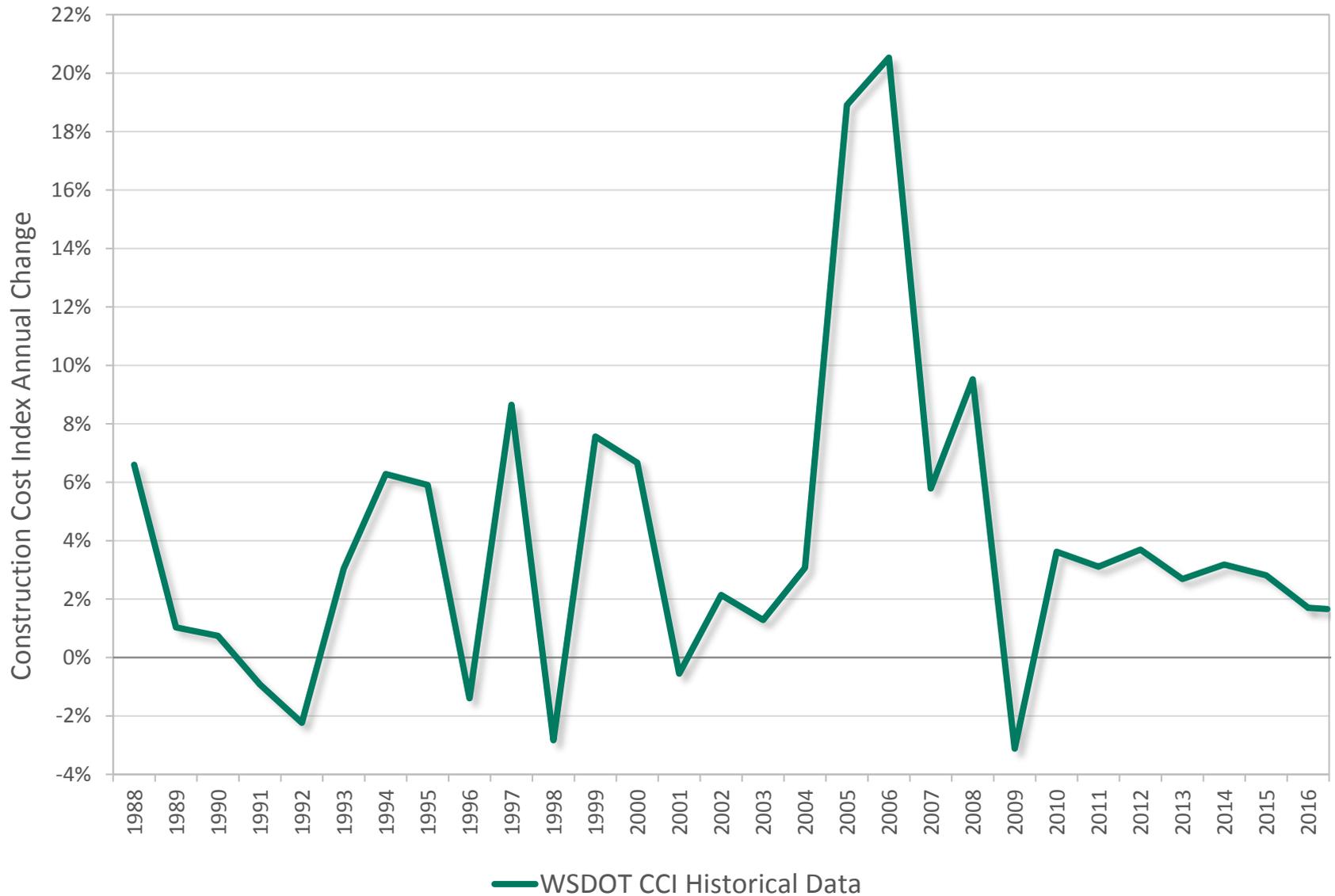
Cost Estimate Accuracy Over Time



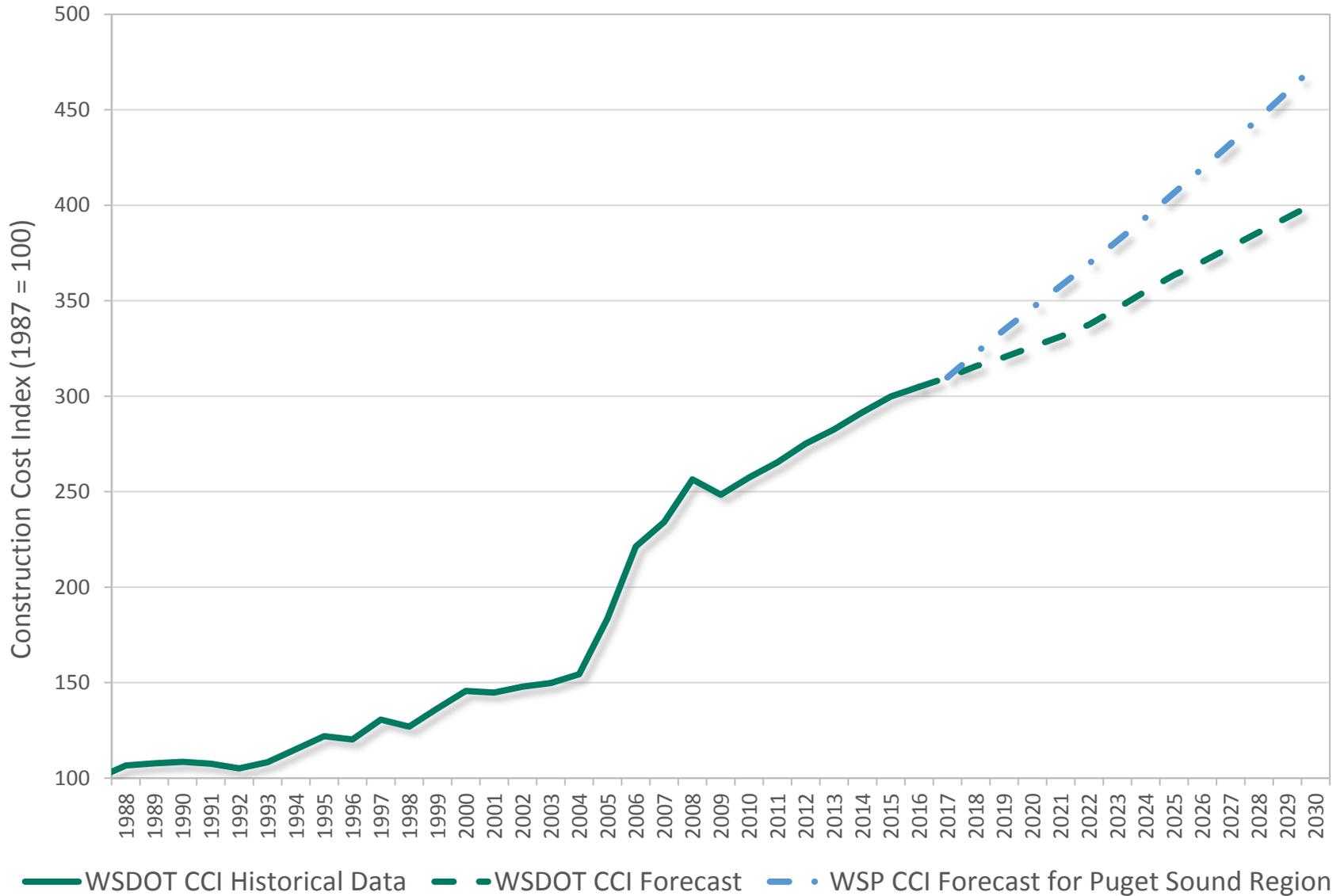
Bridge Construction Costs



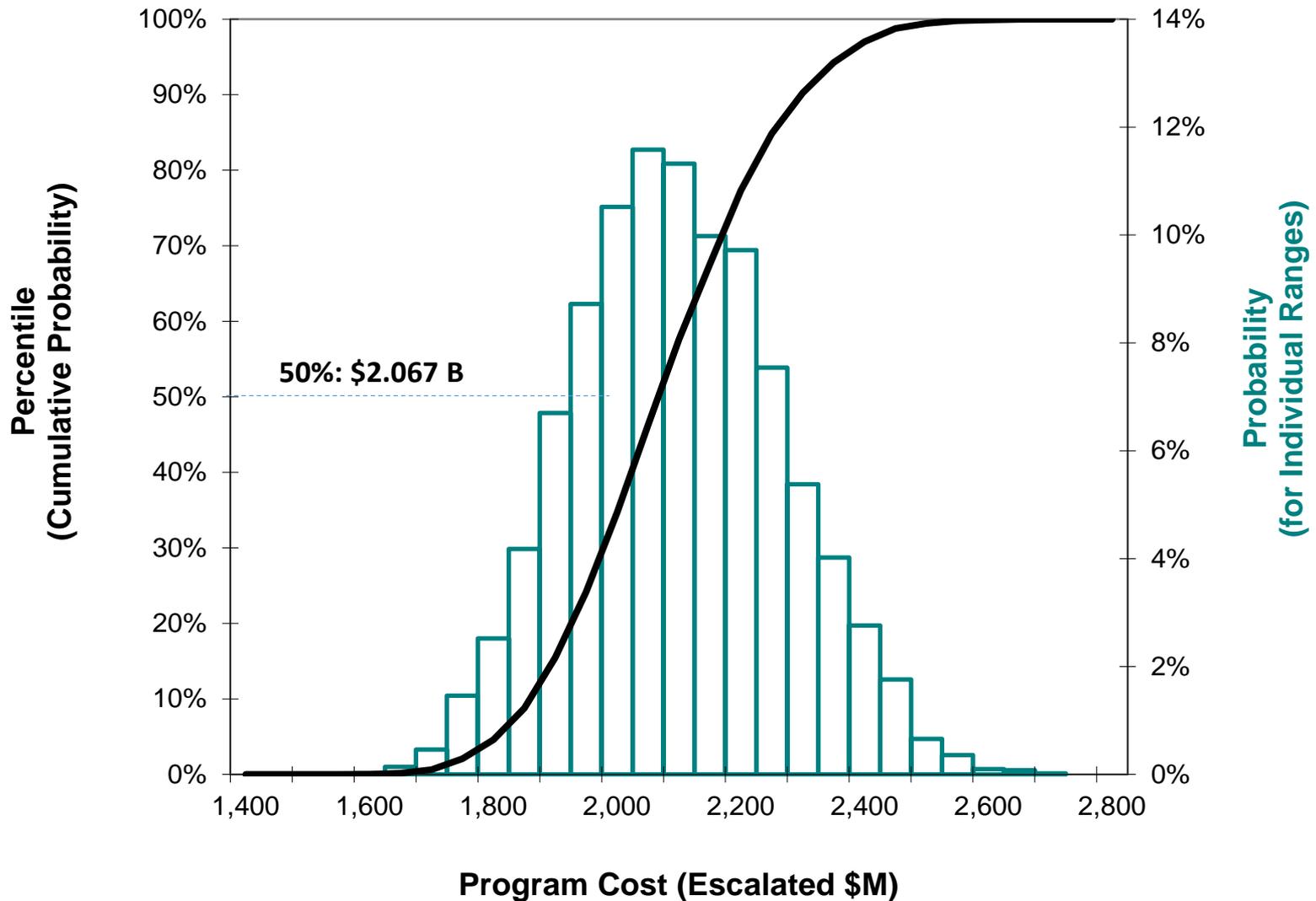
Construction Cost Index Annual Change



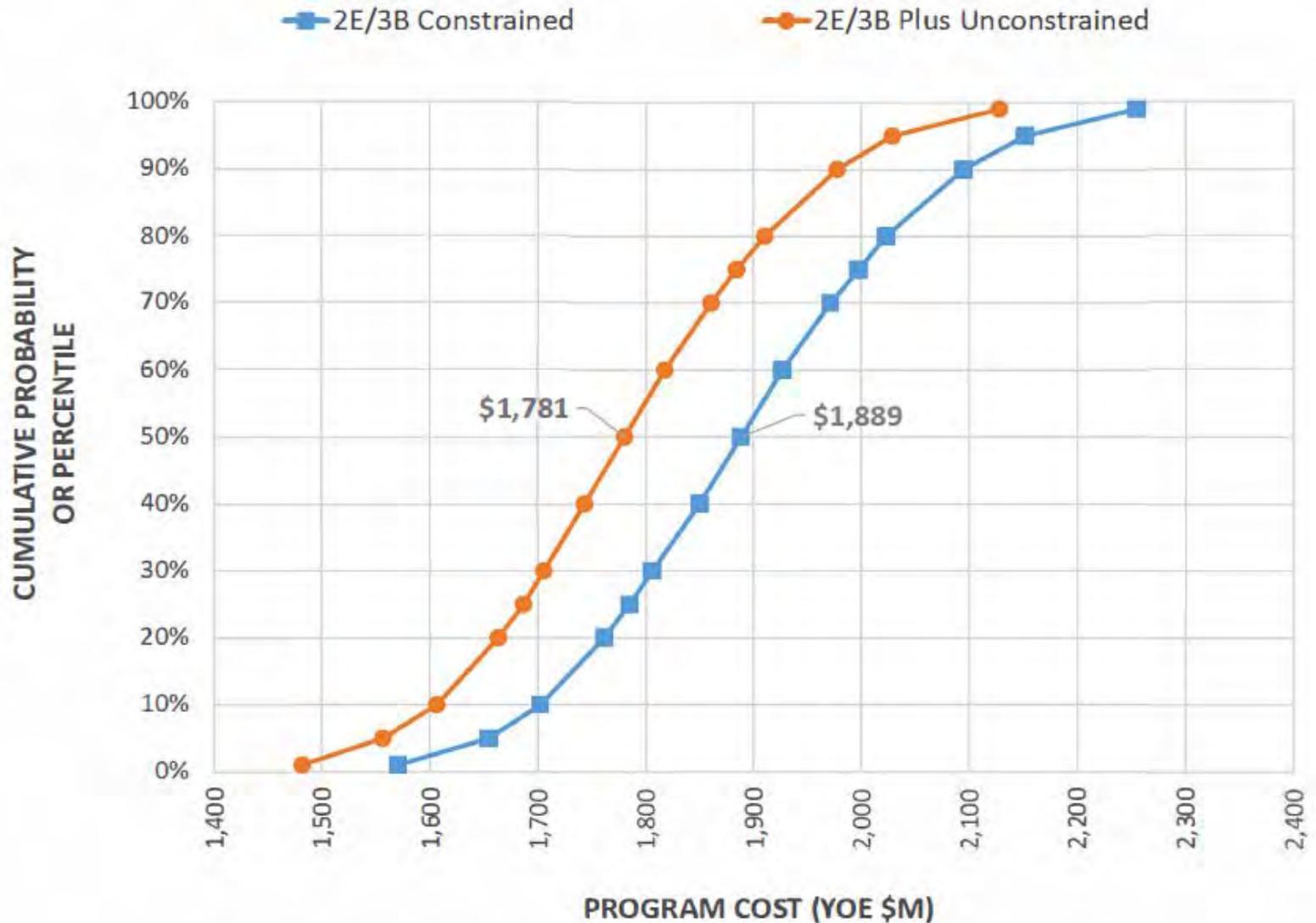
Construction Cost Index



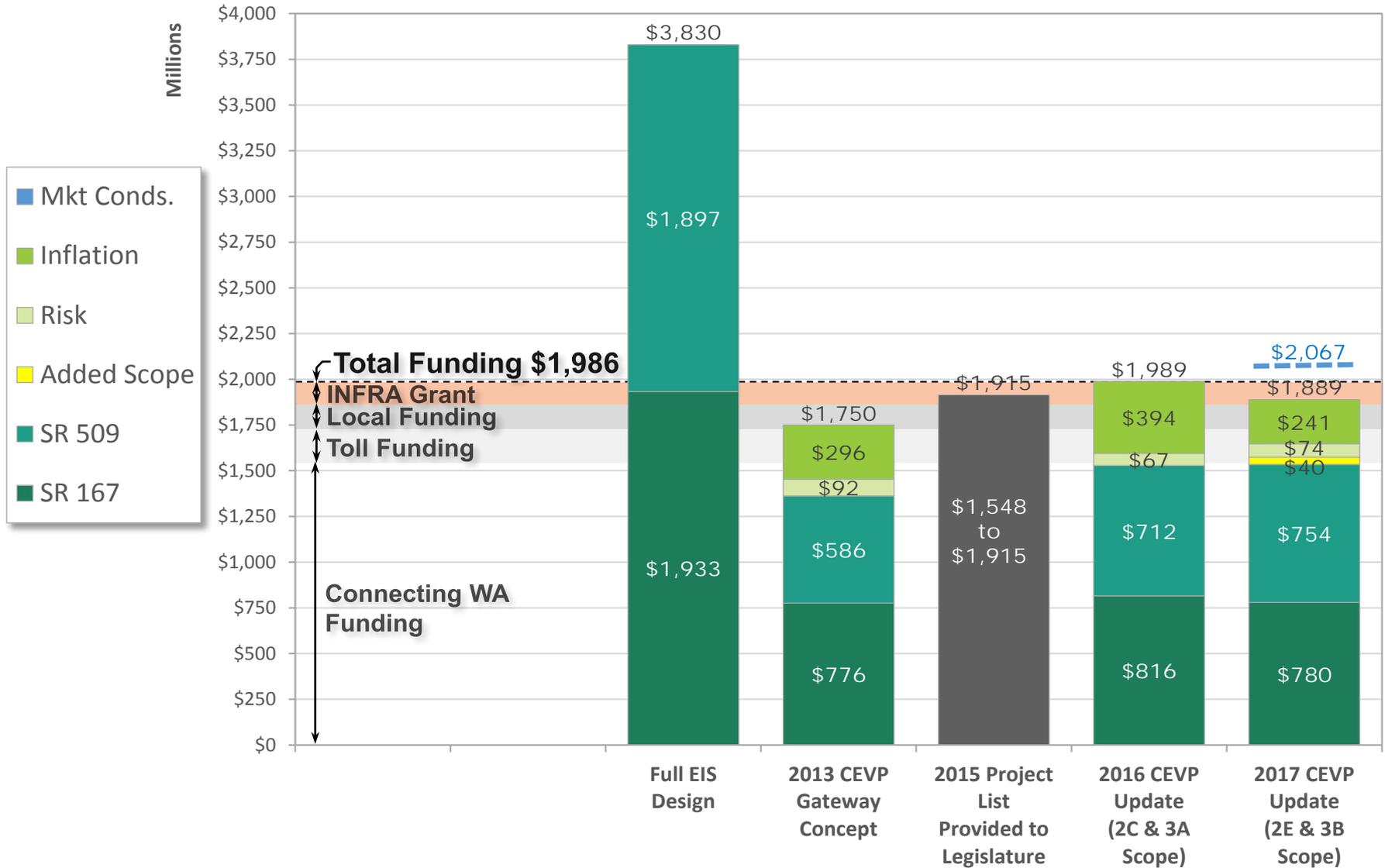
Program Cost Results: 2E/3B Constrained Using WSP CCI with Local Market Conditions



Program Cost Comparison: 2E/3B Constrained vs. Unconstrained



Gateway Cost Estimates



Initial Gateway Report – 2013



Completing the Gateway Vision: A phased approach to corridor completion

In alignment with regional planning, SR 167 and SR 509 will be fully tolled corridors. Traffic analyses show that tolling the new SR 167 and SR 509 corridors will help relieve congestion by encouraging drivers to use the freeway during non-peak hours, take other routes, or make other travel choices. WSDOT proposes to build 1-2 additional lanes in each direction of SR 167 and SR 509 in Phase 1 to accommodate traffic volumes and freight movement. Additional lanes can be added over time to accommodate regional growth.

SR 509 Phase 1 (Cost: \$708 million to \$784 million)

- One lane in each direction between S. 188th St. and I-5
- Second lane in each direction between S. 200th St. and I-5
- Truck climbing lanes as needed where steep grades exist
- New or improved interchanges at S. 188th St., 28th/24th Avenues S., I-5, S. 231st St., SR 516

I-5 Express Toll Lanes (Cost: \$131 million to \$145 million)

- Existing HOV lane to express toll lane from SR 16 to I-90

SR 167 Phase 1 (Cost: \$770 million to \$852 million)

- One lane in each direction between SR 161 and SR 509
- Second lane in each direction between Valley Avenue and 54th Avenue East
- New or improved interchanges at I-5, 54th Ave E., Valley Ave, Freeman Rd., SR 161

If funding is received in 2014, WSDOT can utilize an integrated development and delivery approach to accelerate design and begin construction by 2017 and open to traffic by 2021. WSDOT intends to use the design-build delivery method to complete the project within the accelerated schedule.

Future phases of the Gateway would build upon the initial investments in Phase 1, ultimately expanding SR 167 and SR 509 to two lanes in each direction while completing all planned connections. Timing of future phases is based on the needs of corridor users and the capacity needed to support regional growth.

Gateway Funding	Phase 1
Potential toll funding	\$330 million
Total Cost of Phase 1	\$1.6 billion - \$1.8 billion*

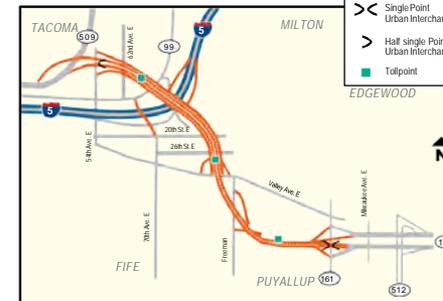
*Cost estimates, presented in year of expenditure dollars, include risk.

Future expansion of the Gateway project is estimated to be an additional \$1.2 billion to \$1.3 billion, bringing the total cost to complete all phases of the Gateway vision to \$2.8 billion to \$3.1 billion.

SR 509 Phase 1

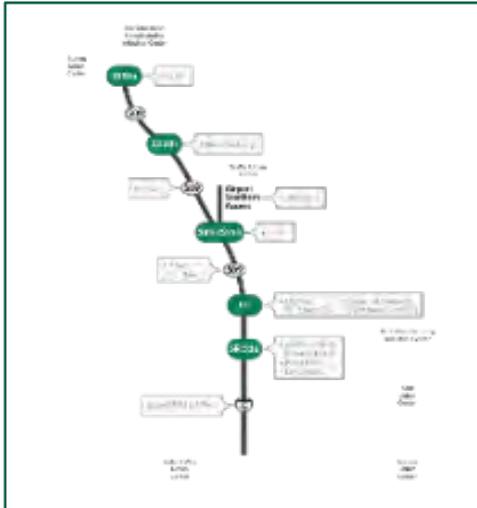


SR 167 Phase 1



Gateway Phasing

PHASE 1 (to 2031)



SR 509: 3A



SR 167: 2C

PHASE 2 (future)

Local Access

- Meridian Interchange (west half)
- 188th Interchange (south half)
- 200th Interchange
- Valley Interchange (east half)

I-5

- SR 167 – SR 18 NB auxiliary lane
- 272nd – SR 516 NB auxiliary lane
- SR 516 – SR 509 NB collector/distributor lanes

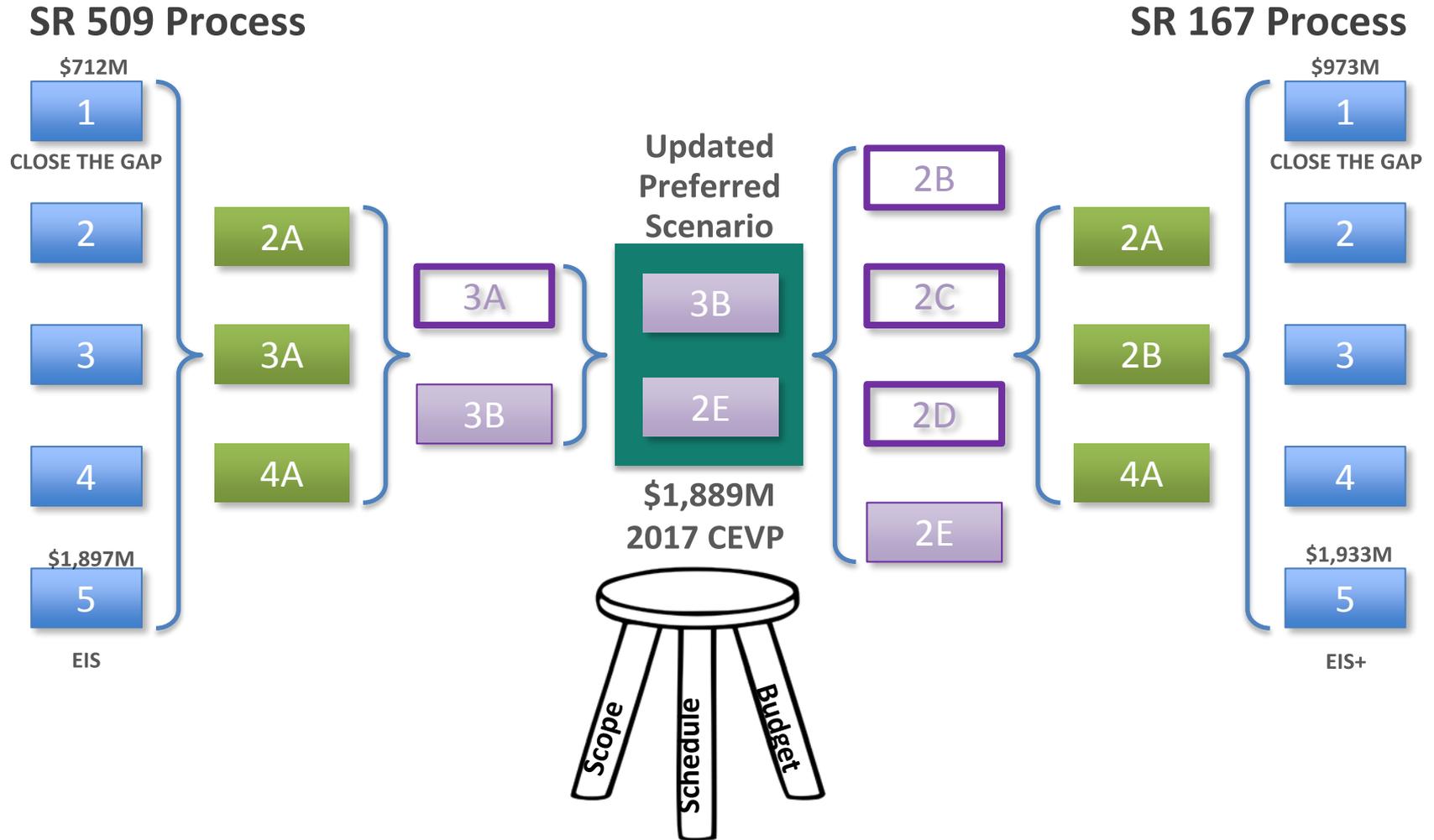
HOV

- SR 509 HOV (fifth and sixth lanes)
- SR 509 HOV Direct Access Ramps
- SR 167 HOV (fifth and sixth lanes)
- SR 167 HOV Direct Access Ramps

Forward Compatibility (features that could be constructed in Phase 1 that are needed in Phase 2)

- SR 509
- Sea-Tac Airport South Access Expressway
- I-5
- SR 167

Practical Design - Update Scenario Refinement Process

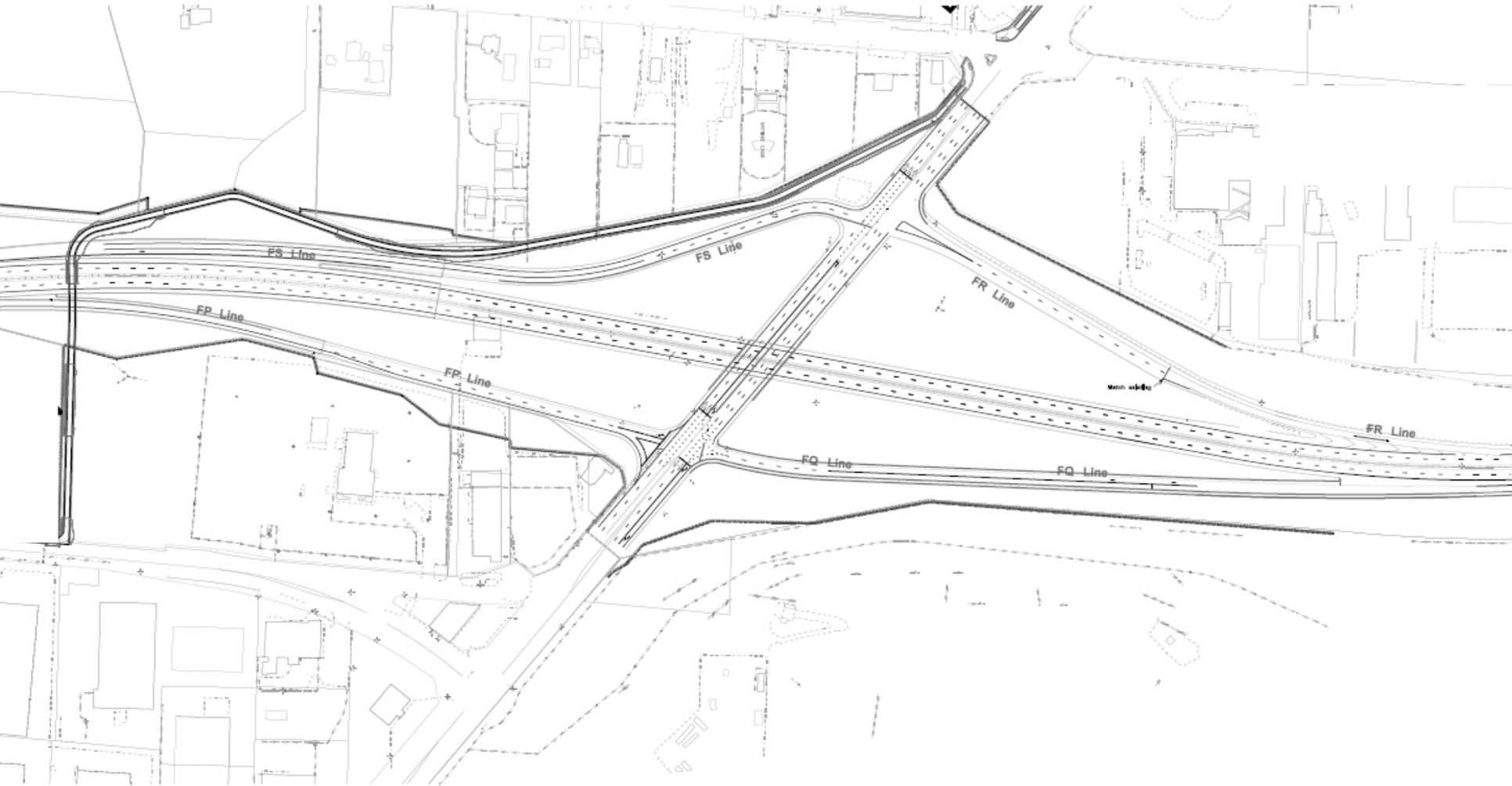


SR 509 Update

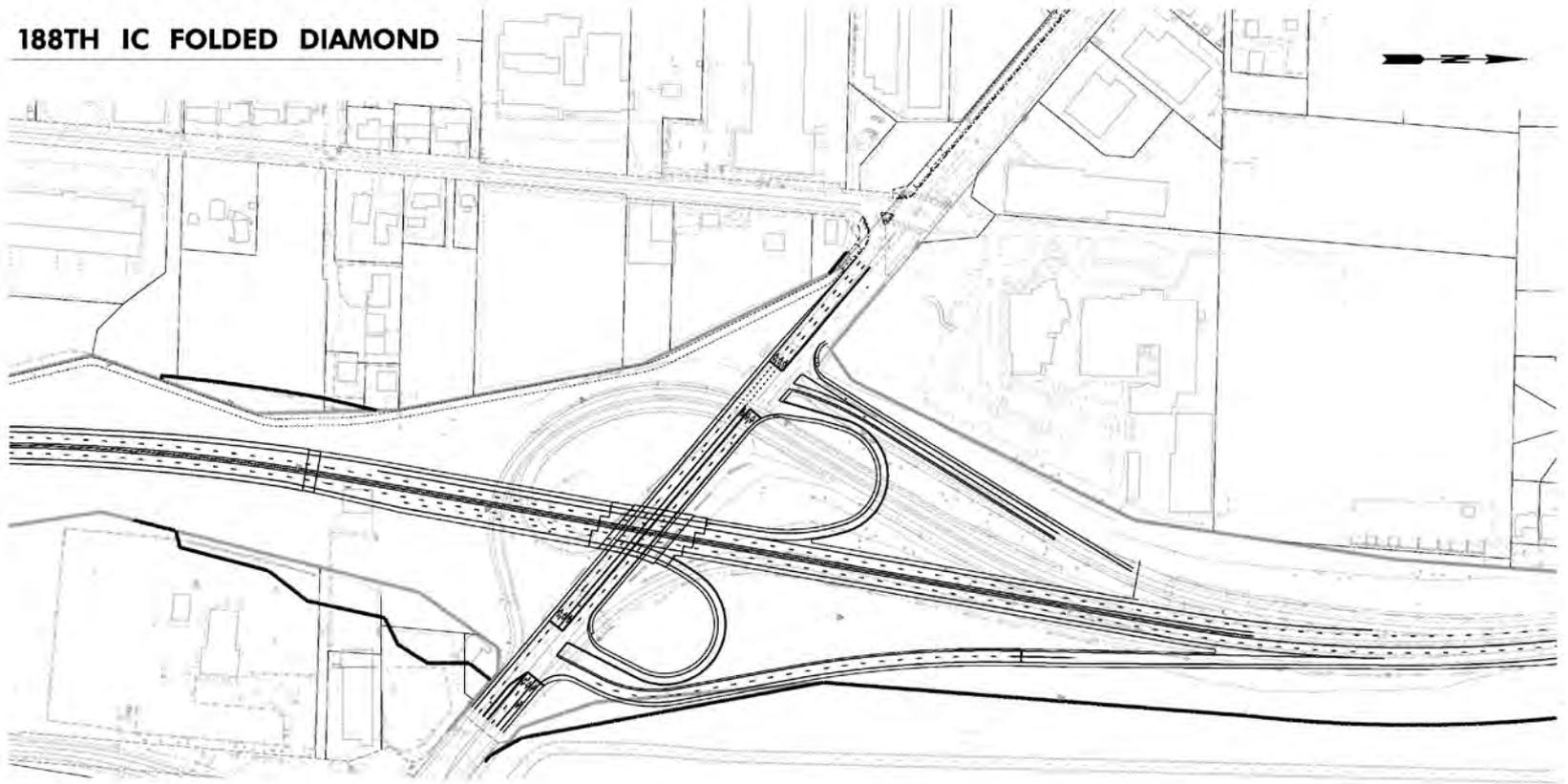
SR 509: Updated Preferred Scenario 3B



SR 509 188th Interchange - Full Diamond



SR 509 188th Interchange - Folded Diamond



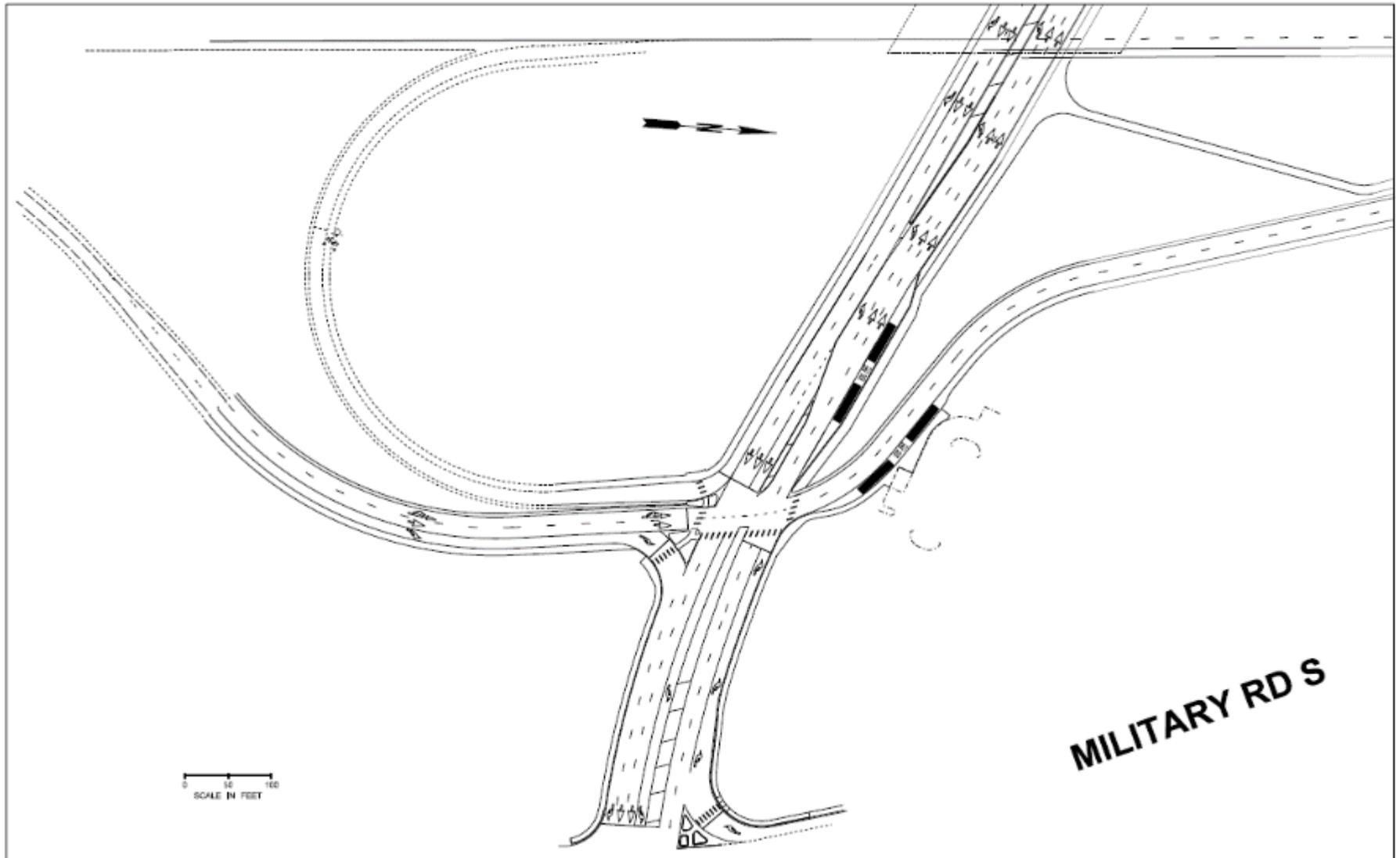
Puget Sound
GATEWAY Program

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PRELIMINARY
Subject to Revision

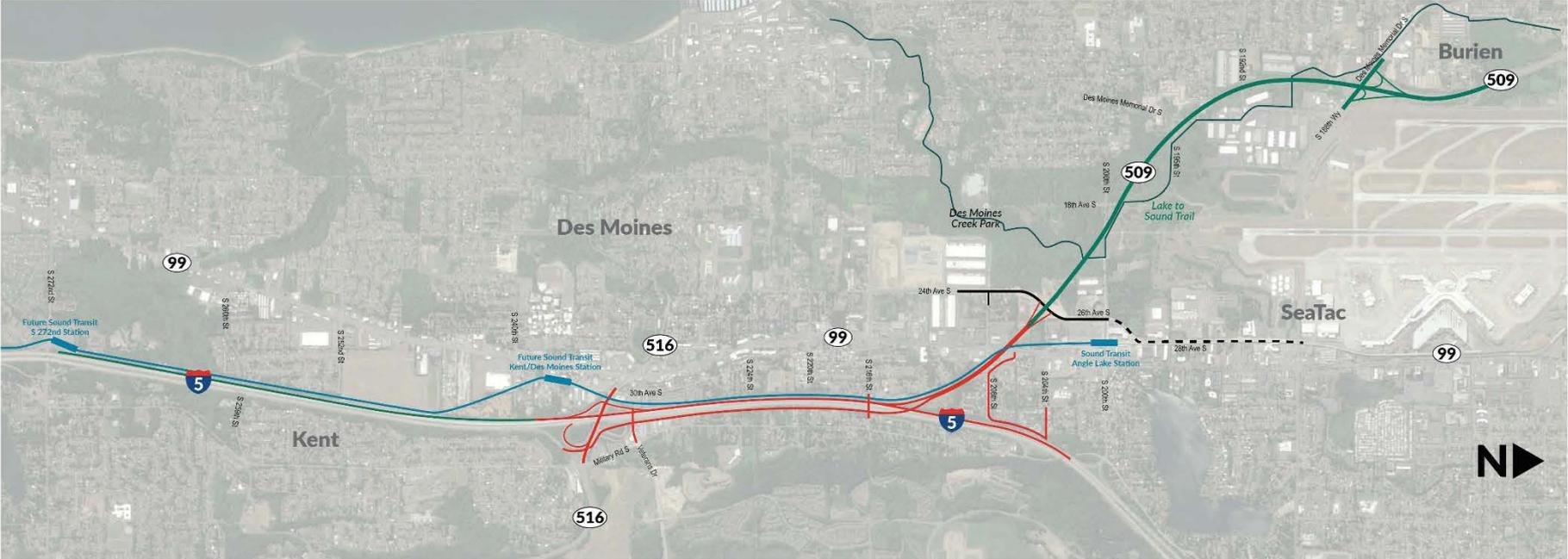


SR 509 COMPLETION PROJECT

SR 516 Interchange - 4B



SR 509 Construction Stages



SR 509 Phase 1 Construction Stages

- Stage 1a (built by Sound Transit):
 - Builds new SR 99 Bridge
 - Constructs retaining walls along I-5 between the guideway and the southbound collector/distributor.
- Stage 1b:
 - Reconstructs the SR 516 interchange including the connection to Veterans Drive
 - Reconstructs the S. 216th St. Bridge
 - Builds new northbound I-5 auxiliary lane, southbound I-5 collector/distributor
 - Installs toll point at S. 210th St vicinity
 - Builds two lanes in each direction between 28th/24th Ave S. and SR 516 interchange
- Stage 2:
 - Builds two lanes in each direction between 28th/24th Ave S. and S. 188th St.
 - Builds folded diamond interchange at S. 188th St.

SR 509 Accomplishments

- 28th/24th bridge completion
- Basis of Design Report
- Phase 1 – 15% plans
- Environmental Re-Evaluation
- CEVP update

Urban Design Criteria

SR 509 VISUAL GUIDELINES

PREPARED FOR
THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

BY
JONES & JONES
ARCHITECTS AND LANDSCAPE ARCHITECTS, LTD.

WITH
HNTB CORPORATION

SR 509/I-5 FREIGHT AND
CONGESTION RELIEF PROJECT
Looking North from South 216th Street



Washington State
Department of Transportation



MAY 10, 2003

Barrier and Wall Elevation

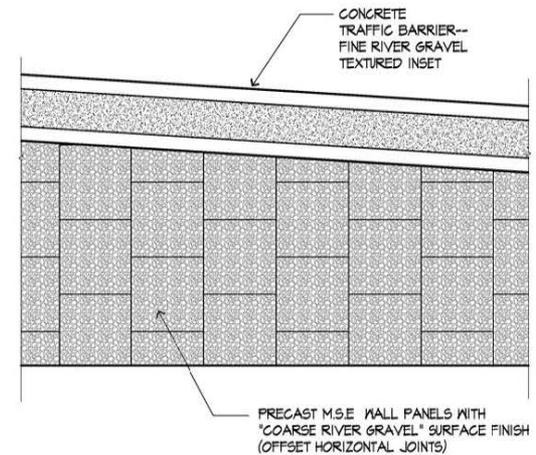
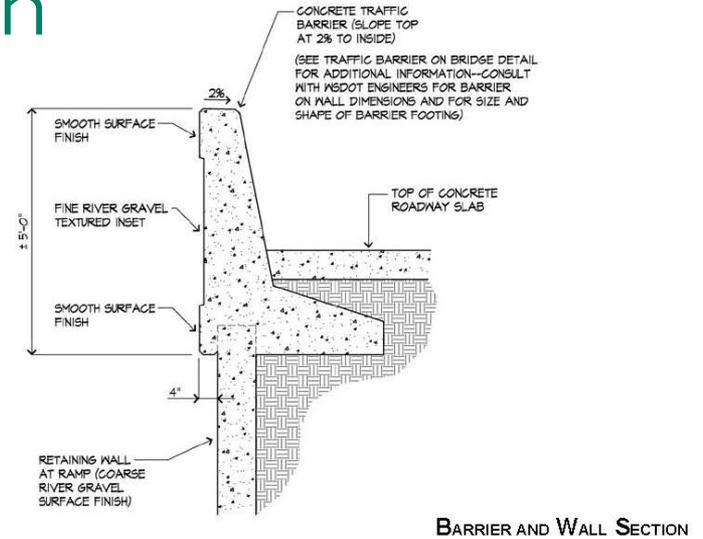


FIGURE 41:
 TRAFFIC BARRIER ON S.E.W. WALL AT RAMP

Coarse River Rock Construction



SR 509 NEPA Re-Evaluation

WSDOT and FHWA completed the NEPA Re-Evaluation and found no new significant effects comparing the 2003 FEIS/ROD to the 2018 Phase 1 improvements.

Key Findings

- **Effects of tolling.** Considered the effect that tolling would have on low-income and minority populations and found that I-5 and surrounding arterials would remain accessible alternatives to the new tolled facility.
- **Improved travel times.** The new SR 509 is expected to offer improved travel times, compared to if the Phase 1 Improvements were not built.
- **Smaller project footprint.** Phase 1 Improvements are 78-feet wide as compared to 120-feet wide in the 2003 Selected Alternative, resulting in fewer impacts on vegetation, wildlife, fish, parks and recreational resources.
- **Fewer property acquisitions.** Phase 1 Improvements identify 88 parcels for acquisition in comparison to 133 parcels identified in the 2003 Final EIS.

Voluntary comment period. Public comments on the NEPA Re-Evaluation were collected via the online open house through February 22, 2018.

Online Open House – 30 Day Comment Period

- Open from January 22 – February 22
- 3,663 unique users
- 43,929 total page views



Home Project Overview Environmental Re-Evaluation Funding and Tolling Comment

Share this:



Comments and Contact

Thank you for visiting the SR 509 Completion Project Online Open House! Your feedback is important to us and we welcome public input throughout the project. Our NEPA Re-Evaluation comment period is open until February 22.

If you wish to become involved or provide feedback on the project, fill out this comment form or submit comments via email to SR509comments@wsdot.wa.gov.

Comment Form

Name *

First Last

Address

Street Address

Address Line 2

- 19 Comments
- Common themes:
 - Tolling
 - South 188th Avenue Interchange improvements
 - Sea-Tac Airport traffic

SR 509 Right of Way 2018

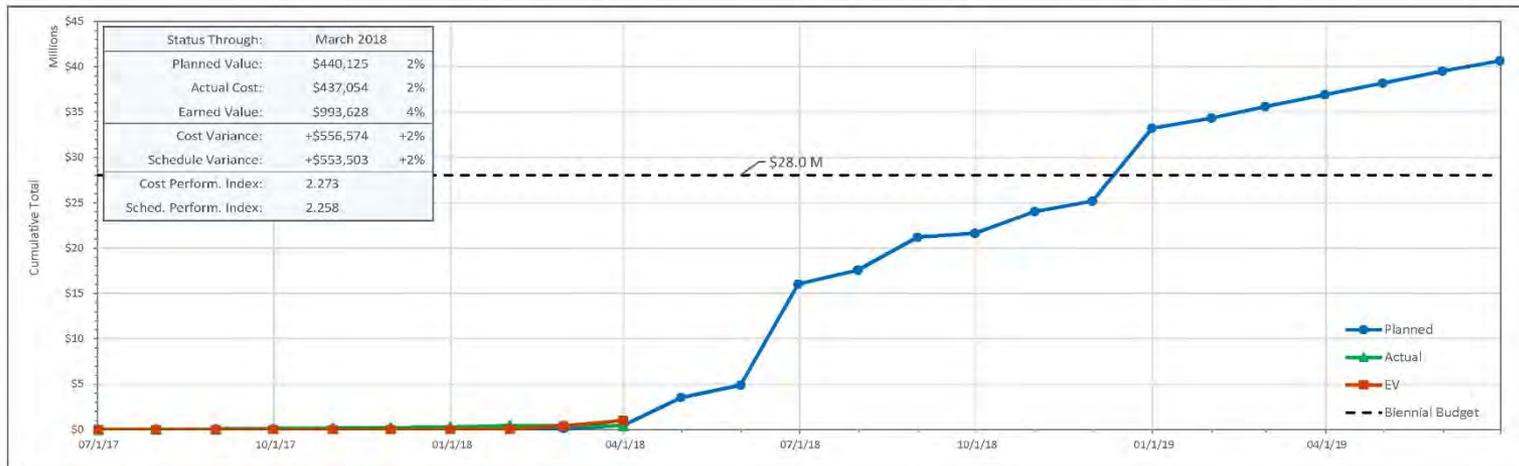


SR 509 ROW Acquisition Dashboard

Puget Sound Gateway Program SR 509 Completion Project - Executive Dashboard

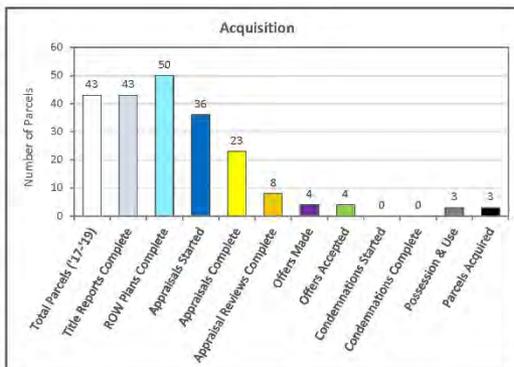


'17-'19 Legislative Funding	\$28,045,000	ROW Funding Expended	\$437,054	ROW Funding Remaining	\$27,607,946
Active Parcels Cost (PFE)	\$40,746,499	Planned ROW Expenditure '17-'19	\$40,646,499	Status Through	March '18



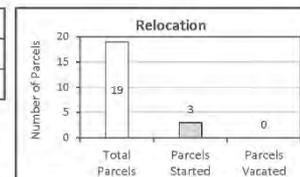
ACQUISITION

Total Parcels ('17-'19)	43
Title Reports Complete	43
ROW Plans Complete	50
Appraisals Started	36
Appraisals Complete	23
Appraisal Reviews Complete	8
Offers Made	4
Offers Accepted	4
Condemnations Started	0
Condemnations Complete	0
Possession & Use	3
Parcels Acquired	3



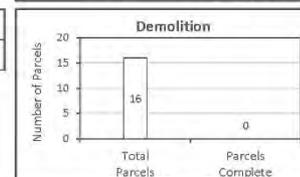
RELOCATION

Total Parcels with Relocations	19
Parcels with Relocations Started	3
Parcels with Relocations Vacated	0



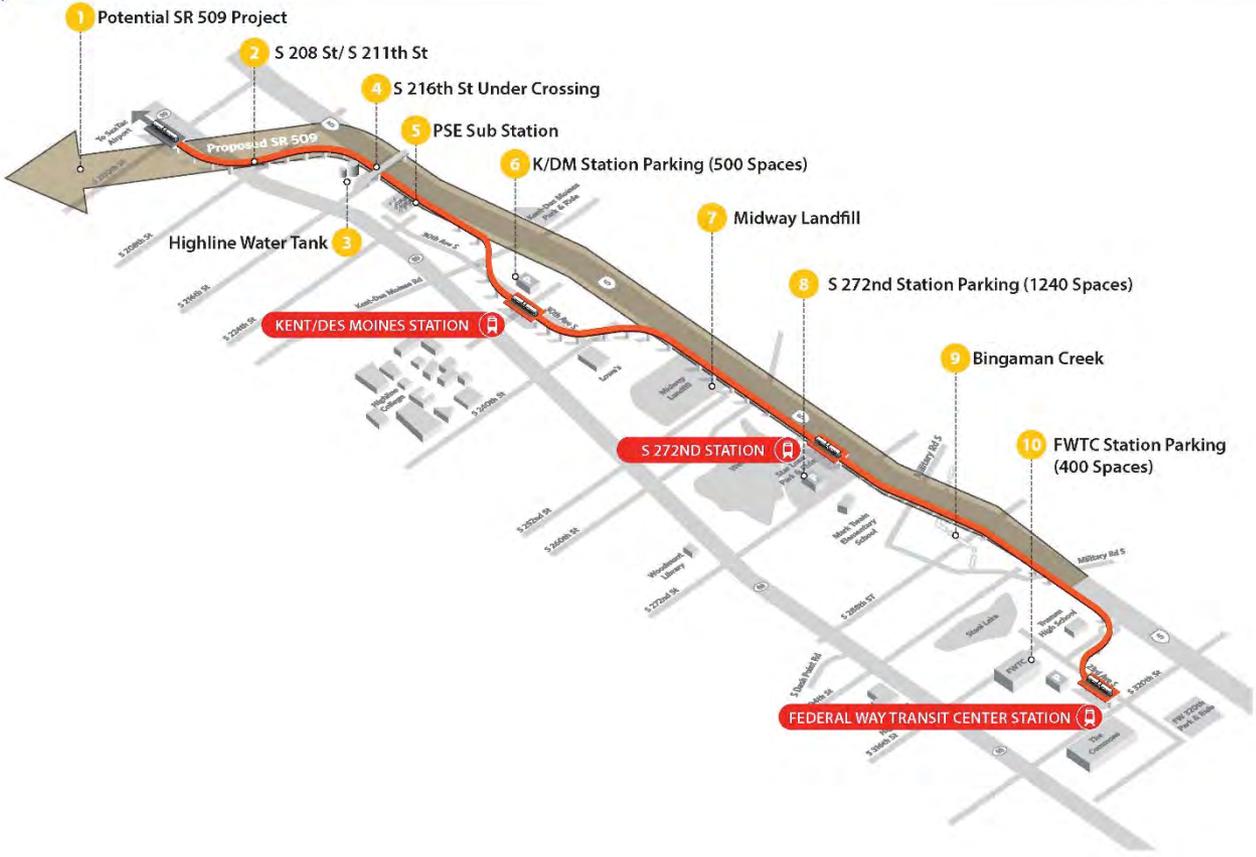
DEMOLITION

Total Parcels with Demolition	16
Parcels with Demolition Complete	0

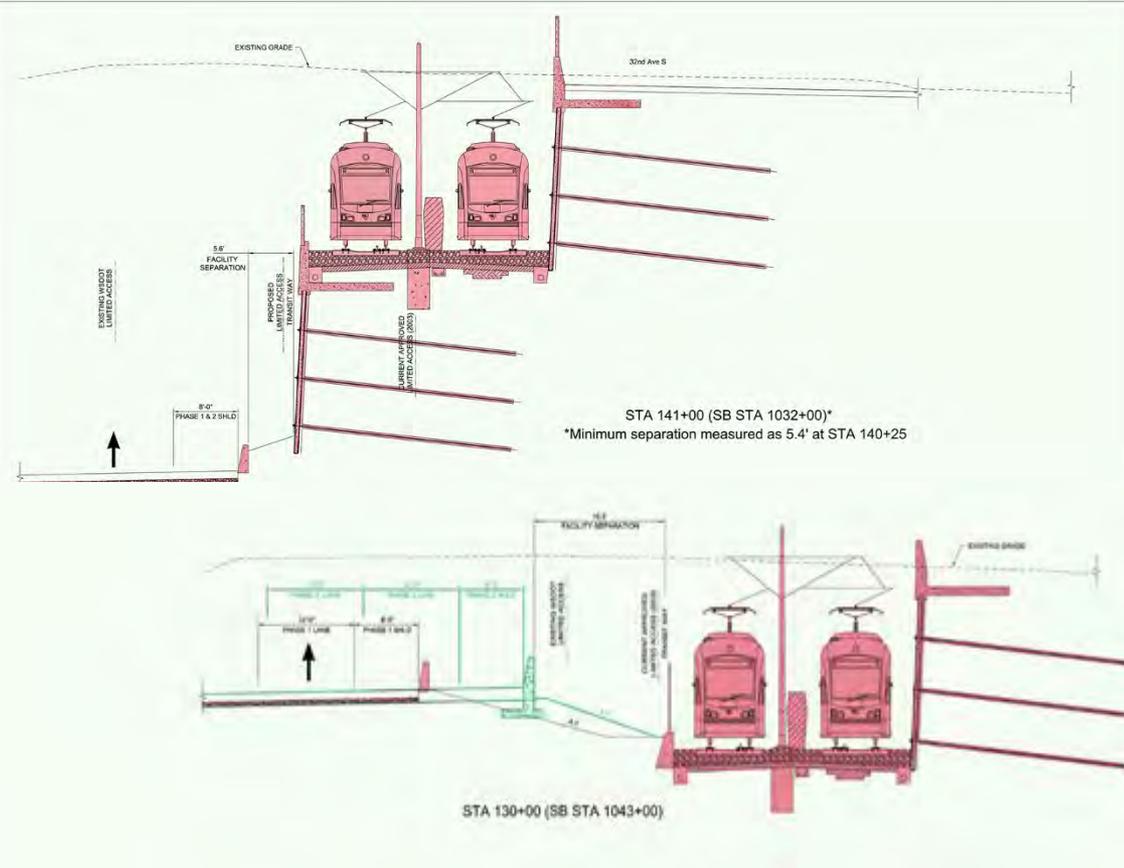


Federal Way Link Extension Project

Federal Way Link Extension Preferred Alternative



I-5 Retaining Walls



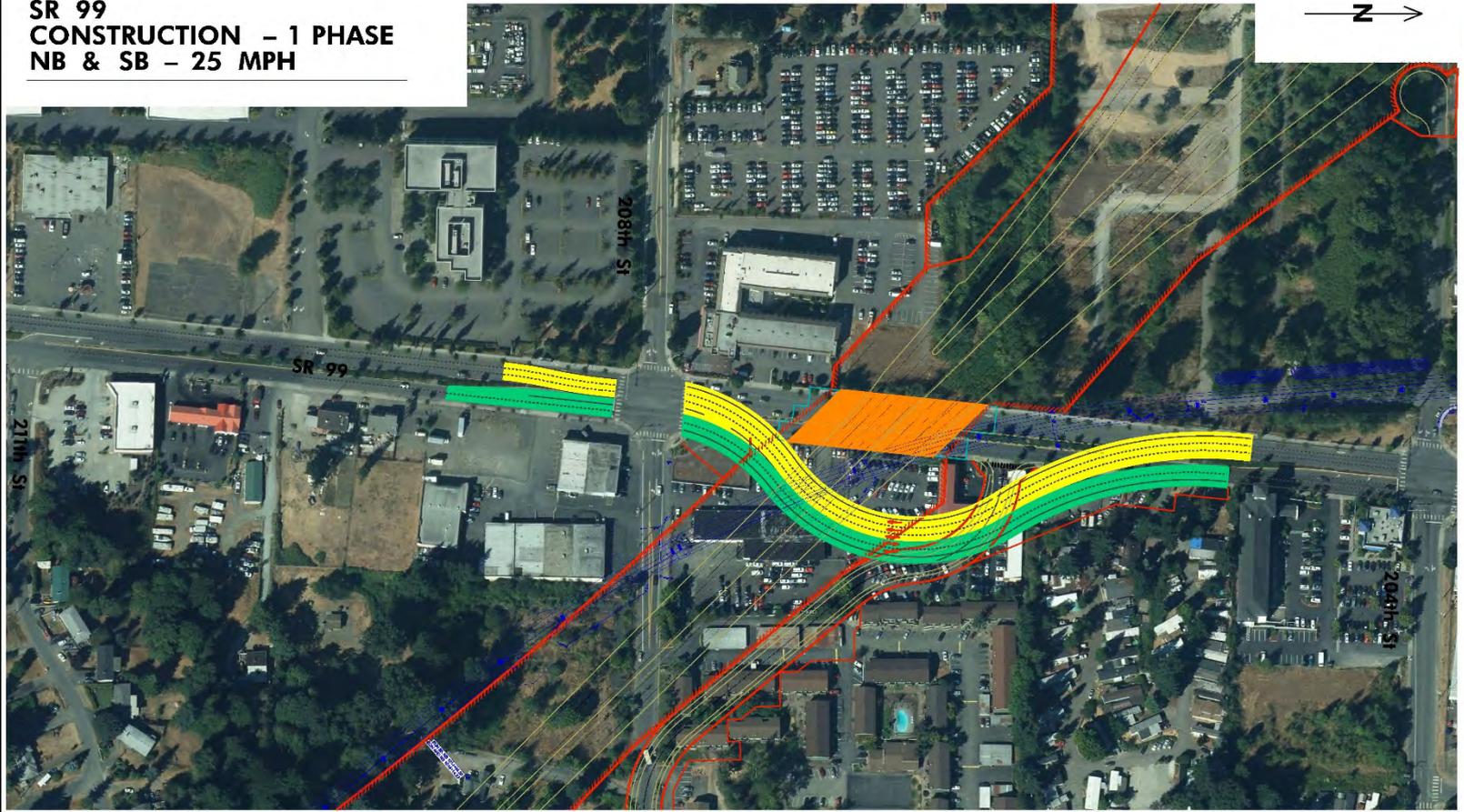
FOR DISCUSSION
PURPOSES ONLY

SR 509 COMPLETION PROJECT

DATE: 9/29/2017 FILE NAME: I:\SR 509 Project\CAD\WKS\Sub\ST Cross Section - Upstret.dwg

SR 99 Bypass

**SR 99
CONSTRUCTION - 1 PHASE
NB & SB - 25 MPH**



DATE: 10/20/2017 FILE NAME: I:\SR 509 Project\CAD\WORK\SR509TrafficControl\SR TC - Preferred Detour_Curren.mxd

**FOR DISCUSSION
PURPOSES ONLY**



SR 509 COMPLETION PROJECT

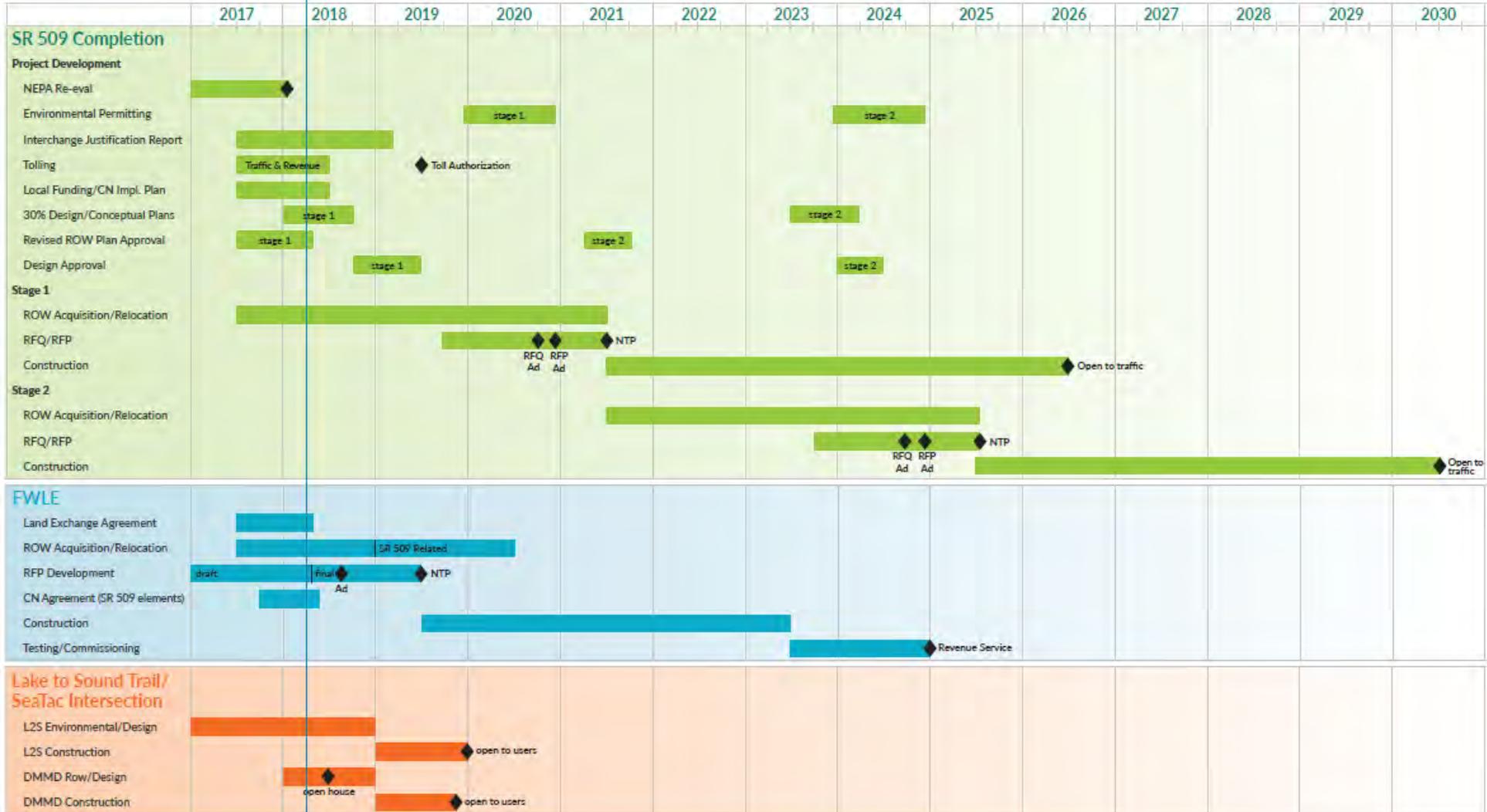
SR 509 Next Steps

- Continue right of way acquisition
- Include SR 99 bridge scope in Sound Transit Summer 2018 RFP
- Complete land exchange agreement with Sound Transit by June 2018
- Complete construction agreement with Sound Transit by July 2018
- Continue coordination with King County regarding Lake to Sound Trail design
- Participate in summer outreach activities
- Design parameters
- Develop Phase 1 30% design by Fall 2018
- IJR update
- Develop Phase 2 10% design by Fall 2018

SR 509 and Adjacent Projects Milestones

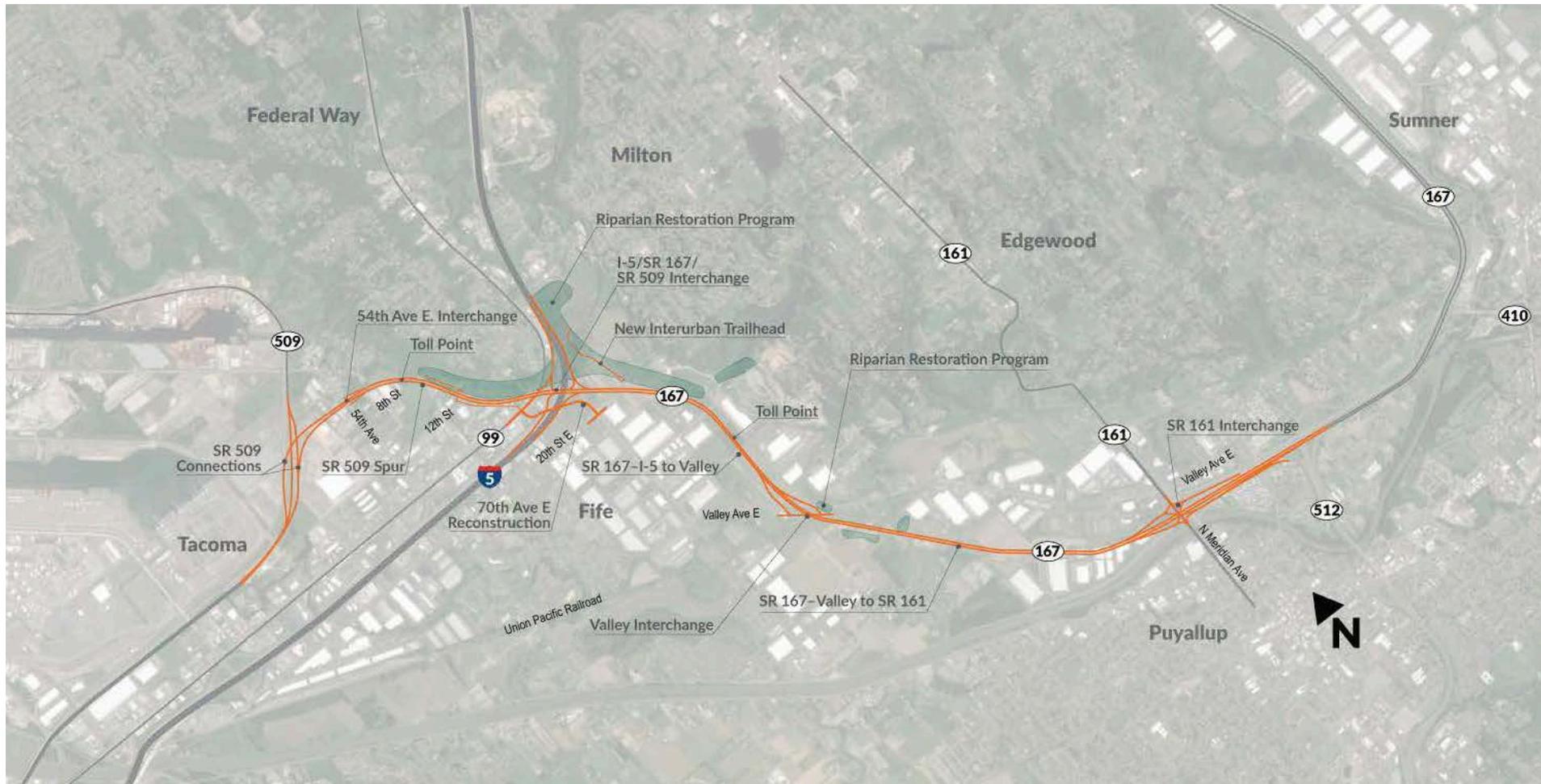
DRAFT 3/19/18

We are here >

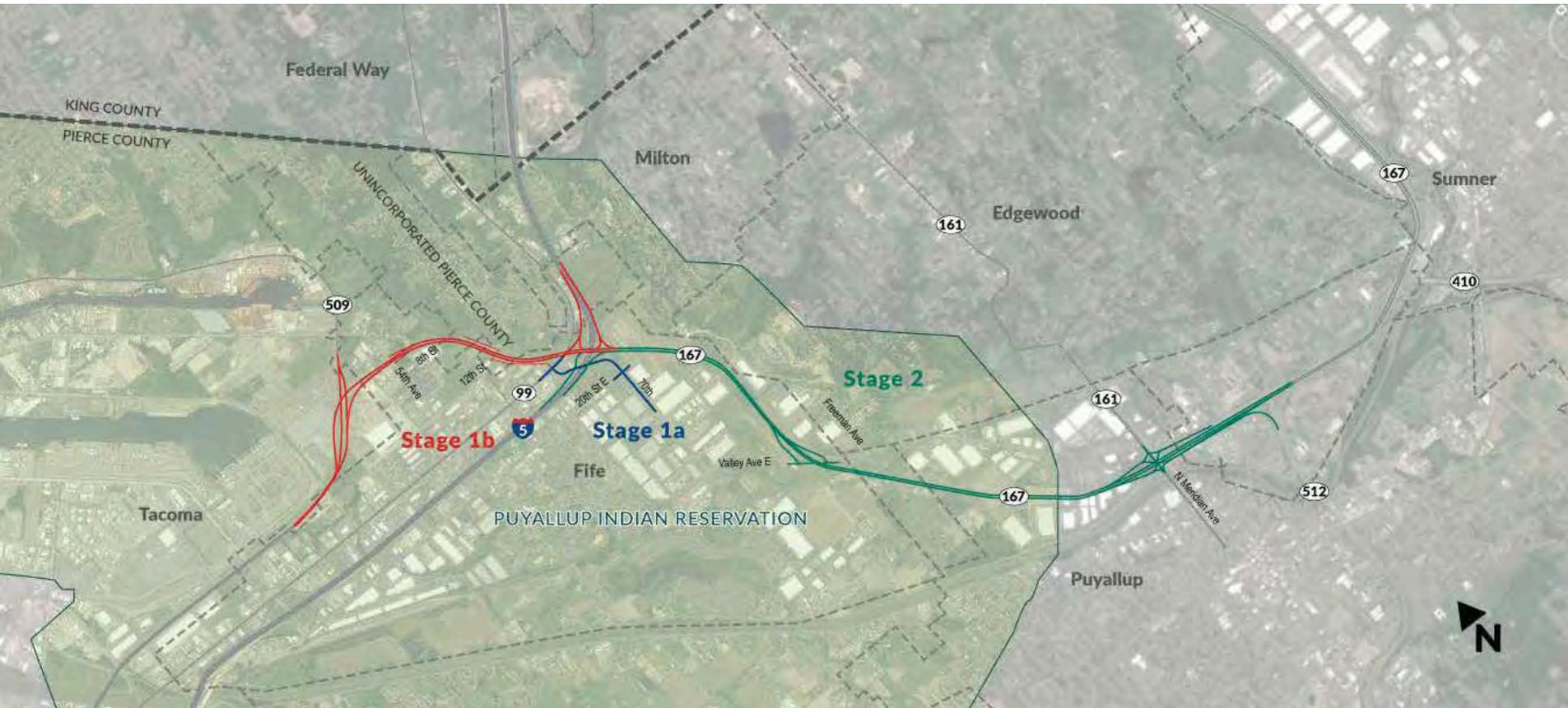


SR 167 Update

SR 167: Updated Preferred Scenario 2E



SR 167 Construction Stages



SR 167 Phase 1 Construction Stages

- Stage 1a:
 - Reconstructs 70th Avenue bridge
 - Builds new connection at SR 99 and 20th St. E.
 - Builds new Interurban Trailhead
 - Relocates utilities
- Stage 1b:
 - Builds SR 509 Spur – two new lanes in each direction between I-5 and 54th
 - Builds 54th Ave. interchange
 - Constructs I-5 diverging diamond interchange
 - Constructs Riparian Restoration Program
 - Builds Wetland Mitigation sites
 - Relocates utilities
- Stage 2:
 - Builds south ramps at I-5 interchange
 - Constructs Valley and Meridian interchanges
 - Builds two new lanes between I-5 and N. Meridian Ave.
 - *Adds new weigh stations (possible scope)*

SR 167 Accomplishments

- Environmental
- Riparian Restoration Program (RRP)
- Right of Way Acquisition
- Interurban Trail

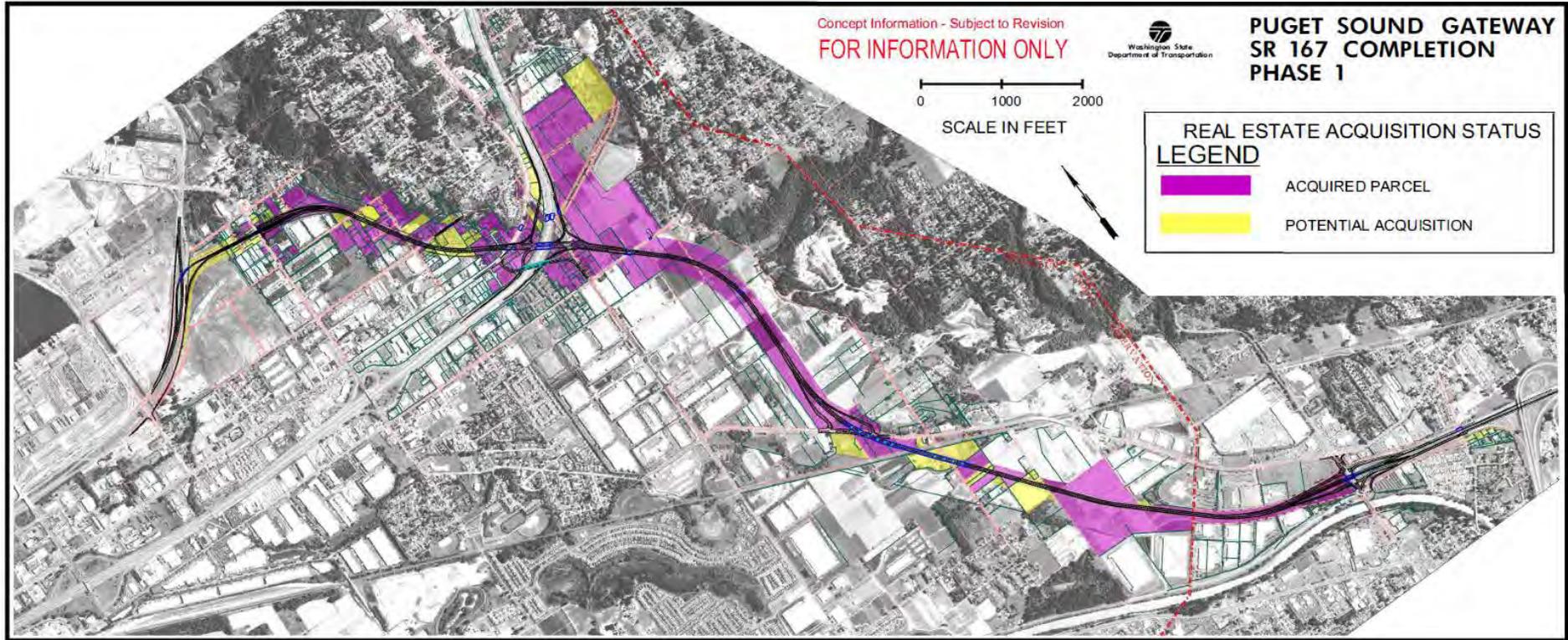
SR 167 Environmental Status

- Five of 19 Tech memos complete
- NEPA Re-Evaluation - target completion August 2018
- Biological Assessment - submit to Federal Services on April 16
- Amended Section 106 MOA – target completion June 2018
- JARPA preparation to begin in April
- Online open house – Fall 2018

SR 167 RRP Status

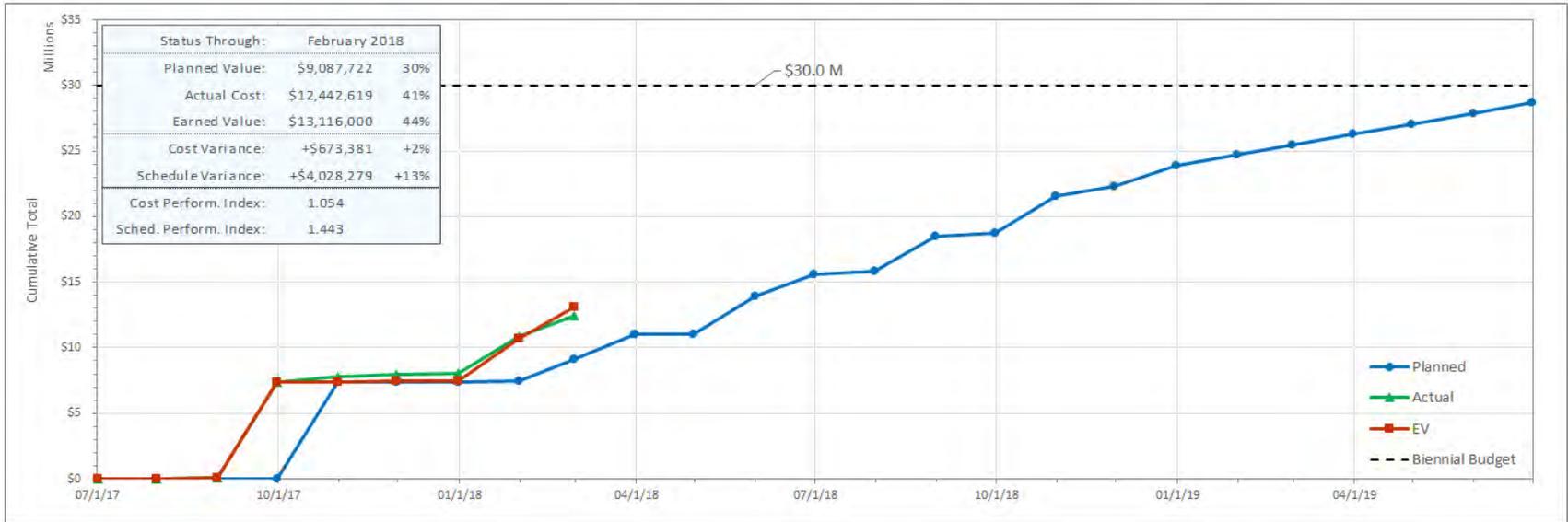
- Met with Technical Advisory Group (TAG) on Feb. 7, 2018
- Hydraulic model of Hylebos & Surprise Lake trib. advancing
- Survey work nearing completion
- Sea-level rise assumptions agreed upon with HQ Hydraulics
- New Hylebos Creek crossing of I-5 is critical element
- 16 Piezometers installed for groundwater monitoring
- Focus is on I-5 crossing and new stream channel geometry
- Next TAG meeting in May

SR 167 Right of Way 2018



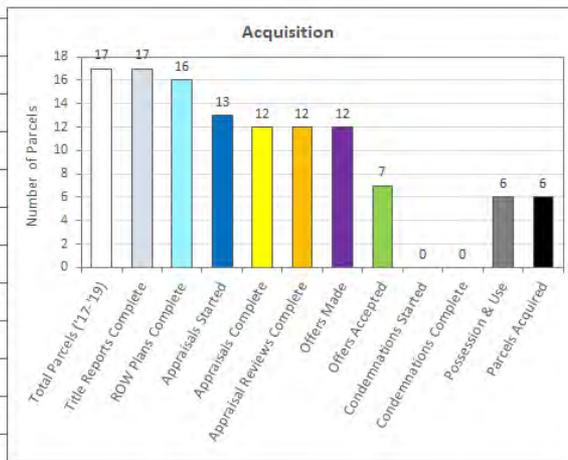
SR 167 ROW Acquisition Dashboard

'17-'19 Legislative Funding	\$30,000,000	ROW Funding Expended	\$12,442,619	ROW Funding Remaining	\$17,557,381
Active Pacels Cost (PFE)	\$30,041,183	Planned ROW Expenditure '17-'19	\$28,678,113	Status Through	February '18



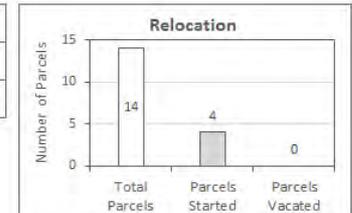
ACQUISITION

Total Parcels ('17-'19)	17
Title Reports Complete	17
ROW Plans Complete	16
Appraisals Started	13
Appraisals Complete	12
Appraisal Reviews Complete	12
Offers Made	12
Offers Accepted	7
Condemnations Started	0
Condemnations Complete	0
Possession & Use	6
Parcels Acquired	6



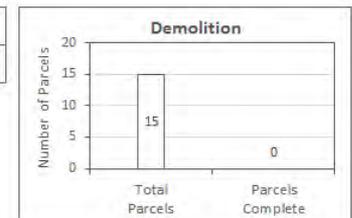
RELOCATION

Total Parcels with Relocations	14
Parcels with Relocations Started	4
Parcels with Relocations Vacated	0



DEMOLITION

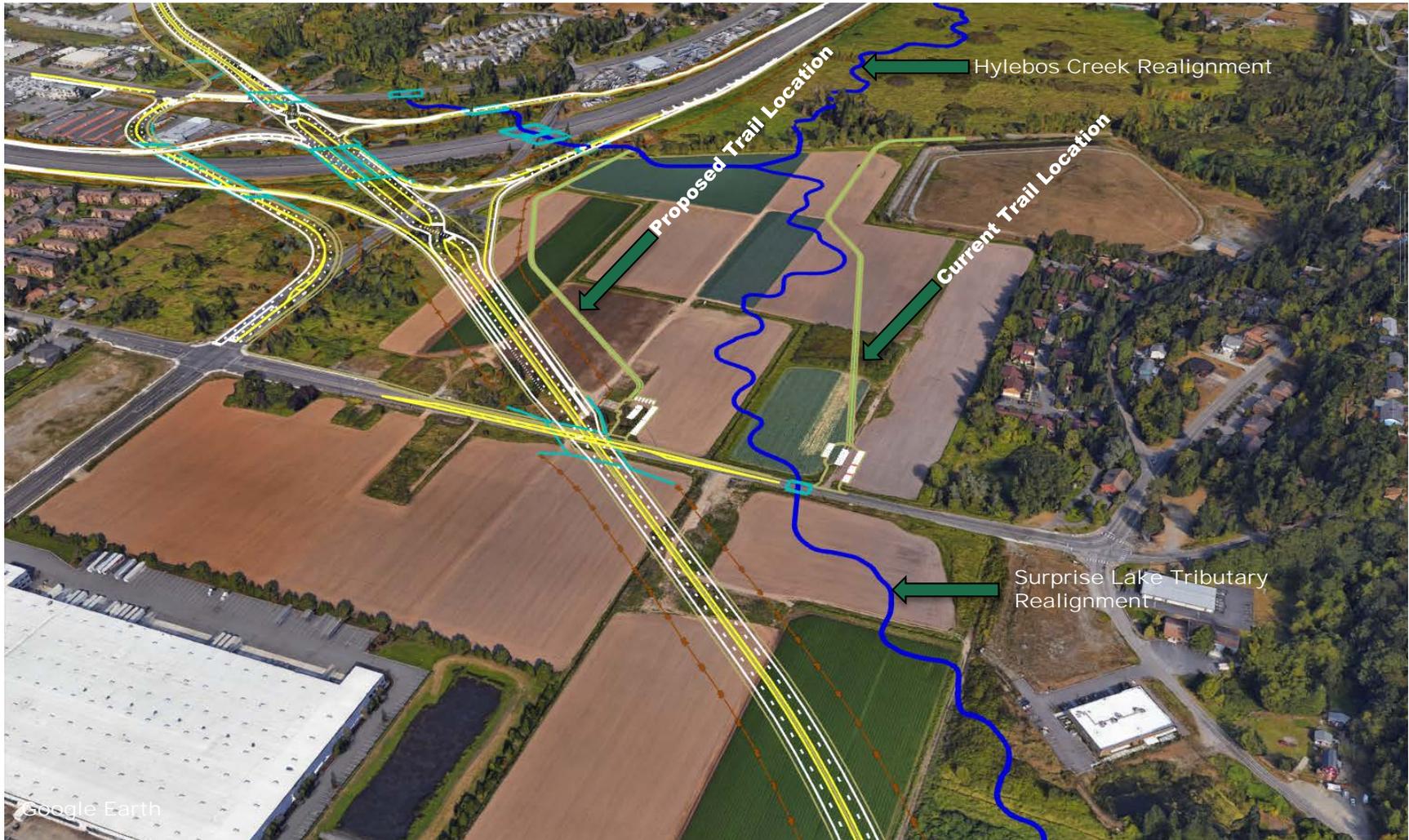
Total Parcels with Demolition	15
Parcels with Demolition Complete	0



SR 167 Interurban Trail

- Fife secured \$1.4 million from 2018 Supplemental Transportation Budget
- Incorporate trail scope into Stage 1a
- Likely combine with relocation of Olympic Pipeline
- New trailhead parking at 20th St.
- Improvements to 20th St.

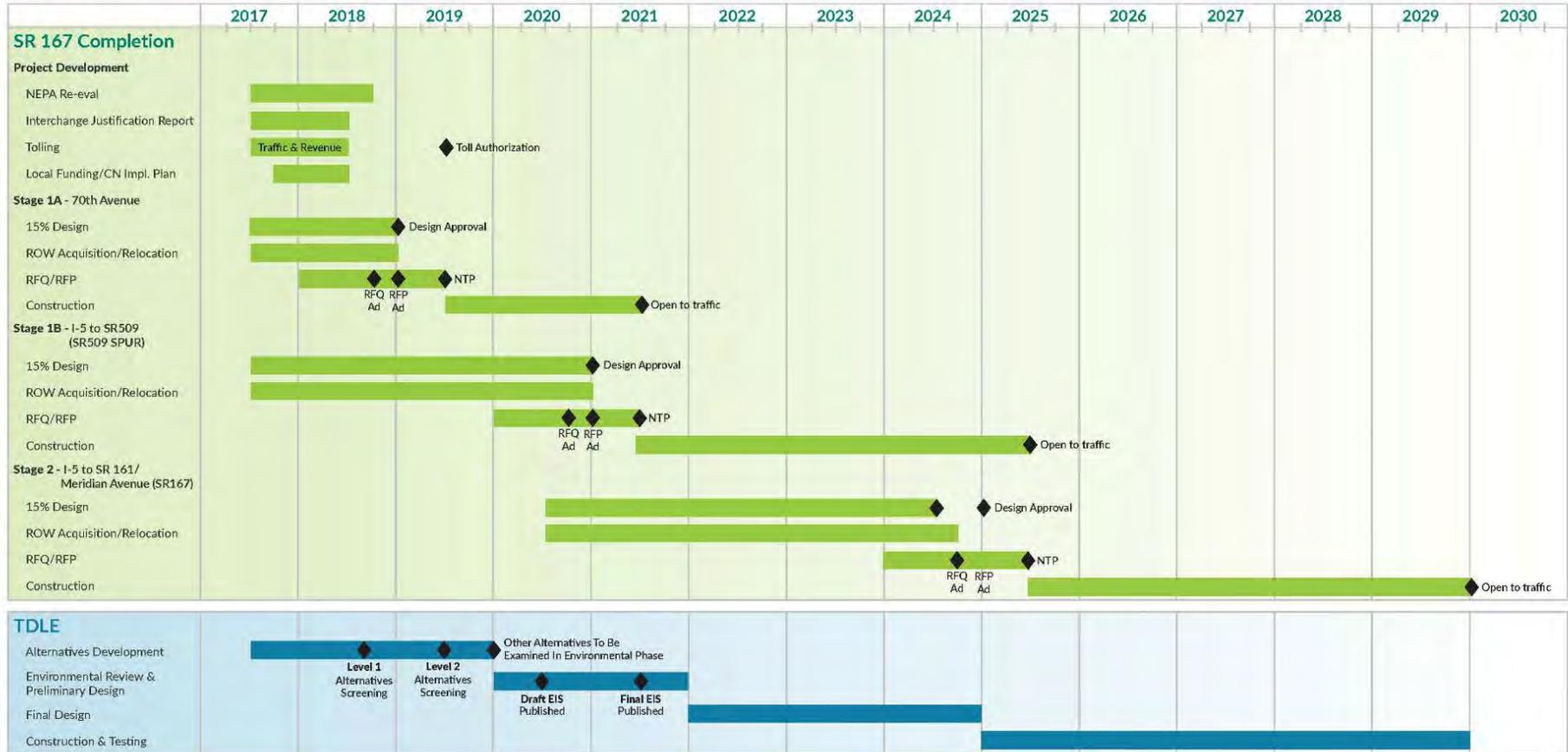
SR 167 Interurban Trail Refinement



SR 167 Project Milestones

SR 167 Milestones

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SR 167 Next Steps

- Continue right of way acquisition process
- Complete NEPA Re-Evaluation
- Participate in summer outreach activities
- Continue coordination with Fife regarding the Interurban Trail design and construction
- Increase coordination with Sound Transit regarding Tacoma Dome Link Extension
- Develop 30% design and design approval late 2018
- Beginning Urban Design Criteria process at each interchange location
- Accepting clean fill dirt

Program Next Steps

- Complete and submit grant applications for local nexus projects
- Complete the Construction and Implementation Plan, Schedule Acceleration Report, Local Funding MOU, and tolling traffic and revenue.
- Upcoming Meetings:
 - Executive Committee – April 5
 - Funding & Phasing Subcommittee – May 3
 - Funding & Phasing Subcommittee – June 7
 - Steering Committee – June 27
 - Executive Committee – July 11

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