

Puget Sound Gateway Program

SR 167 and SR 509 Completion Projects

Executive Committee Meeting
April 5, 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
- Funding status
- Cost estimate review
- Endorse Updated Preferred Scenario
- Project updates
- Next Steps

Puget Sound Gateway Program

Guiding Principles

1. Support regional mobility to provide efficient movement of freight and people
2. Improve local, regional, state and national economic vitality
3. Provide a high level of safety
4. Support local and regional comprehensive land use plans
5. Minimize environmental impacts and seek opportunities for meaningful improvements
6. Create solutions that are equitable, fiscally responsible, and allow for implementation over time
7. Support thoughtful community engagement and transparency

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.***

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**.*

*Additionally, the department **must consider completing 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, the funds must be applied toward the completion of these two full single-point urban interchanges.*

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

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.***

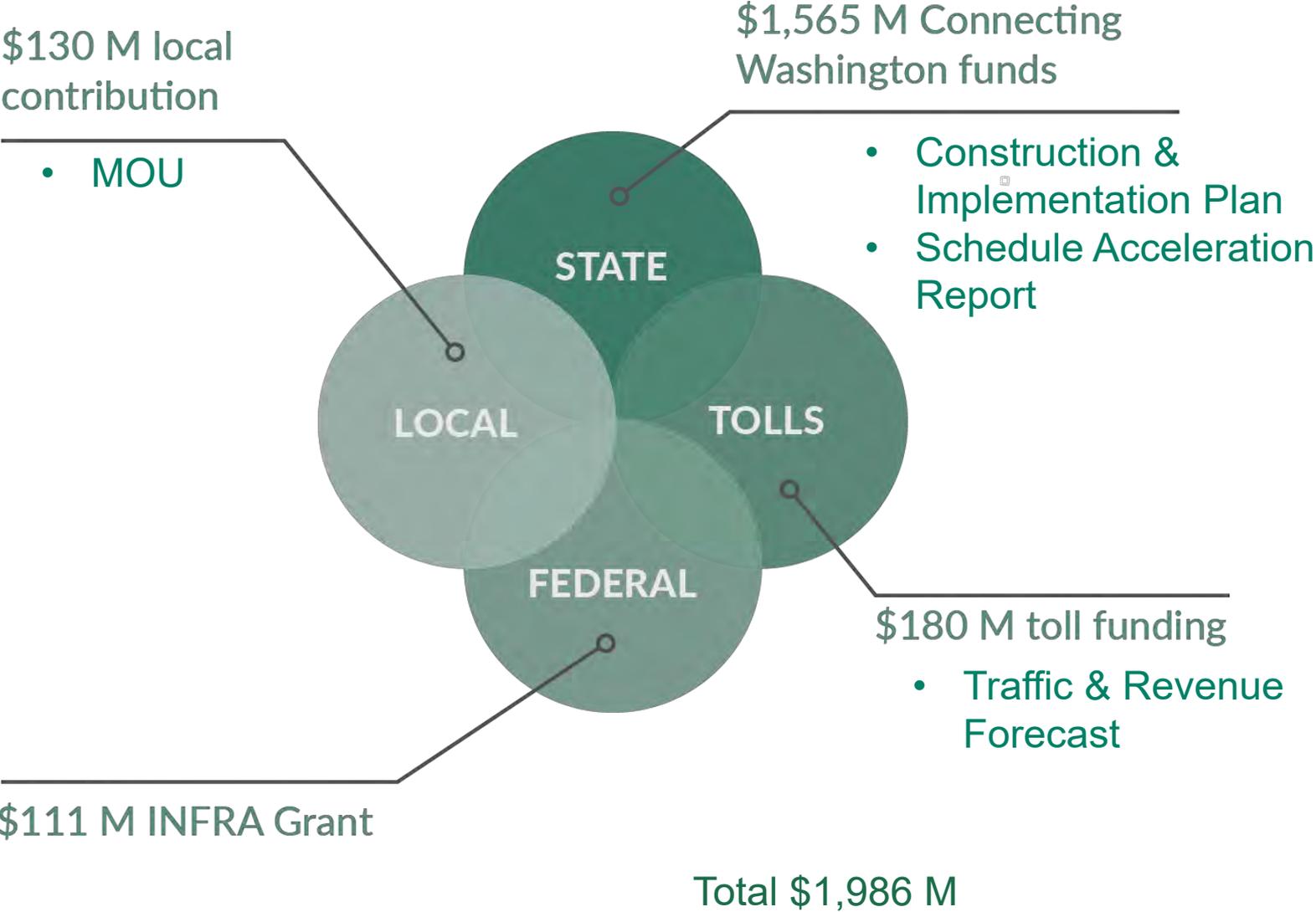
Legislative Direction – 2018 Update

*(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.*

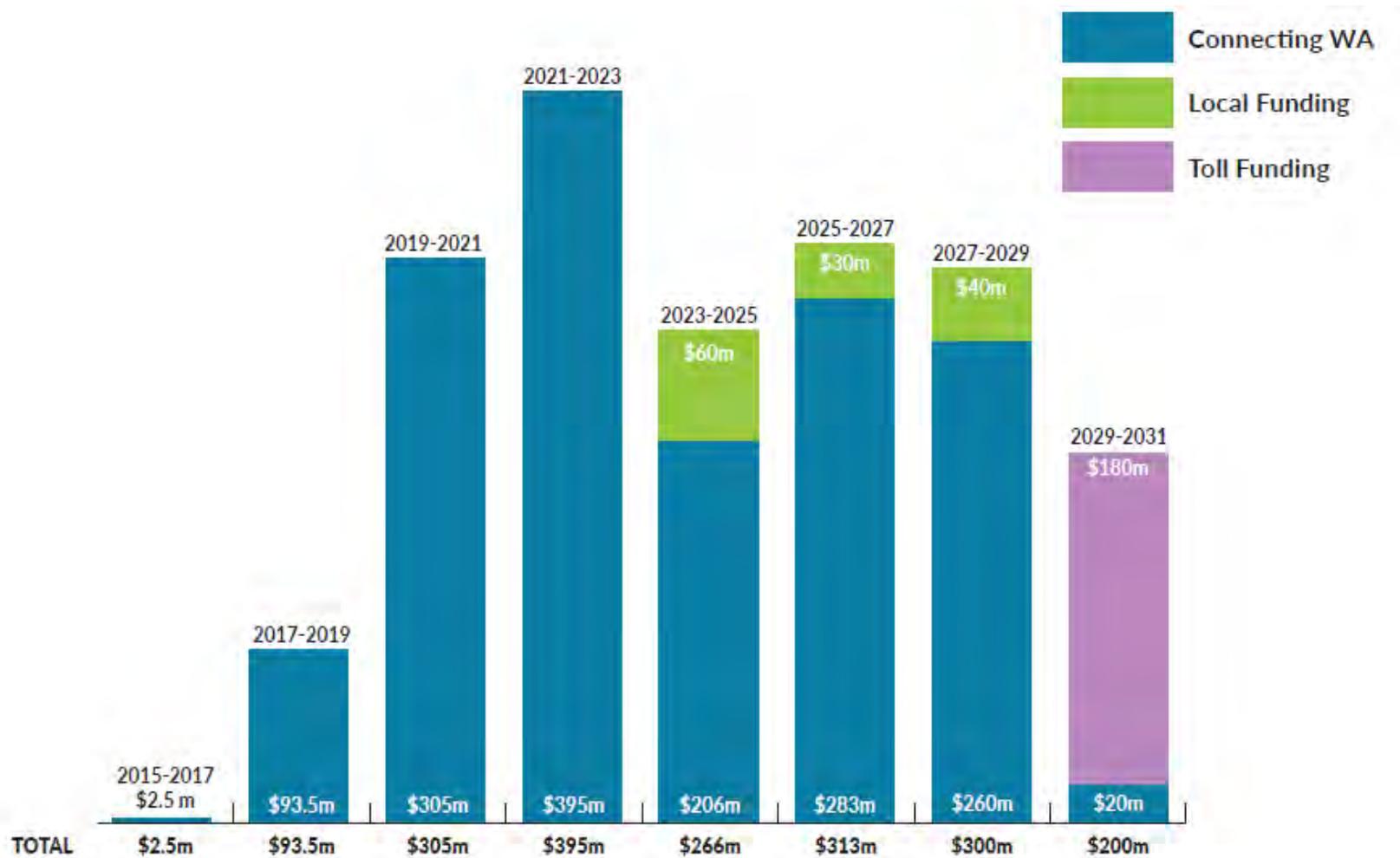
*(e) In designing the state route number 509/state route number **516 interchange** component of the SR 167/SR 509 Puget Sound Gateway project (M00600R), the department shall make every effort to utilize the preferred "4B" design.*

- \$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.*

Gateway Funding Spheres



Puget Sound Gateway Funding as enacted by the 2017 Legislature



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

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 Feedback to Date

- Clarifications requested on:
 - Timing of local contributions
 - Who signs the interlocal agreements
 - What happens if funding is not obtained
 - Language related to conditions for termination
- Request that State obligations be more explicitly detailed
- Terminology consistency and specificity

Comments received from:

- ✓ Auburn
- ✓ Des Moines
- ✓ Federal Way
- ✓ Kent
- ✓ King County
- ✓ Tacoma

Thank you!

MOU Development Process



Tolling

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 Finding and Phasing Study: Strategic Corridor Design Review



Washington State Department of Transportation
September 2013

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 Toll Points

SR 509



SR 167



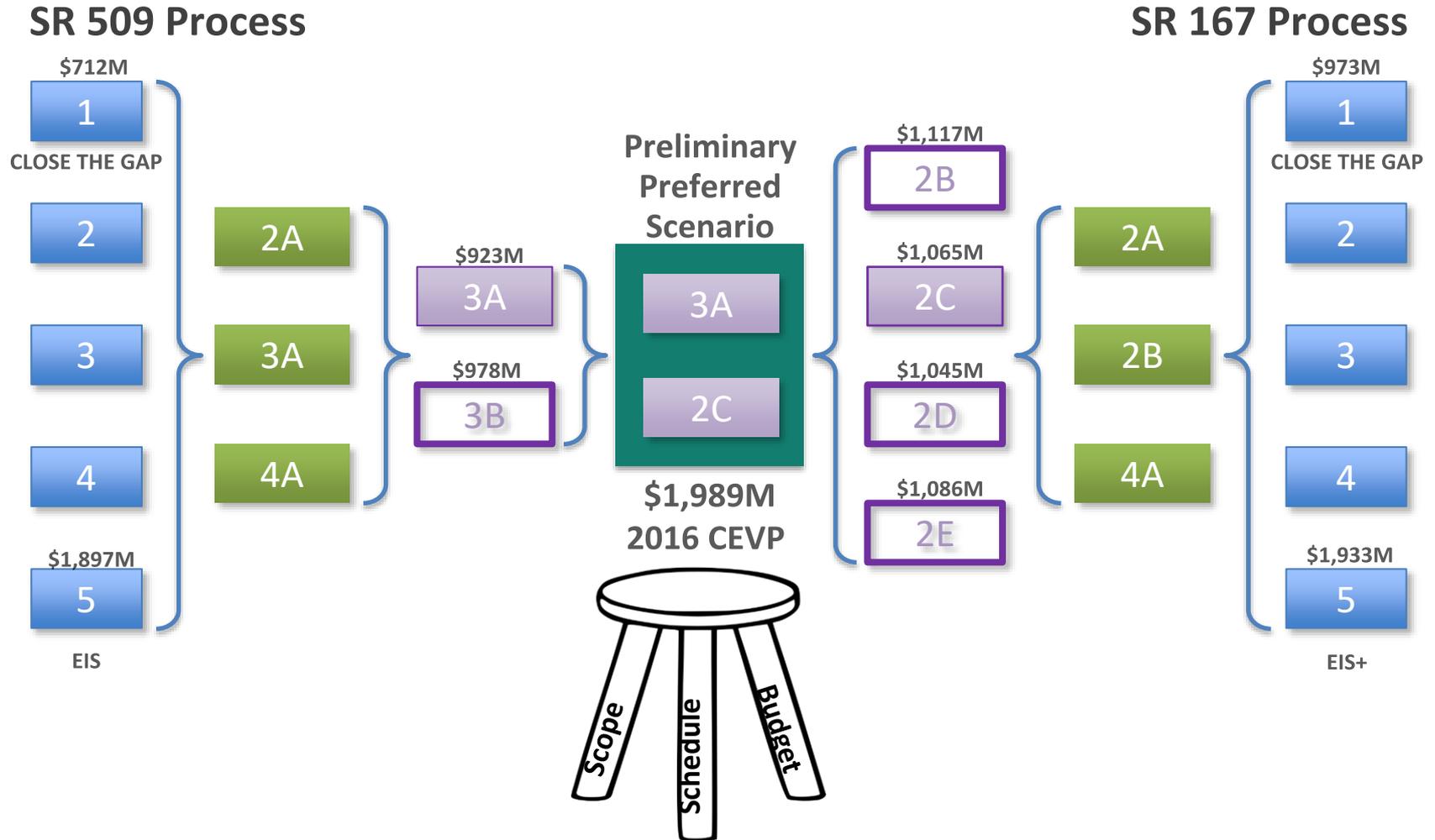
Toll Funding Scenario Test Conditions

Scenario		SR 509	SR 167	Port of Tacoma Spur
Tolled	1 Base Condition	All tolled, axle multiplier	All tolled, axle multiplier	All tolled, 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 Port of Tacoma Spur: Commercial Trucks Free	All tolled, axle multiplier	All tolled, axle multiplier	Commercial trucks free, all others tolled
	4 Commercial Trucks Free	Commercial trucks free	Commercial trucks free	Commercial trucks free
	5 Port of Tacoma Spur: Free	All tolled, axle multiplier	All tolled, axle multiplier	All Free
	6 HOV and Transit Free	All tolled, axle multiplier, HOV 2+/transit Free	All tolled, axle multiplier, HOV 2+/transit Free	All tolled, 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

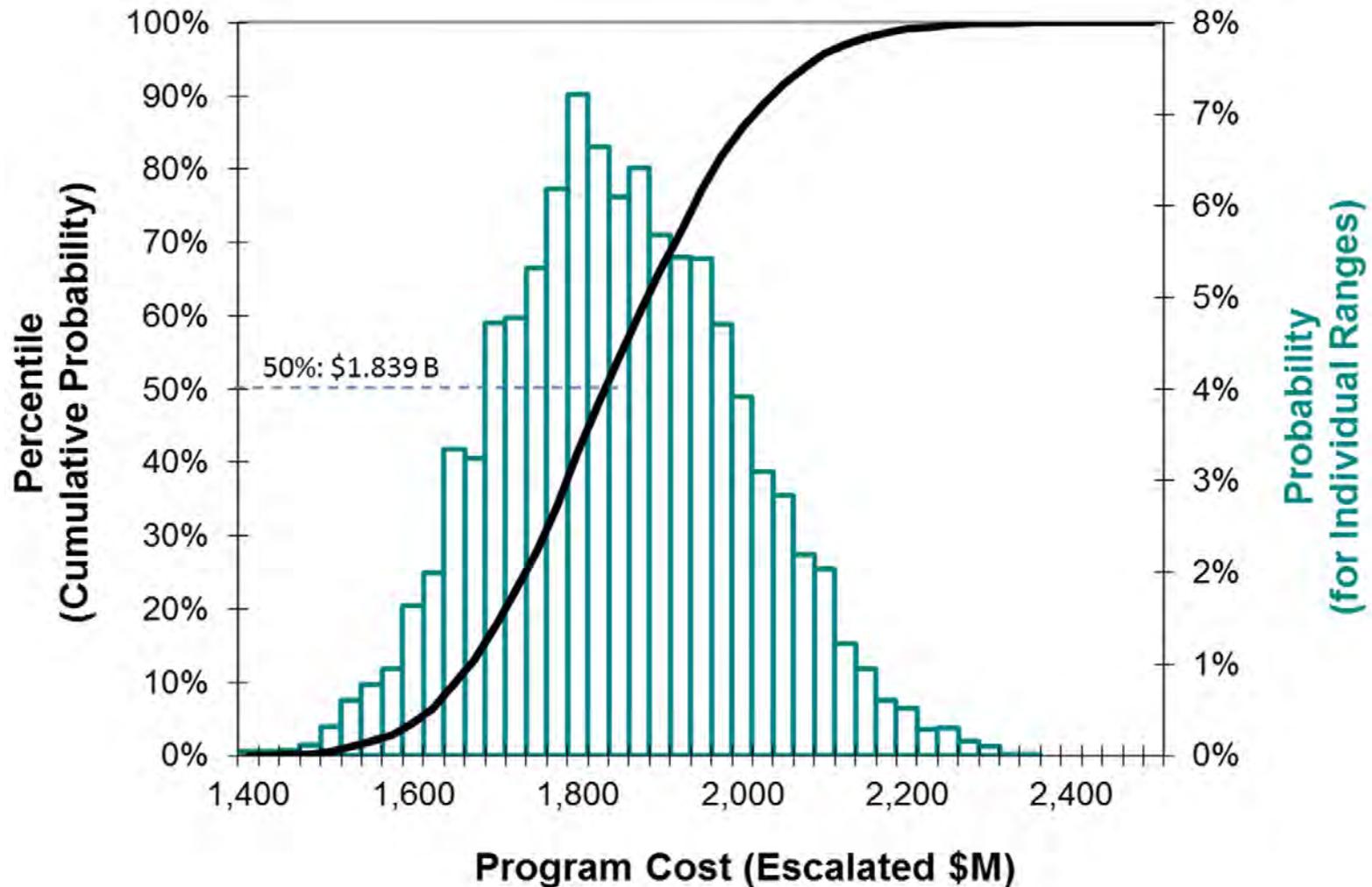
*for the purposes of preliminary analysis, commercial trucks are any trucks with over 2 axles

Cost Estimate Validation Process (CEVP) Results

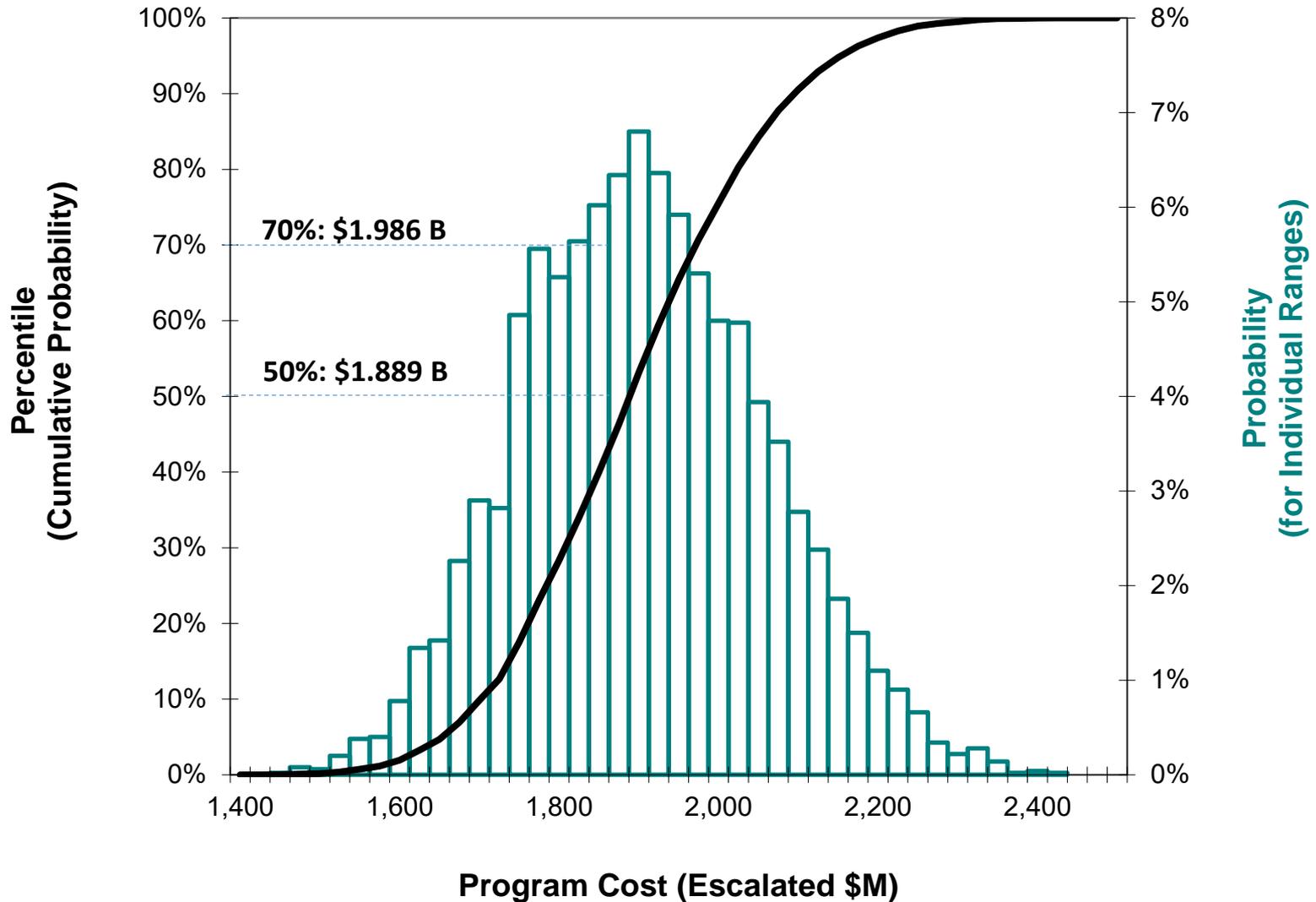
Practical Design Scenario Refinement Process



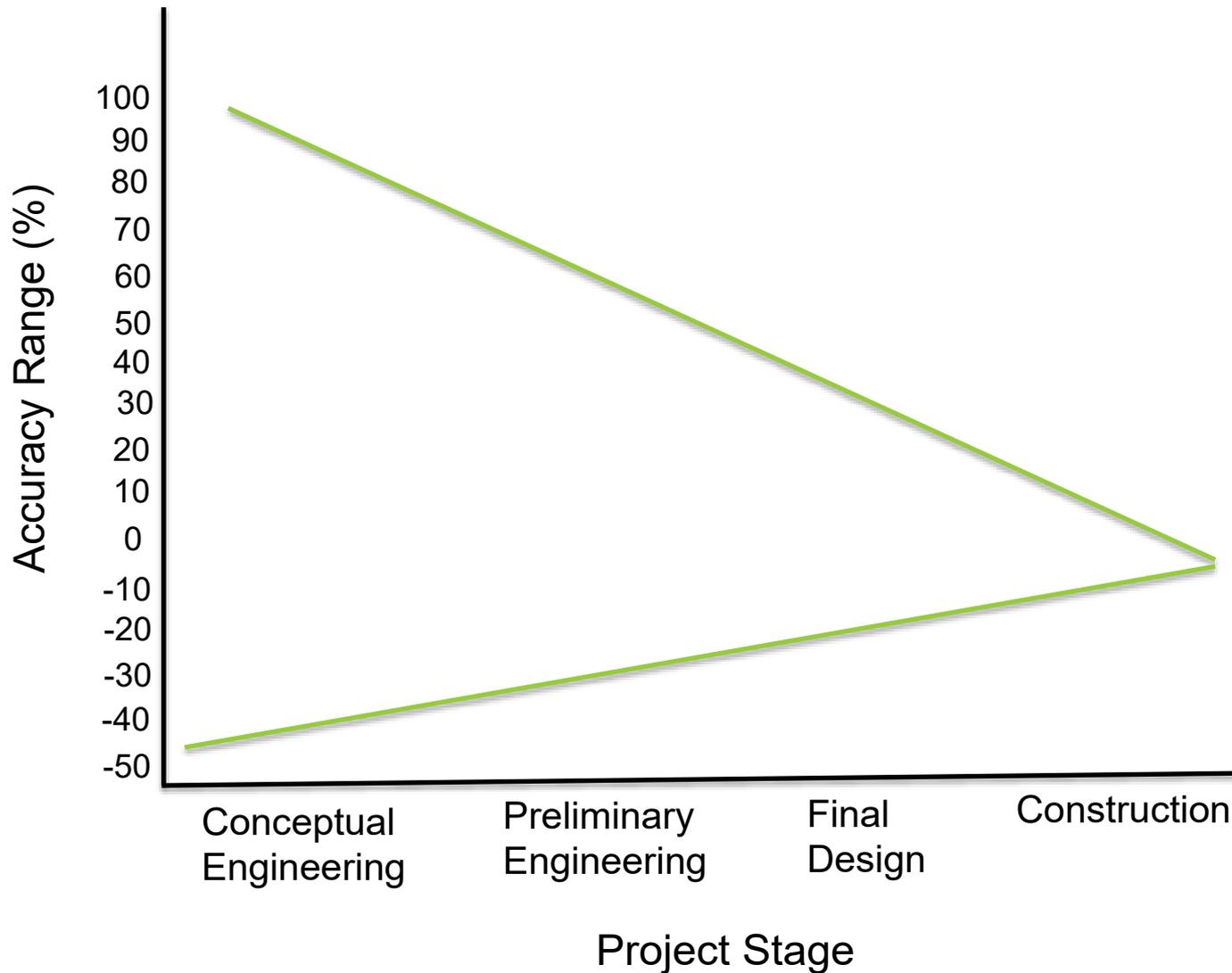
Program Cost Results: 2C/3A Constrained Using WSDOT CCI



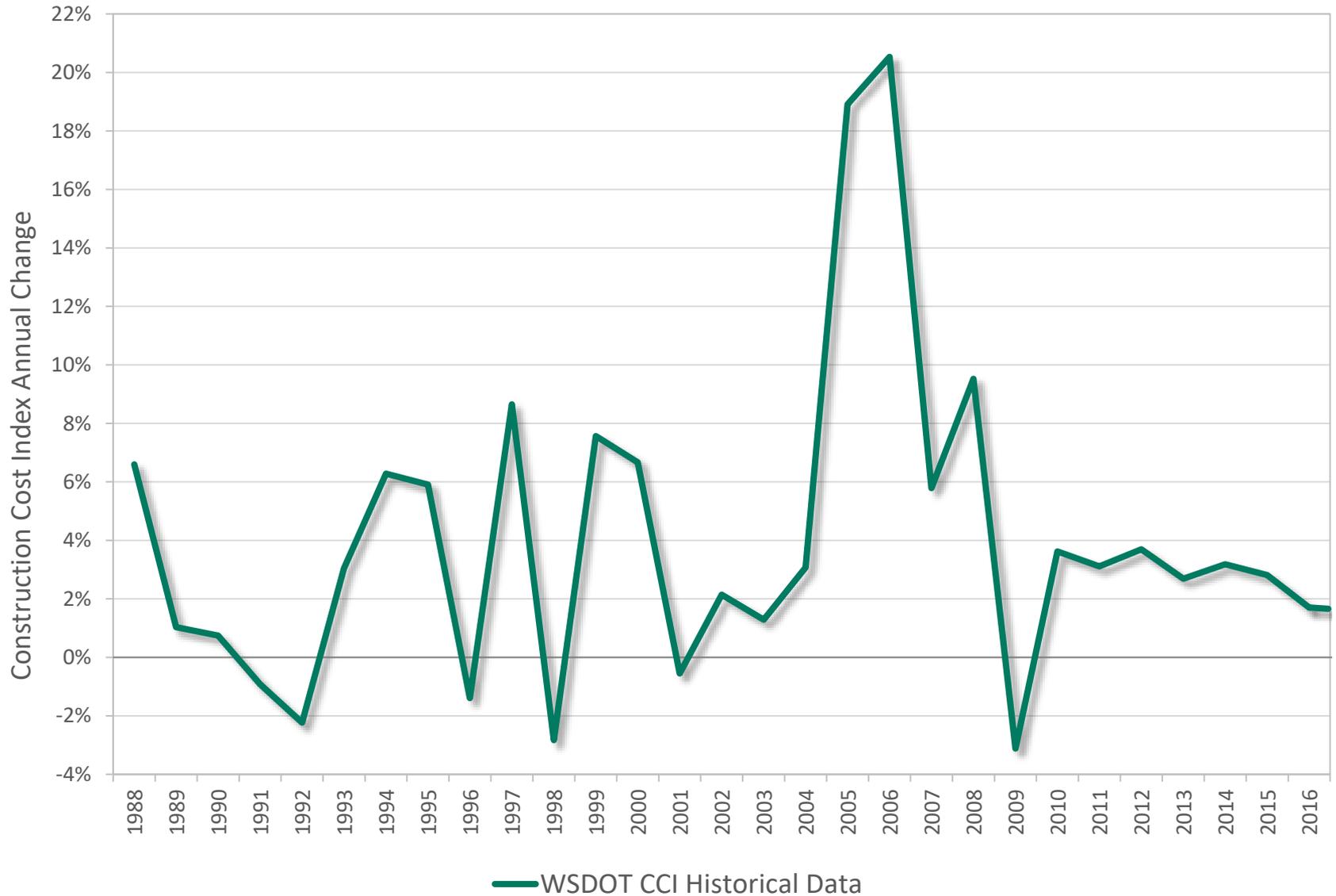
Program Cost Results: 2E/3B Constrained Using WSDOT CCI



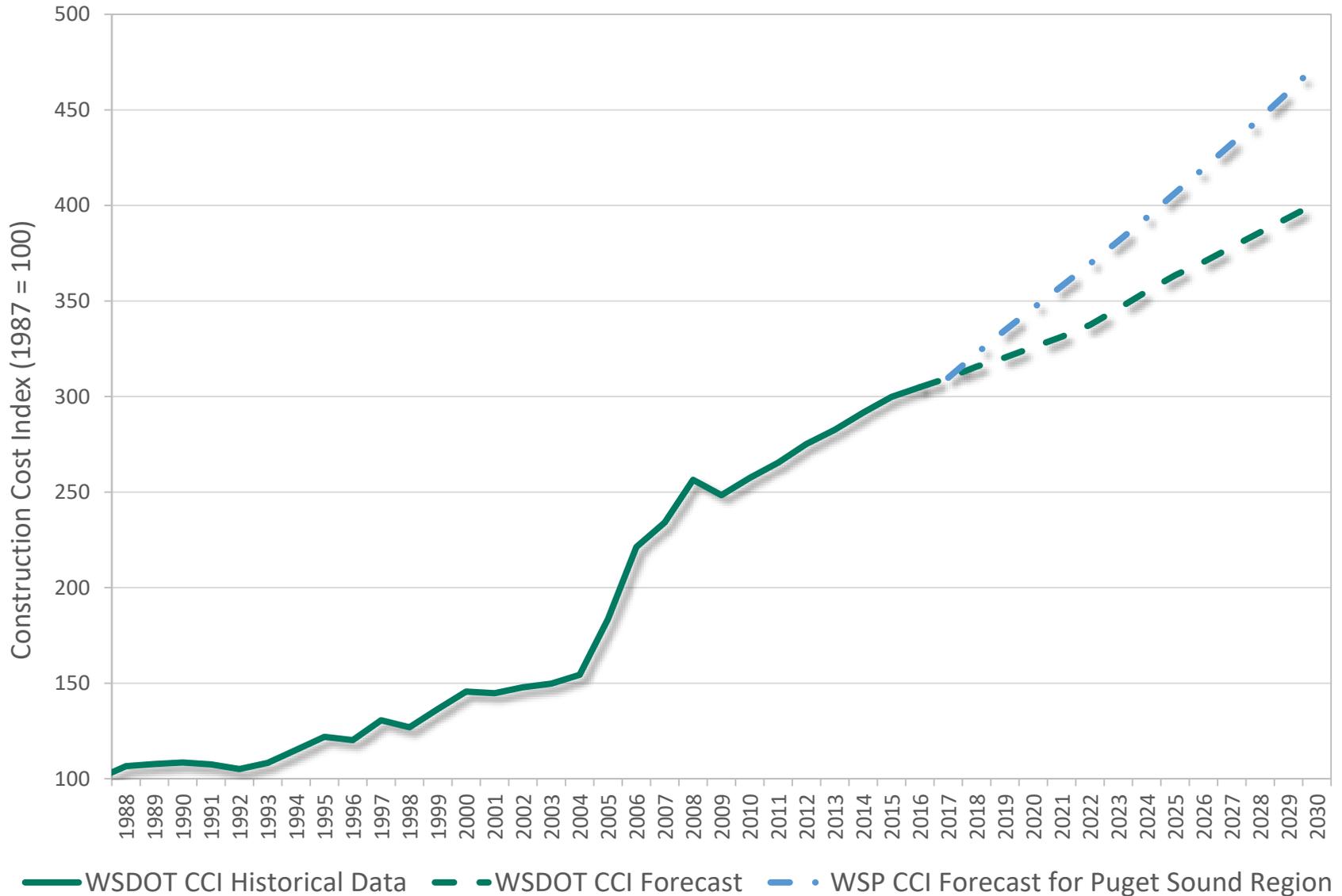
Cost Estimate Accuracy Over Time



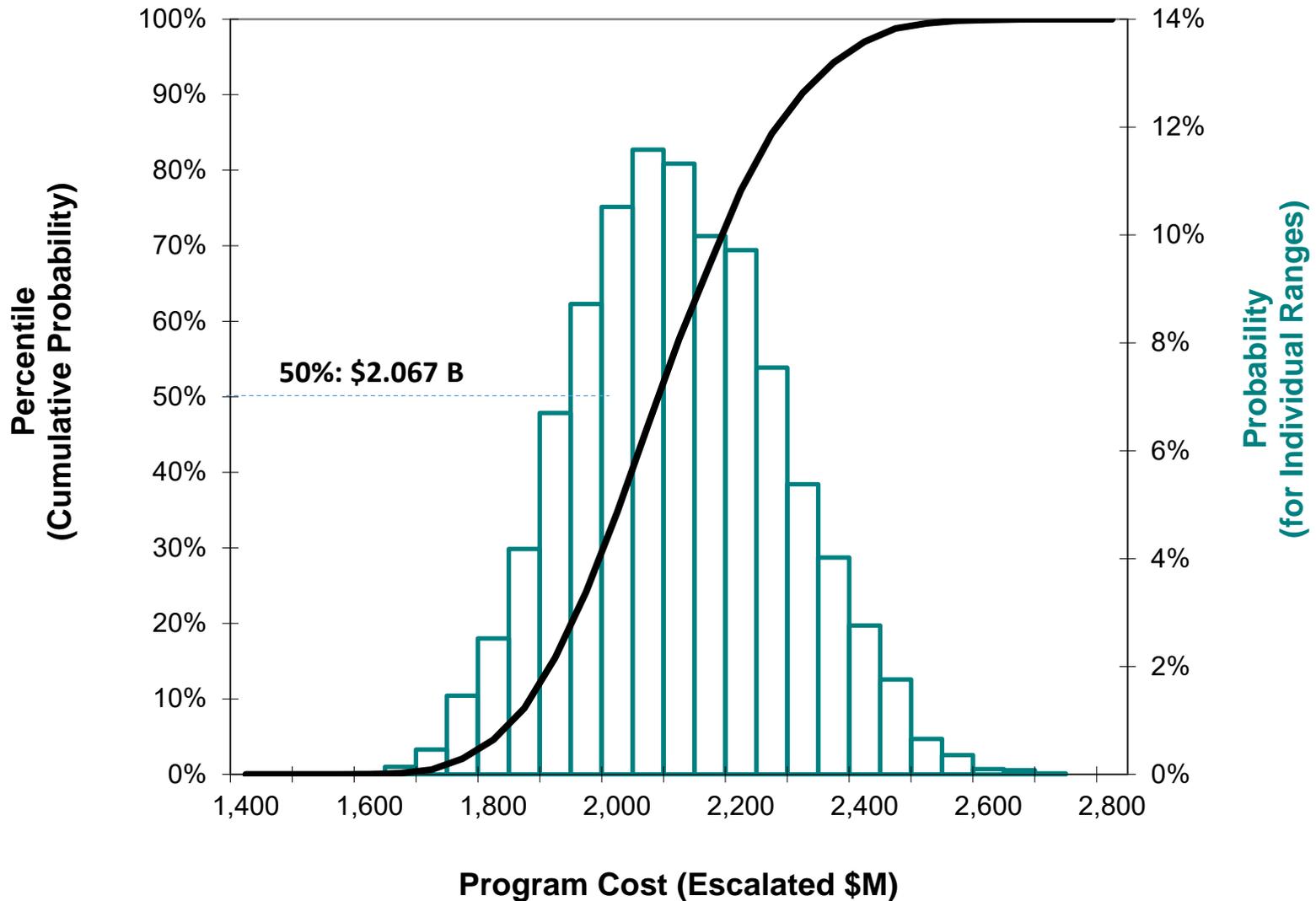
Construction Cost Index Annual Change



Construction Cost Index



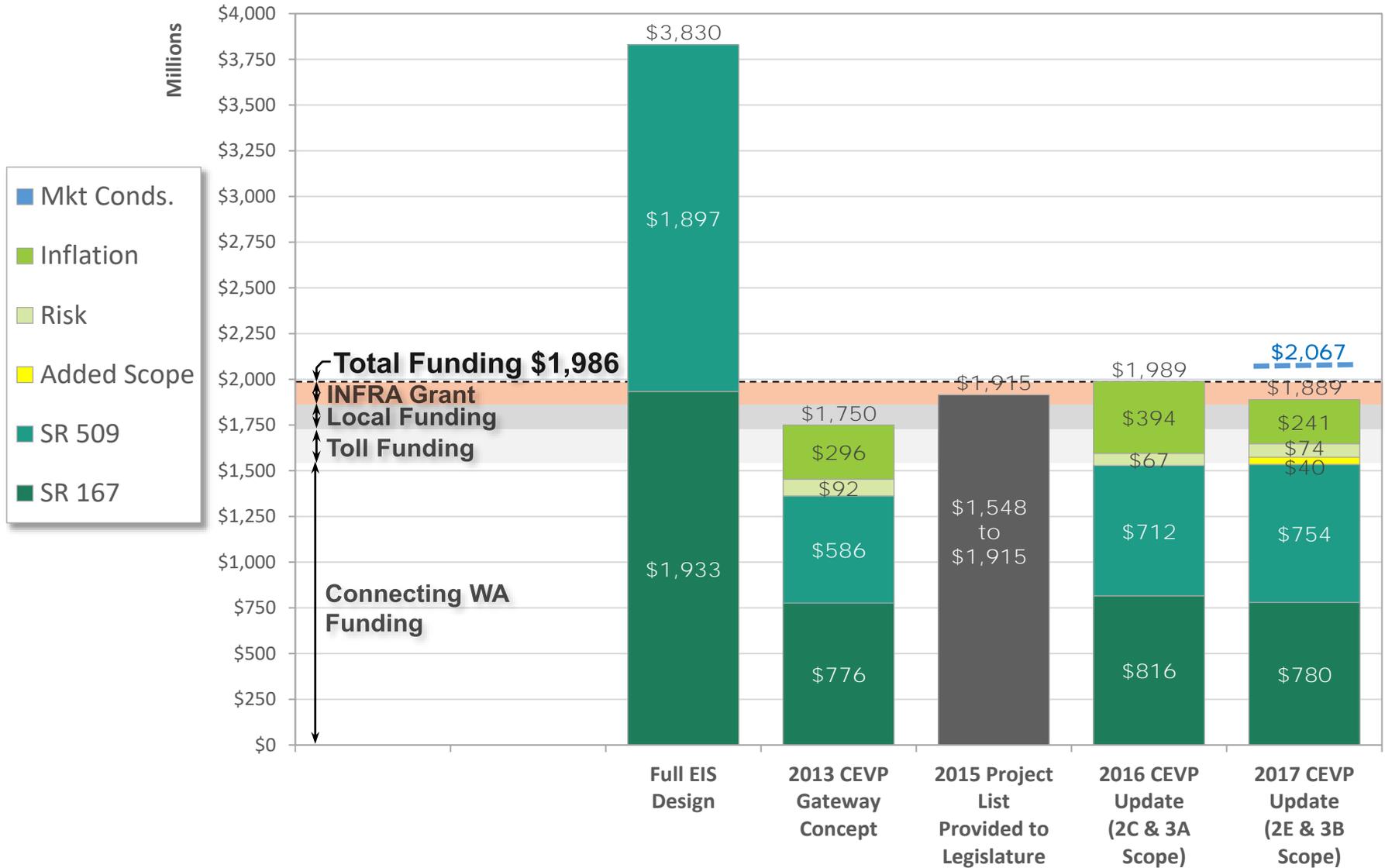
Program Cost Results: 2E/3B Constrained Using WSP CCI with Local Market Conditions



Construction & Implementation Plan

Updated Preferred Scenario

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*

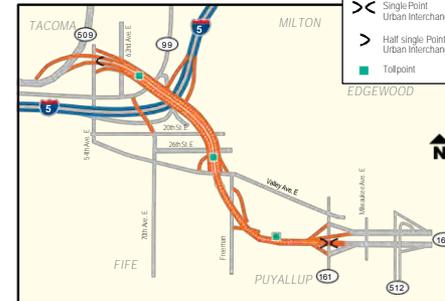
*Cost estimates, presented in year of expenditure dollars, include risk.

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 - 2017

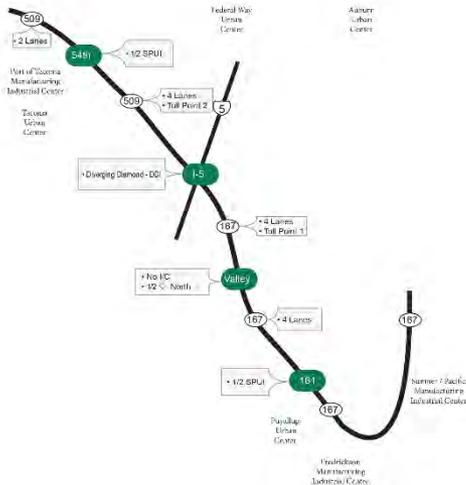
PHASE 1 (to 2031)

PHASE 2 (future)

SR 509: 3A



SR 167: 2C



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

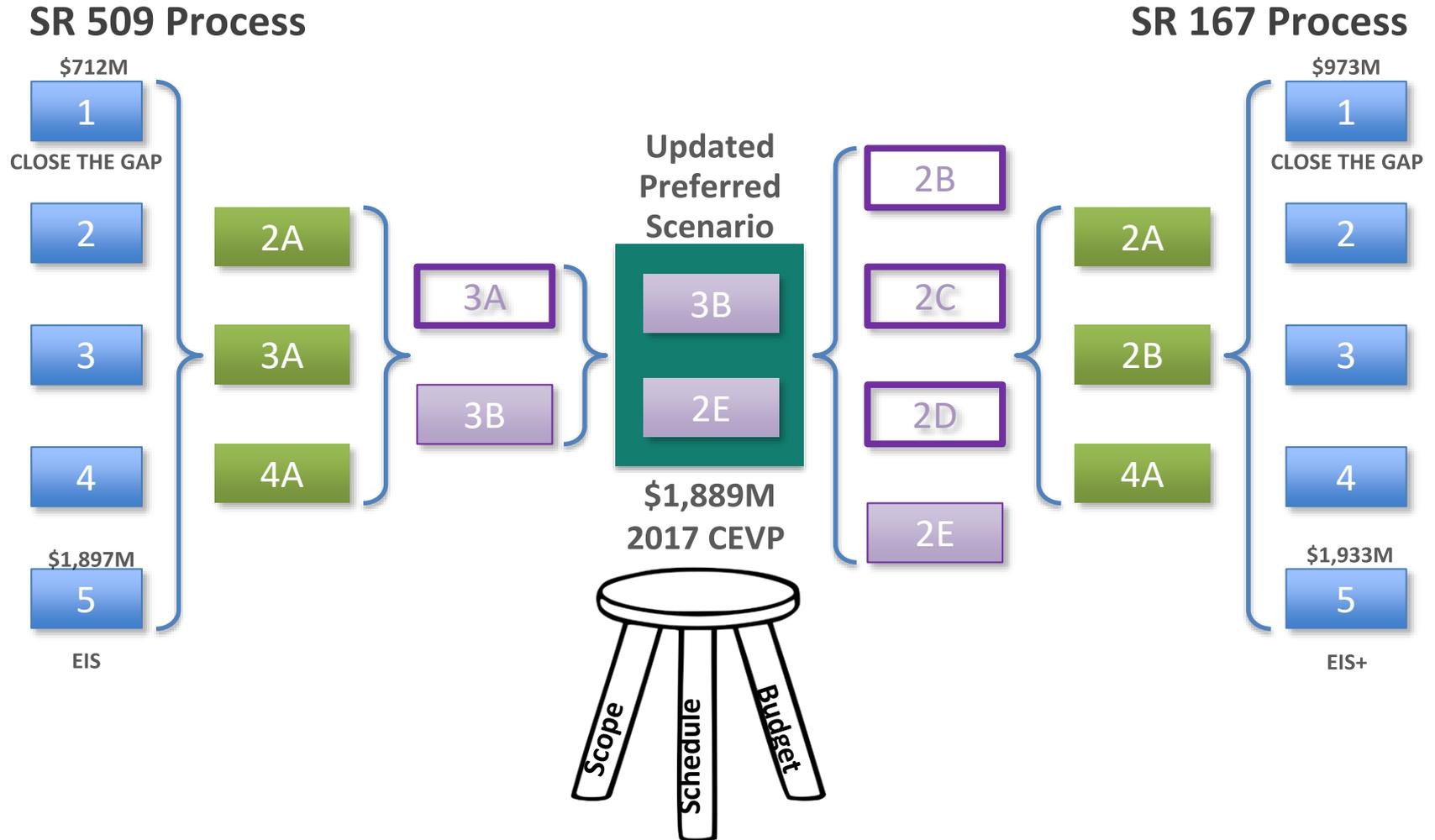
HOV

- 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

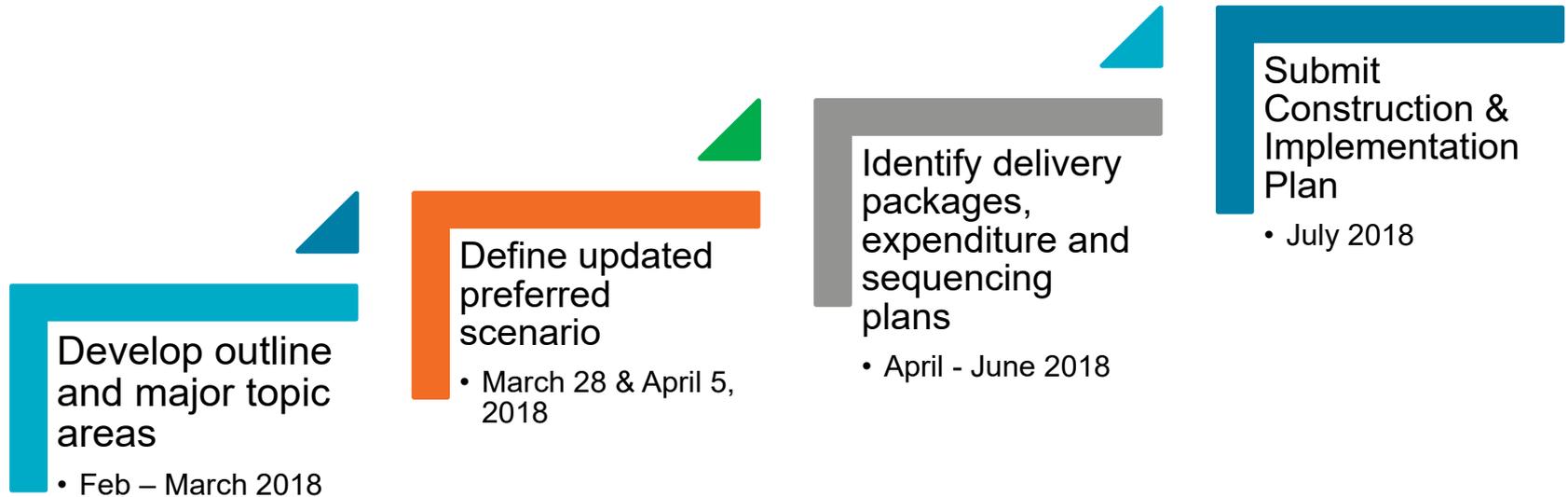
Forward Compatibility (features that could be constructed in Phase 1 that are needed in Phase 2)

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

Practical Design – 2018 Update Scenario Refinement Process

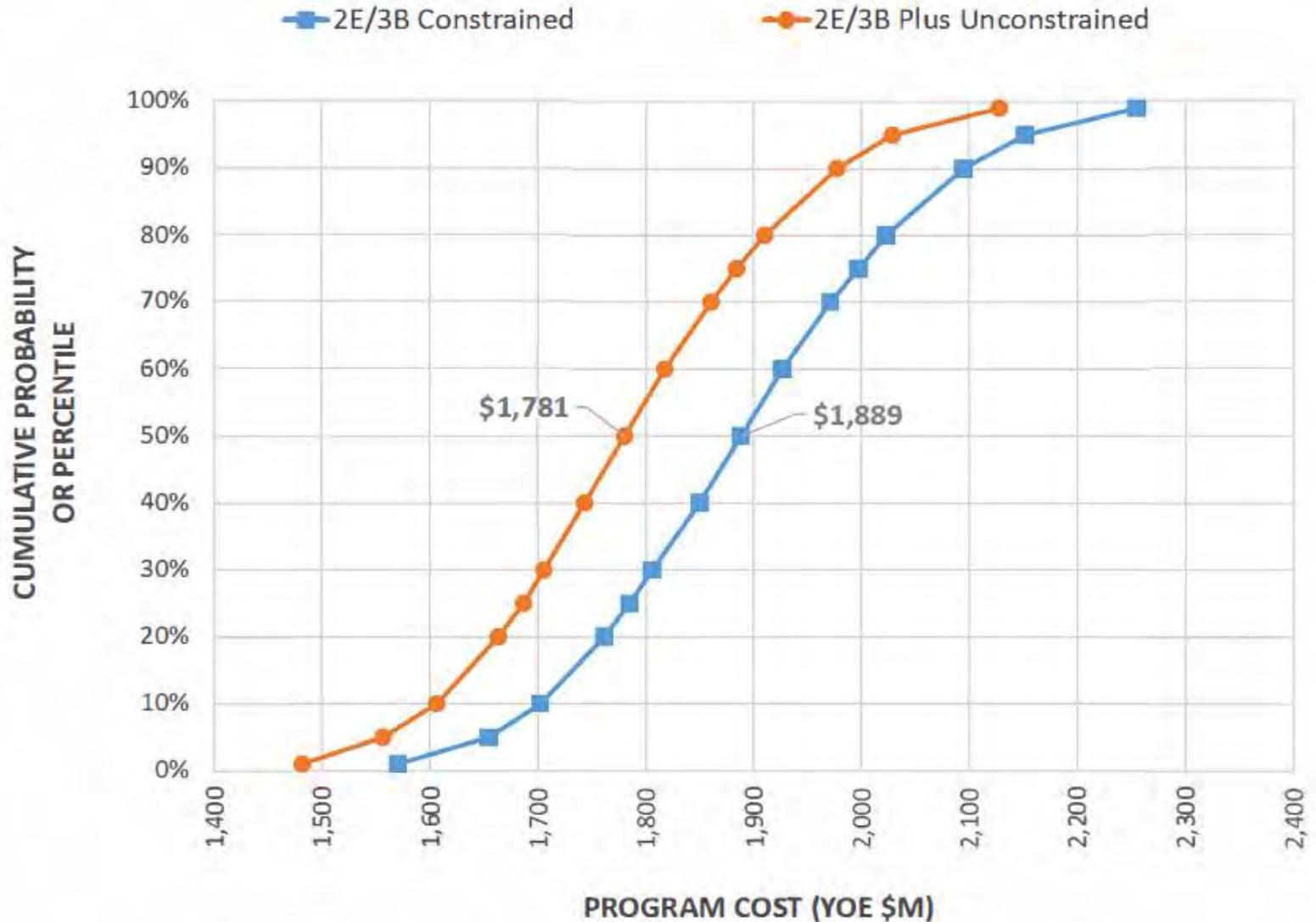


Construction and Implementation Plan

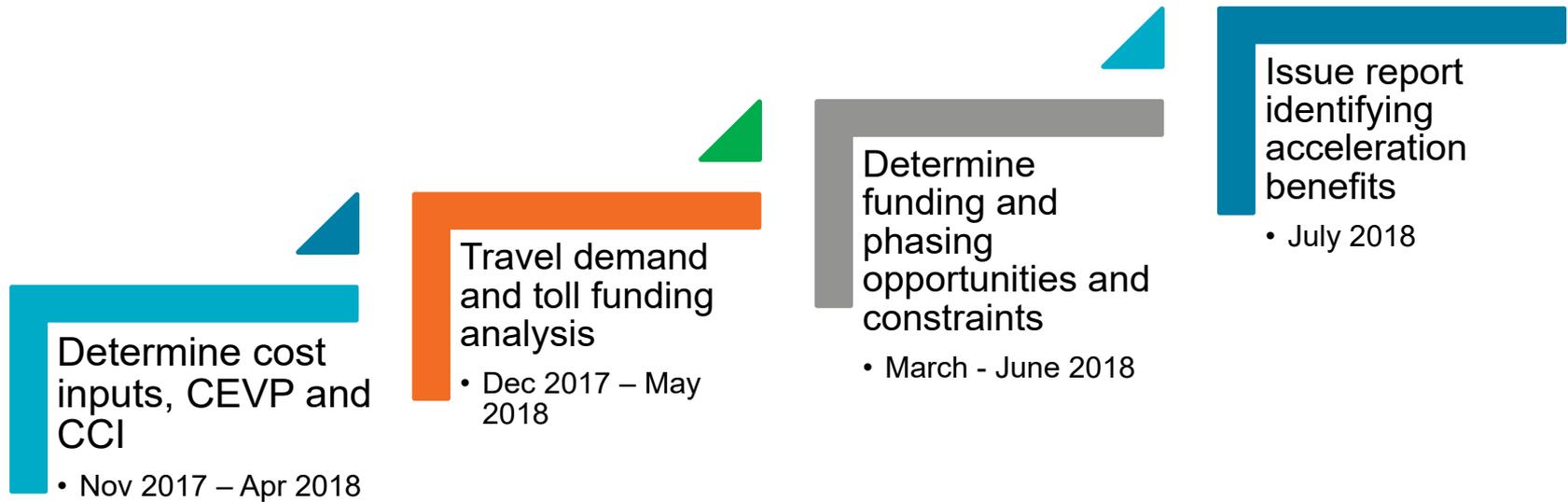


Schedule Acceleration

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

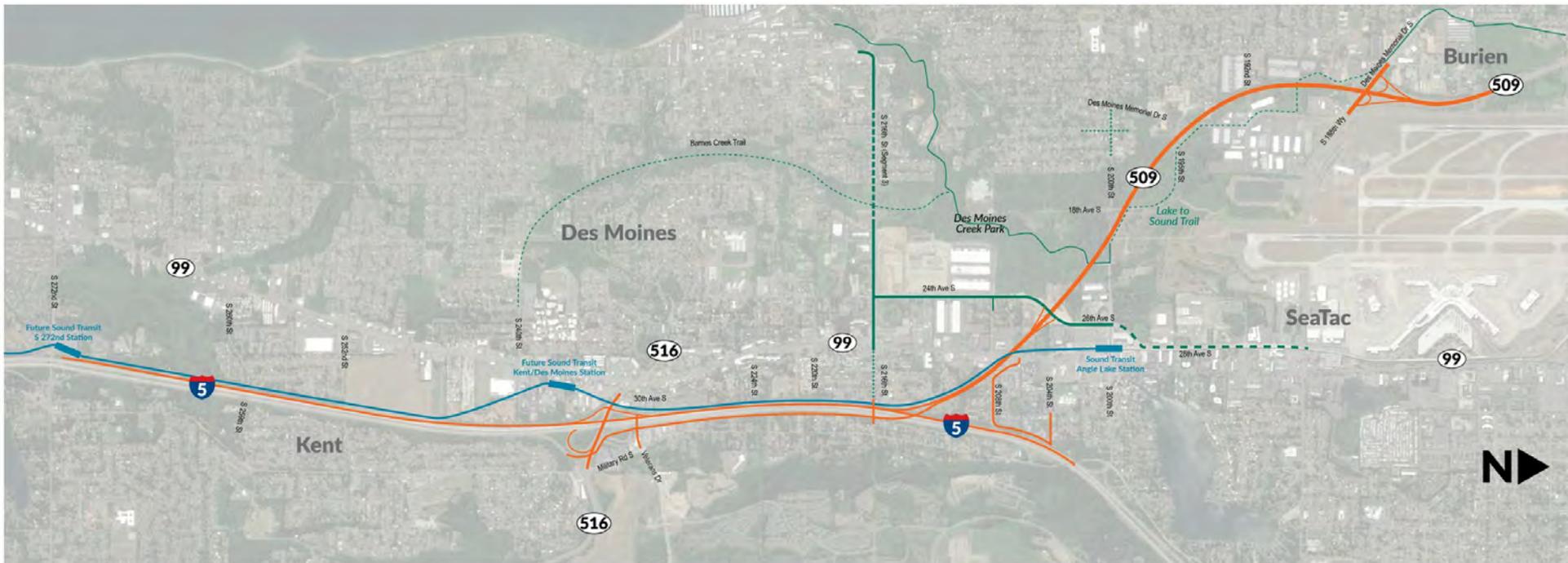


Schedule Acceleration Analysis



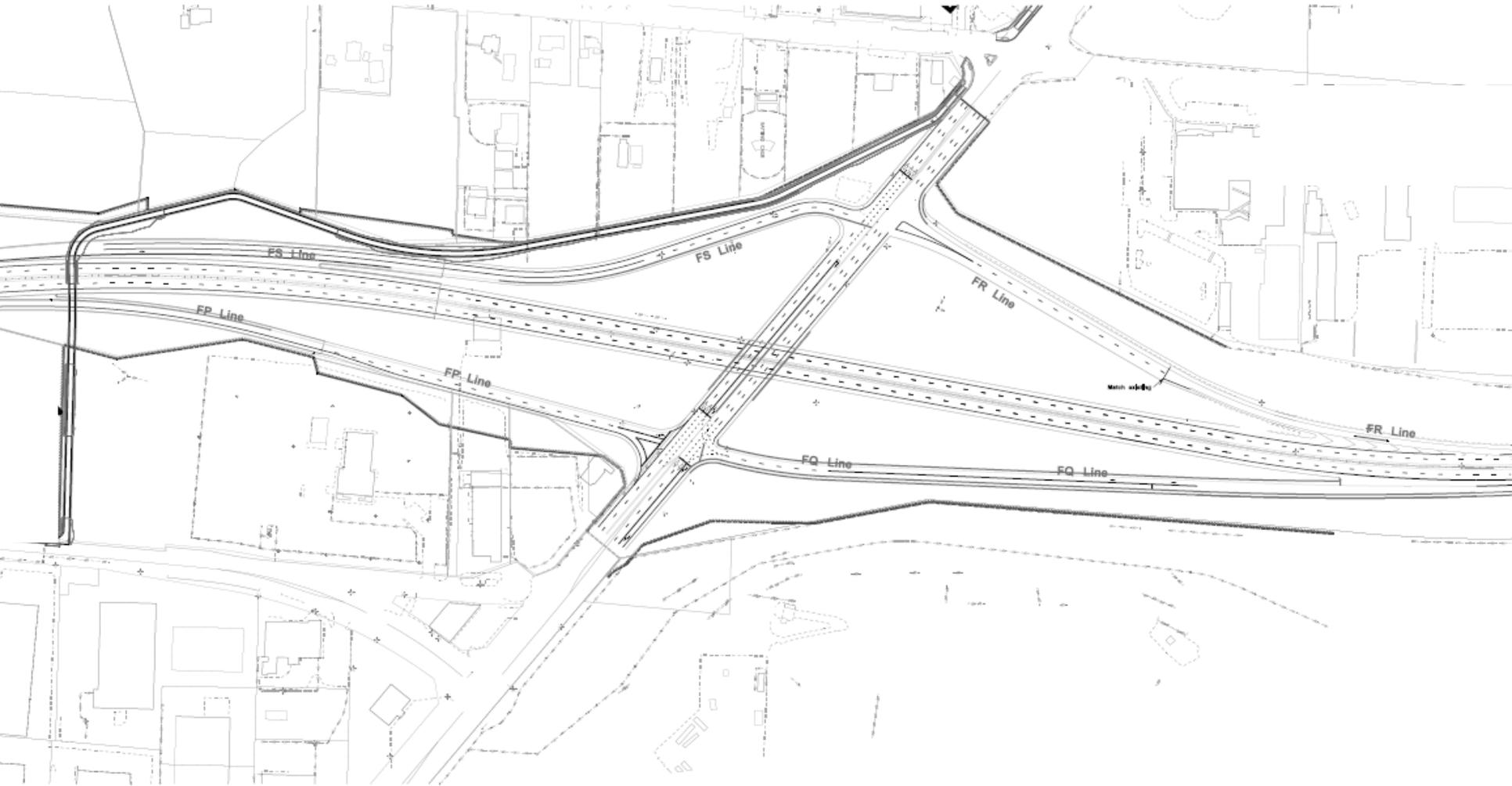
SR 509 Update

SR 509: Updated Preferred Scenario 3B

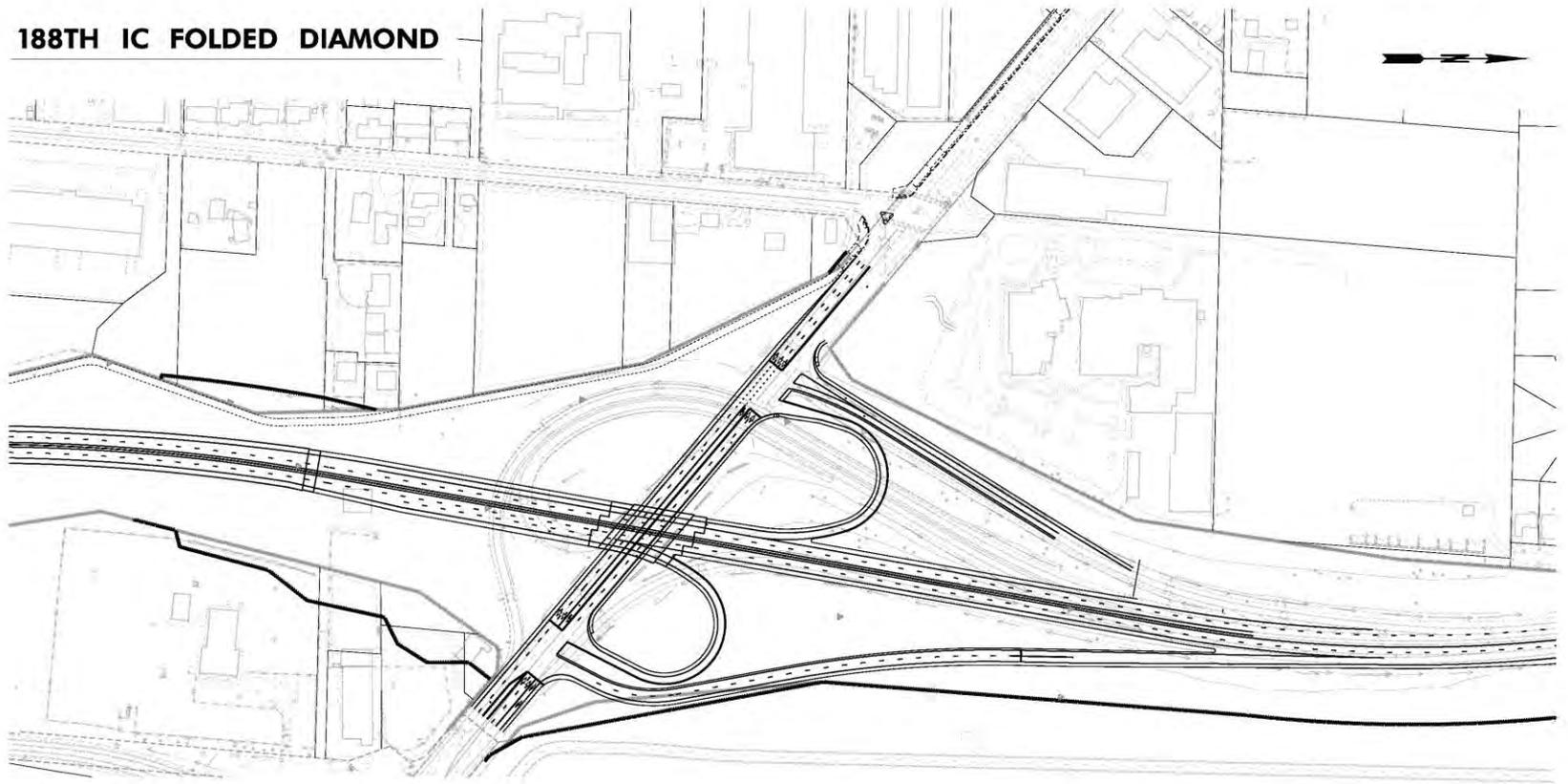


- SR 509
- Completed local projects
- - - Planned local projects
- Sound Transit Federal Way Link Extension

SR 509 188th Interchange – Full Diamond



SR 509 188th Interchange – Folded Diamond



188TH IC FOLDED DIAMOND

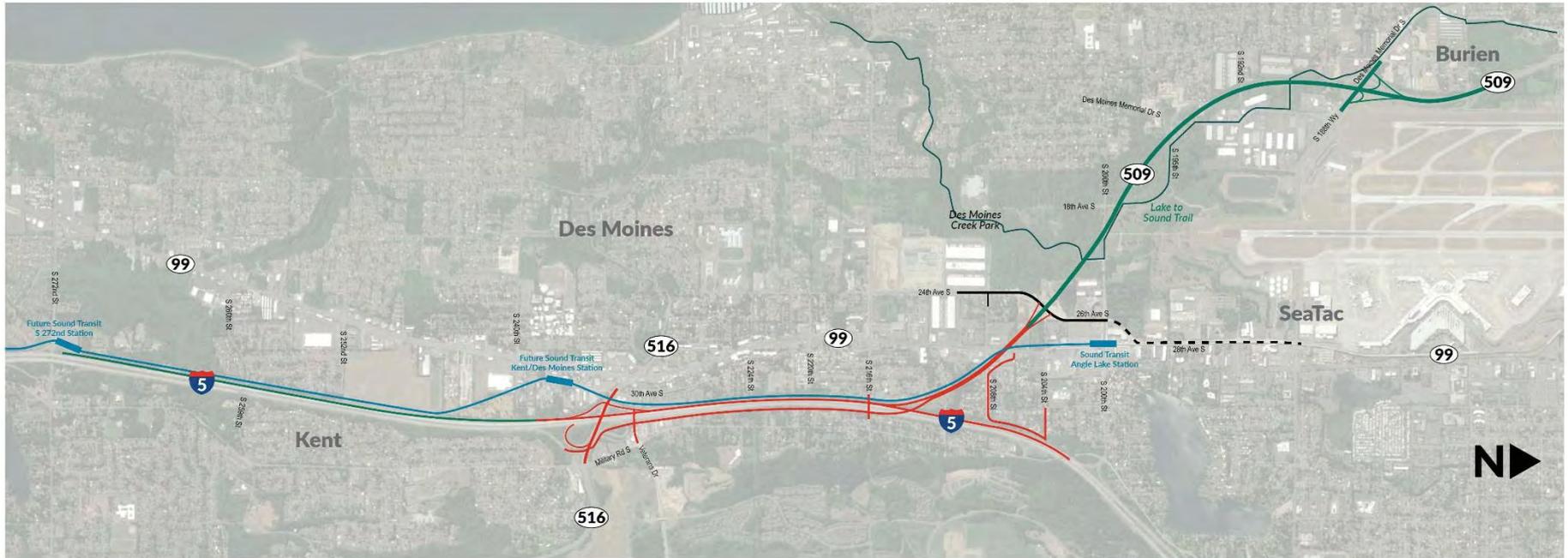
Puget Sound
GATEWAY Program

DRAFT
PRELIMINARY
Subject to Revision



SR 509 COMPLETION PROJECT

SR 509 Construction Stages



Early Work: City of SeaTac 28th/24th



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

- 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:

- Facebook
- LinkedIn
- Twitter

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

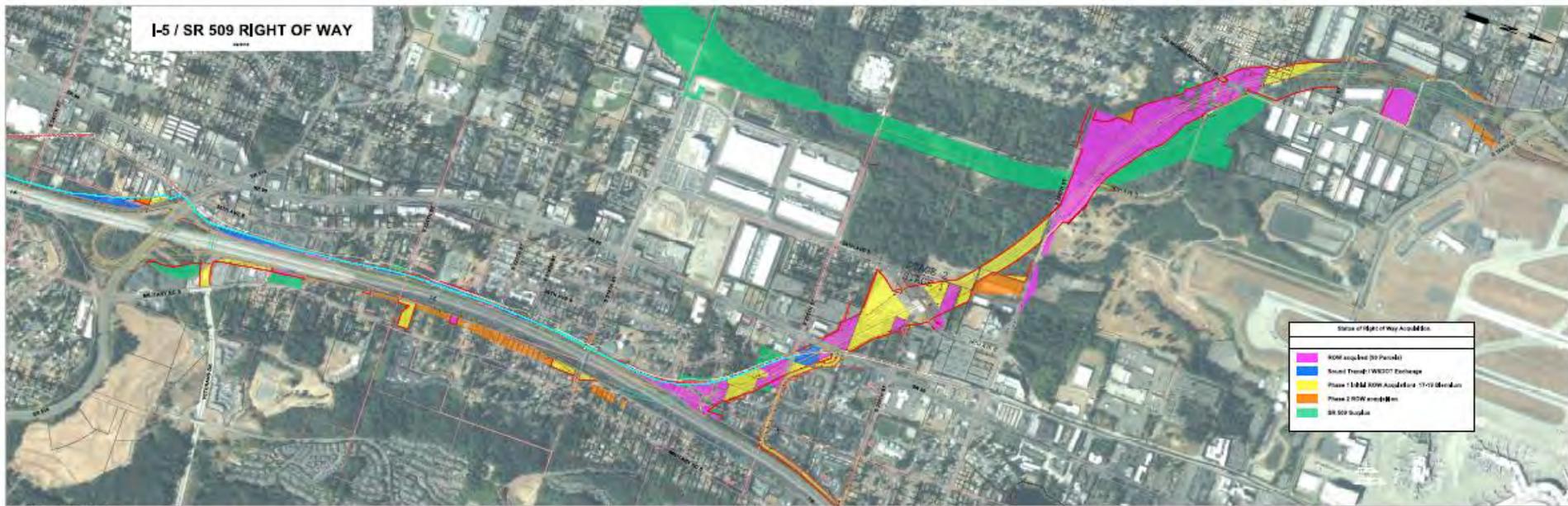
Address

Street Address

Address Line 2

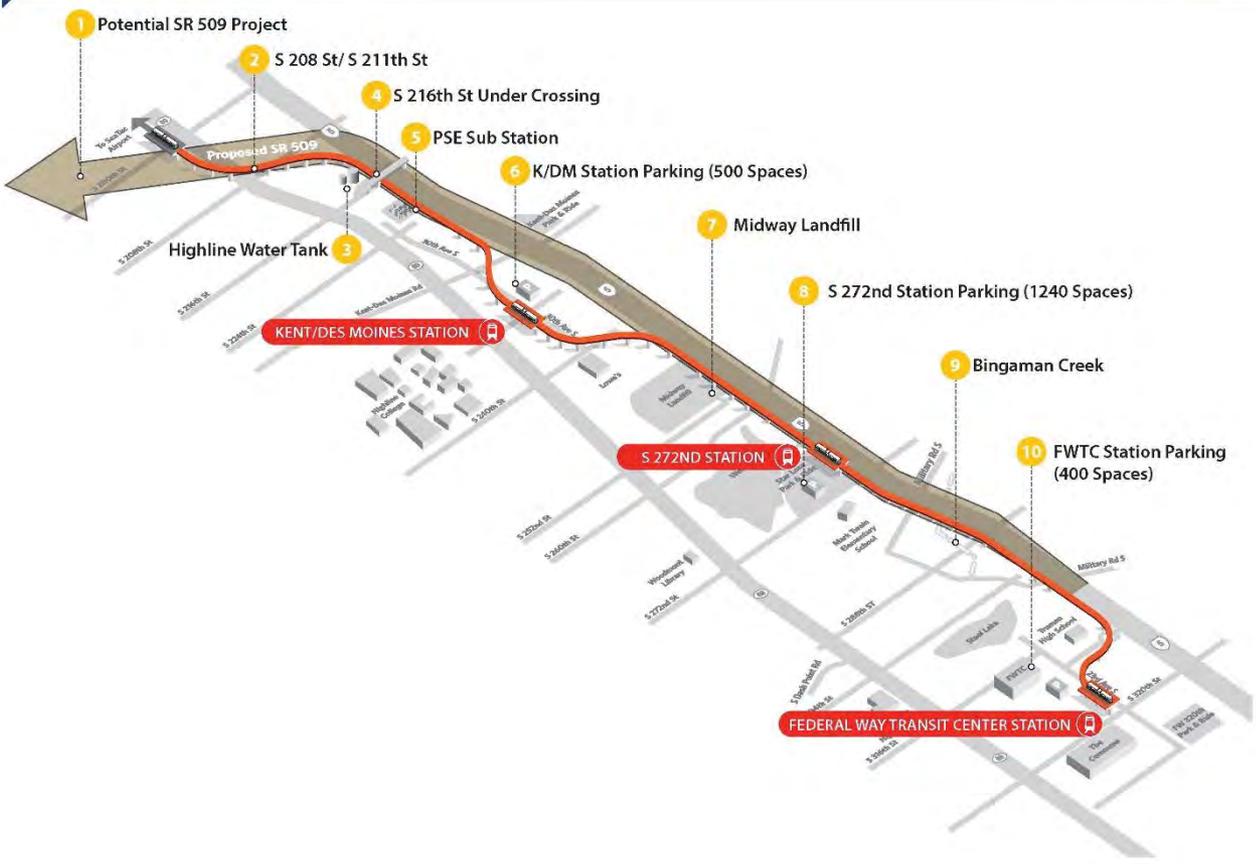
- 19 Comments
- Common themes:
 - Tolling
 - South 188th Avenue Interchange improvements
 - Sea-Tac Airport traffic

SR 509 Right of Way 2018

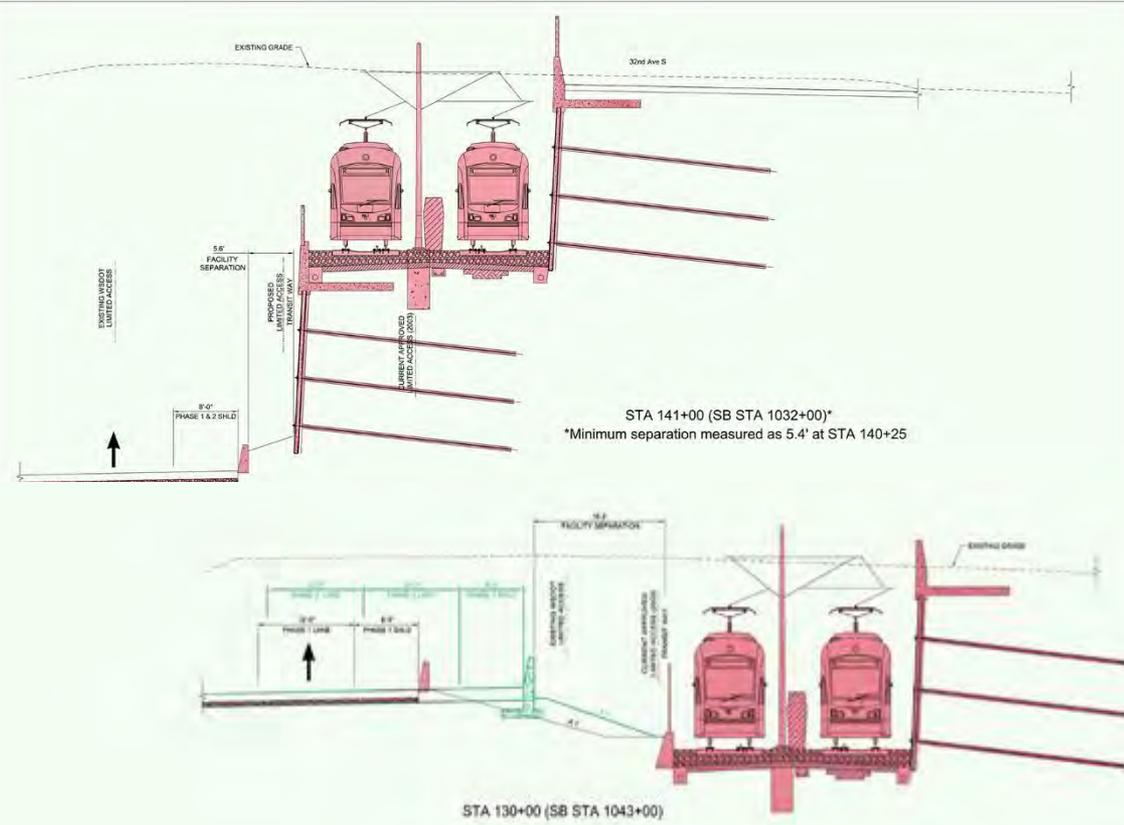


Federal Way Link Extension Project

Federal Way Link Extension Preferred Alternative



I-5 Retaining Walls

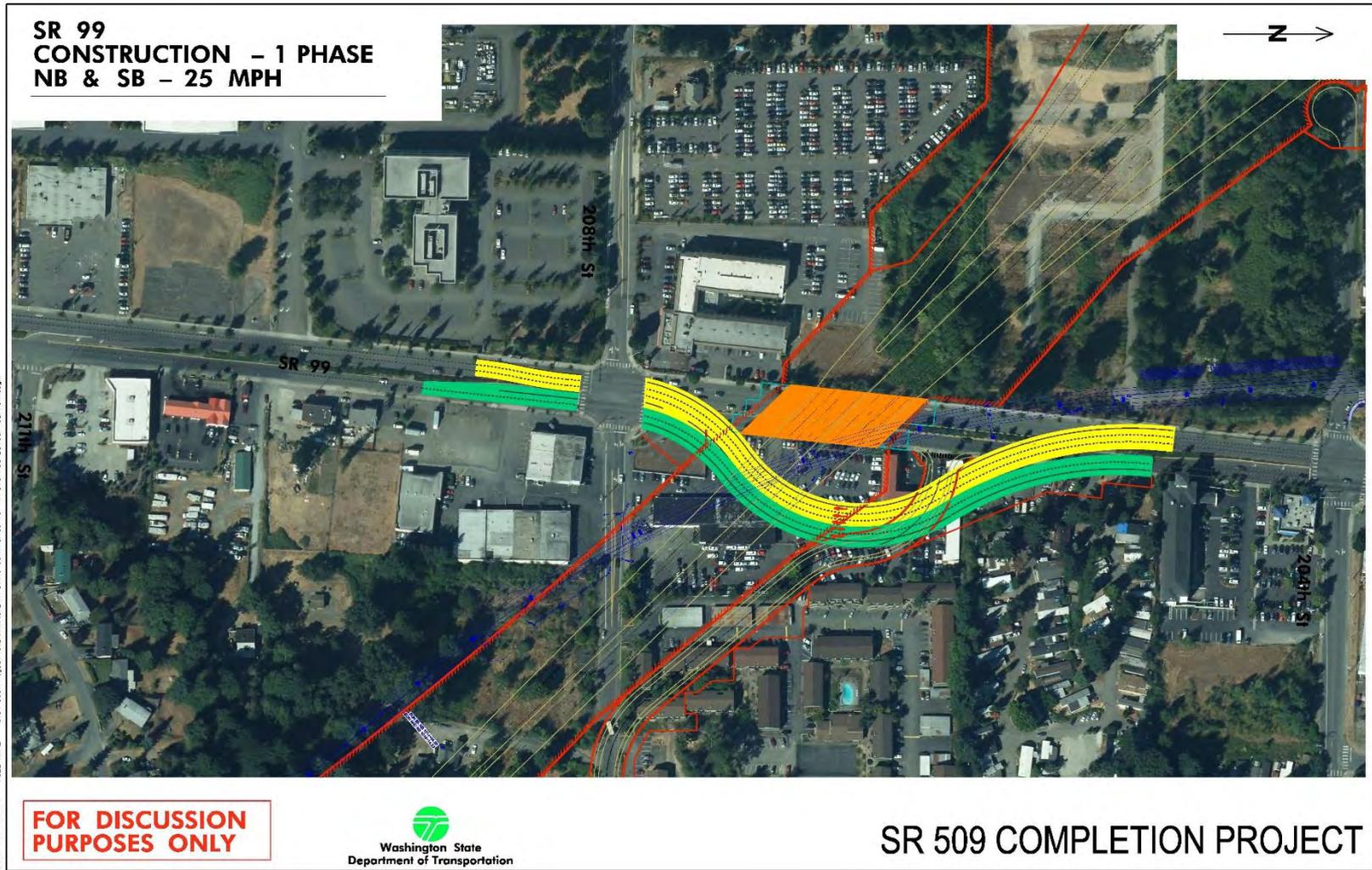


FOR DISCUSSION
PURPOSES ONLY

SR 509 COMPLETION PROJECT

DATE: 9/29/2017 FILE NAME: I:\SR 509 Project\CAD\WKS\SR509\ST Cross Section - Update.dwg

SR 99 Bypass

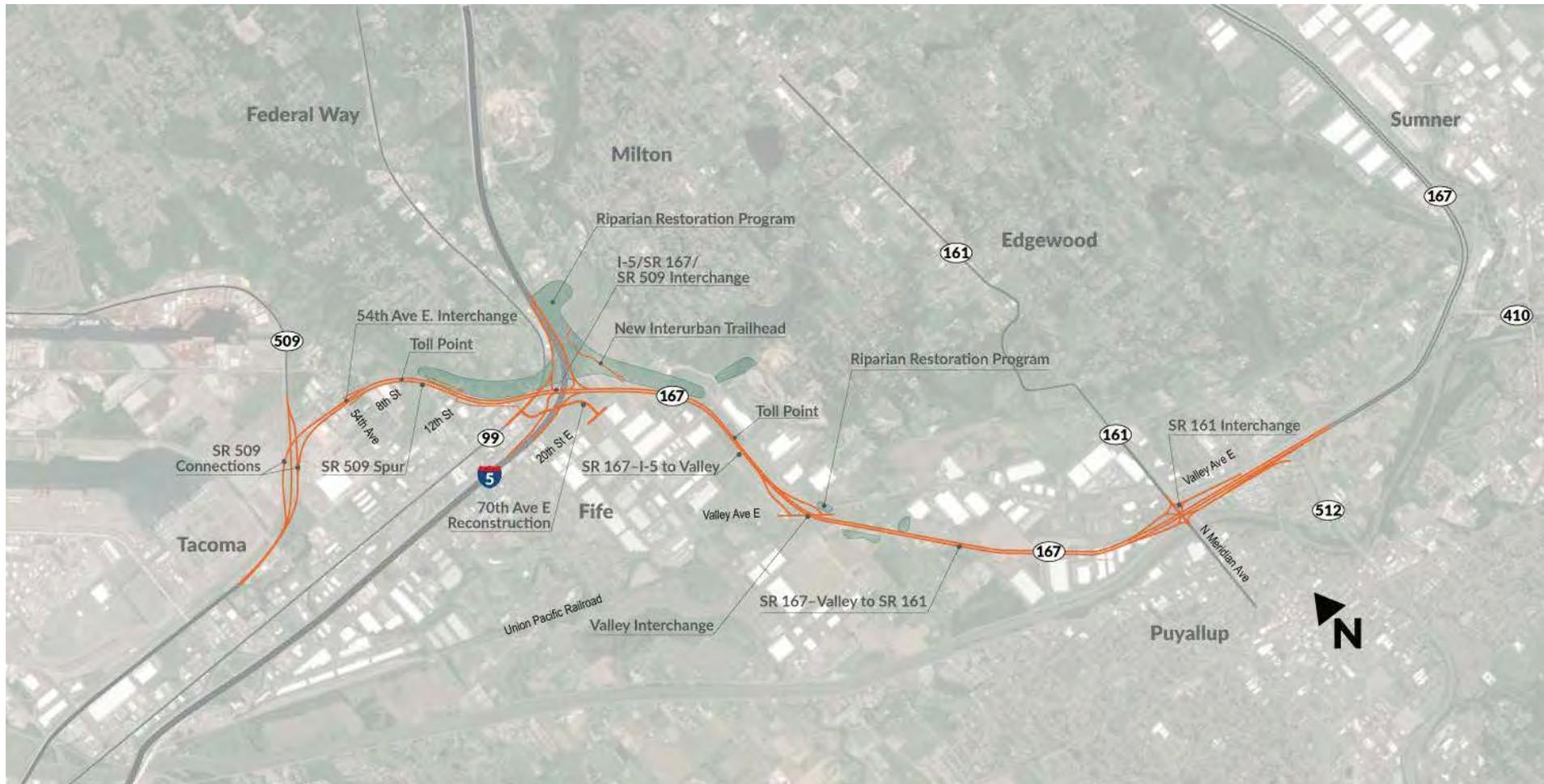


SR 509 Next Steps

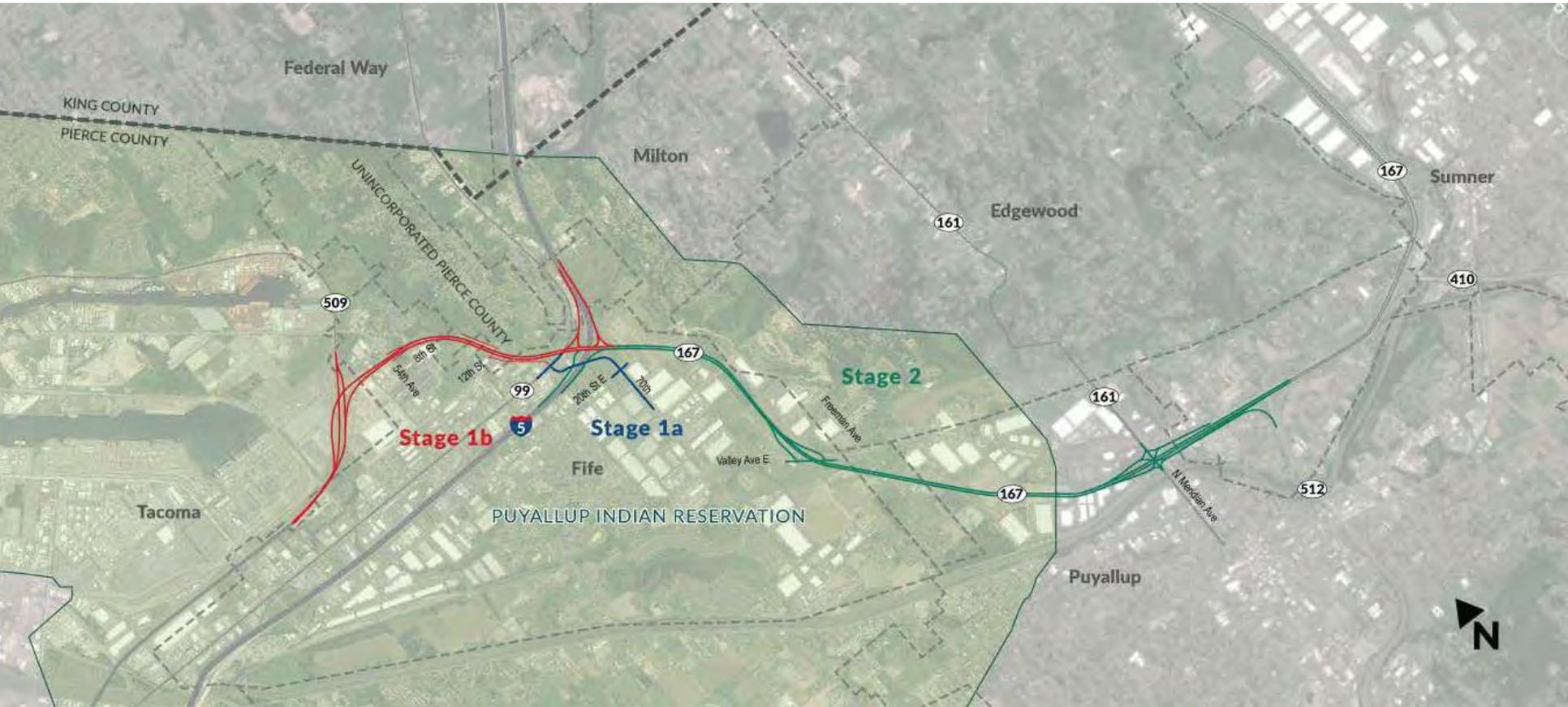
- Continue right of way acquisition
- Include SR 99 bridge scope in Sound Transit Summer 2018 RFP
- Complete land exchange agreement with Sound Transit by June 2018
- Complete construction agreement with Sound Transit by July 2018
- Continue coordination with King County regarding Lake to Sound Trail 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 167 Update

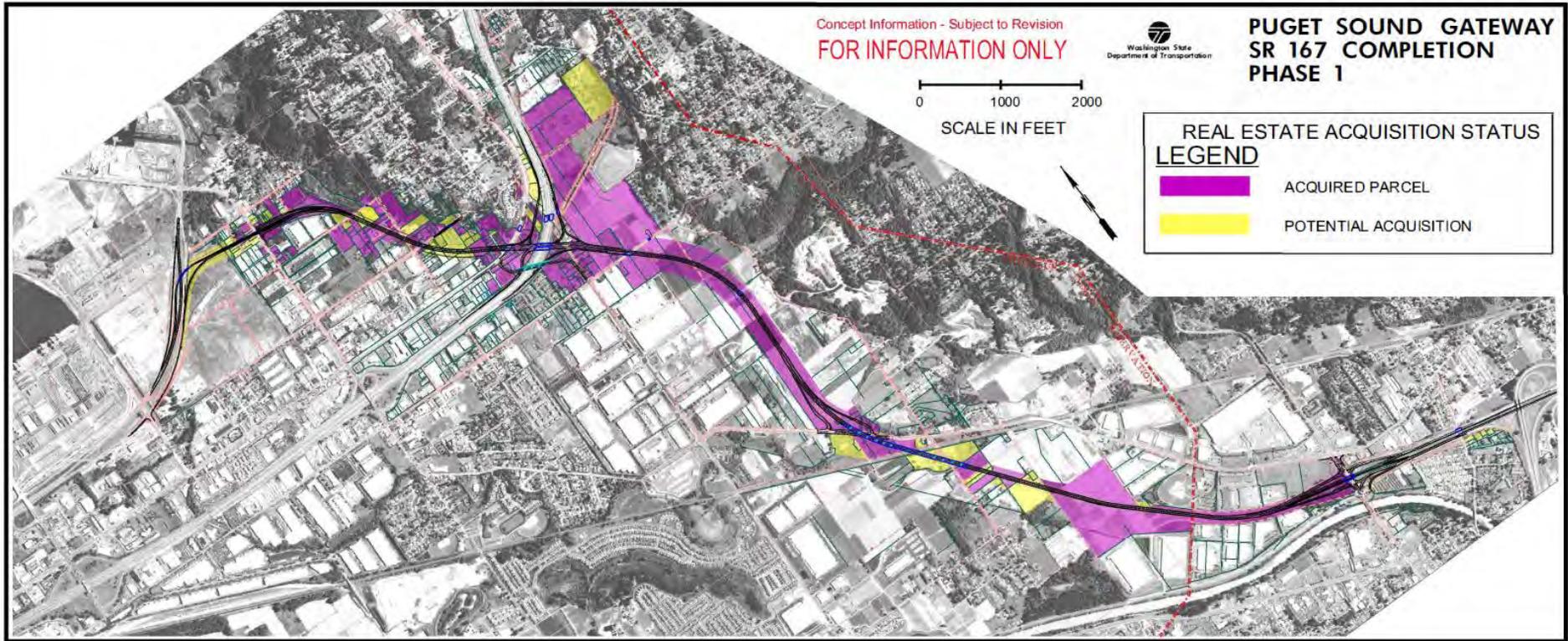
SR 167: Updated Preferred Scenario 2E



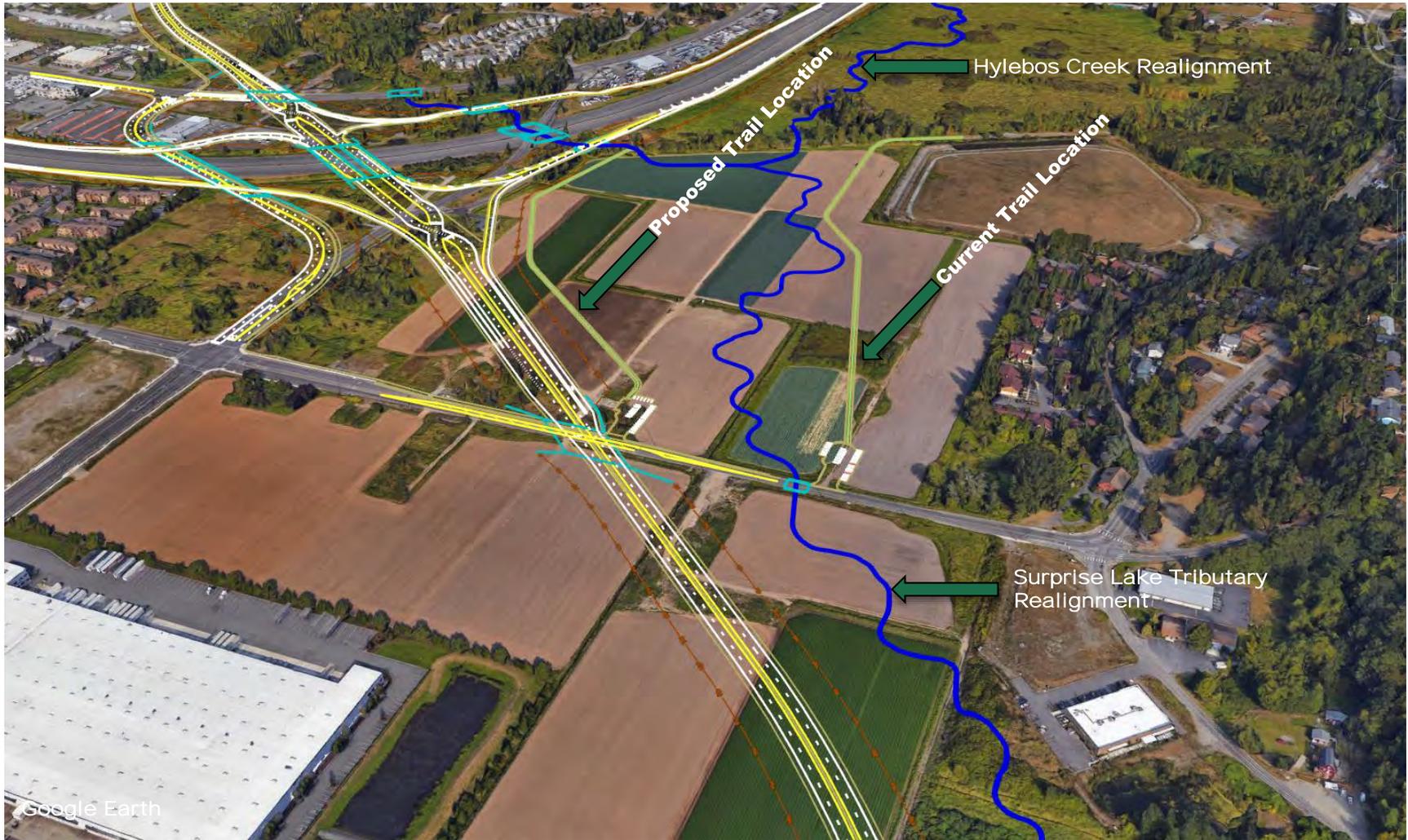
SR 167 Construction Stages



SR 167 Right of Way 2018



SR 167 Interurban Trail Refinement



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

Gateway Program Next Steps

- Submit grant applications for local nexus projects
 - FMSIB
 - PSRC
- Complete:
 - Local Funding MOU
 - Construction and Implementation Plan
 - Schedule Acceleration Report
 - Tolling traffic and revenue
- Upcoming Meetings:
 - Funding & Phasing Subcommittee – May 3 at Fabulich Center
 - Funding & Phasing Subcommittee – June 7 at SeaTac City Hall
 - Steering Committee – June 27 at Fabulich Center
 - Executive Committee – July 11 at Fabulich Center

More information:

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