Puget Sound Gateway Program

SR 167 and SR 509 Completion Projects

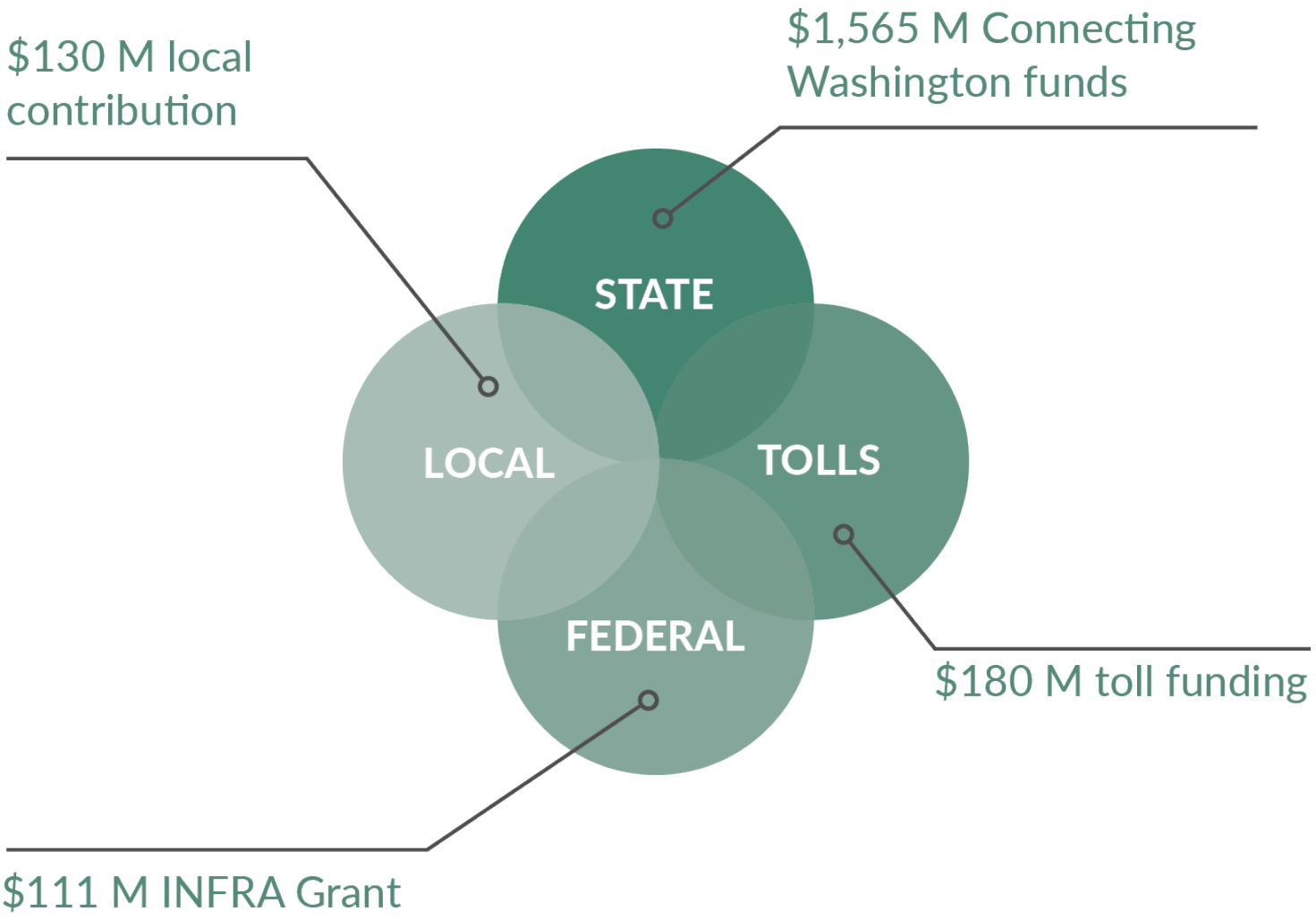
Steering Committee Meeting
June 27, 2018

CRAIG J. STONE, PE	GATEWAY PROGRAM ADMINISTRATOR
STEVE GORCESTER	INDEPENDENT GRANT STRATEGIST
DAN HOLMQUIST, PE	ENGINEERING LEAD, GATEWAY
BRENT BAKER	TOLLING AND FINANCE, GATEWAY
STEVE FUCHS, PE	SR 167 PROJECT MANAGER
OMAR JEPPERSON, PE	SR 509 PROJECT MANAGER

Agenda

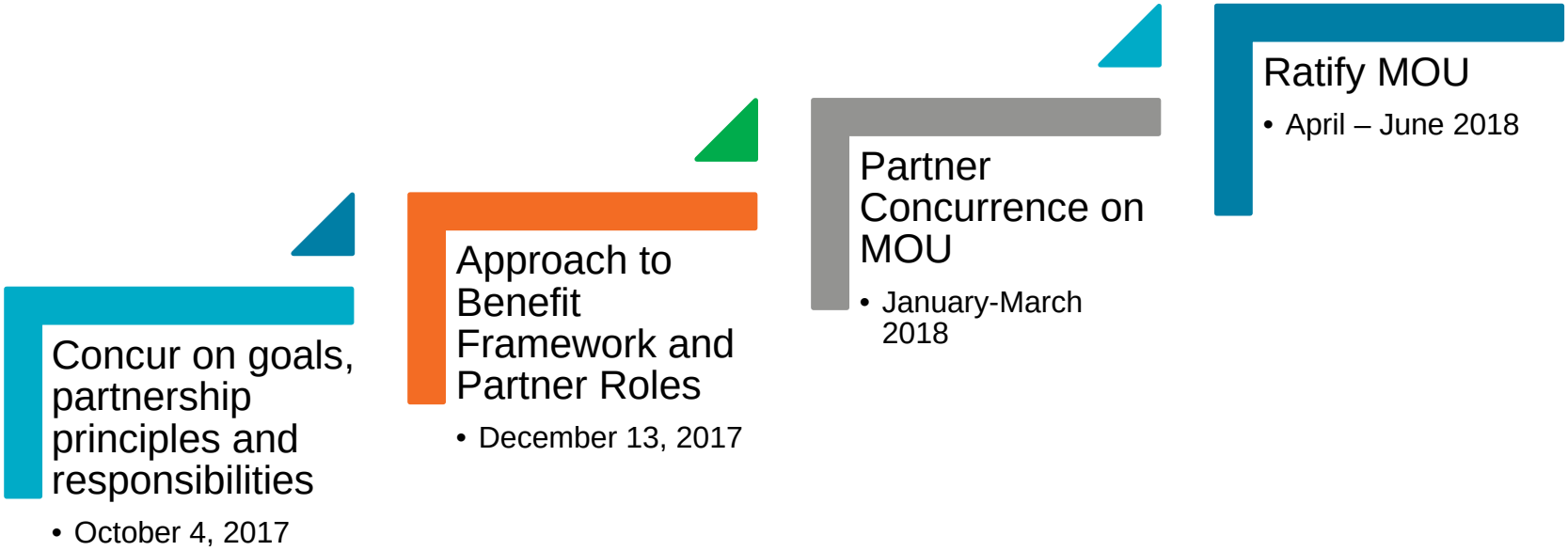
- Welcome and introductions
- Key Deliverables to the Legislature
  - MOU progress
  - Construction and Implementation Plan
  - Schedule acceleration
  - Tolling
- Project updates
- Community engagement
- Next steps

Gateway Funding Spheres



Funding and Phasing Subcommittee Update

MOU Development Process



Partner Commitments – Confirmed/In Process

Partner Agency	Amount
City of Fife	$1,600,000
City of Tacoma	$2,000,000
City of Kent	$2,000,000
City of SeaTac	$2,000,000
City of Puyallup	$2,000,000
City of Des Moines	$500,000
City of Edgewood	$500,000
City of Sumner	$500,000
Pierce County	$2,000,000
King County	In process
Port of Seattle	$30,000,000
Port of Tacoma	$30,000,000
TOTAL	$73,100,000

Planned Grants with Preliminary Results

Stage 1 Grant Assumptions	App Year	Planned	Obtained/Pending
Federal INFRA	2017	$20,000,000	
Interurban Trail	2017	$1,400,000	$1,400,000
FMSIB 70th Ave E	2018	$5,000,000	$5,000,000
FMSIB Port of Tacoma Spur	2020	$5,000,000	
PSRC Veterans Extension	2018	$4,500,000	$4,000,000
PSRC Port of Tacoma Spur	2018	$4,500,000	$4,000,000
TIB 70th Avenue E	2018	$5,000,000	
TIB Veterans Extension	2019	$5,000,000	
SUBTOTAL		$50,400,000	$14,400,000
Stage 2 Grant Assumptions			
SR167/Valley Avenue	2022	$3,000,000	
SR167/Meridian Avenue	2022	$3,000,000	
SR 167 Stage 2	2022	$4,000,000	
SR 509 Stage 2	2022	$4,000,000	
SUBTOTAL		$14,000,000	
TOTAL		$64,400,000	$14,400,000

Jurisdiction	Signature
Port of Seattle	✓ Executive Director Stephen P. Metruck
Port of Tacoma	✓ John Wolfe, CEO
King County	✓ Executive Dow Constantine
Pierce County	✓ Executive Bruce Dammeier
City of Algona	
City of Auburn	✓ Mayor Nancy Backus
City of Burien	✓ Brian Wilson, City Manager
City of Des Moines	✓ City Manager Michael Matthias
City of Edgewood	✓ Mayor Daryl Eidinger
City of Federal Way	✓ Mayor Jim Ferrell
City of Fife	✓ City Manager Hyun Kim
City of Kent	✓ Mayor Dana Ralph
City of Milton	✓ Mayor Shanna Styron-Sherrell
City of Pacific	
City of Puyallup	✓ City Manager Kevin Yamamoto
City of SeaTac	
City of Sumner	✓ Mayor Bill Pugh
City of Tacoma	

Interlocal Agreement Timeline

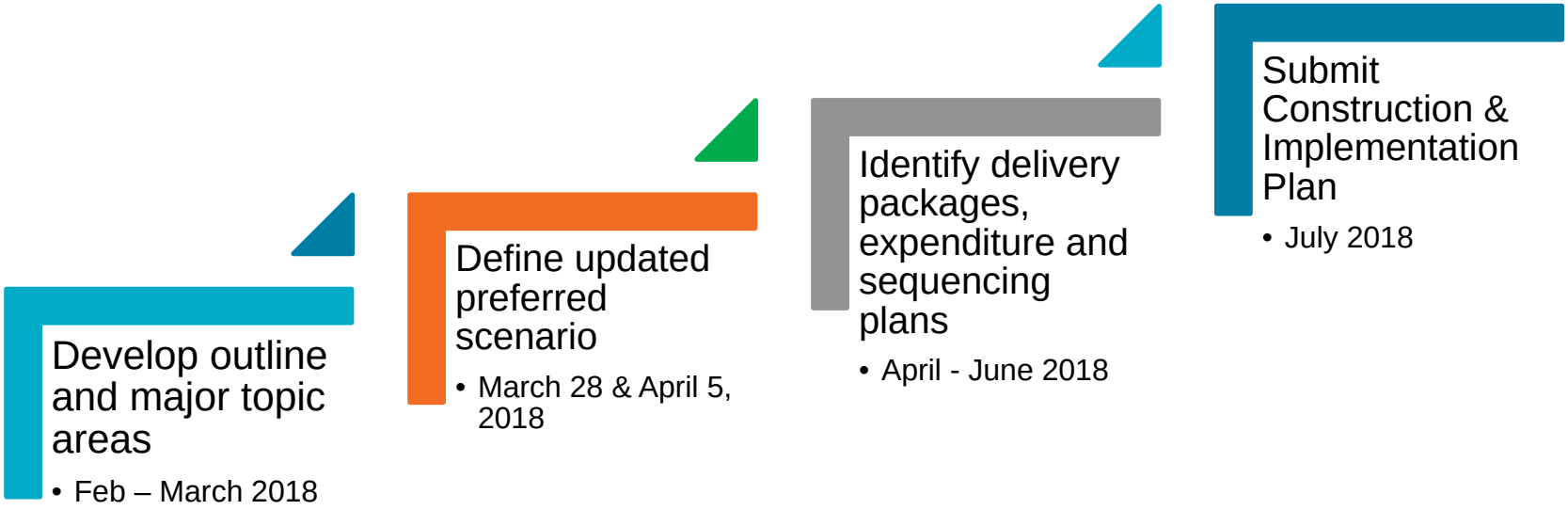
Construction Stage	ILA Deadline	ILAs Needed
SR 167 Stage 1A	End of 2018	• Fife • Port of Tacoma • Tacoma
SR 509 Stage 1B	End of 2019	• Des Moines • Kent • King County • Port of Seattle • SeaTac
SR 167 Stage 1B	End of 2020	• Edgewood • Fife • Port of Tacoma • Tacoma
SR 509 Stage 2	End of 2024	• SeaTac
SR 167 Stage 2	End of 2024	• Pierce County • Puyallup • Sumner

INFRA Grant Update

Project Name	Applicant Organization Name	Applicant State	Project Size	Proposed Award	Estimated Future Project Cost
Centennial Corridor State Route 58/99 Freight Improvement Project	City of Bakersfield	CA	Large	$ 50,000,000	$ 386,637,000
Interstate 5 Golden State Chokepoint Relief Program (I-5 Component)	Los Angeles County Metropolitan Transportation Authority	CA	Large	$ 47,000,000	$ 500,347,000
I-25 South Gap Project	El Paso County	CO	Large	$ 65,000,000	$ 350,000,000
I-70 Westbound Peak Period Shoulder Lane	Colorado Department of Transportation	CO	Large	$ 25,000,000	$ 96,600,000
SR 400 Express Lanes	Georgia Department of Transportation	GA	Large	$ 184,124,447	$ 1,623,124,447
Accelerating Regional Mobility: I-80/I-380 Systems Interchange	Iowa Department of Transportation	IA	Large	$ 50,000,000	$ 416,506,706
Interstate 84 Safety, Mobility, and Economic Opportunity Expansion - Karcher Interchange to Franklin Boulevard	Transportation, Idaho Department of	ID	Large	$ 90,240,000	$ 150,400,000
75th Street Corridor Improvements and Argo Connections (P3, GS19, B9)	Illinois Department of Transportation	IL	Large	$ 132,034,680	$ 413,466,297
Boone County I-71/I-75 Interchanges	Kentucky Transportation Cabinet	KY	Large	$ 67,445,000	$ 150,890,000
LA 23 Belle Chasse Bridge and Tunnel Replacement	Louisiana Department of Transportation and Development	LA	Large	$ 45,000,000	$ 121,918,866
I-395/Route 9 Connector	Maine Department of Transportation	ME	Large	$ 25,000,000	$ 78,944,931
Mound Road Industrial Corridor Technology and Innovation Project	Macomb County	MI	Large	$ 97,864,465	$ 216,860,000
I-95/U.S. 70 Innovative Technology and Rural Mobility Corridor Improvements	North Carolina Department of Transportation	NC	Large	$ 147,264,000	$ 879,755,000
I-44 Corridor Improvements	Oklahoma Department of Transportation	OK	Large	$ 45,000,000	$ 107,744,810
I-80 and I-99 Interstate Connection	Pennsylvania Department of Transportation	PA	Large	$ 35,110,410	$ 183,395,232
Packer Avenue Marine Terminal Capacity & Warehouse Relocation Project	Philadelphia Regional Port Authority	PA	Large	$ 25,500,000	$ 110,500,000
US-78 /SR 4/Lamar Avenue Corridor Improvements	Tennessee Department of Transportation	TN	Large	$ 71,196,998	$ 258,004,207
I-35 North Tarrant Express "Accelerated Elements" Project	Texas Department of Transportation	TX	Large	$ 65,000,000	$ 827,900,000
Northwest Quadrant Freight Mobility Project (5600 West and SLGW Rail Interchange Components)	Utah Department of Transportation	UT	Large	$ 25,000,000	$ 111,675,487
94 North-South Freeway Project	Wisconsin Department of Transportation	WI	Large	$ 160,000,000	$ 492,500,000

Construction & Implementation Plan

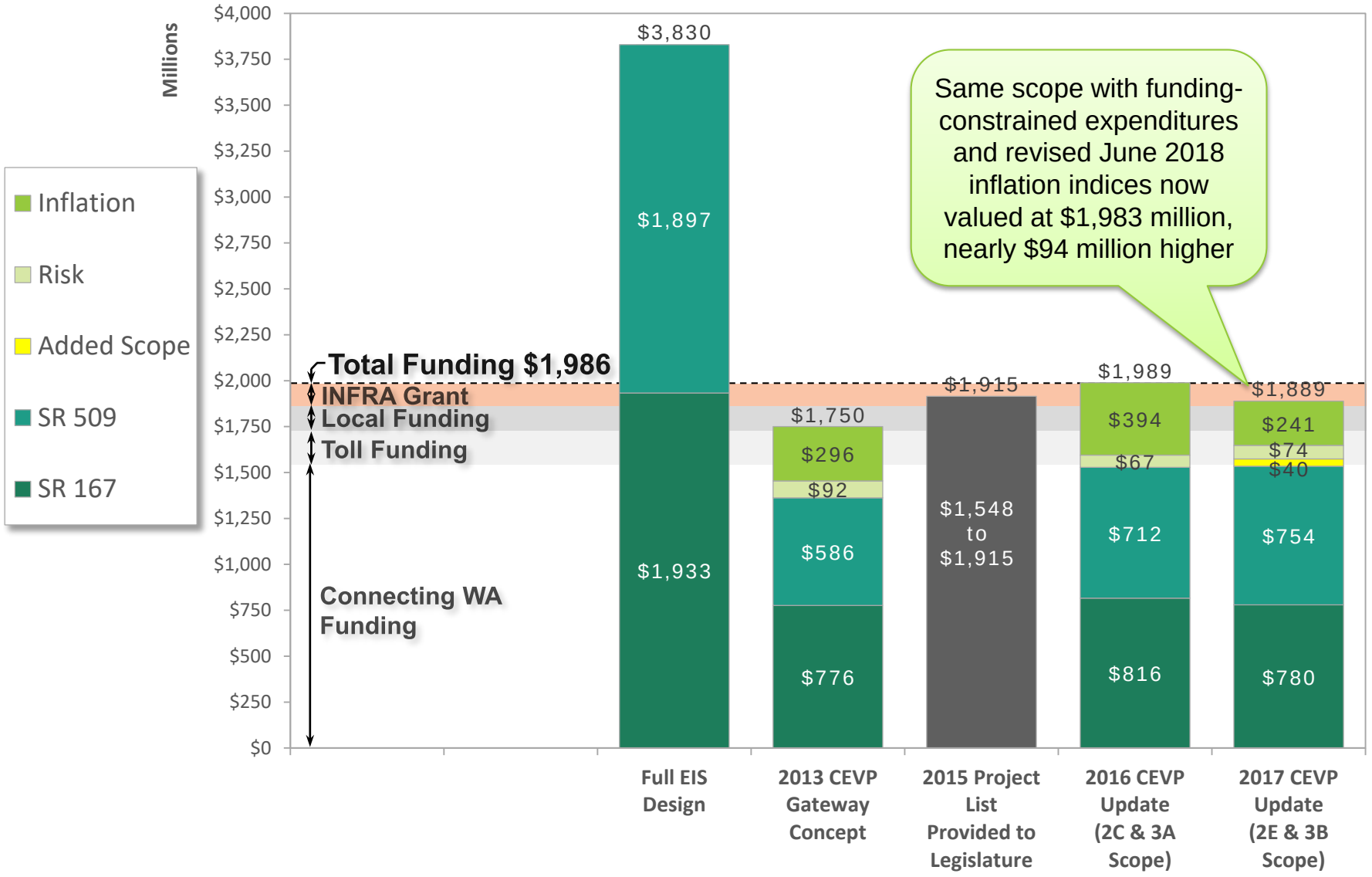
Construction and Implementation Plan



Construction & Implementation Plan

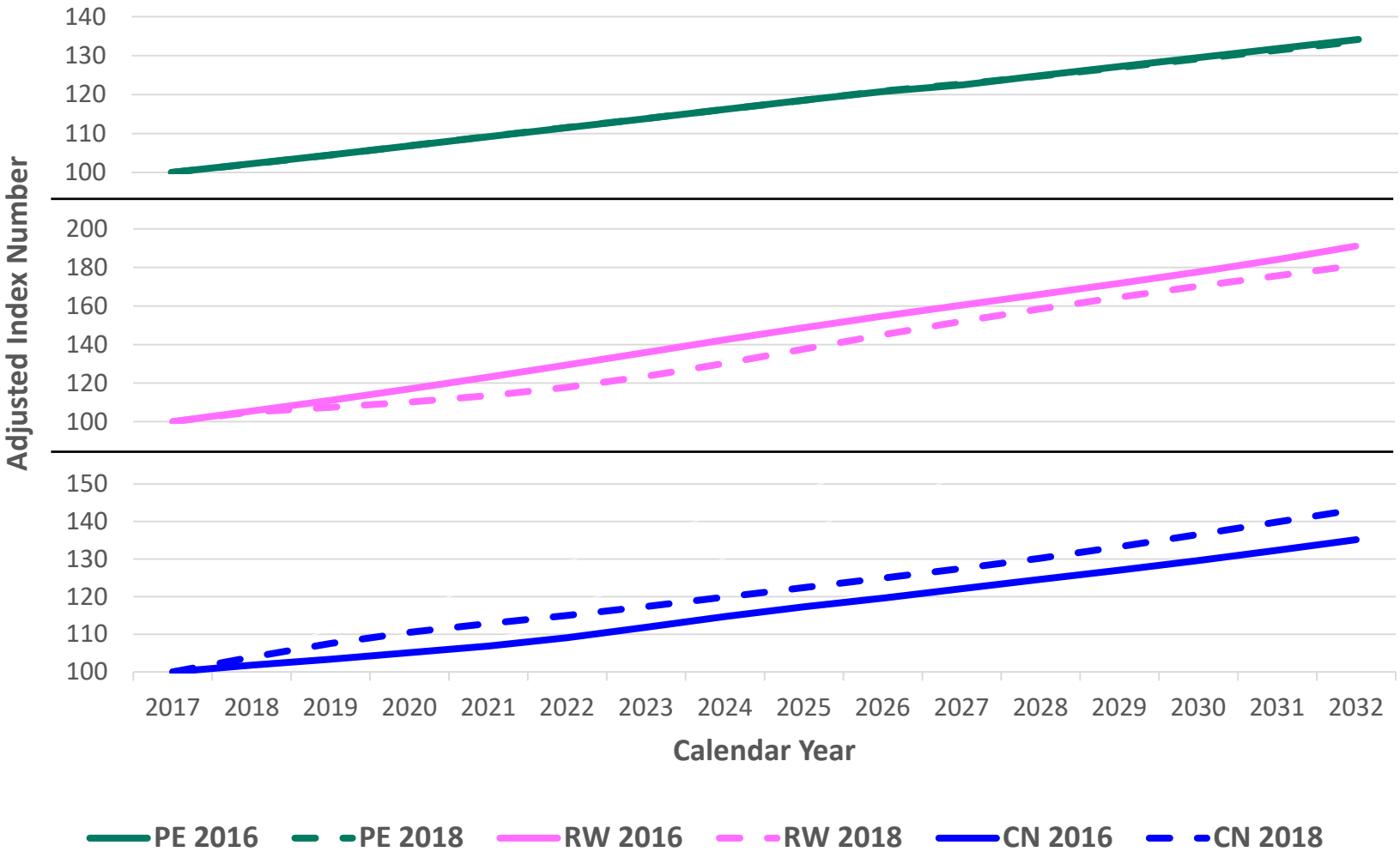
- Major elements of the plan include:
  - Scope of projects
    - SR 509 – 3B
    - SR 167 – 2E
  - Funding strategy for the Program
    - Connecting Washington funds ($1.575b)
    - Local funding/grant focused strategy ($130m)
    - Tolling ($180m)
    - INFRA Grant ($111m)
  - Schedule (phasing and staging) for project delivery
    - Phase 1
      - Stage 1a
      - Stage 1b
      - Stage 2
    - Phase 2 (future)

Gateway Cost Estimates

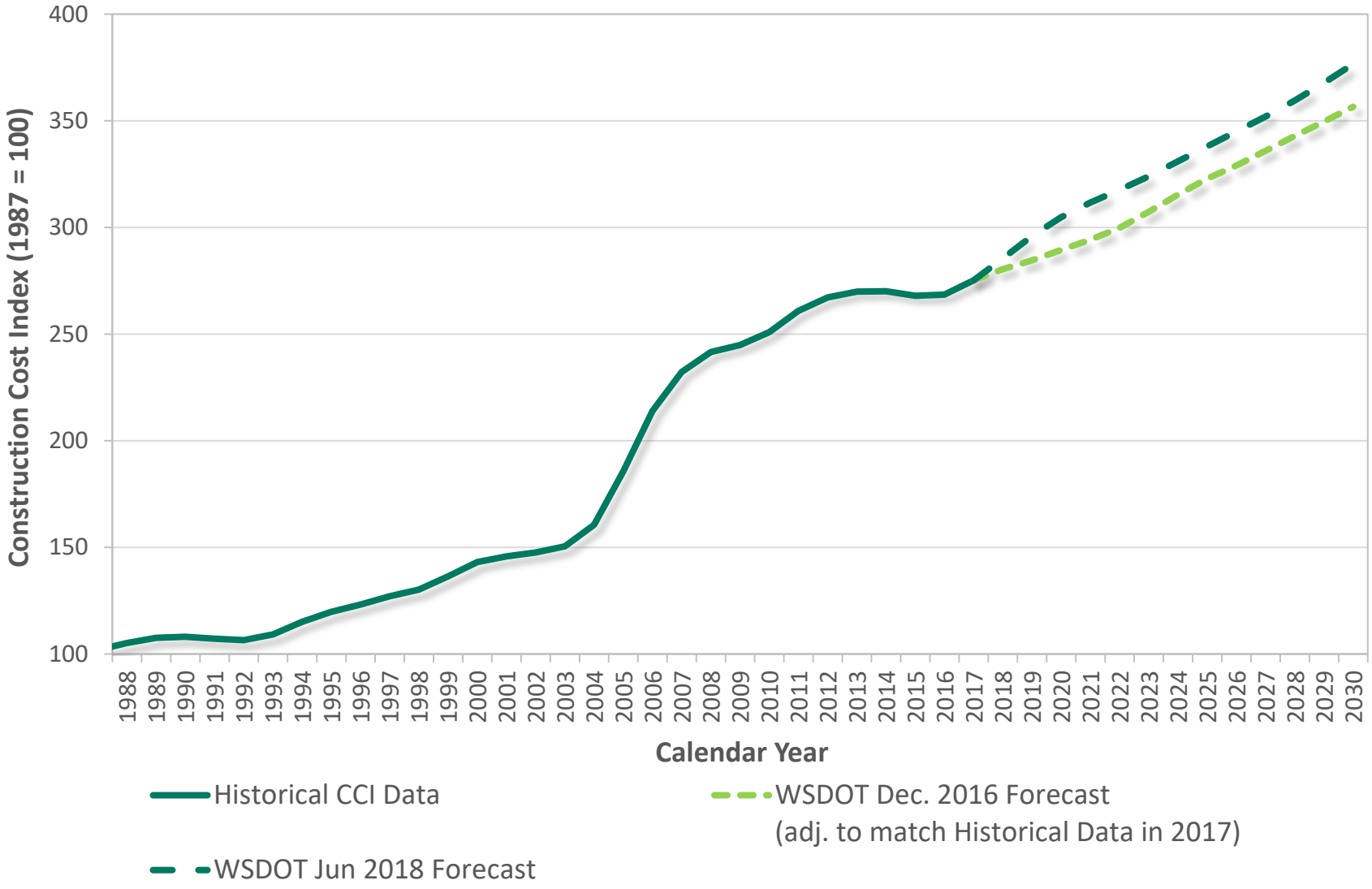


Comparison of Annual Inflation Cost Indices

Dec 2016 vs Jun 2018 — Indices Adjusted to 100 in 2017

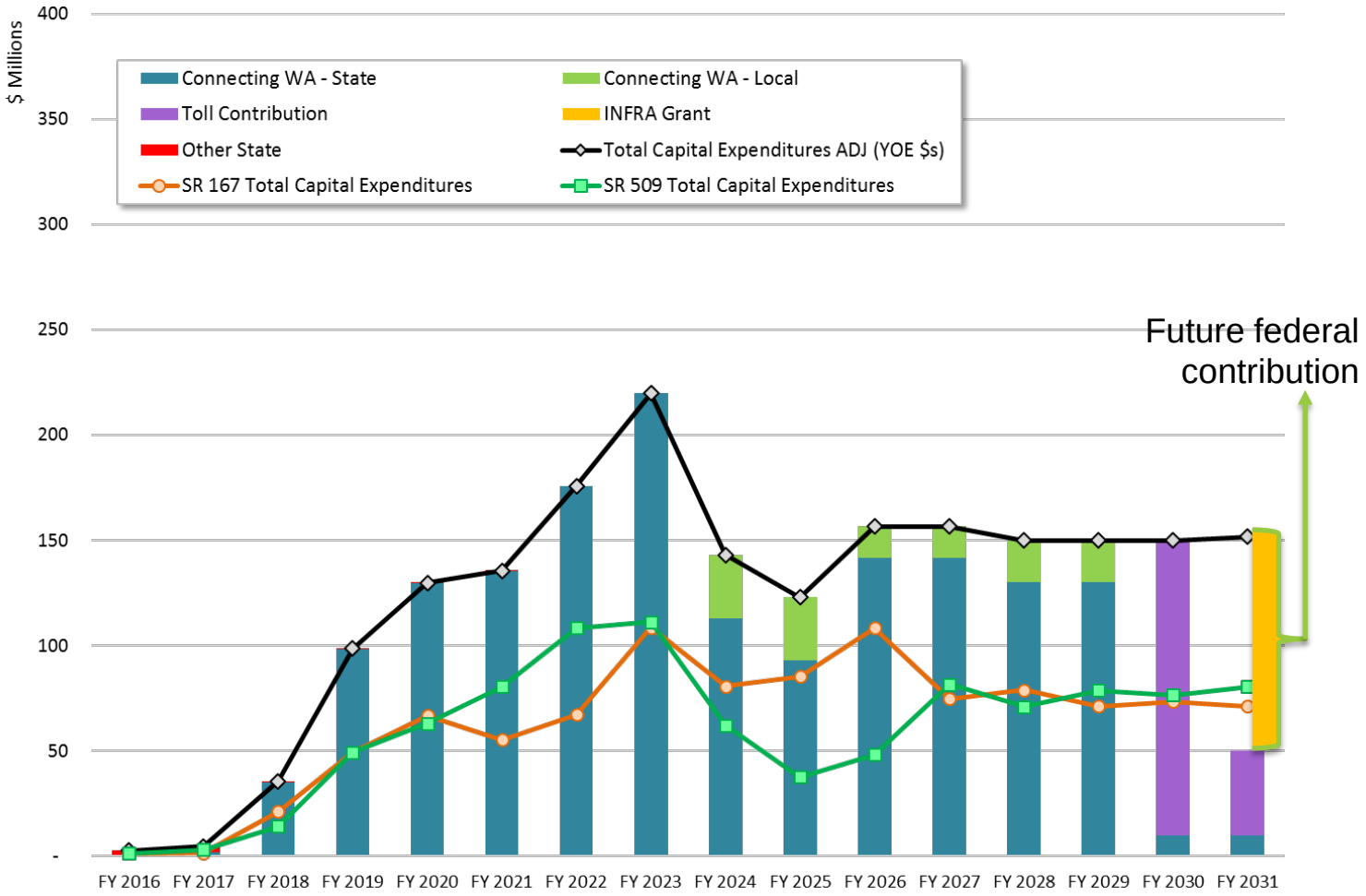


Construction Cost Index



Funding Constrained Baseline Sources & Uses

- Capital expenditures timed to match legislative funding
- Incorporates latest June 2018 inflation indices
- Funding gap shown in FY 2031, anticipated to be filled with future federal contribution
- Stage 2 open to traffic with tolling in January 2031 (mid FY 2031)



Recent WSDOT Bids

9-May-2018

I-5, Steilacoom-DuPont RD to Thorne Lane Corridor Improvements
BEST VALUE DETERMINATION (ITP Section 4.5.1)

BEST VALUE EQUATION: ABV = $P - (SUM OF ALL TC)

Where: **ABV = Apparent Best Value**
$P = The Proposal Price from the Price Proposal
TC = Assigned Technical Credits

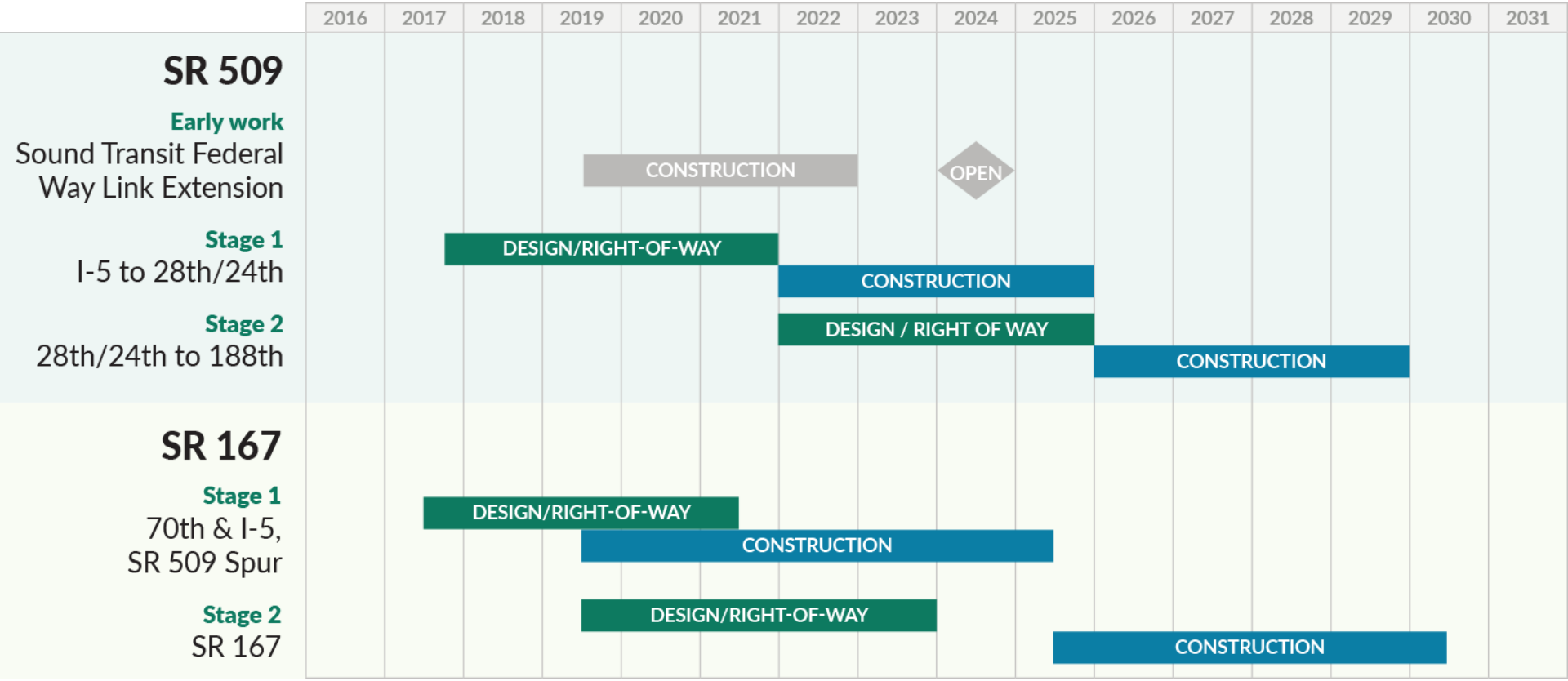
CONTRACT: **9133**
ENGINEER'S ESTIMATE: **$239,601,828.72**
UPSET AMOUNT: **$255,000,000.00**

Substantial Completion on or before June 30, 2021

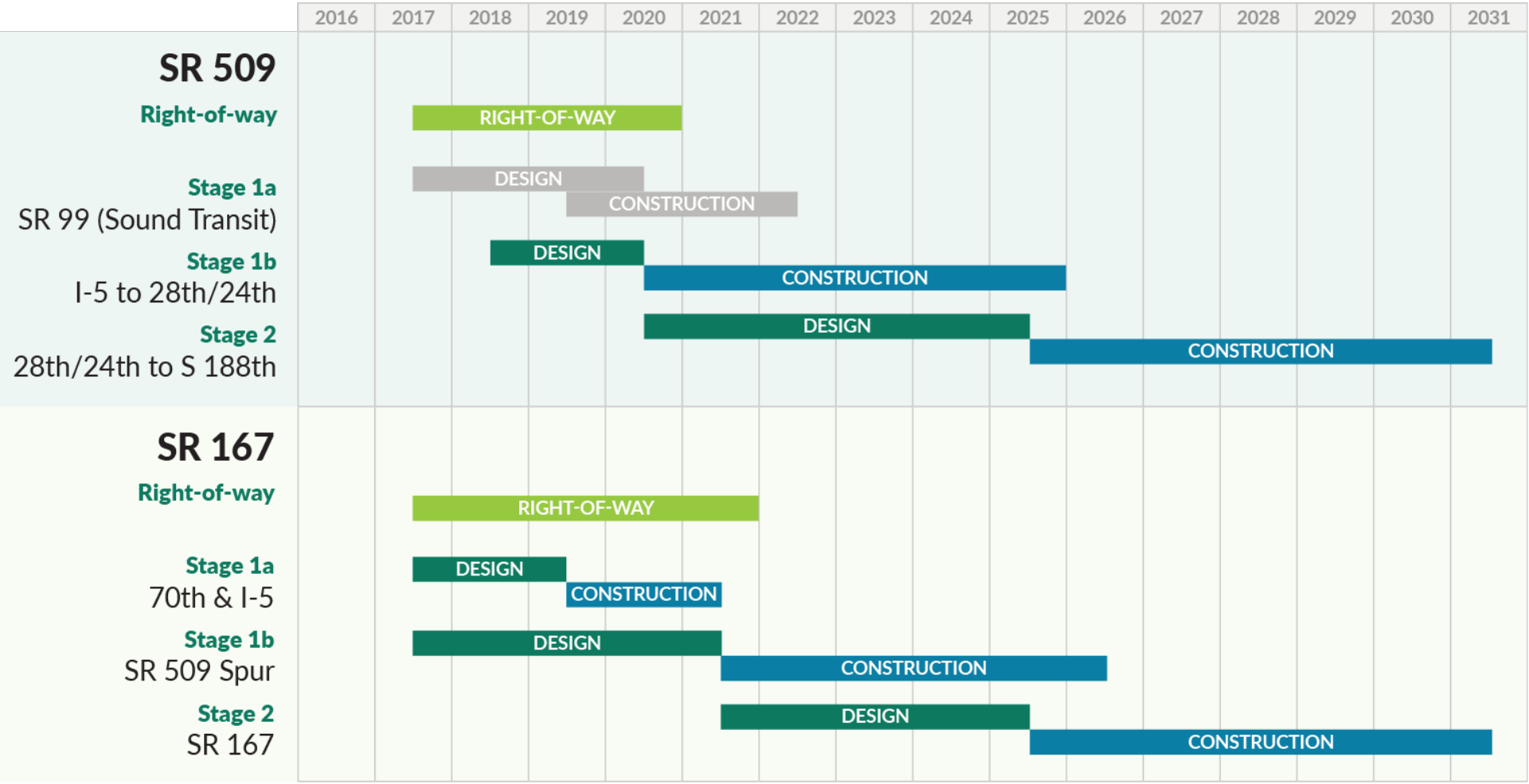
Apparent Best Value	Assigned Technical Credits (TC)	Proposal Price ($P)	PROPOSER NAME
159,105,595	180,895,595	$ 180,895,595.00	Guy F. Atkinson Construction, LLC
221,284,449	241,254,449	$ 241,254,449.00	Kiewit Infrastructure West Co.
200,169,996	220,189,996	$ 220,189,996.00	Skanska USA Civil West California District, Inc.
215,000,000	20,000,000.00	$ 235,000,000.00	Example Calculation

The successful Proposal will be the one calculated to have the lowest Apparent Best Value
APPARENT BEST VALUE DESIGN BUILDER: Guy F. Atkinson Construction, LLC
APPARENT 2ND BEST VALUE DESIGN BUILDER: Skanska USA Civil West California District, Inc.
APPARENT 3RD BEST VALUE DESIGN BUILDER: Kiewit Infrastructure West Co.

Timeline

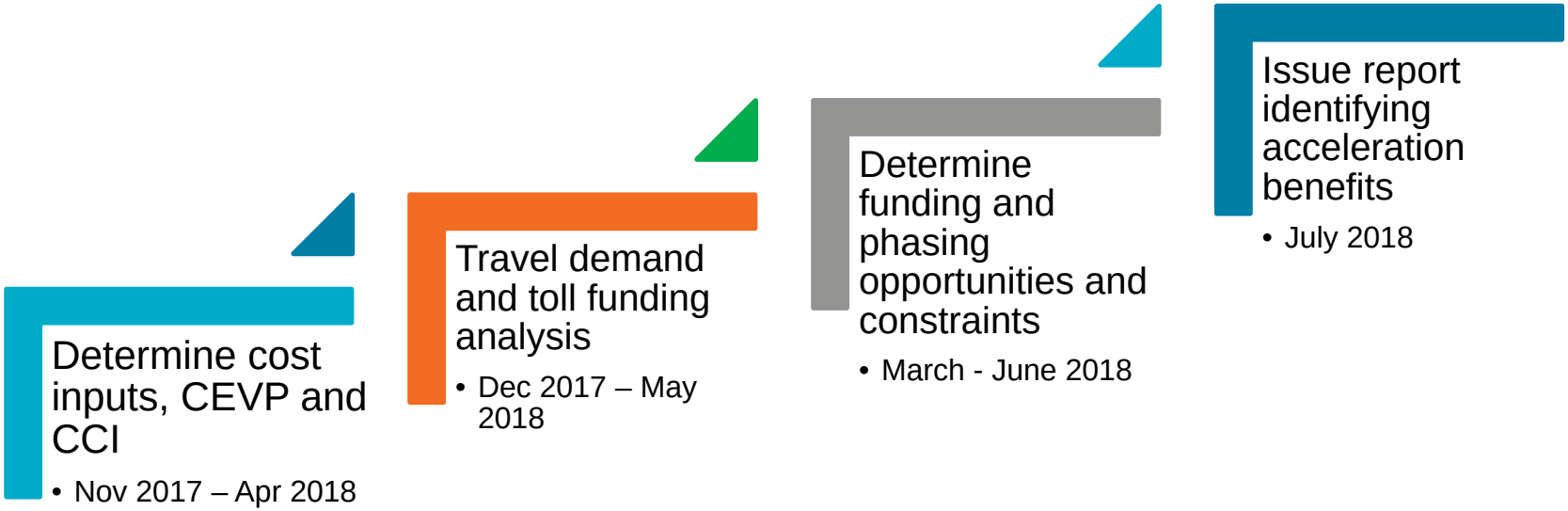

2016
2017
2018
2019
2020
2021
2022
2023
2024
2025
2026
2027
2028
2029
2030
2031
SR 509
Early work
Sound Transit Federal Way Link Extension
CONSTRUCTION
OPEN
Stage 1
I-5 to 28th/24th
DESIGN/RIGHT-OF-WAY
CONSTRUCTION
Stage 2
28th/24th to 188th
DESIGN / RIGHT OF WAY
CONSTRUCTION
SR 167
Stage 1
70th & I-5, SR 509 Spur
DESIGN/RIGHT-OF-WAY
CONSTRUCTION
Stage 2
SR 167
DESIGN/RIGHT-OF-WAY
CONSTRUCTION

Timeline Update



Schedule Acceleration

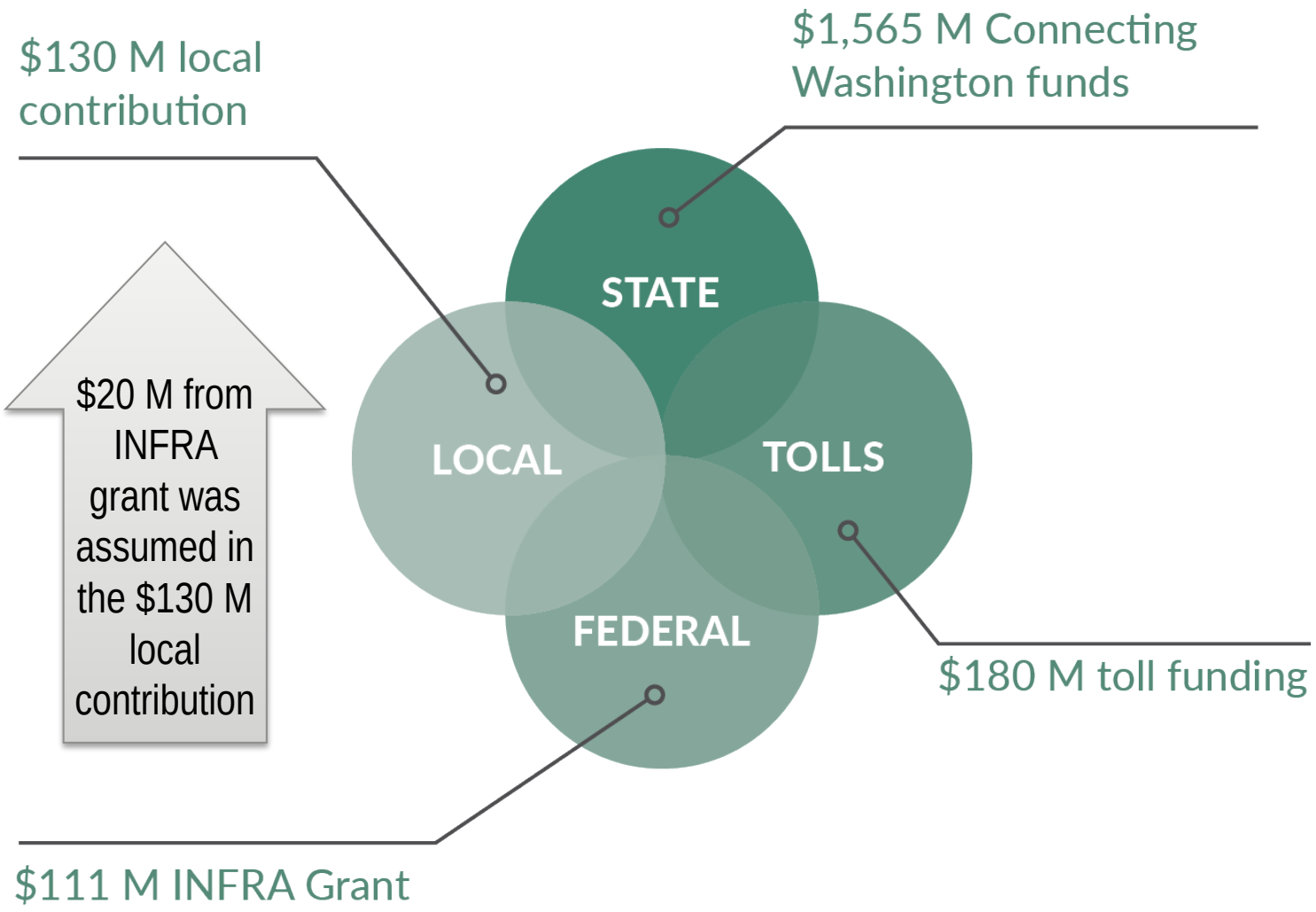
Schedule Acceleration Analysis



Benefits of Project Acceleration Study

- Establish a basis of comparison where program costs are aligned with legislative provision of funding
  - Based on an appropriate set of CEVP values
- Assess benefits of reaching program milestones earlier
  - Lower overall program cost due to less cumulative inflation
  - Potentially lower risks (not estimated)
  - Economic mobility benefits (e.g., time savings) occur sooner
- Program construction acceleration options
  - Receipt of INFRA and other grants provides more early funding
  - Financing future toll revenues provides toll funding sooner
  - Demonstrable benefits for accelerating other funding sources
- Study report due out in late July

Gateway Funding Spheres

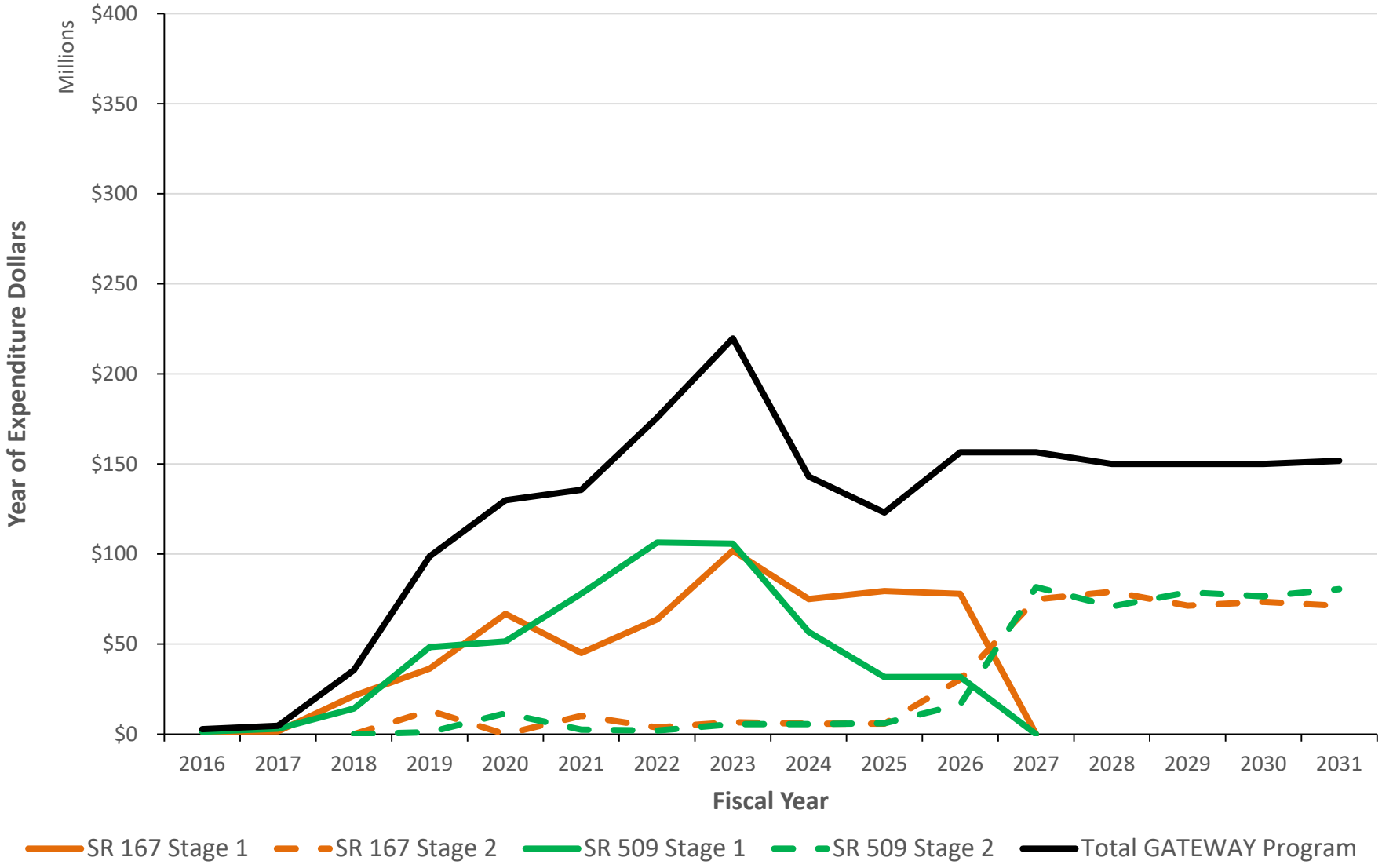


Acceleration Considerations – Preliminary

Case	Connecting Washington - State	Connecting Washington - Local	Toll Funding Contribution	Federal Grants (INFRA, BUILD)	Next Legislative Consideration	Comments
Funding Constrained Baseline	Per Legislature	Per Legislature	Per Legislature	None (federal grant fills funding gap in FY 2031)	2019 Session*	• Incorporates the June 2018 Inflation Update (as do the acceleration cases) • Results in a $102 M Funding Gap in FY 2031 absent federal grant funding
Case #1 **Modest Acceleration**	Early year funds delayed	Optimized	In FY 2027-28 2.5 Years Before Stage 2 Toll Operations	$114 M in FY 2025-26 ($20 M as part of the local contribution & $94 M as federal)	2025 Session*	• Delays $44 M in early CWA funds until FY 2024 • Leaves $20 M in unused CWA funds in FY 2030 • Federal grants could be reduced with additional toll funding
Case #2 **Medium Acceleration**	Later year funds advanced Early year funds delayed	Optimized & accelerated	In FY 2027 1.5 Years Before Stage 2 Toll Operations	$98 M in FY 2025 ($20 M as part of the local contribution & $78 M as federal)	2023 Session*	• Advances $129 M by 2 biennia from FY 2028 to FY 2025 • Delays $44 M in early CWA funds until FY 2024 • Leaves $20 M in unused CWA funds in FY 2030
Case #3 **Maximum Acceleration**	Later year funds advanced indirectly (financing) or directly (legislature) Early year funds delayed	Optimized & accelerated	In FY 2024 2-3 Years Before Stage 2 Toll Operations	$130 M in FY 2021-22 ($20 M as part of the local contribution & $110 M as federal)	2019 or 2020 Session*	• Advances $364 M in later CWA funds by 2 biennia • Delays $44 M in early CWA funds until FY 2024 • Leaves $88 M in unused CWA funds in FY 2028 which could provide ROI for advancing CWA

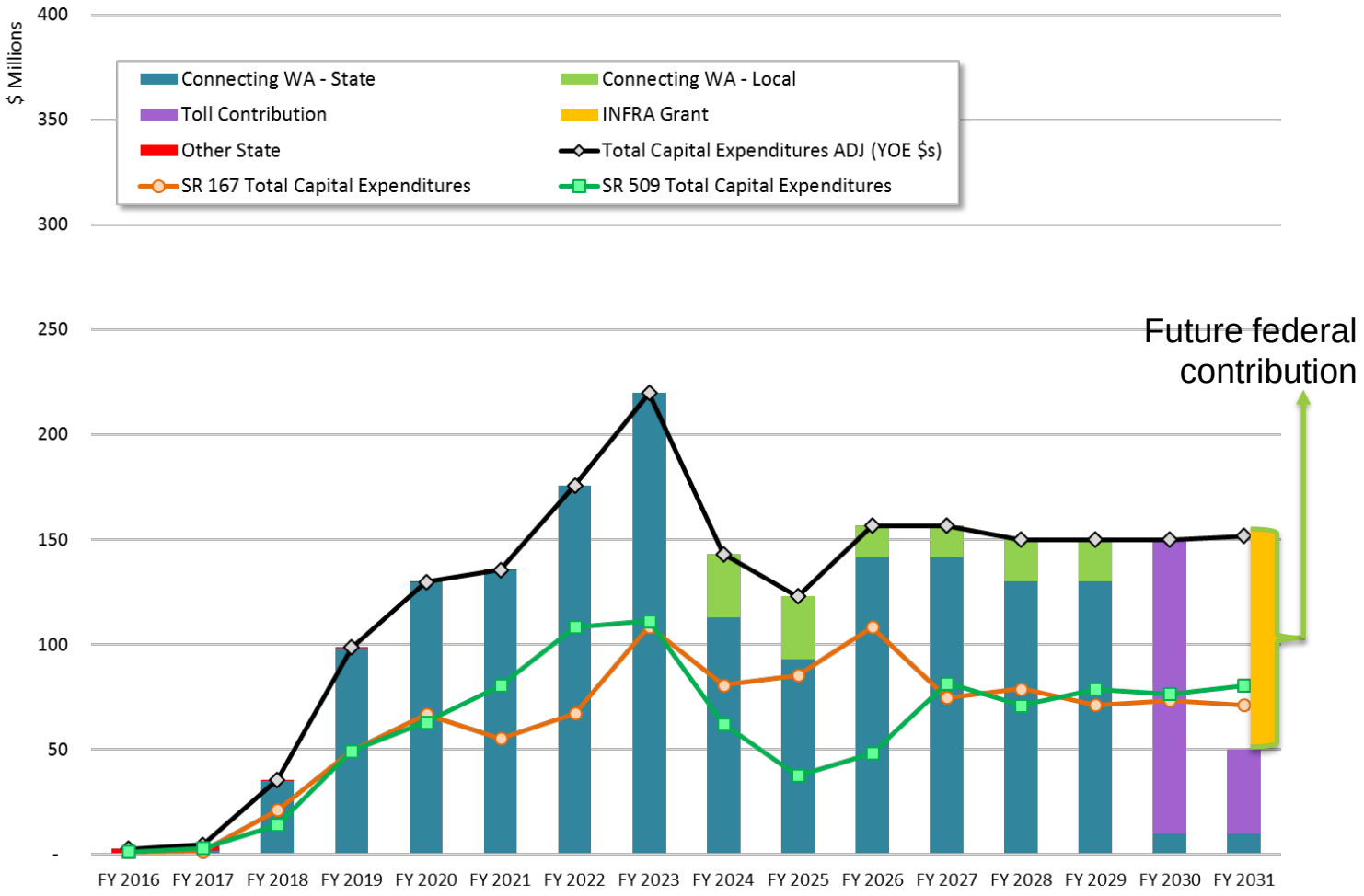
*Toll authorization in 2019 needed in all cases

Funding Constrained Baseline Expenditures by Project & Stage

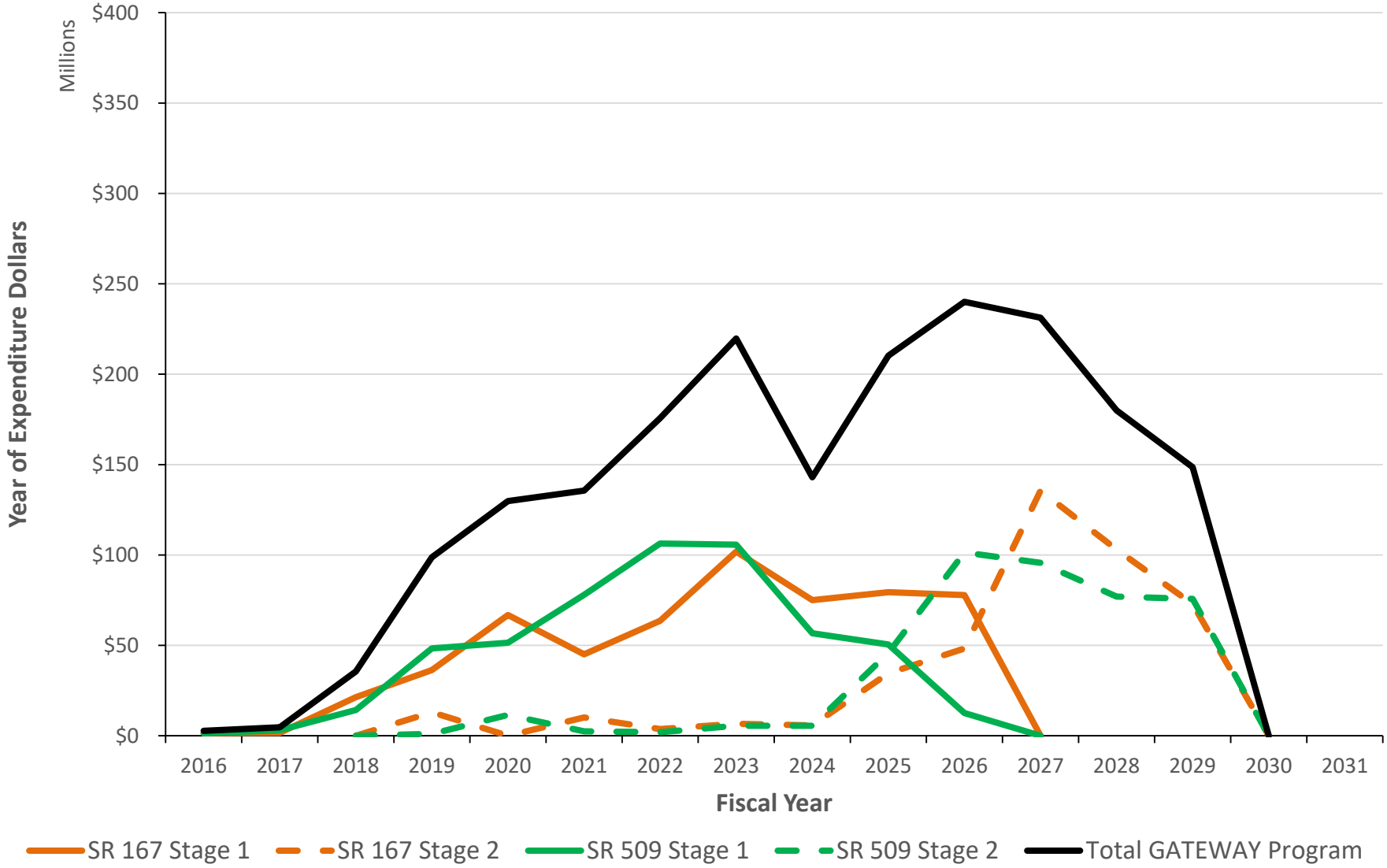


Funding Constrained Baseline Sources & Uses

- Capital expenditures timed to match legislative funding
- Incorporates latest June 2018 inflation indices
- Funding gap shown in FY 2031, anticipated to be filled with a future federal contribution
- Stage 2 open to traffic with tolling in January 2031 (mid FY 2031)
- Represents the basis of comparison for the three acceleration cases

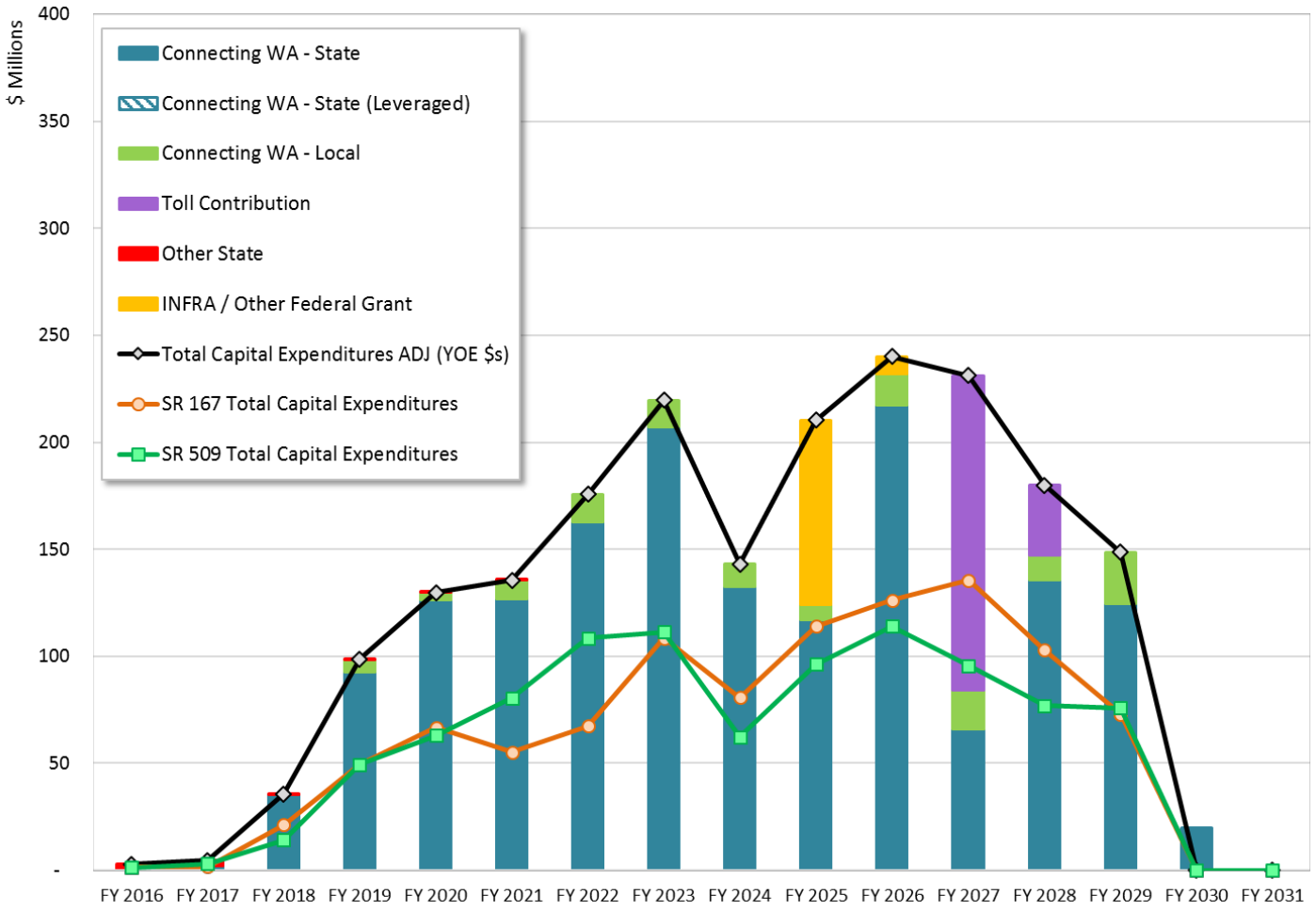


Acceleration Case #1: Modest Acceleration Expenditures by Project & Stage

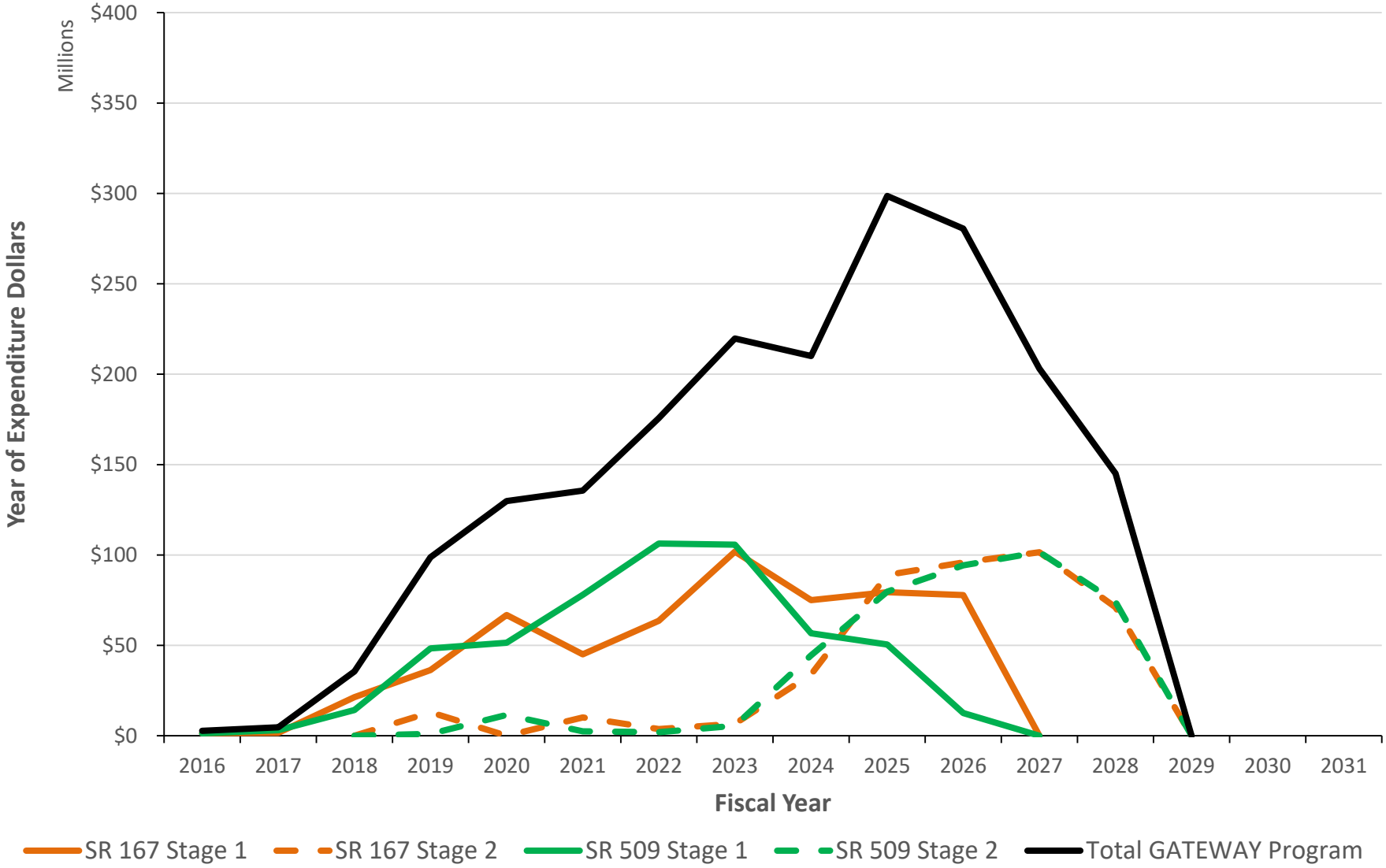


Acceleration Case #1: Modest Acceleration Sources & Uses of Funds

- Stage 2 opens 2 years earlier in mid FY 2029 (January 2029)
- Capital expenditures accelerated without leveraging CWA State funds
- $44 M of early CWA State funds delayed until FY 2024
- Toll funding needed 2.5 years before Stage 2 operations
- $114 M federal grant (INFRA) in FY 2025-26 ($94 M federal and $20 M local)
- $20 M in “unused” CWA State funds left in FY 2030

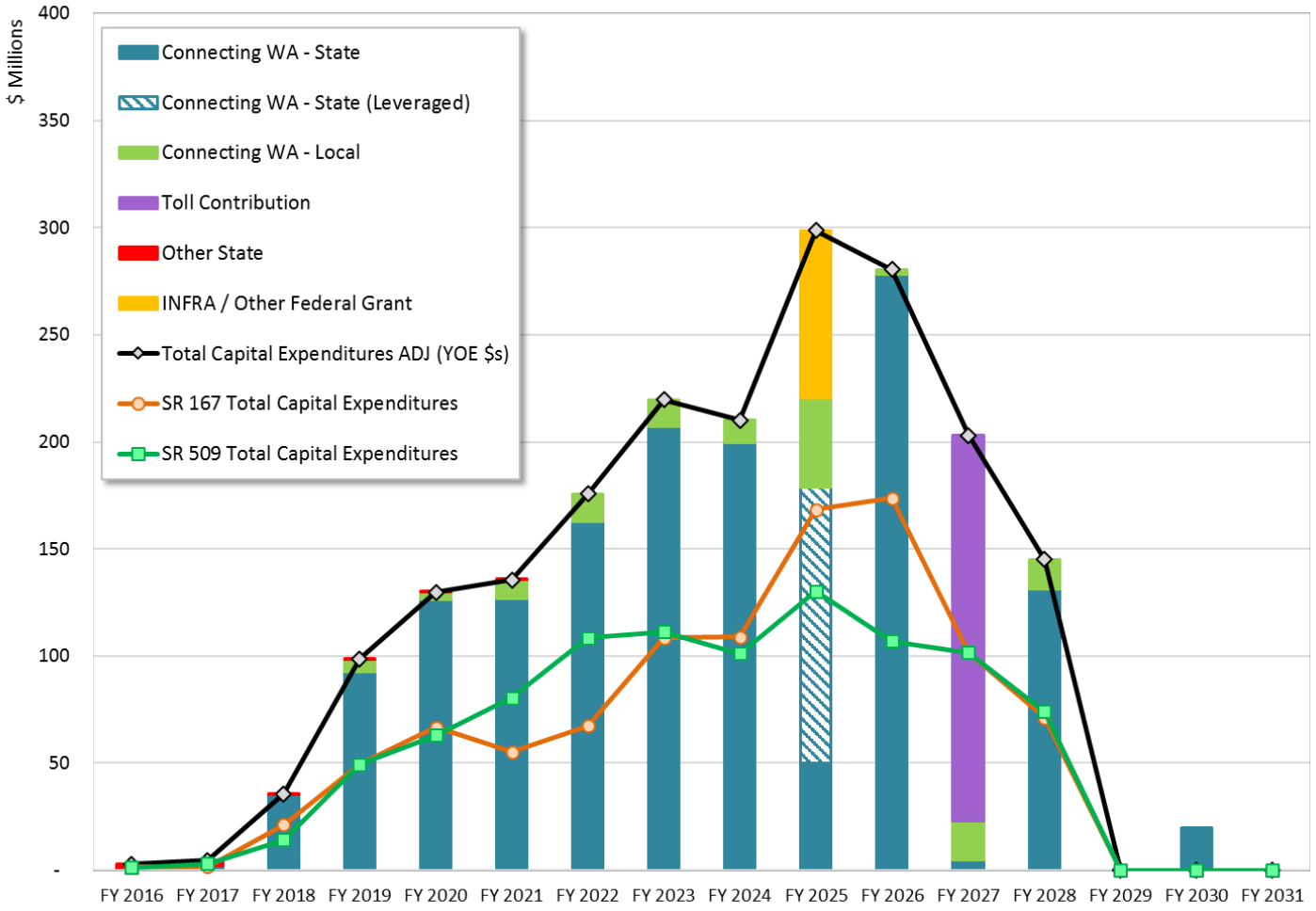


Acceleration Case #2: Medium Acceleration Expenditures by Project & Stage

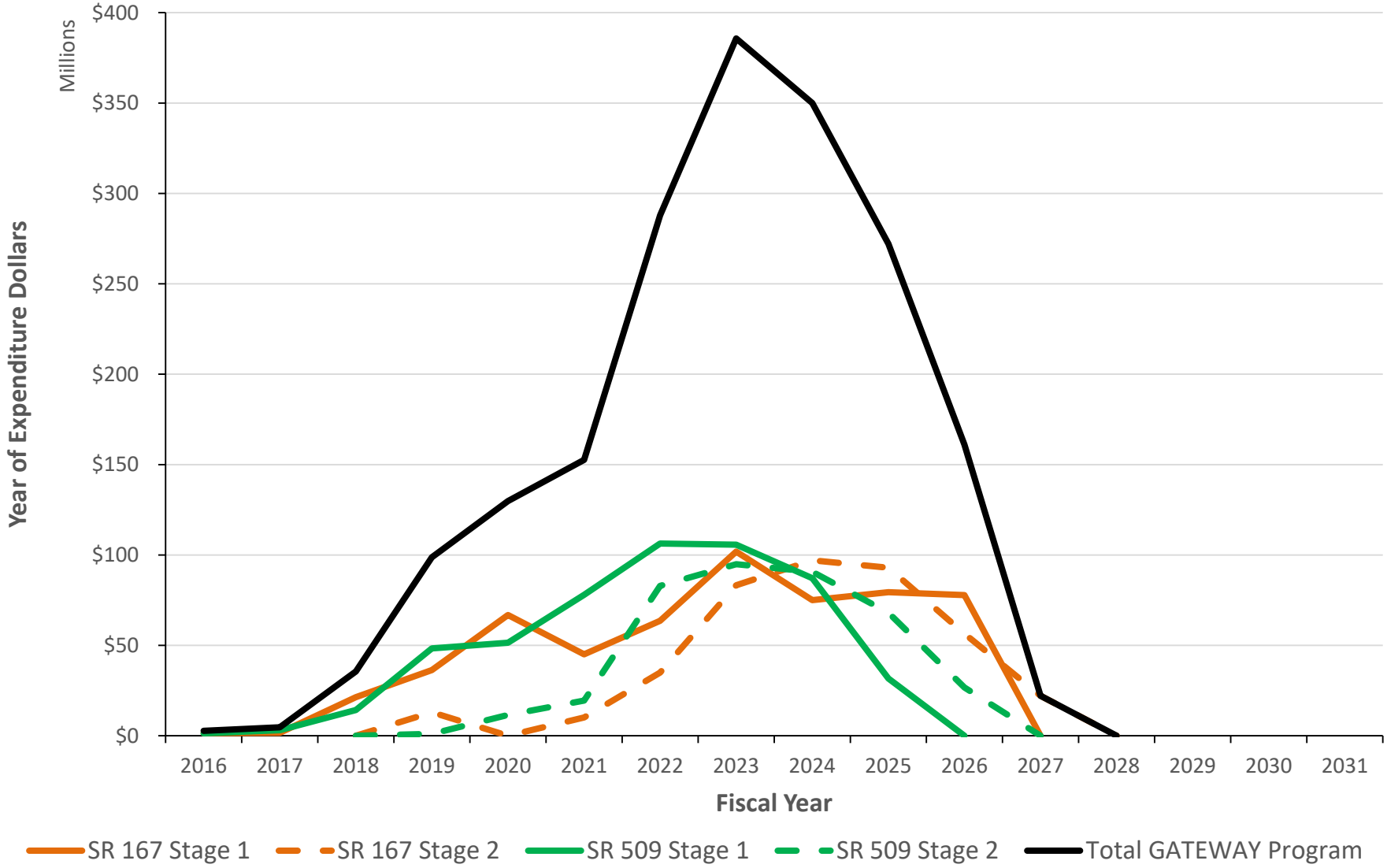


Acceleration Case #2: Medium Acceleration Sources & Uses of Funds

- Stage 2 opens 3 years earlier in mid FY 2028 (January 2028)
- $129 M of later CWA State funds advanced from FY 2028 to FY 2025
- $44 M of early CWA State funds delayed until FY 2024
- Toll funding needed 1.5 years before Stage 2 operations
- $98 M federal grant (INFRA) in FY 2025-26 ($78 M federal and $20 M local)
- $20 M in “unused” CWA State funds left in FY 2030

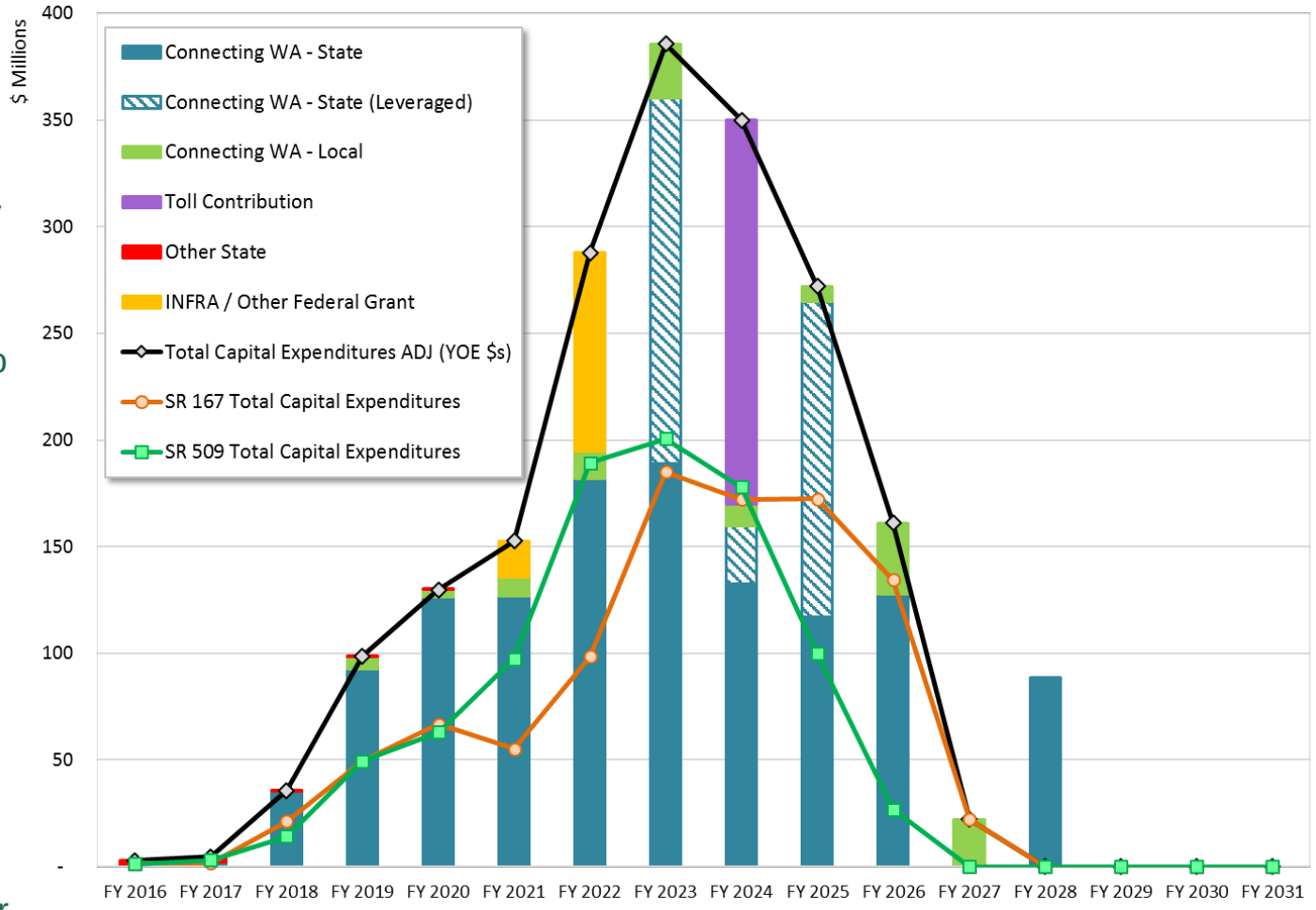


Acceleration Case #3: Maximum Acceleration Expenditures by Project & Stage



Acceleration Case #3: Maximum Acceleration Sources & Uses of Funds

- Stage 2 opens 4.5-5.5 years earlier in mid FY 2028 (January 2028)
- $346 M of later CWA State funds advanced by 2 biennia into FY 2023-25
- Toll funding needed up to 3 years before Stage 2 operations
- $130 M federal grant (INFRA) in FY 2021-22 ($110 M federal and $20 M local)
- $88 M in “unused” CWA State funds in FY 2028 could provide a “return” for advancing CWA State funds in other years



Acceleration Benefits – Preliminary

	Construction Complete	Open to Traffic (Stage 1)	Open to Traffic (Stage 2)	Program Cost and Inflation Savings	Reduced Miles of Vehicle Travel	Hours of Time Saved	Value of Earlier Net Mobility Benefits in Future Dollars	Present Value of Earlier Net Mobility Benefits in 2017 $s (7% Real Discount Rate)	Comments
Funding Constrained Baseline	Opens January 2031	SR 509: FY 2026 SR 167: mid FY 2026	SR 509: mid FY 2031 SR 167: mid FY 2031	$1,983 M	N/A	N/A	N/A	N/A	▪ Incorporates the June 2018 Inflation Update (as do the acceleration cases) ▪ Results in a $102 M Funding Gap in FY 2031 absent federal grant funding
Case #1 Modest Acceleration	Opens 2 years earlier	SR 509: FY 2026 SR 167: mid FY 2026*	SR 509: mid FY 2029 SR 167: mid FY 2029	$1,956 M Inflation savings of $28 M	179 M miles over 2 years	22 M hours over 2 years	$611 M over 2 years	$179 M over 2 years	▪ Delays $44 M in early CWA funds until FY 2024 ▪ Leaves $20 M in unused CWA funds in FY 2030 ▪ Federal grants could be reduced with additional toll funding
Case #2 Medium Acceleration	Opens 3 years earlier	SR 509: FY 2026 SR 167: mid FY 2026	SR 509: mid FY 2028 SR 167: mid FY 2028	$1,940 M Inflation savings of $43 M	271 M miles over 3 years	33 M hours over 3 years	$893 M over 3 years	$275 M over 3 years	▪ Advances $129 M by 2 biennia from FY 2028 to FY 2025 ▪ Delays $44 M in early CWA funds until FY 2024 ▪ Leaves $20 M in unused CWA funds in FY 2030
Case #3 Maximum Acceleration	Opens 4.5 years earlier for SR 167 Opens 5.5 years earlier for SR 509	SR 509: FY 2025 SR 167: mid FY 2026	SR 509: FY 2026 SR 167: FY 2027	$1,903 M Inflation savings of $80 M	581 M miles over 5.5 years	65 M hours over 5.5 years	$1,714 M over 5.5 years	$608 M over 5.5 years	▪ Advances $364 M in later CWA funds by 2 biennia ▪ Delays $44 M in early CWA funds until FY 2024 ▪ Leaves $88 M in unused CWA funds in FY 2028 which could provide ROI for advancing CWA

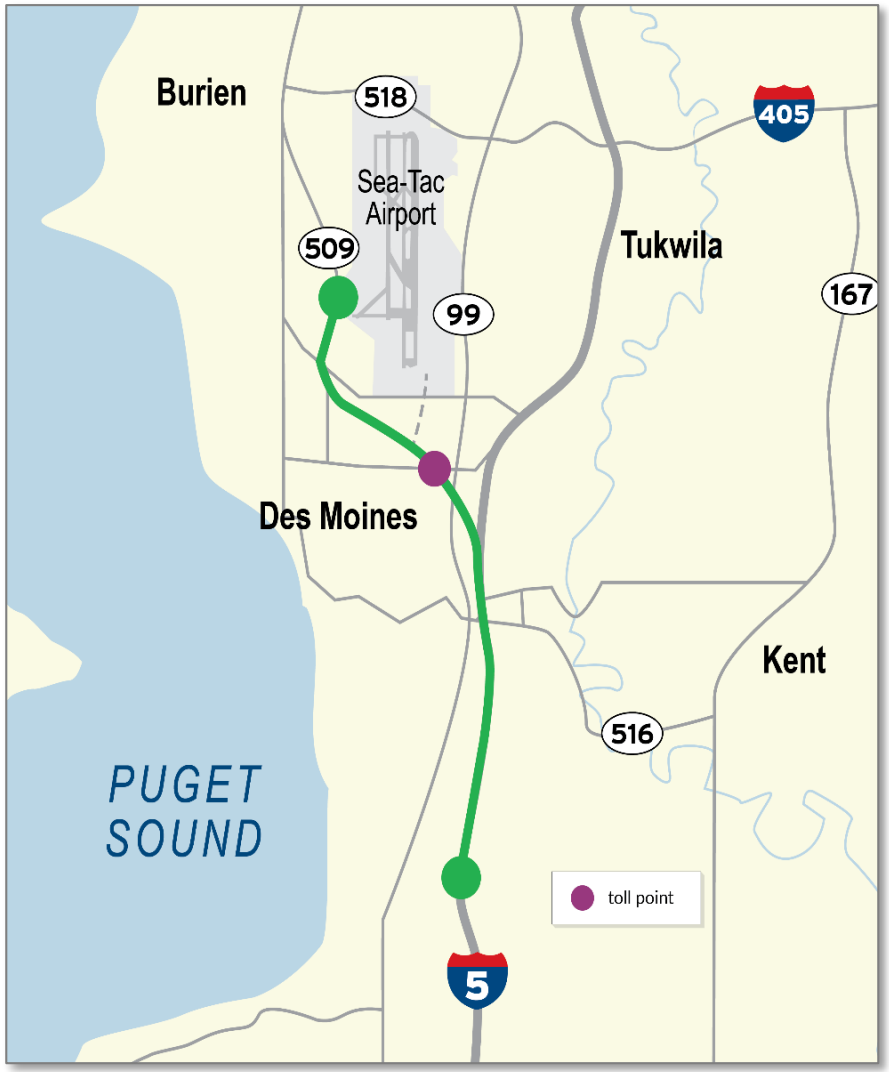
Tolling

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	• Establish legal toll framework • Authorize tolling in designated corridors • Approve financing plans • Enable tolling practices • Appropriate toll operation budget	• Set toll rates within funding requirements • Set toll exemptions • Establish advisory committees	• Develop toll collection systems and procedures • Collect tolls • Finance improvements • Operate tolled corridors • Assess financial feasibility of toll projects	• Conducts all financings for the State of Washington • Responsible for the issuance of toll debt

Gateway Toll Points

SR 509



SR 167 & Port of Tacoma Spur

Base Condition Toll Assumptions

- Initial toll rate ranges for modeling, similar to those in 2013 study
- Provides a reference point for comparing other toll rate scenarios and policies
- Shown below in FY 2025 “year of collection dollars”
- Tolls are assumed to vary by time of day, with higher tolls at peak times / in peak directions, and lower tolls in off-peak periods

Project	FY 2025 Toll Rate Ranges
SR 167, Puyallup to Tacoma	$1.20 - $3.00
Port of Tacoma Spur	$0.90
SR 509	$1.20 - $2.40

Toll Policy Test Scenarios

	Scenario		SR 509	SR 167	PoT Spur
Toll Cases	1	Base Condition	All vehicles tolled based on number of axles		
	2	Commercial Trucks Equal	All vehicles tolled at the same rate (no axle multipliers)		
	3	Port of Tacoma Spur: Commercial Trucks Free	All vehicles tolled based on number of axles		3+ axle vehicles free
	4	Commercial Trucks Free	2 axle vehicles tolled | 3+ axle vehicles free		
	5	Port of Tacoma Spur: Free	All vehicles tolled based on number of axles		All vehicles free
	6	HOV 2+ Free	Vehicles with 2+ occupants free with Good To Go! | all other vehicles tolled based on number of axles		
No Toll	7	Non-Tolled: Managed by Vehicle Class	Single occupant 2-axle vehicles prohibited | all HOVs with Good To Go! & vehicles with 3+ axles free		
	8	Non-Tolled	All vehicles toll free		

Traffic Performance by Scenario

- Percentage changes in total traffic relative to Base Condition
- Lower tolls for some vehicles generally yield higher traffic volumes

Scenario		*SR 509*	*SR 167*	*Port of Tacoma Spur*	*Traffic Percentage Difference**		
					SR 509	*SR 167*	*Port of Tacoma Spur*
1	**Base Condition**	All vehicles tolled based on number of axles			**Base Condition = 100%**		
2	**Commercial Trucks Equal**	All vehicles tolled at the same rate (no axle multipliers)			**+ 0.3%**	**+ 0.2%**	**+ 0.5%**
3	**Port of Tacoma Spur: Commercial Trucks Free**	All vehicles tolled based on number of axles		3+ axle vehicles free	N/A	**+ 2%**	**+ 14%**
4	**Commercial Trucks Free**	2 axle vehicles tolled | 3+ axle vehicles free			**+ 7%**	**+ 7%**	**+ 17%**
5	**Port of Tacoma Spur: Free**	All vehicles tolled based on number of axles		All vehicles free	N/A	**+ 0.8%**	**+ 64%**
6	**HOV 2+ Free**	Vehicles with 2+ occupants free with Good To Go! | all other vehicles tolled based on number of axles			**+ 17%**	**+ 11%**	**+ 12%**
7	**Non-Tolled: Managed by Vehicle Class**	Single occupant 2-axle vehicles prohibited | all HOVs with Good To Go! & vehicles with 3+ axles free			**– 34%**	**– 52%**	**– 37%**
8	**Non-Tolled**	All vehicles toll free			**+ 103%**	**+ 77%**	**+ 93%**

Source: Stantec * Average of results from FY 2025 and FY 2045, excludes FY 2025 ramp-up adjustments

Gross Toll Revenue Performance by Scenario

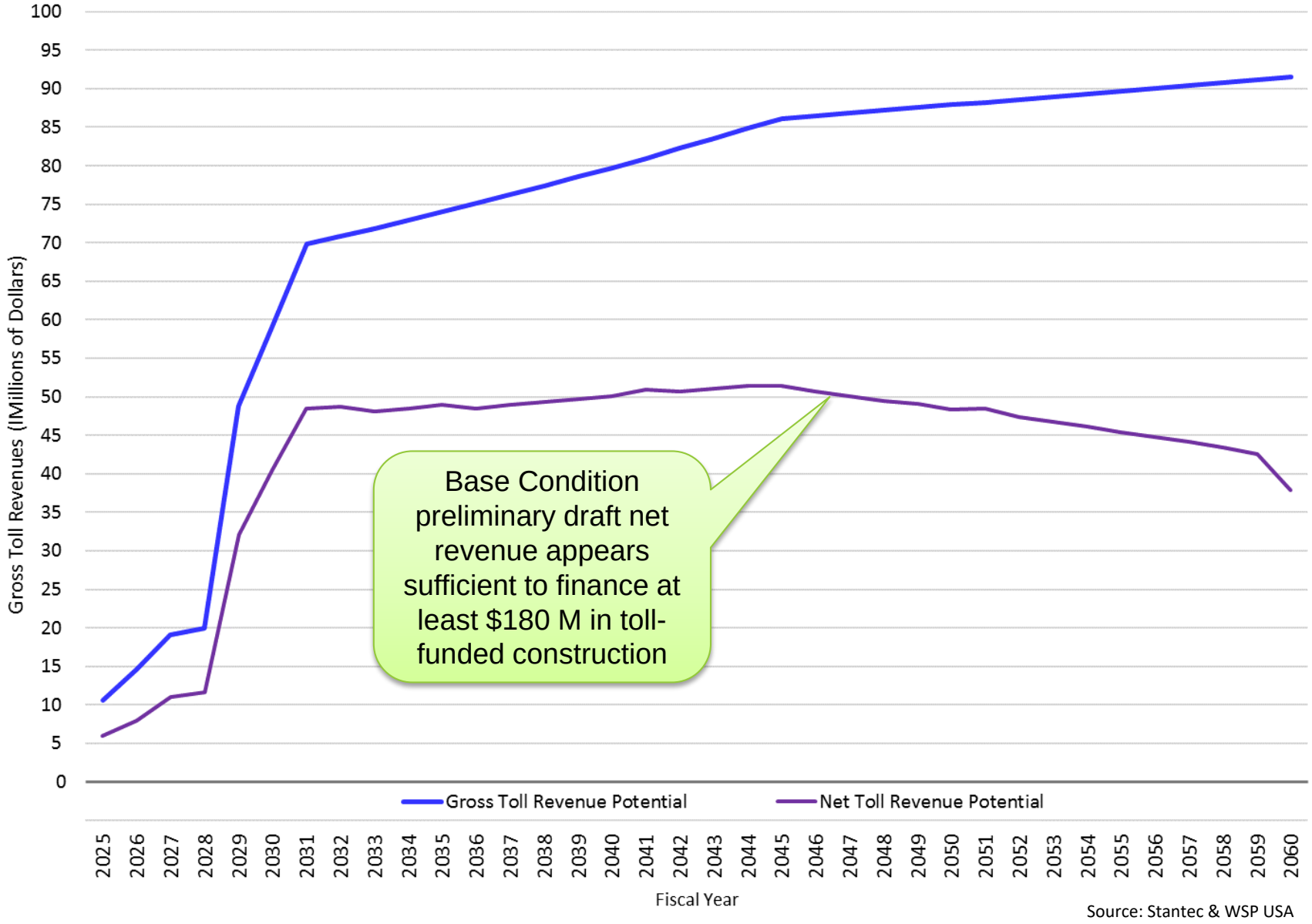
- Percentage changes in total gross toll revenue relative to Base Condition
- Lower tolls for some vehicles generally yield lower gross toll revenues

Scenario		*SR 509*	*SR 167*	*Port of Tacoma Spur*	*Gross Revenue Percentage Difference**			
					SR 509	*SR 167*	*Port of Tacoma Spur*	*Gateway Total*
1	**Base Condition**	All vehicles tolled based on number of axles			**Base Condition = 100%**			
2	**Commercial Trucks Equal**	All vehicles tolled at the same rate (no axle multipliers)			**– 3%**	**– 2%**	**– 7%**	**– 3%**
3	**Port of Tacoma Spur: Commercial Trucks Free**	All vehicles tolled based on number of axles		3+ axle vehicles free	N/A	**+ 2%**	**– 19%**	**– 1%**
4	**Commercial Trucks Free**	2 axle vehicles tolled | 3+ axle vehicles free			**– 16%**	**– 8%**	**– 18%**	**– 13%**
5	**Port of Tacoma Spur: Free**	All vehicles tolled based on number of axles		All vehicles free	N/A	**+ 2%**	**– 100%**	**– 11%**
6	**HOV 2+ Free**	Vehicles with 2+ occupants free with Good To Go! | all other vehicles tolled based on number of axles			**– 18%**	**– 25%**	**– 6%**	**– 20%**
7	**Non-Tolled: Managed by Vehicle Class**	Single occupant 2-axle vehicles prohibited | all HOVs with Good To Go! & vehicles with 3+ axles free			Not Applicable			
8	**Non-Tolled**	All vehicles toll free			Not Applicable			

Source: Stantec * Average of results from FY 2025 and FY 2045, excludes FY 2025 ramp-up adjustments

System Total Gross and Net Toll Revenue

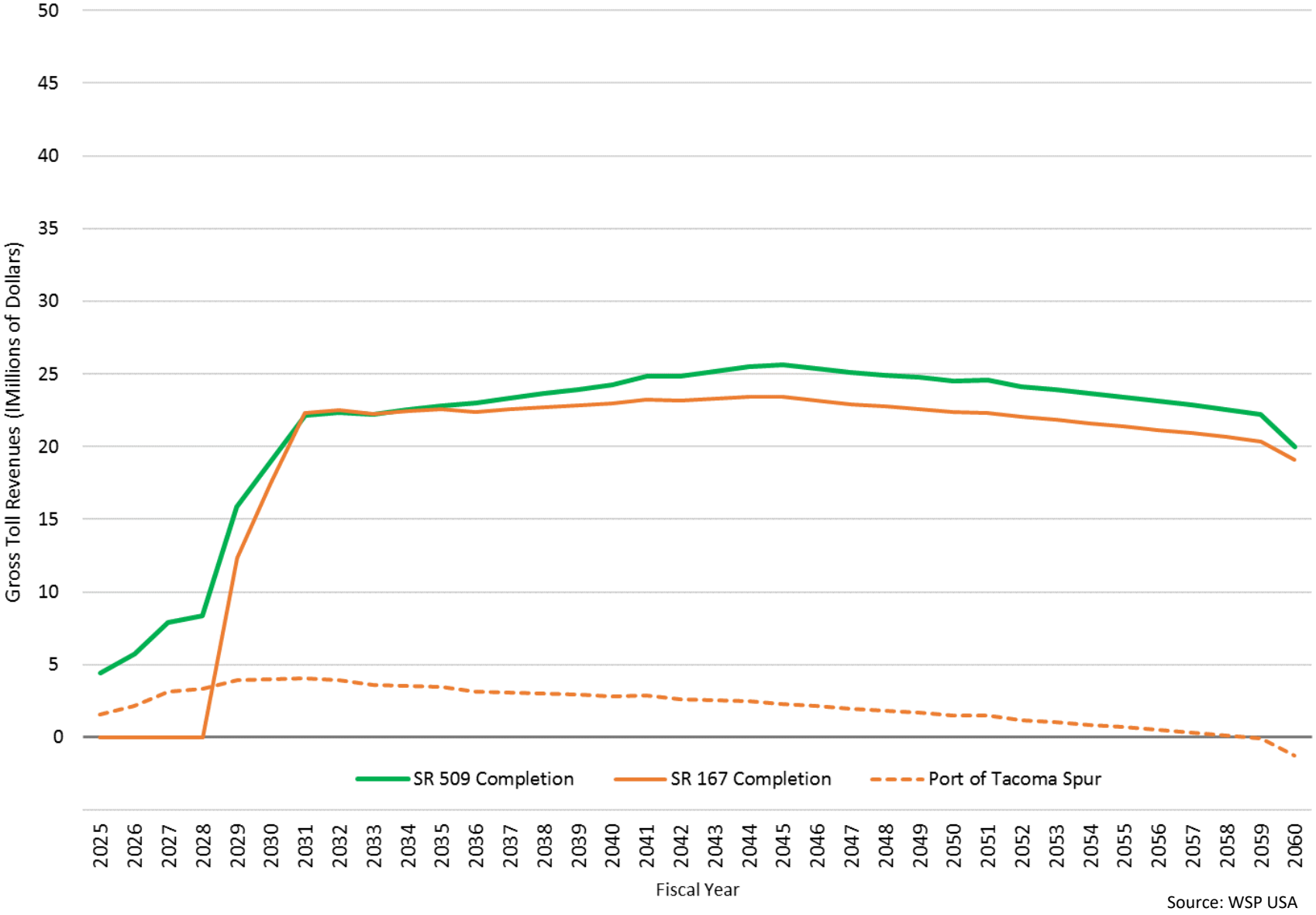
PRELIMINARY DRAFT



Source: Stantec & WSP USA

Net Toll Revenue by Corridor

PRELIMINARY DRAFT



Source: WSP USA

Toll Policy Test Scenario Evaluation Criteria

- **Compliance / Enforcement**
  - Does the scenario fit well with existing technology and toll systems?
  - How easily can the scenario policies be enforced?
- **$180 Million Funding Capacity**
  - Are net revenues sufficient to reasonably finance at least $180 million?
- **System Policy Consistency**
  - How consistent is the scenario with other WSDOT toll facility policies?
- **Freight Supportive**
  - Does the scenario support the freight objectives of the corridors?
- **Facility Performance**
  - Does the scenario effectively manage demand / prevent congestion?
- **Adjacent Facility Impacts**
  - Does the scenario attract enough trips to limit impacts on other facilities, including I-5 (relative to toll-free)?

Toll Policy Scenarios to Carry Forward

		Scenario	Compliance / Enforcement	$180M Funding Capacity	System Policy Consistency	Freight Supportive	Facility Performance	Adjacent Facility Impacts	
Toll Cases	1	Base Condition	◕	●	●	◑	●	◑	✓
	2	Commercial Trucks Equal	◕	●	◑	◕	●	◑	✓
	3	Port of Tacoma Spur: Comm'l Trucks Free	○	●	◔	◕	●	◕	
	4	Commercial Trucks Free	○	●	○	●	●	◕	
	5	Port of Tacoma Spur: Free	◕	●	●	◕	◕	◕	✓
	6	HOV 2+ Free	◑	◑	◔	◔	◑	◑	
No Toll	7	Non-Tolled: Managed by Vehicle Class	○	○	○	●	◑	◔	
	8	Non-Tolled	●	○	○	◑	○	◑	✓

Legend: *Better* ● ◕ ◑ ◔ ○ *Worse*

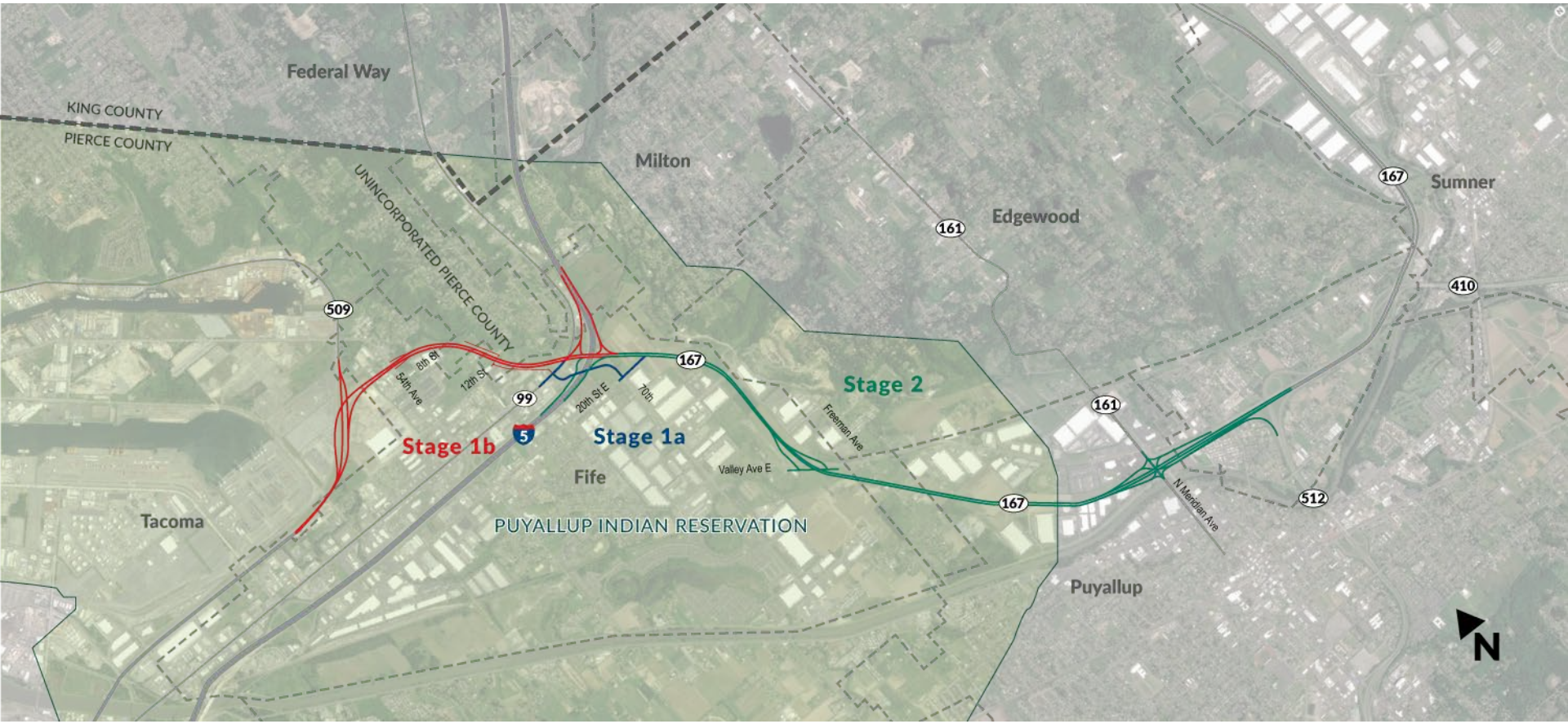
Toll Policy Scenario Observations

- Scenarios 3 and 4 pose significant technological challenges to identifying commercial vehicles other than axle count and will be difficult to enforce
- Scenarios 1-5 all have sufficient net toll revenues to support at least $180 million in toll funding
- Scenarios 3 and 4 provide an exemption for commercial vehicles (or 3+ axle vehicles), a departure from other facility policies
  - Scenario 2 which would charge trucks the same as cars is also a departure, albeit less so than an exemption
- Scenarios 6 and 7 may have performance issues at certain times due to lower demand management precision with some or all vehicles un-priced
- The SR 167 and SR 509 corridors attract vehicles way from other facilities; however, the fewer vehicles attracted, the smaller the benefits to other facilities compared to the toll-free case

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
  - Builds 54th Avenue 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 Avenue
  - *Adds new weigh stations (possible scope)*

SR 167 Accomplishments

- Environmental
- Riparian Restoration Program (RRP)
- Right of Way Acquisition
- Interurban Trail
- Utility relocation
- Accepting clean fill dirt

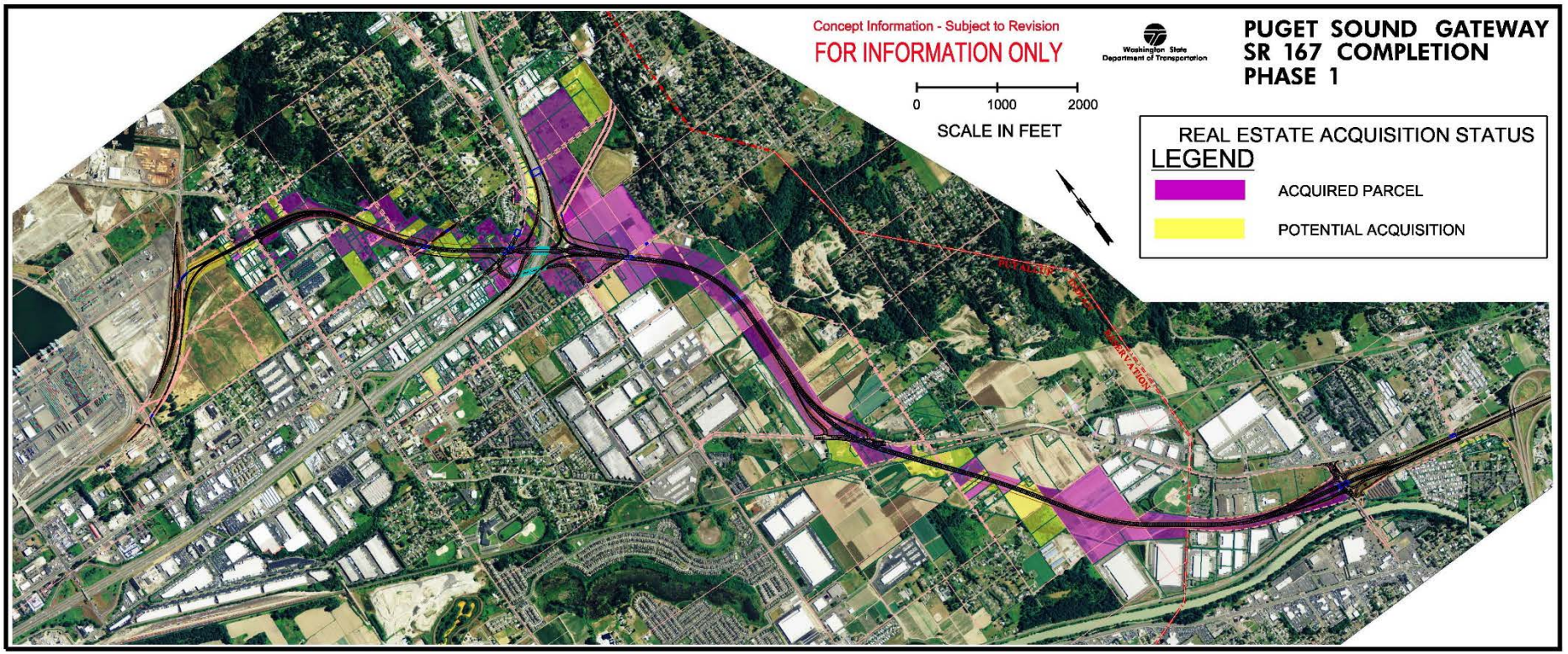
SR 167 Environmental Status

- Nine of 19 Tech memos complete
- NEPA Re-Evaluation - target completion October 2018
- Biological Assessment - submitted to NMFS on April 16
- Amended Section 106 MOA – target completion June 2018
- JARPA preparation to begin in July
- Online open house – Fall 2018

SR 167 RRP Status

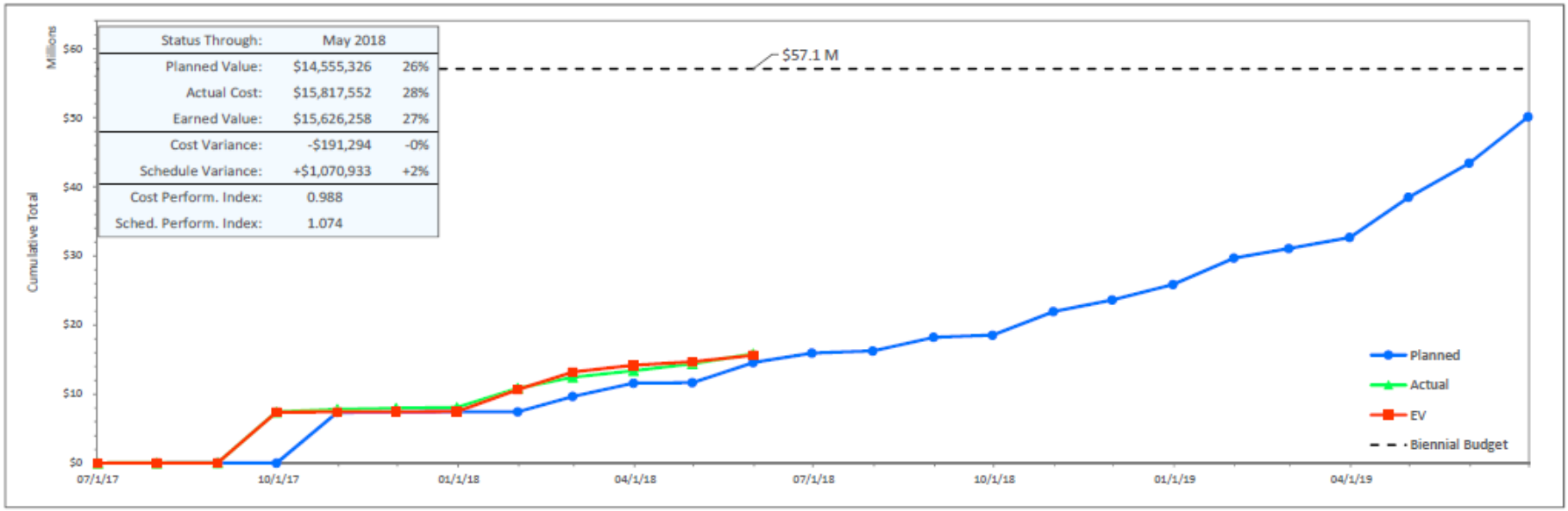
- Met with Technical Advisory Group (TAG) on Feb. 7 & May 17
- Hydraulic model of Hylebos & Surprise Lake trib. advancing
- Survey work nearing completion
- Sea-level rise assumptions agreed upon with HQ Hydraulics
- New Hylebos Creek crossing of I-5 is critical element
- 16 Piezometers installed for groundwater monitoring
- Focus is on I-5 crossing and new stream channel geometry
- Next TAG meeting anticipated this summer

SR 167 Right of Way 2018



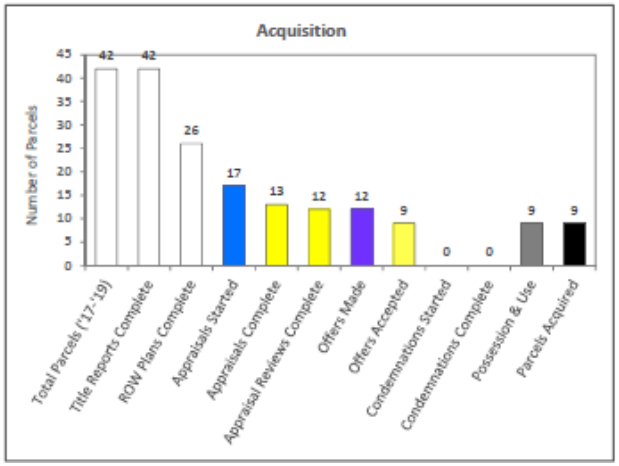
SR 167 ROW Acquisition Dashboard

'17-'19 Legislative Funding	$57,055,000	ROW Funding Expended	$15,817,552	ROW Funding Remaining	$41,237,448
Active Pacels Cost (PFE)	$53,219,307	Planned ROW Expenditure '17-'19	$50,108,802	Status Through	May '18



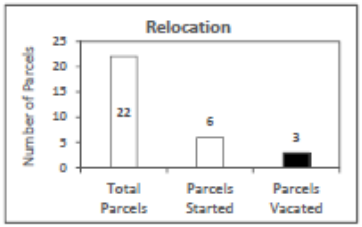
ACQUISITION

Total Parcels ('17-'19)	42
Title Reports Complete	42
ROW Plans Complete	26
Appraisals Started	17
Appraisals Complete	13
Appraisal Reviews Complete	12
Offers Made	12
Offers Accepted	9
Condemnations Started	0
Condemnations Complete	0
Possession & Use	9
Parcels Acquired	9



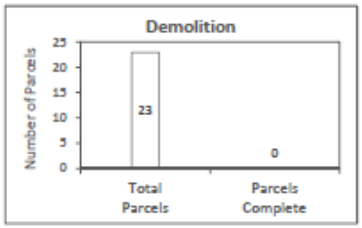
RELOCATION

Total Parcels with Relocations	22
Parcels with Relocations Started	6
Parcels with Relocations Vacated	3

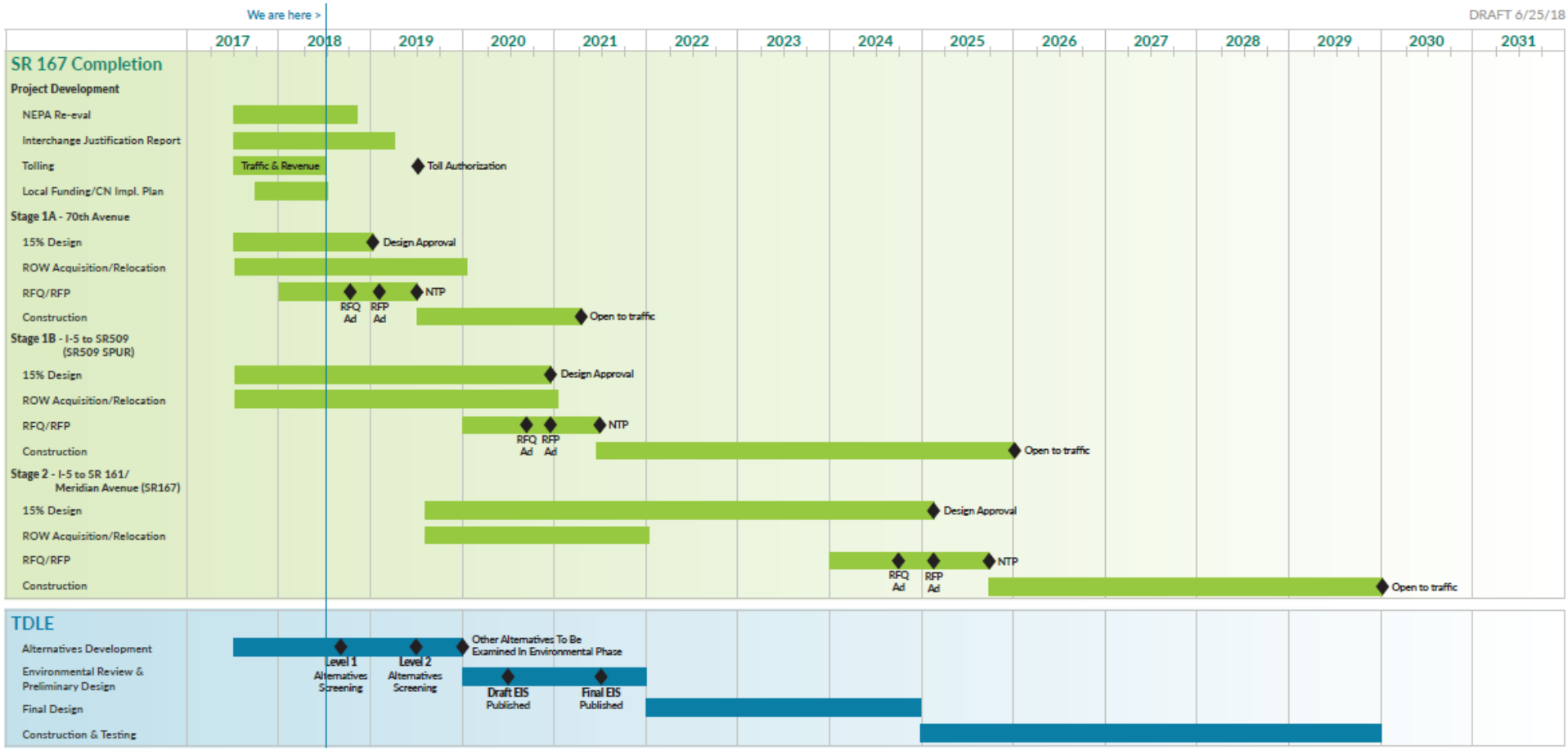


DEMOLITION

Total Parcels with Demolition	23
Parcels with Demolition Complete	0



SR 167 Project Milestones

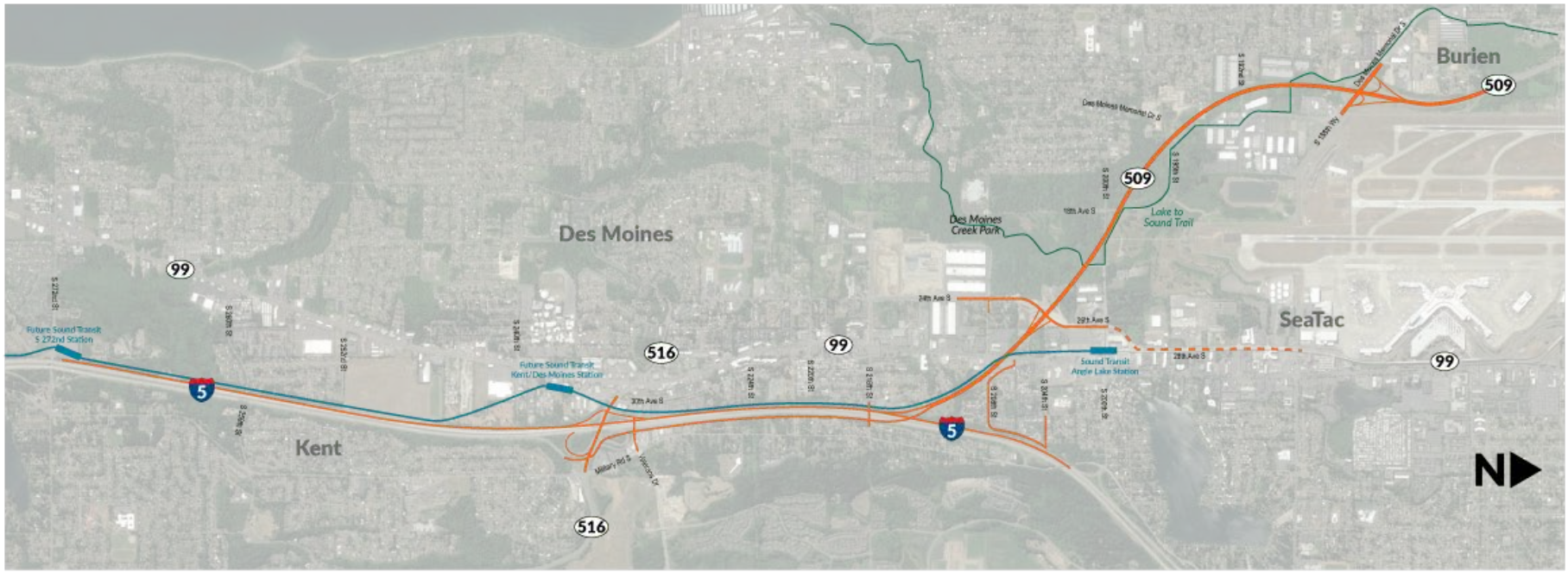


SR 167 Next Steps

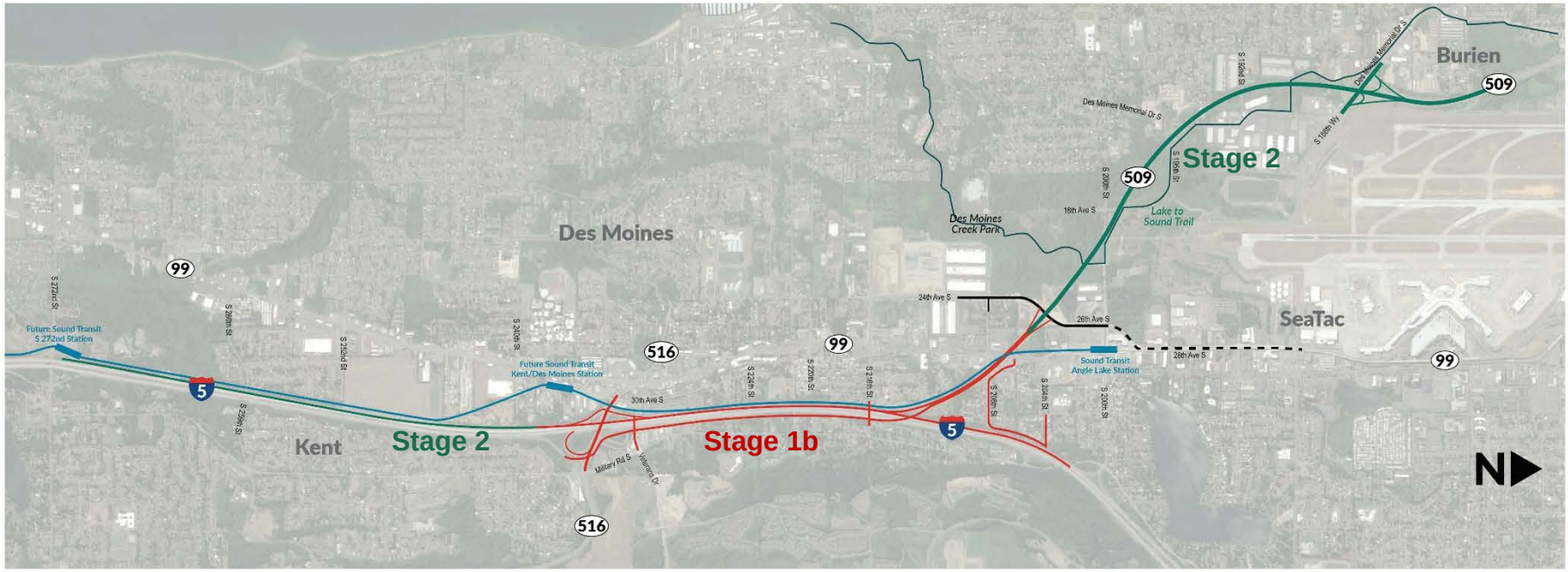
- Continue right of way acquisition process
- Complete NEPA Re-Evaluation
- Participate in summer outreach activities
- Continue coordination with Fife regarding 70th Avenue, SR 99, and the Interurban Trail design
- Increase coordination with Sound Transit regarding Tacoma Dome Link Extension
- Develop 30% design and design approval late 2018
- Beginning Urban Design Criteria process at each interchange location
- Beginning work to create project video with 3D visualizations
- Accepting clean fill dirt
- IJR update

SR 509 Update

SR 509: Updated Preferred Scenario 3B



SR 509 Construction Stages



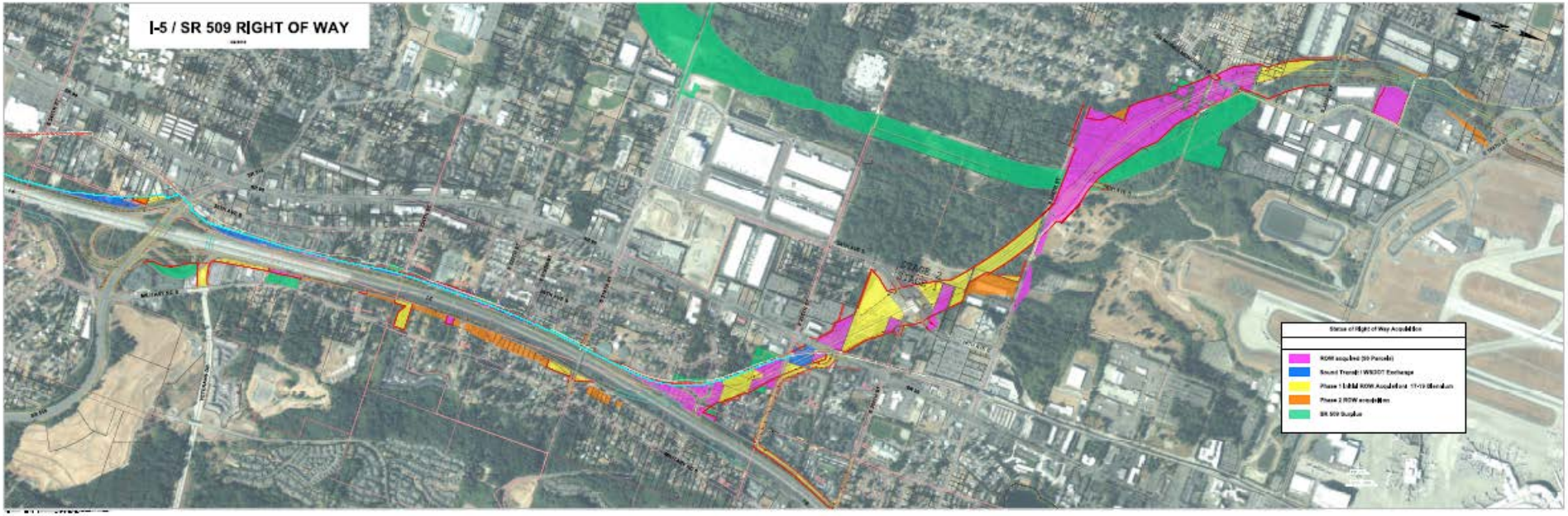
SR 509 Phase 1 Construction Stages

- Stage 1a (built by Sound Transit):
  - Builds new SR 99 Bridge
  - Builds 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 Street Bridge
  - Builds new northbound I-5 auxiliary lane, southbound I-5 collector/distributor
  - Installs toll point at S. 210th Street vicinity
  - Builds two lanes in each direction between 28th/24th Avenue S. and the connection to I-5

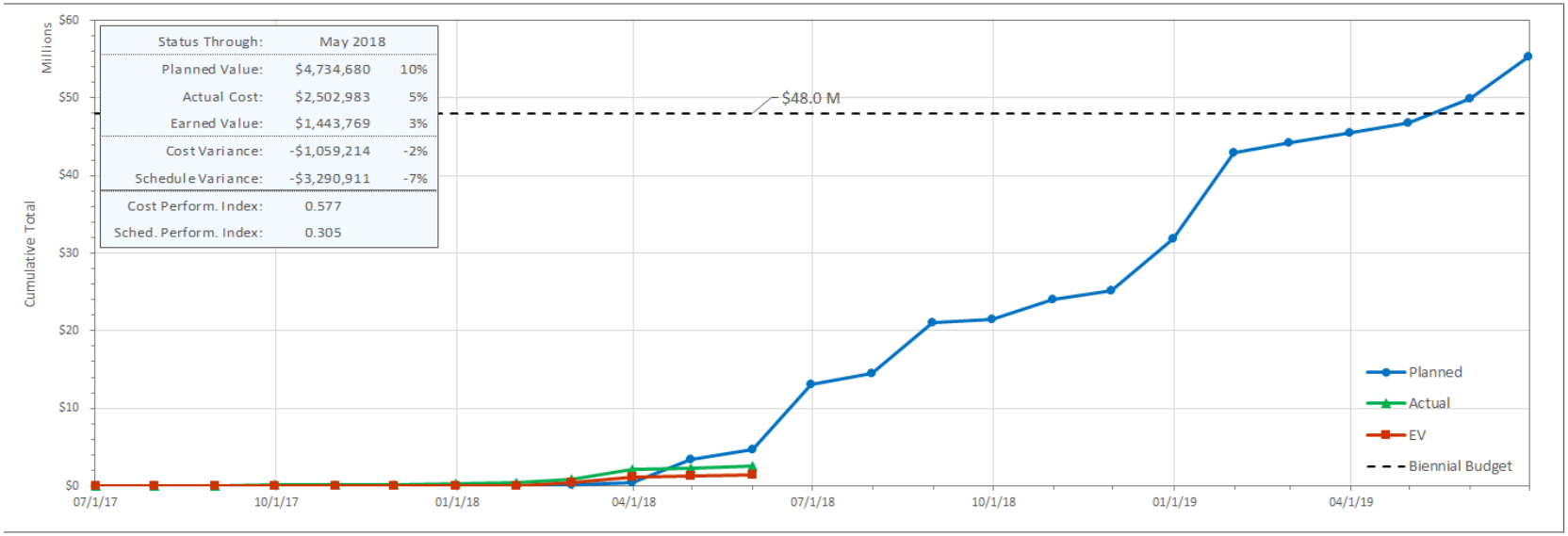
- Stage 2:
  - Builds two lanes in each direction between 28th/24th Ave S. and S. 188th Street
  - Builds folded diamond interchange at S. 188th Street
  - Builds southbound auxiliary lanes between SR 516 and S. 272nd Street

SR 509 Right of Way 2018



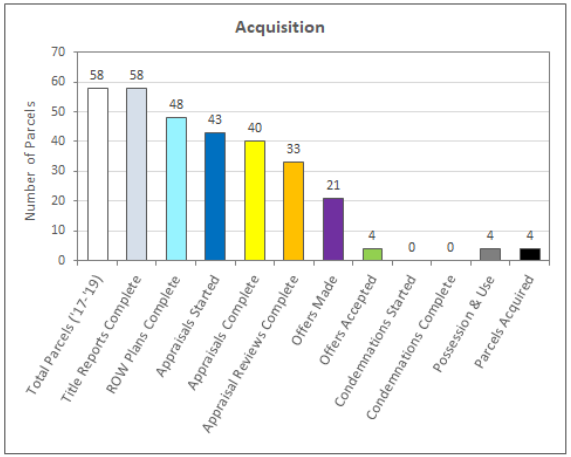
SR 509 ROW Acquisition Dashboard

'17-'19 Legislative Funding	$48,045,000	ROW Funding Expended	$2,502,983	ROW Funding Remaining	$45,542,017
Active Parcels Cost (PFE)	$55,455,178	Planned ROW Expenditure '17-'19	$55,327,428	Status Through	May '18



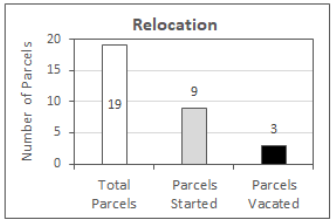
ACQUISITION

Total Parcels ('17-'19)	58
Title Reports Complete	58
ROW Plans Complete	48
Appraisals Started	43
Appraisals Complete	40
Appraisal Reviews Complete	33
Offers Made	21
Offers Accepted	4
Condemnations Started	0
Condemnations Complete	0
Possession & Use	4
Parcels Acquired	4



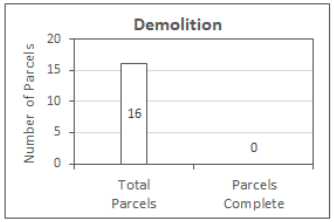
RELOCATION

Total Parcels with Relocations	19
Parcels with Relocations Started	9
Parcels with Relocations Vacated	3



DEMOLITION

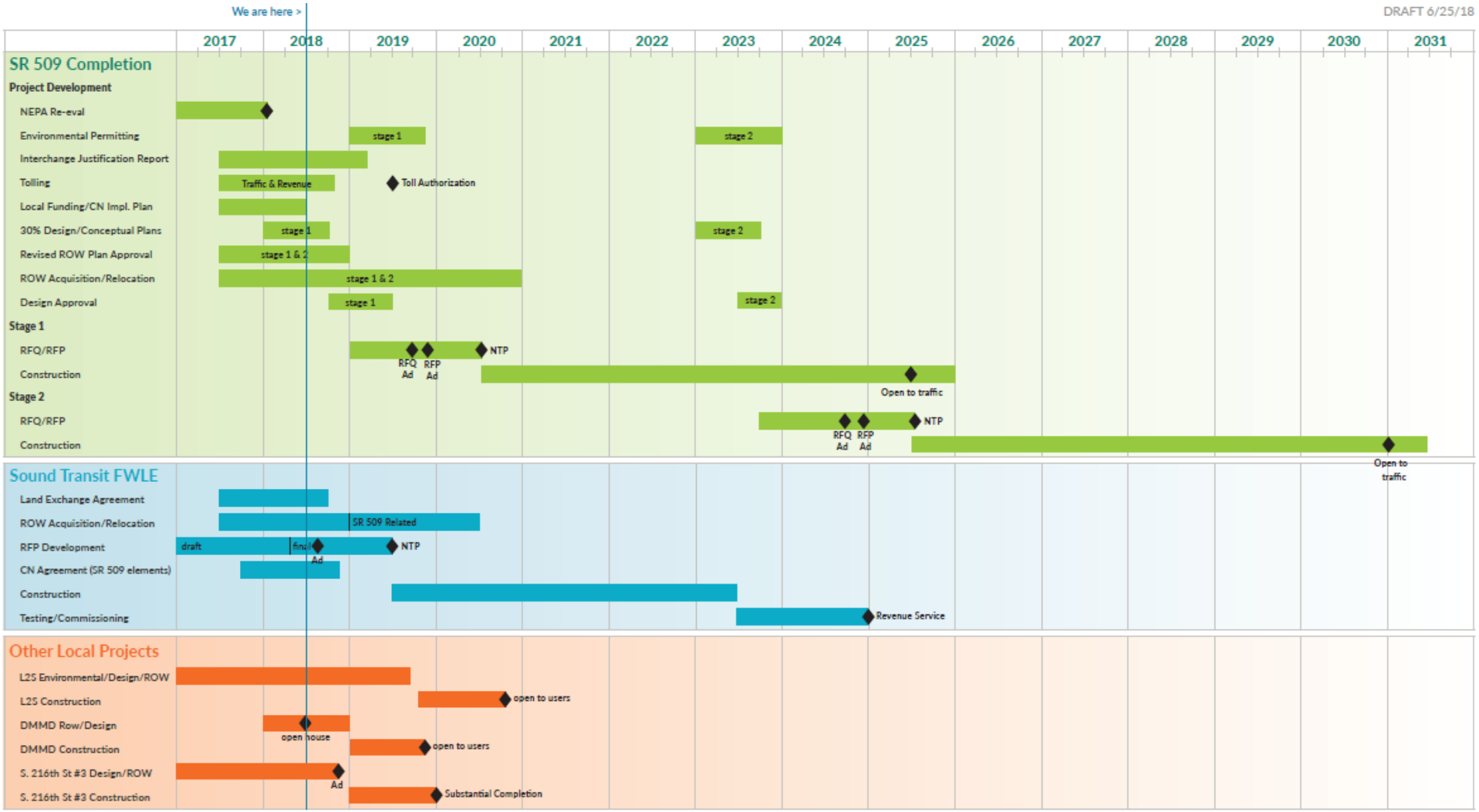
Total Parcels with Demolition	16
Parcels with Demolition Complete	0



SR 509 Next Steps

- Continue right of way acquisition
- Complete 30% design for Federal Way Link Extension RFP
  - Includes SR 99 bridge scope
- Complete land exchange and construction agreements with Sound Transit by end of summer 2018
- Continue coordination with King County regarding Lake to Sound Trail design
- Participate in summer outreach activities
- Design parameters/design approval
- Develop 30% design for Phase 1 by the end of 2018
- IJR update
- Develop Phase 2 10% design by end of 2018
- Beginning work to create project video with 3D visualizations

SR 509 and Adjacent Projects Milestones



Community Outreach

- Completed online open house for SR 509 NEPA Re-evaluation in early 2018
- Summer fairs and festivals throughout project corridors

SR 509	SR 167
Federal Way Farmers Market	Tacoma Broadway Farmers Market
Burien Strawberry Days	Edgewood Community Picnic
Kent Cornucopia Days and Station Concert	Puyallup Farmers Market
Music in the Park - Angle Lake	Milton Days
Des Moines Waterfront Market	Fife Harvest Festival

- Online open house and additional outreach in conjunction with the SR 167 NEPA Re-evaluation in fall 2018

Program Next Steps

- Continue to support partners at Council and Commission meetings
- Sign and submit MOU by July 1
- Continue work on schedule acceleration, Construction & Implementation Plan and tolling analysis
- TIB grant due for 70th Avenue due August 17
- Re-apply for INFRA grant
- Upcoming Meetings:
  - Executive Committee – July 11 at Fabulich

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