

Puget Sound Gateway Program

SR 167 and SR 509 Completion Projects

Steering Committee Meeting
May 22, 2019

CRAIG J. STONE, PE
SUSAN EVERETT, PE
STEVE FUCHS, PE

GATEWAY PROGRAM ADMINISTRATOR
SR 509 PROJECT MANAGER
SR 167 PROJECT MANAGER

Agenda

- Program updates related to Legislative direction
 - Funding
 - Schedule acceleration
 - Tolling
 - Local Contributions/MOU
- Project updates
 - SR 509
 - SR 167
- Next steps

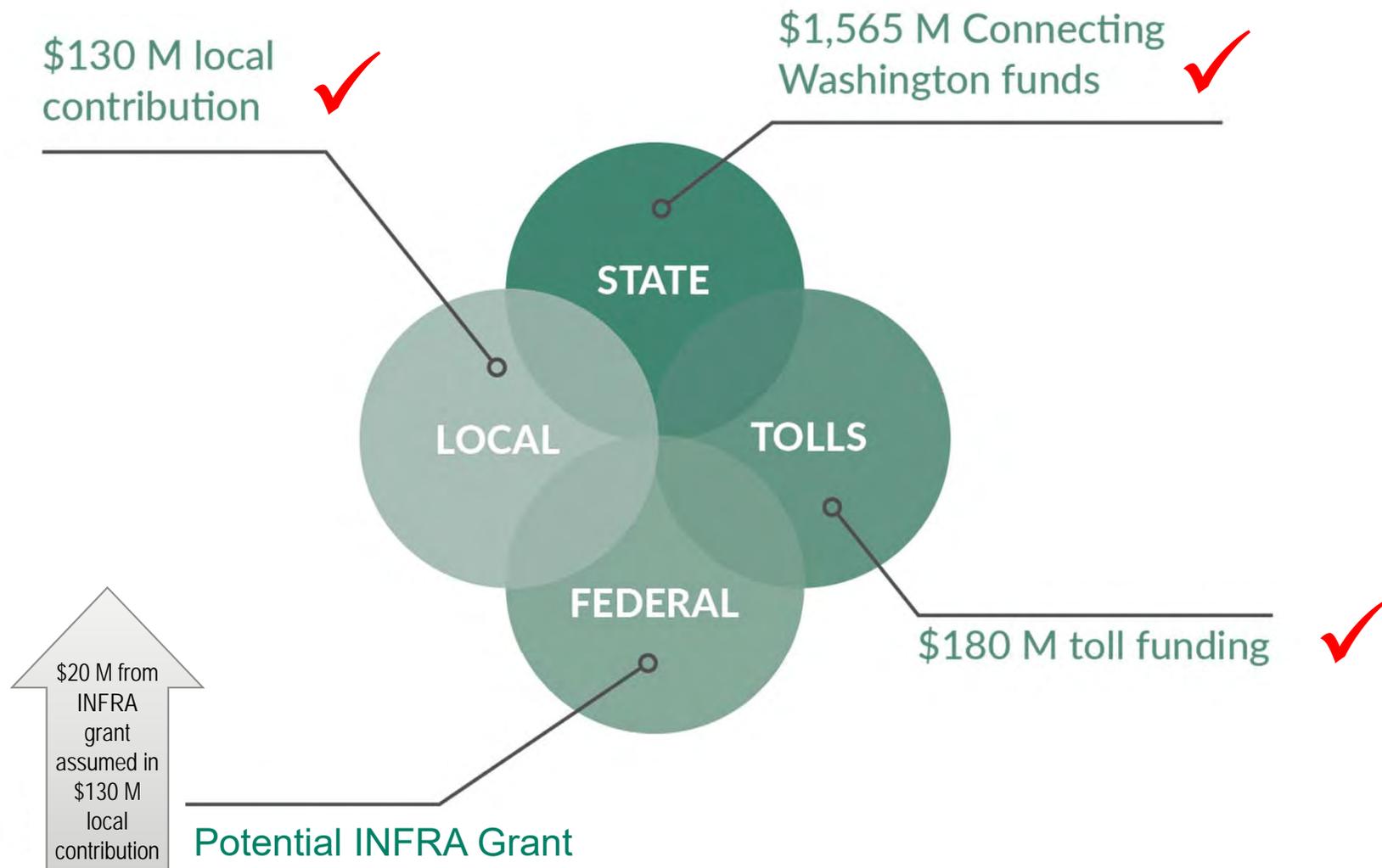
Thank you!



Key Accomplishments

- Received 3-Year Program Acceleration from Legislature with \$340 million bond authorization (ESSB 5825)
- Received toll authorization from Legislature to secure funding (ESSB 5825)
- Received further direction for Regional Trail Study (ESHB 1160)
- Submitted Federal INFRA Grant application and waiting for announcements in late summer.

Gateway Program Funding



Legislative Direction – 2019

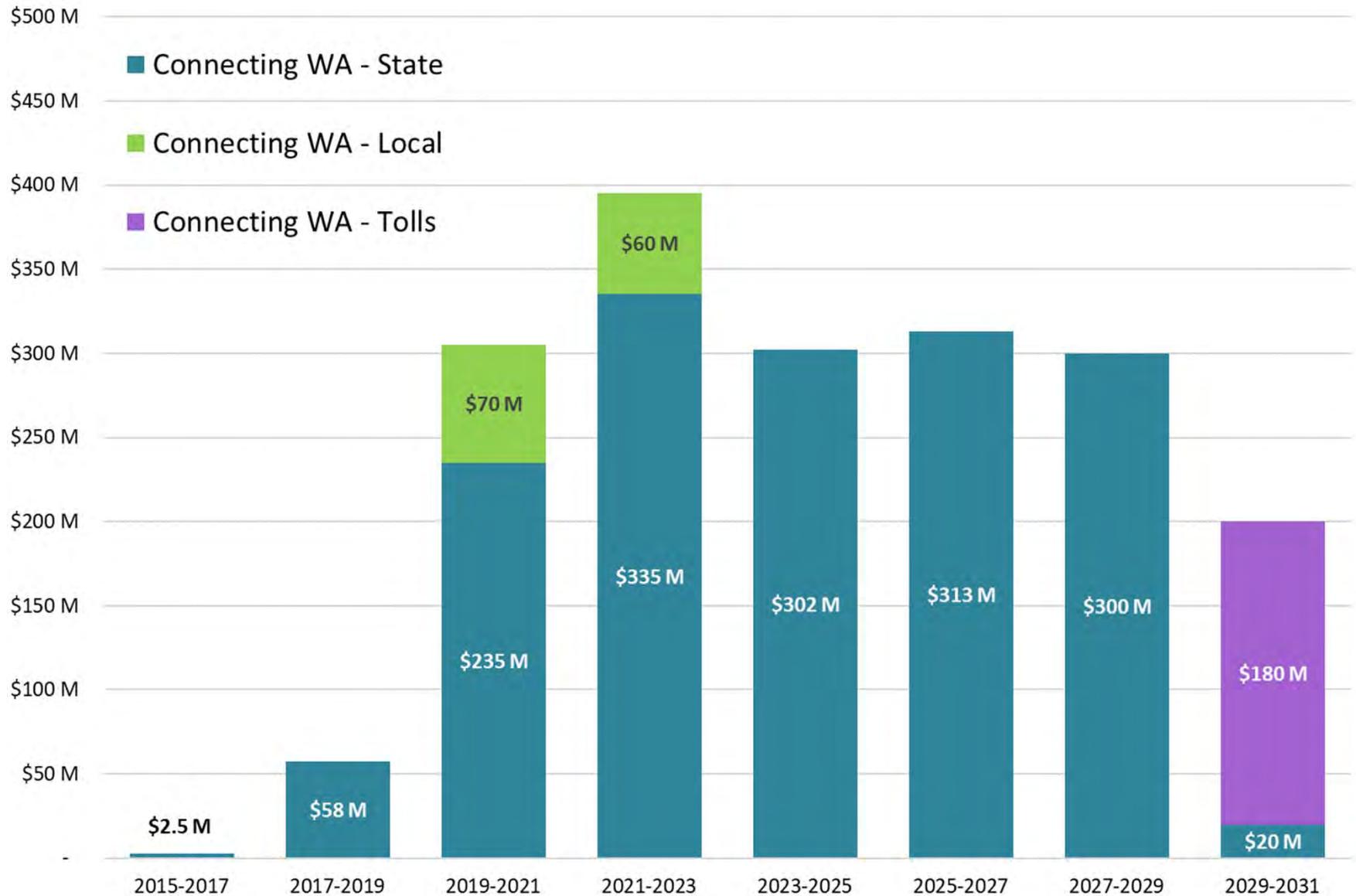
Transportation Budget, ESHB 1160, Section 306:

*(15) **\$265,100,000** of the Connecting Washington account—state appropriation is provided solely for the SR 167/SR 509 Puget Sound Gateway project.*

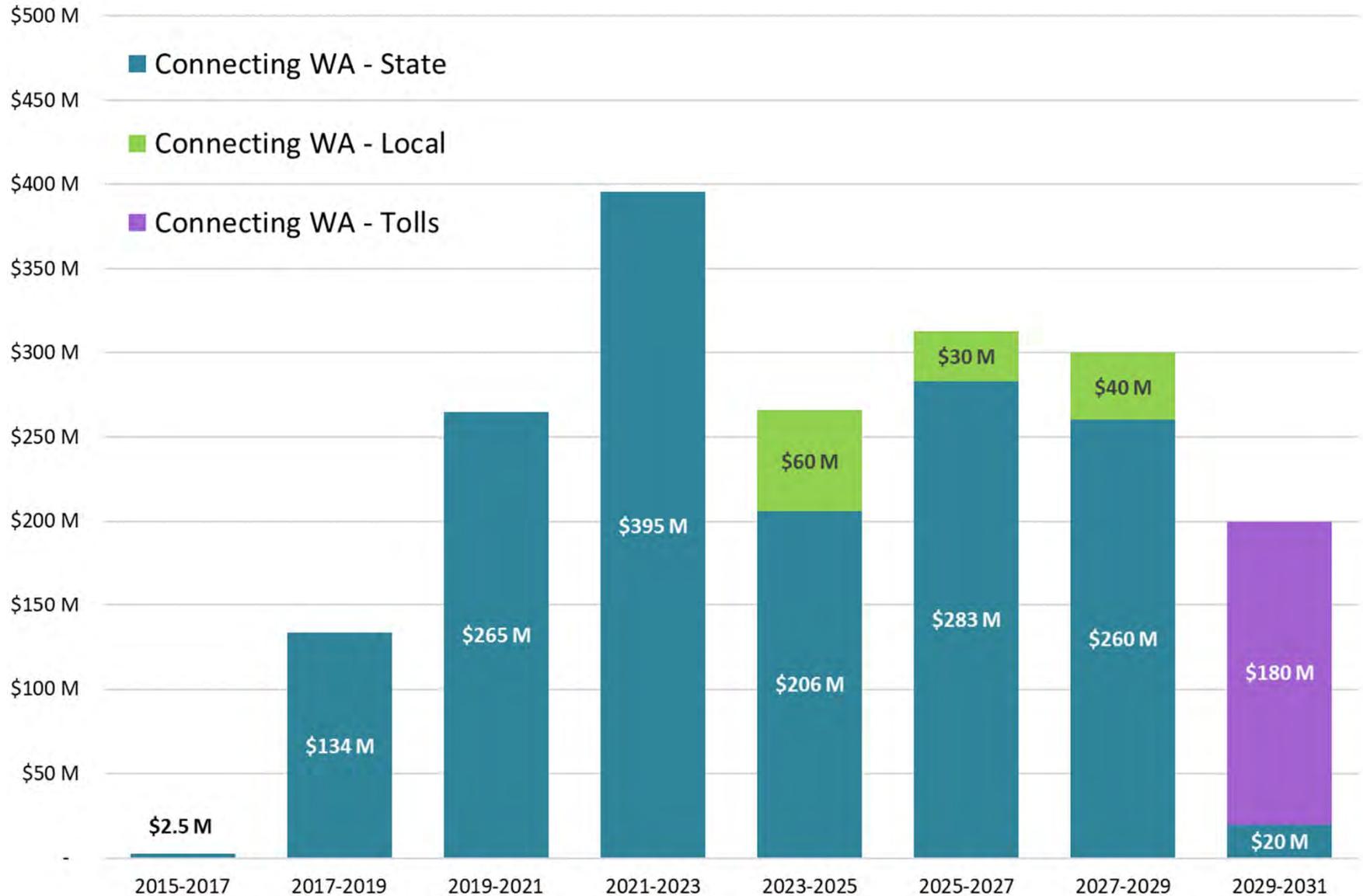
(a) Any savings on the project must stay on the Puget Sound Gateway corridor until the project is complete.

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

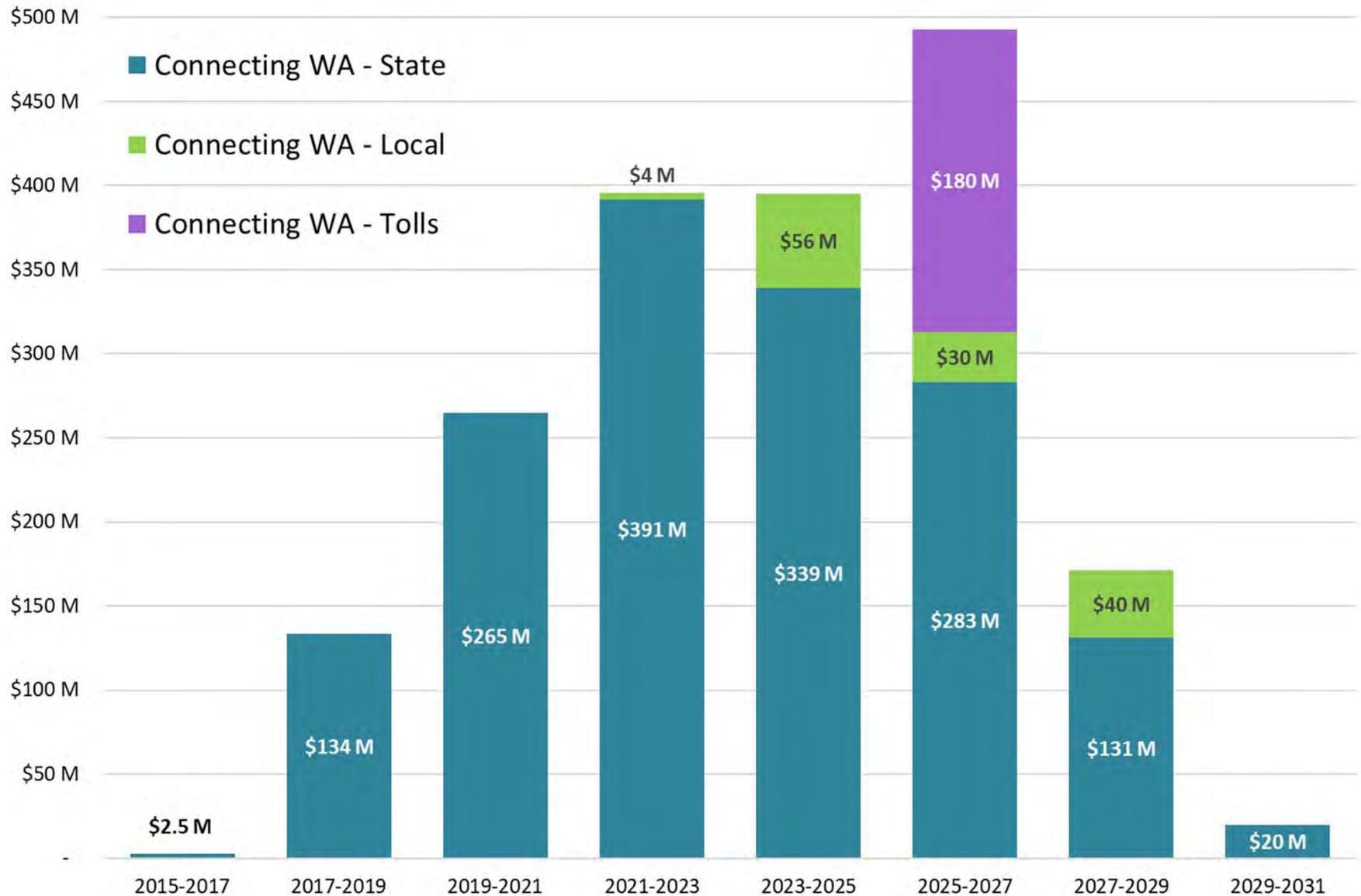
Puget Sound Gateway Funding | 2015



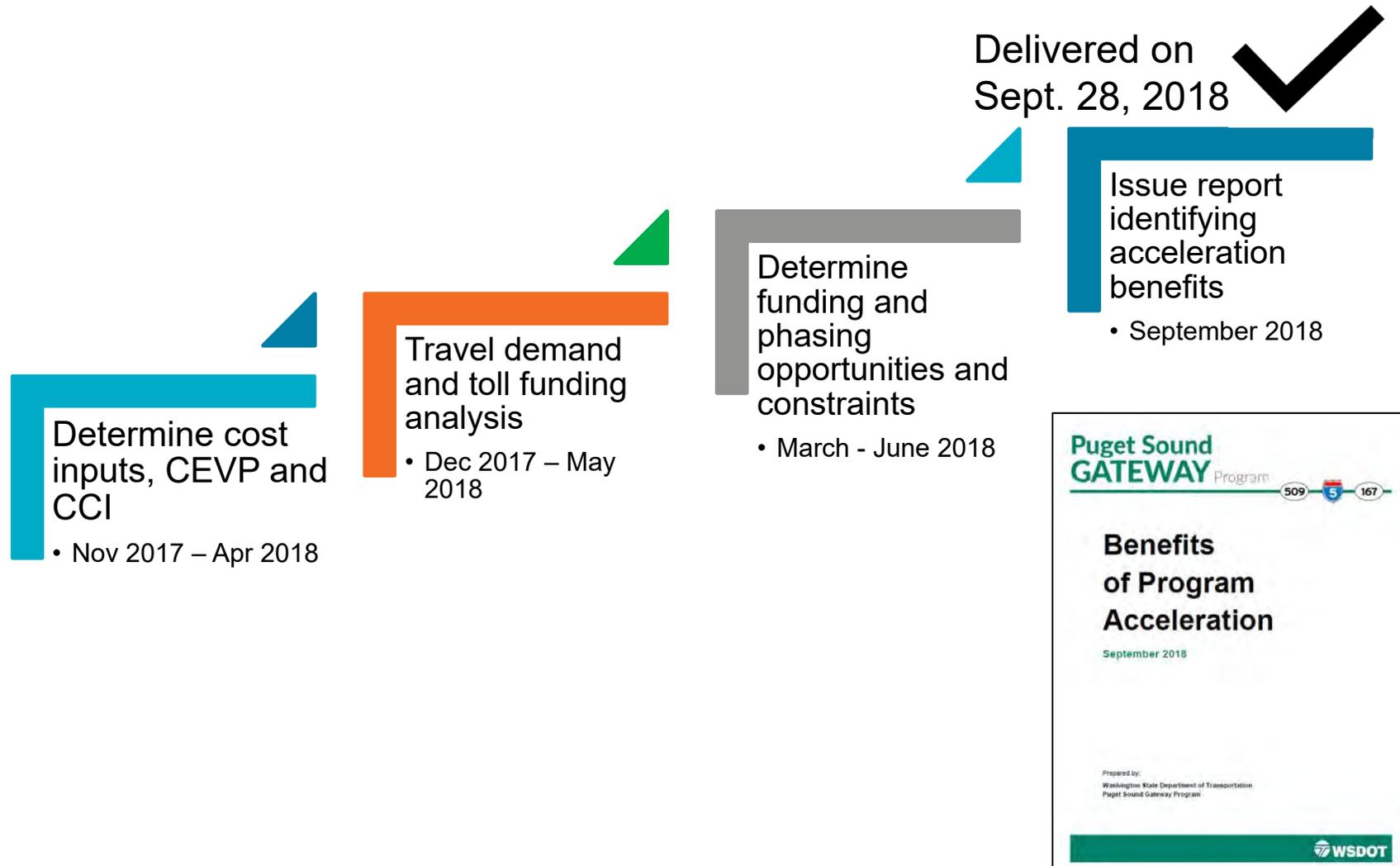
Puget Sound Gateway Funding | 2017



Puget Sound Gateway Funding | 2019



Schedule Acceleration Analysis

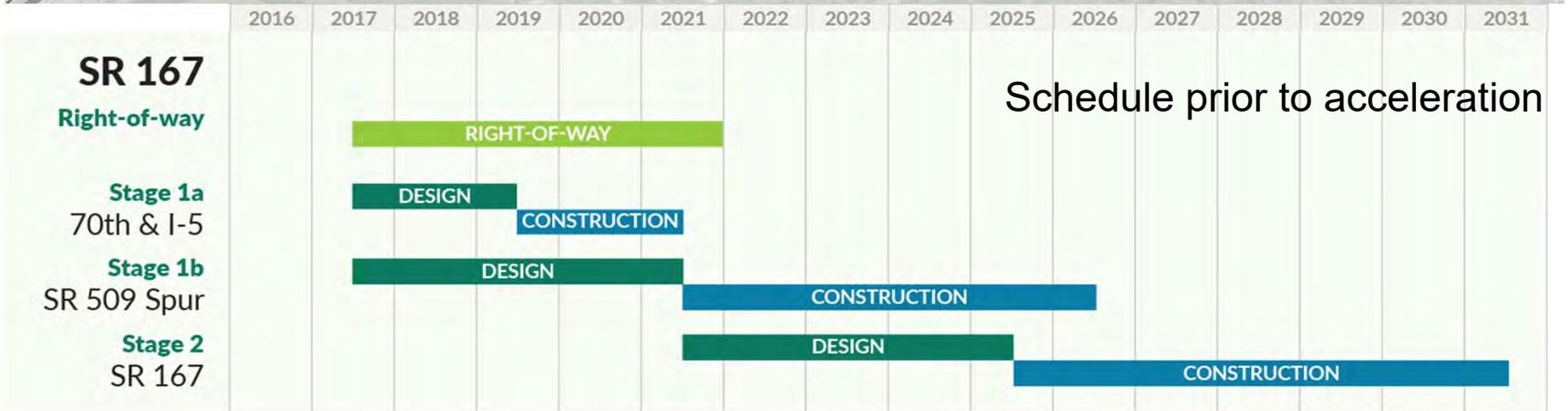
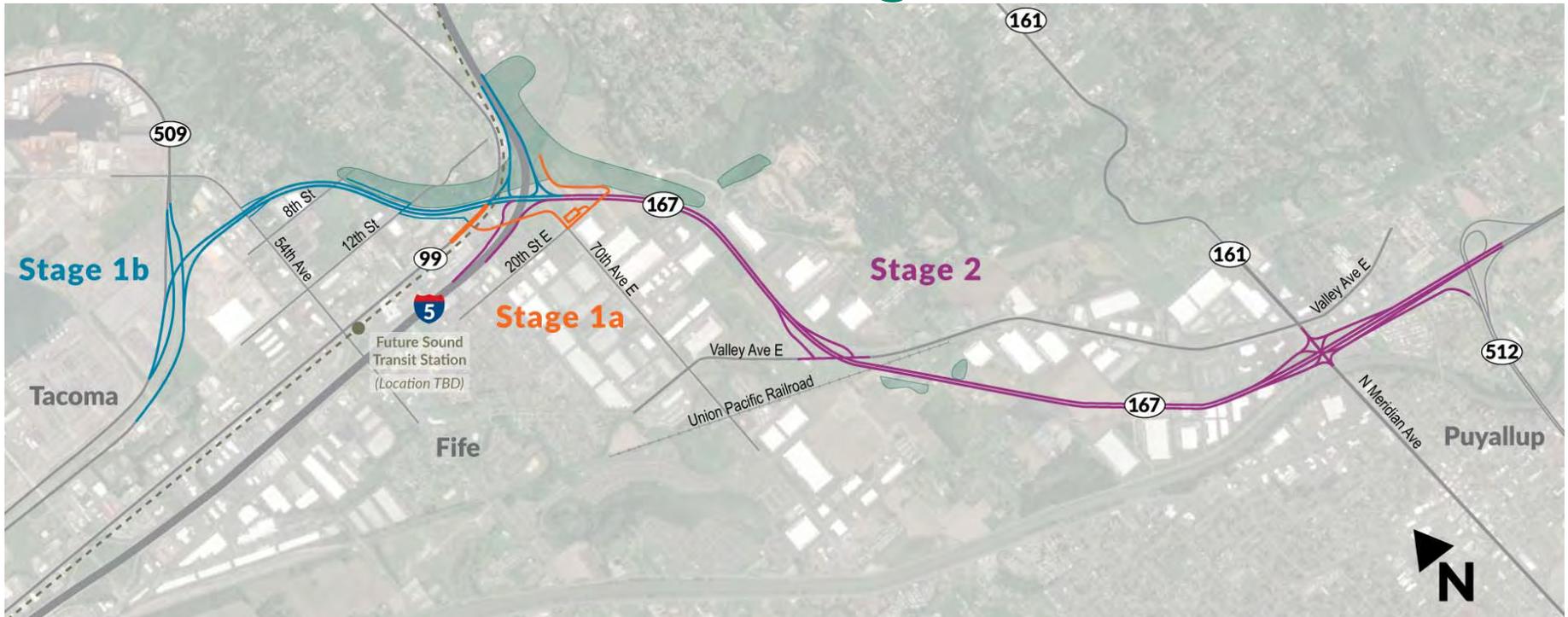


Legislative Direction – 2019

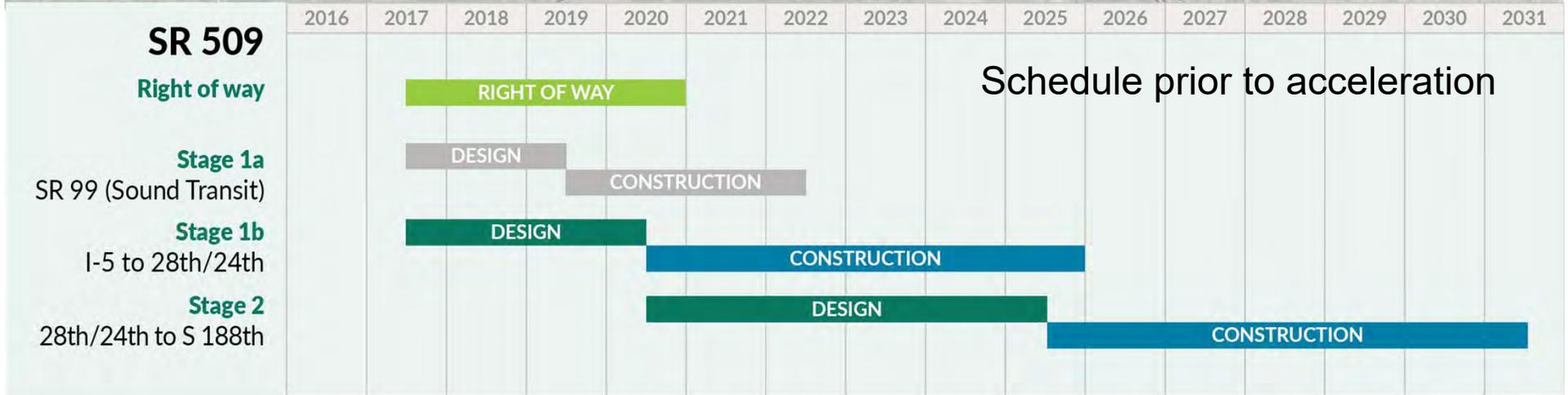
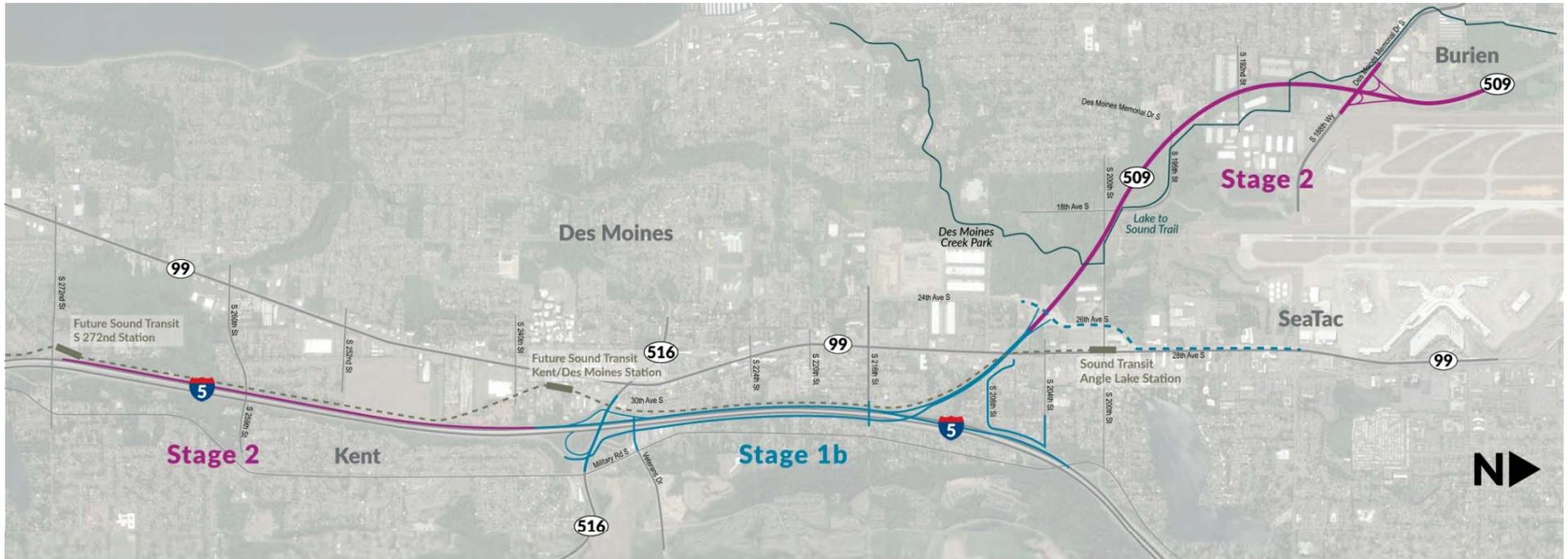
Toll Bill, ESSB 5825, Section 14:

*(4) The proceeds of the general obligation bonds authorized in section 2(1)(b) of this act shall be used to make progress toward completion of the Puget Sound Gateway facility. It is the intent of the legislature to use the bond proceeds to advance the Puget Sound Gateway facility in order to maximize net mobility benefits for both freight and the traveling public. It is the intent of the legislature for tolling to begin on stage one of the project as soon as practicable in order to leverage toll funds, use bond proceeds to **advance one hundred twenty-nine million dollars of connecting Washington state appropriations by two biennia to the 2023-2025 biennium, and advance local and federal contributions.** This will allow the department of transportation to deliver and open to the public stage two of the project in fiscal year 2028, **three years earlier than originally planned**, and to realize twenty million dollars in cost savings in connecting Washington state appropriations.*

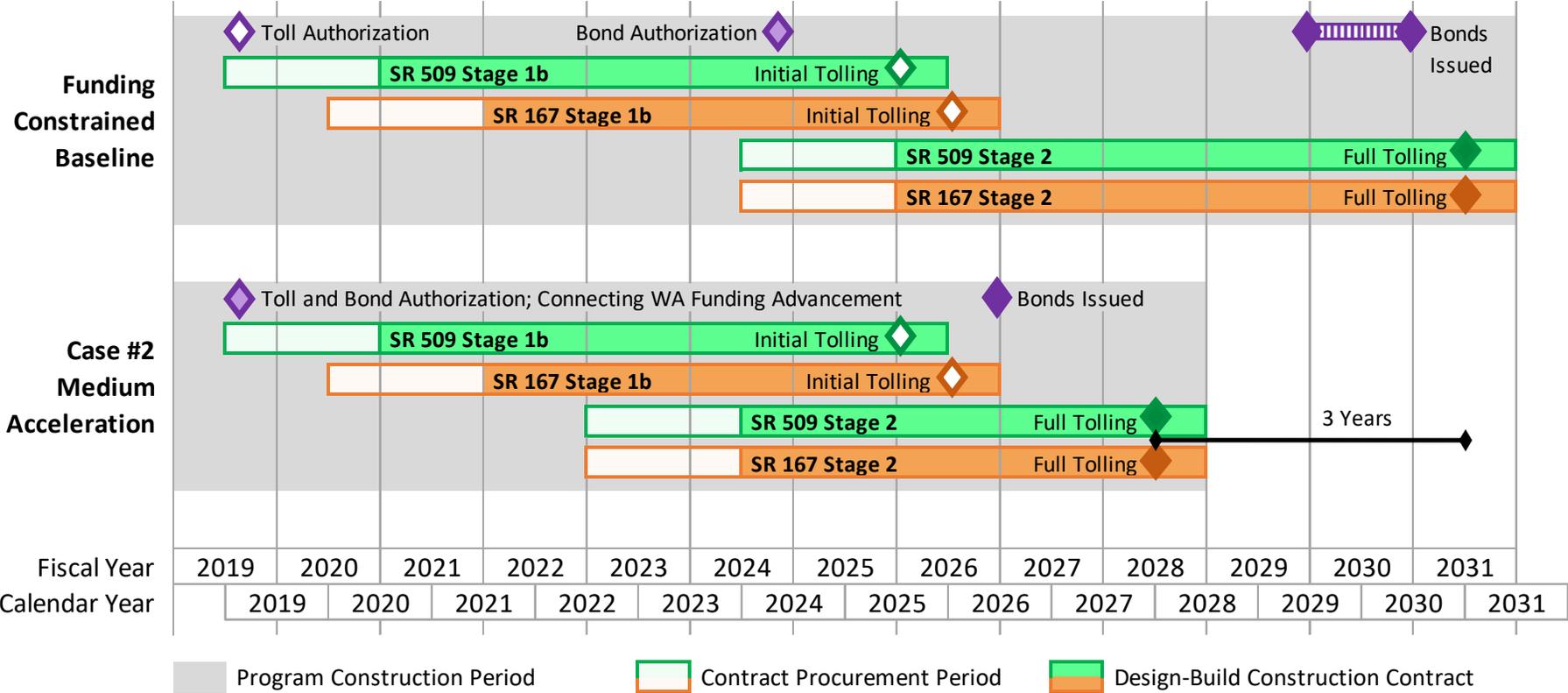
SR 167 Construction Stages – \$1,016 Million



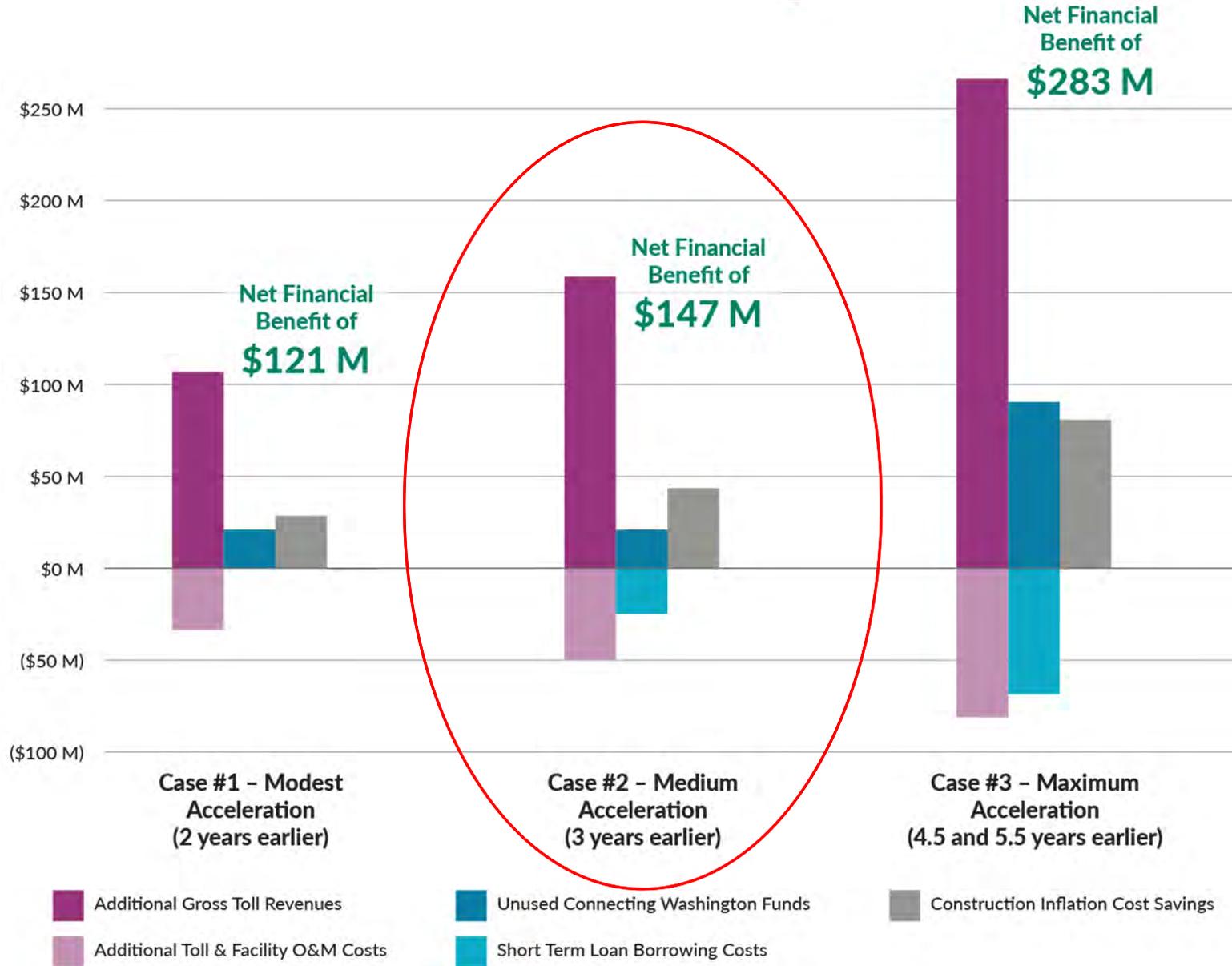
SR 509 Construction Stages – \$968 Million



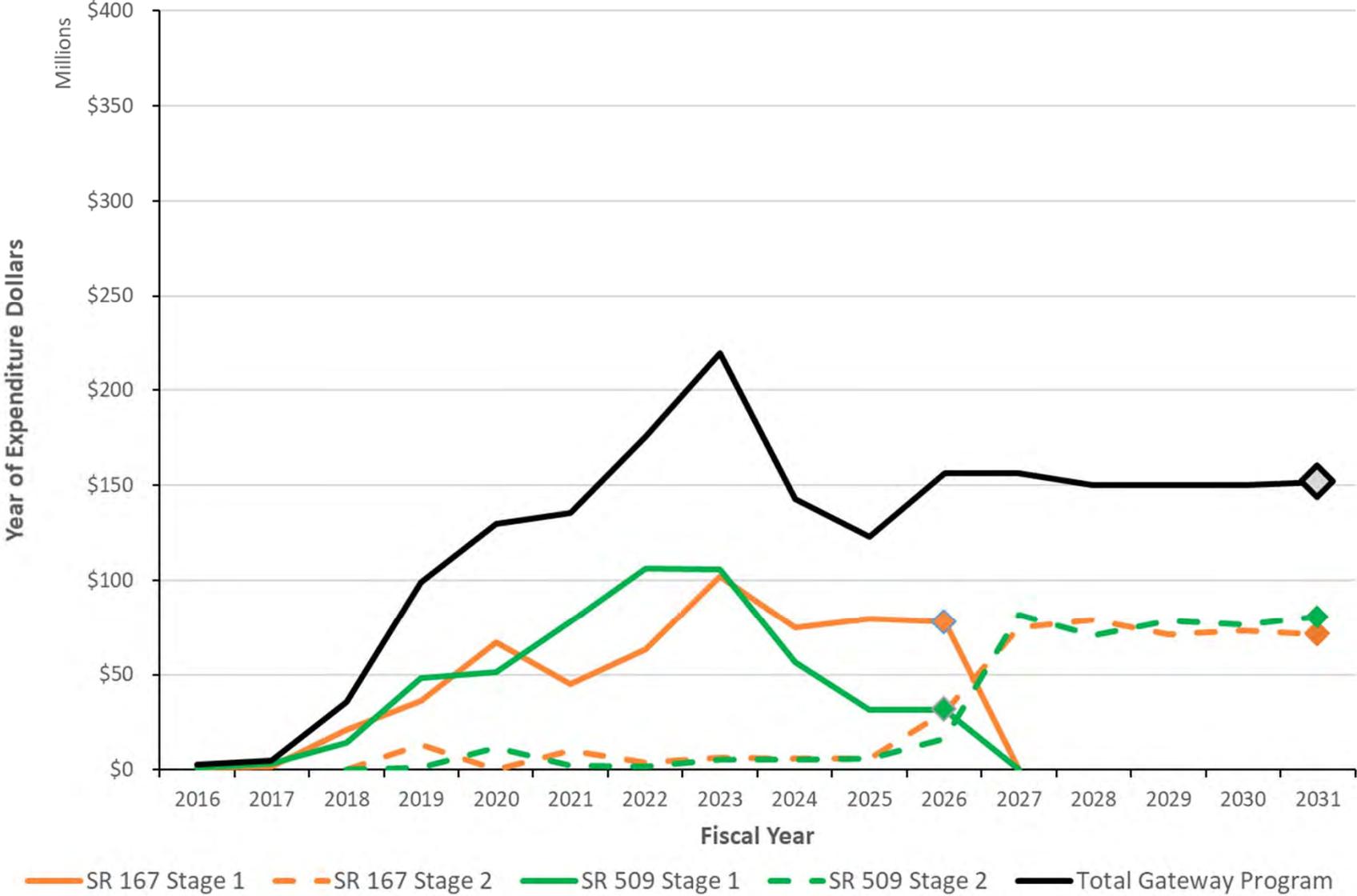
Schedule Acceleration Timeline



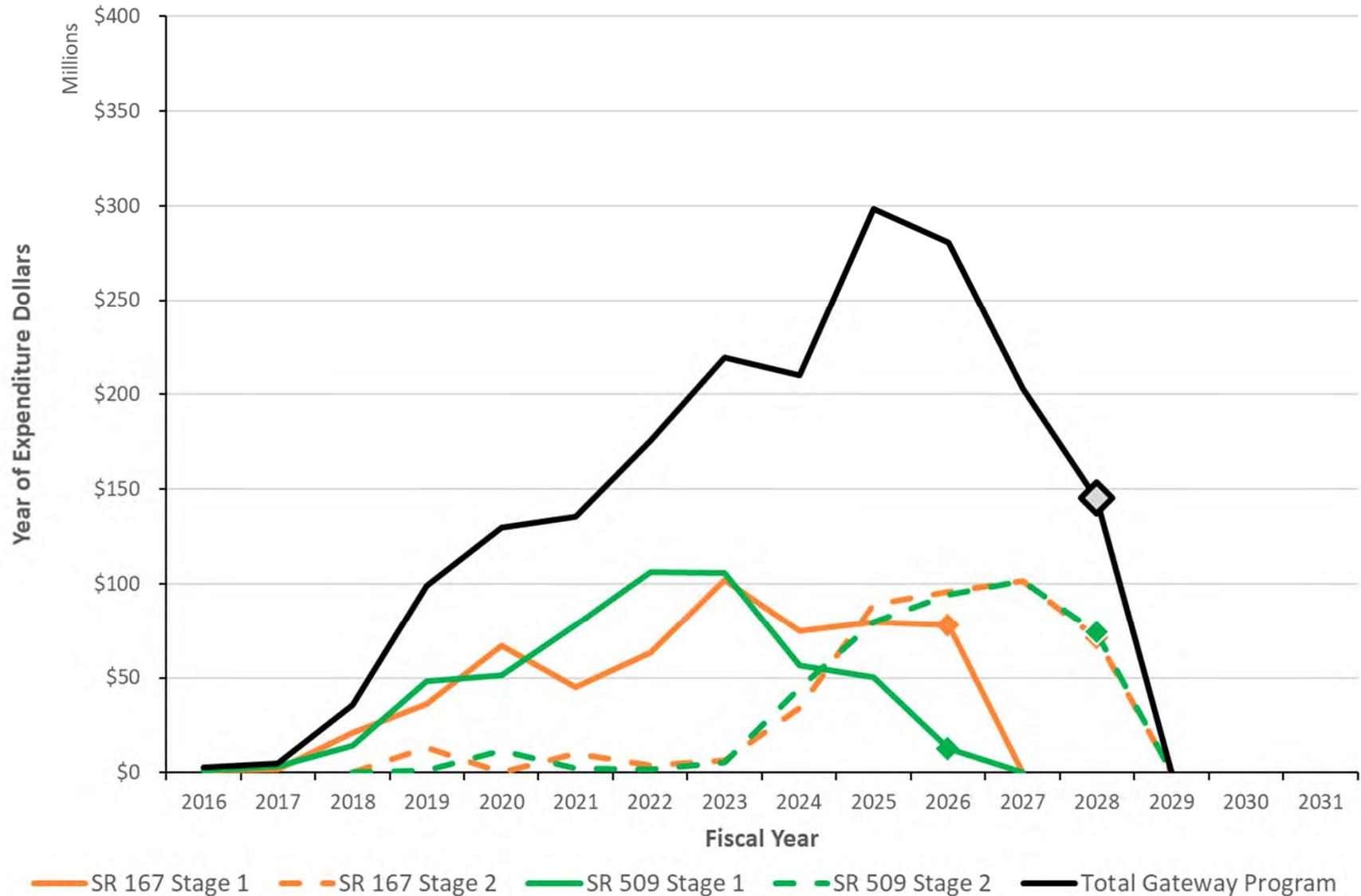
Financial Benefits of Program Acceleration



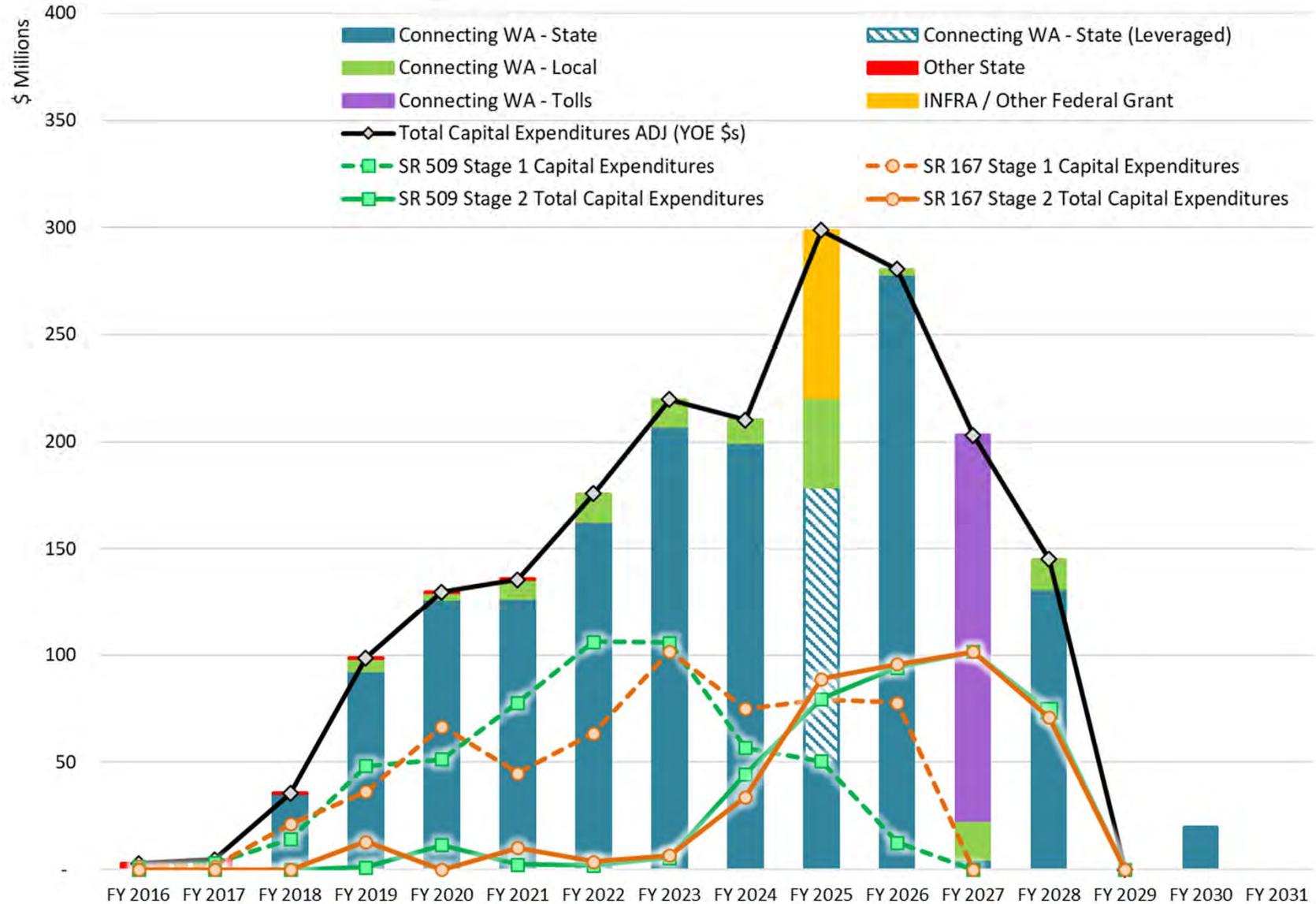
Funding Constrained Baseline Expenditures by Project & Stage



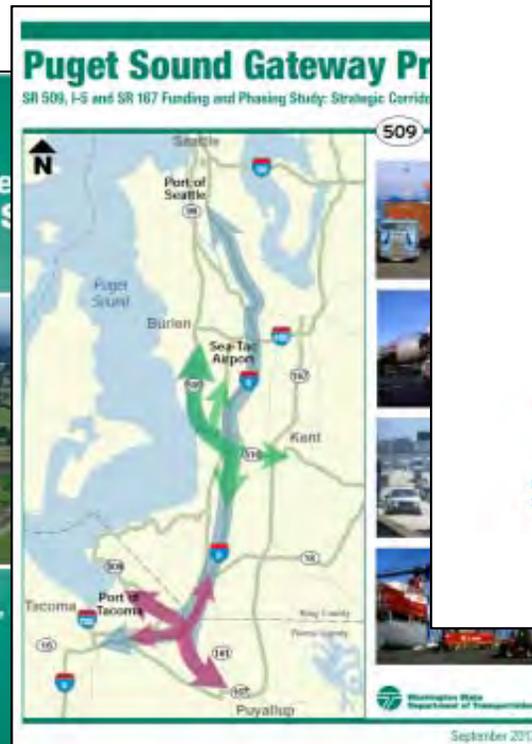
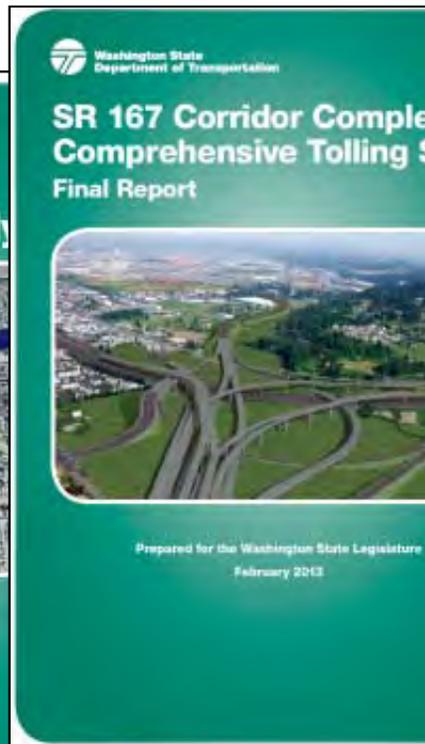
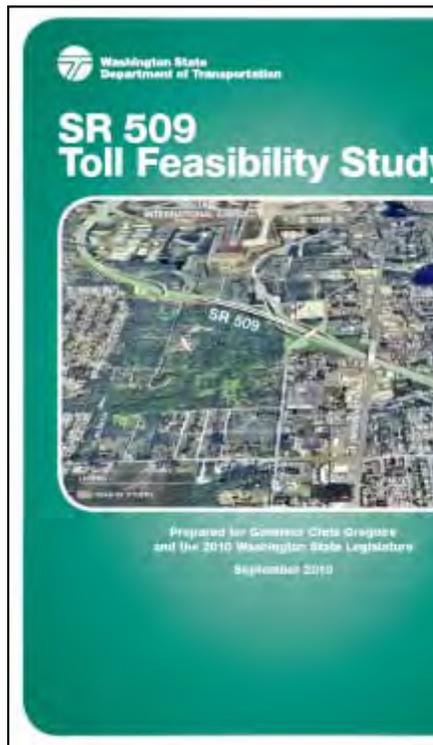
Acceleration Case #2: Medium Acceleration Expenditures by Project & Stage



Gateway Program | Case #2 Medium Acceleration | Sources & Uses of Funds



Tolling



Legislative Direction – 2019

Toll Bill, ESSB 5825, Section 13:

*(1) The Puget Sound Gateway facility is **designated an eligible toll facility, tolls are authorized to be imposed on the Puget Sound Gateway facility, and toll revenue generated must be expended only as allowed under RCW 47.56.820.***

*(2) (a) In setting toll rates for the Puget Sound Gateway facility...the tolling authority shall **set a variable schedule of toll rates to maintain travel time, speed, and reliability...***

*(b) The tolling authority **may adjust toll rates to reflect inflation as measured by the consumer price index or as necessary for those costs that are eligible...***

*Section 14 (1) A special account to be known as the **Puget Sound Gateway facility account is created in the motor vehicle fund.***

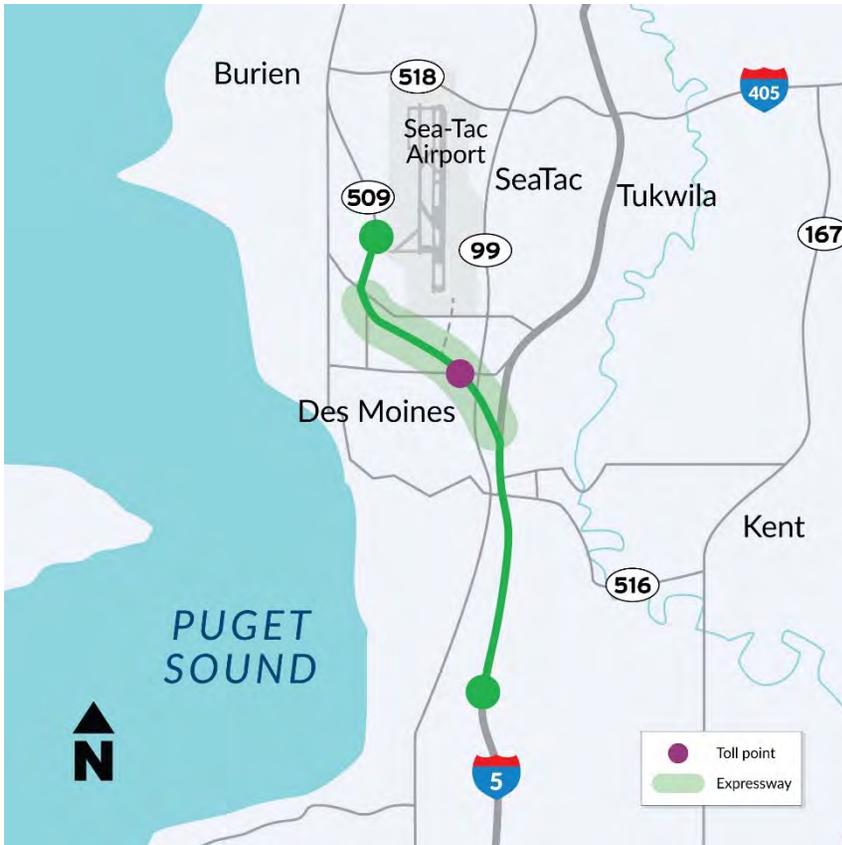
Legislative Direction – 2019

Toll Bill, ESSB 5825, Section 13:

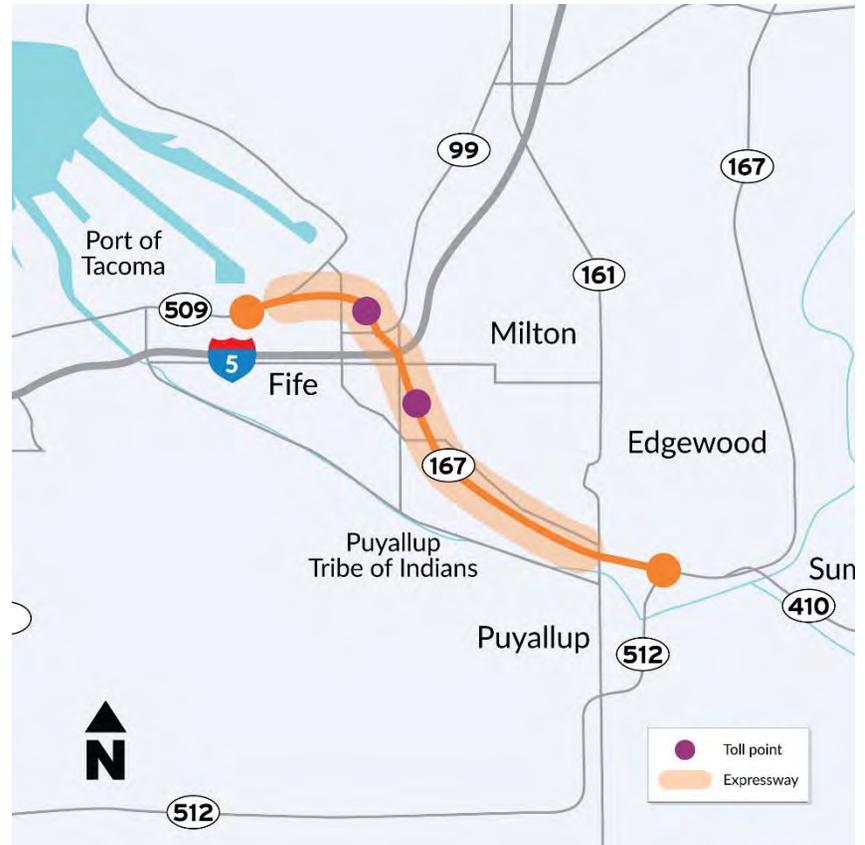
*(6) It is further the intent of the legislature to clarify how the tolling of state route number 167 and state route number 509 will be implemented by requiring the transportation commission and the department of transportation to **consider naming the sections of each facility where all of the lanes are tolled as the state route number 167 express way and the state route number 509 express way respectively.***

Expressway

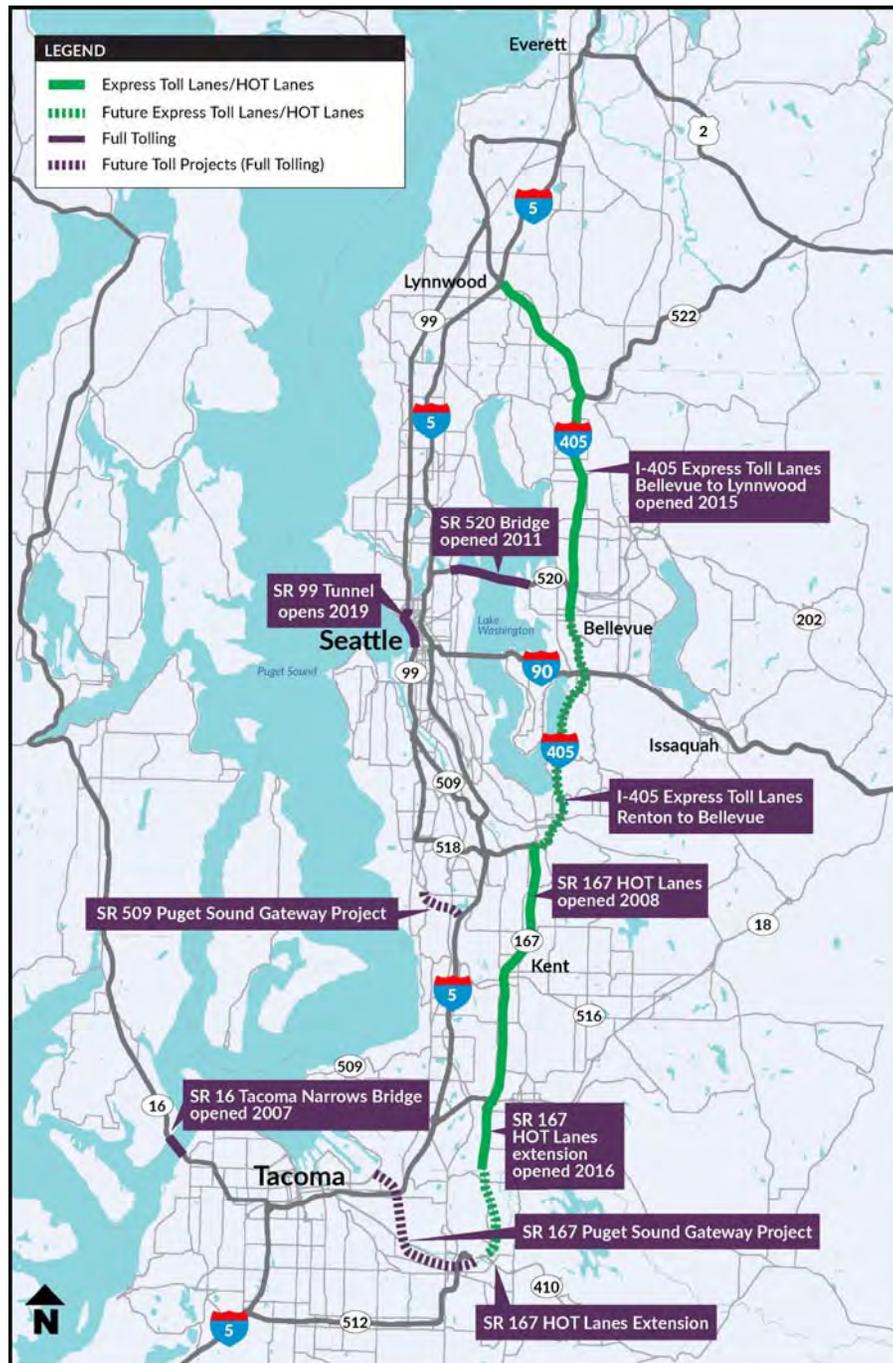
SR 509



SR 167 & SR 509 Spur



Regional Toll System



Tolling Roles and Responsibilities in Washington State

Washington State Legislature



- ▶ Authorizes toll facilities
- ▶ Determines how toll revenue is spent

Transportation Commission



- ▶ Sets toll rates and exemptions

WSDOT



- ▶ Plans, builds and operates toll facilities

Office of State Treasurer



- ▶ Arranges financing and issues debt

Toll Scenarios for WSTC Consideration

Scenario		SR 509	SR 167	SR 509 Spur*
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)		

* Also known as Port of Tacoma Spur

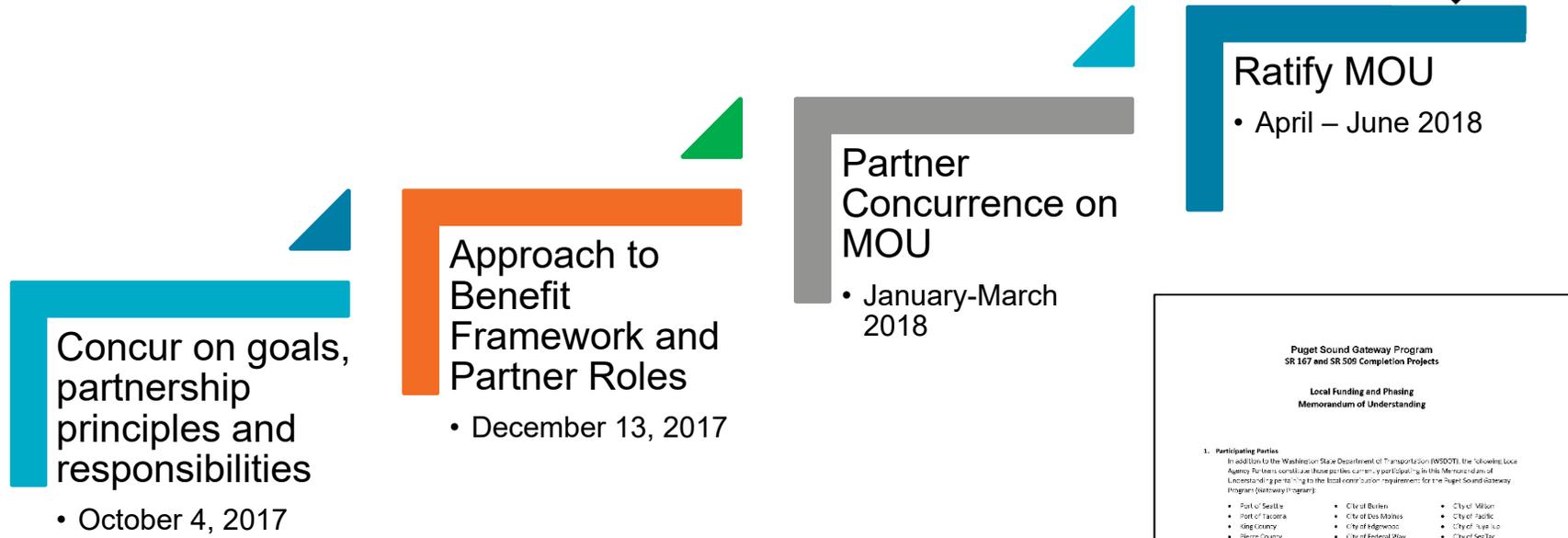
Legislative Direction – 2019

Toll Bill, ESSB 5825, Section 13:

*(4) Prior to setting the schedule of toll rates on the portion of the state route number 509 between South 188th Street and Interstate 5 in SeaTac, the department, in collaboration with the transportation commission, must **analyze and present to the transportation commission at least one schedule of toll rates that exempts, discounts, or provides other toll relief for low-income drivers** during all hours of operation on state route number 509 between South 188th Street and Interstate 5 in SeaTac. In analyzing the schedule of toll rates, the **department shall consider implementing an exemption, discount, or other toll relief policy for drivers that reside in close proximity to the corridor.***

Local Contributions

MOU Development Process



Concur on goals, partnership principles and responsibilities

• October 4, 2017

Approach to Benefit Framework and Partner Roles

• December 13, 2017

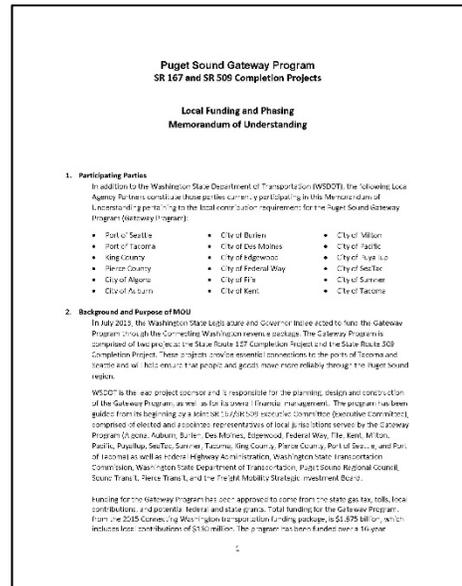
Partner Concurrence on MOU

• January-March 2018

Ratify MOU

• April – June 2018

Delivered on
June 28, 2018

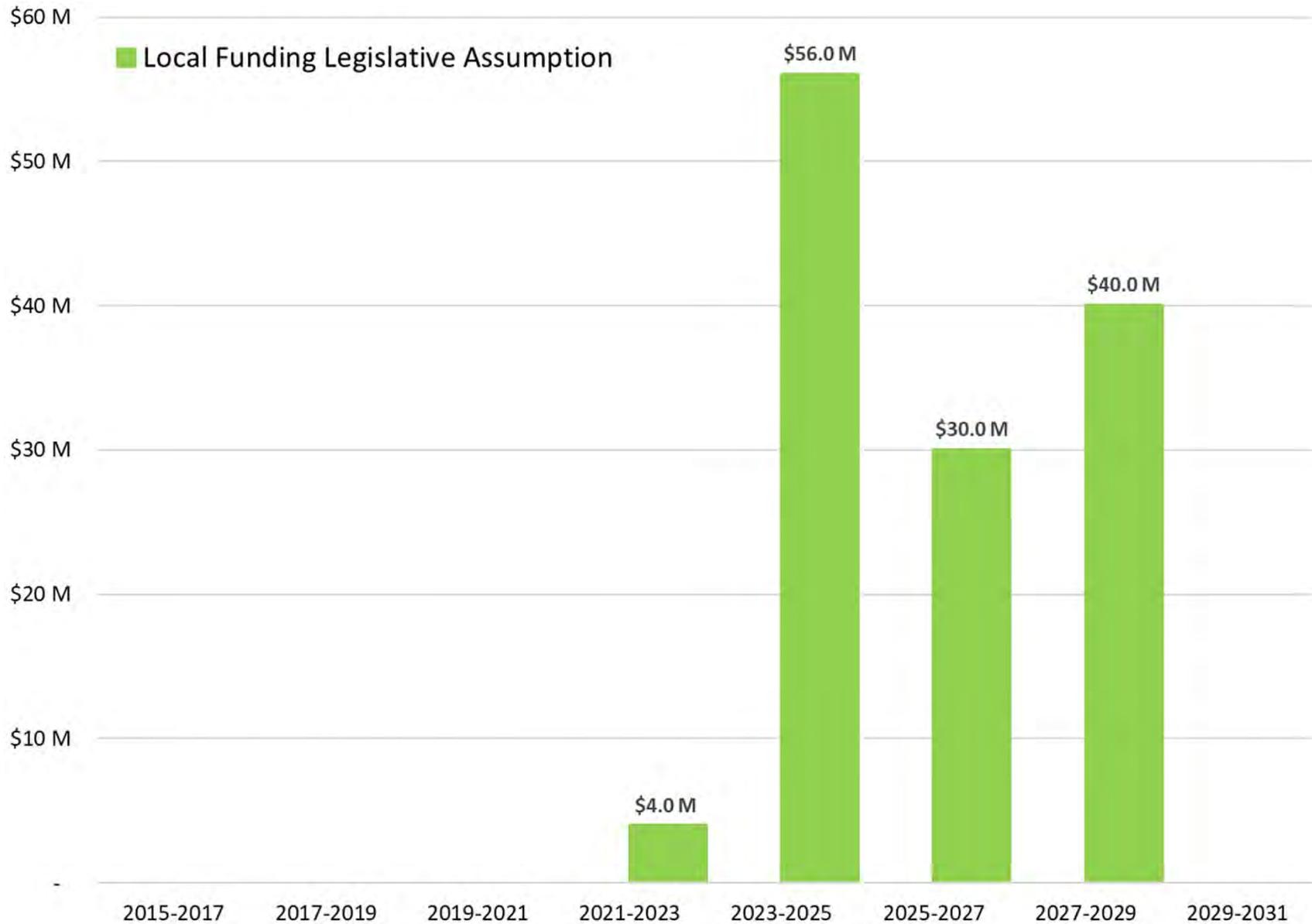


Legislative Direction – 2019

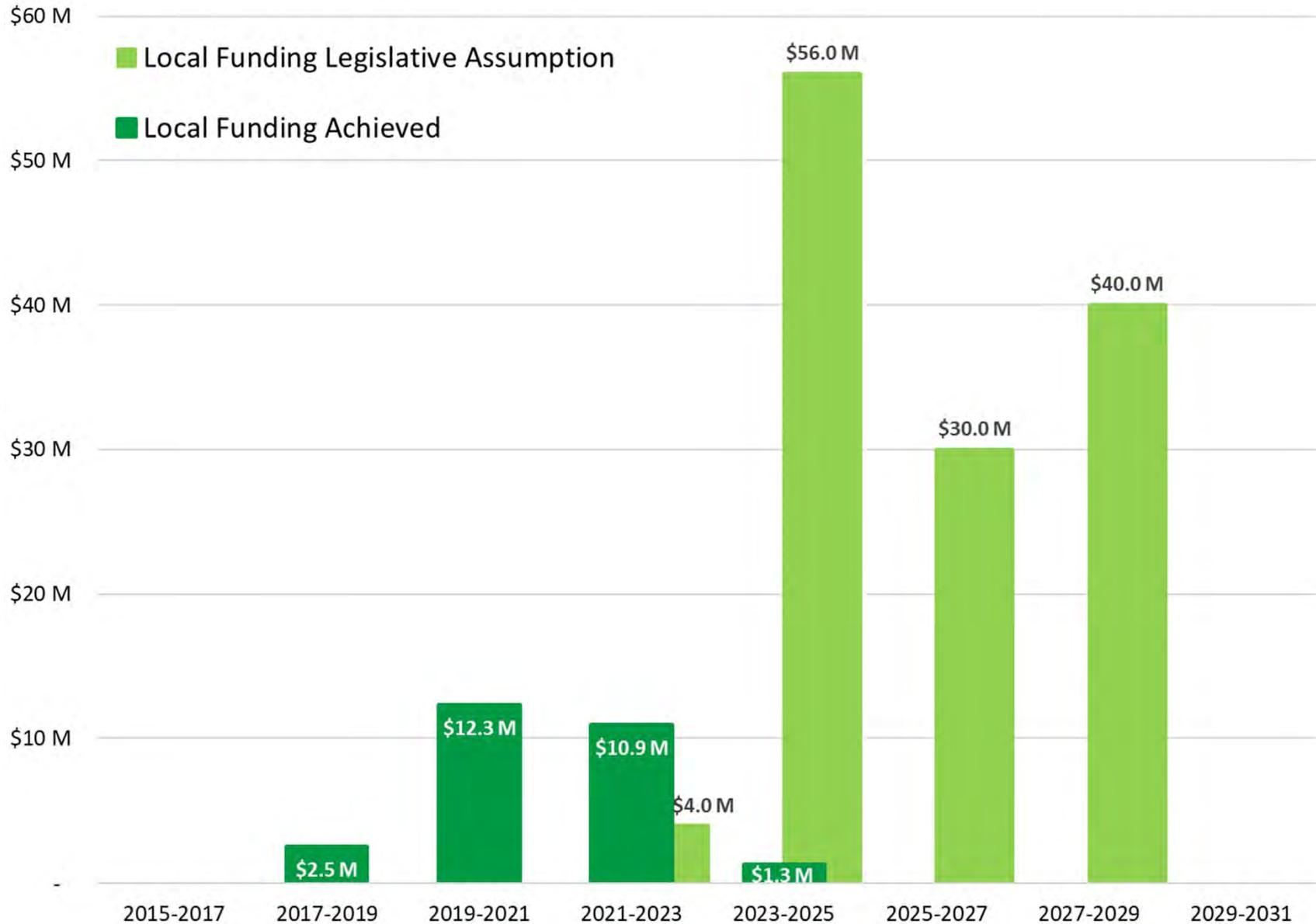
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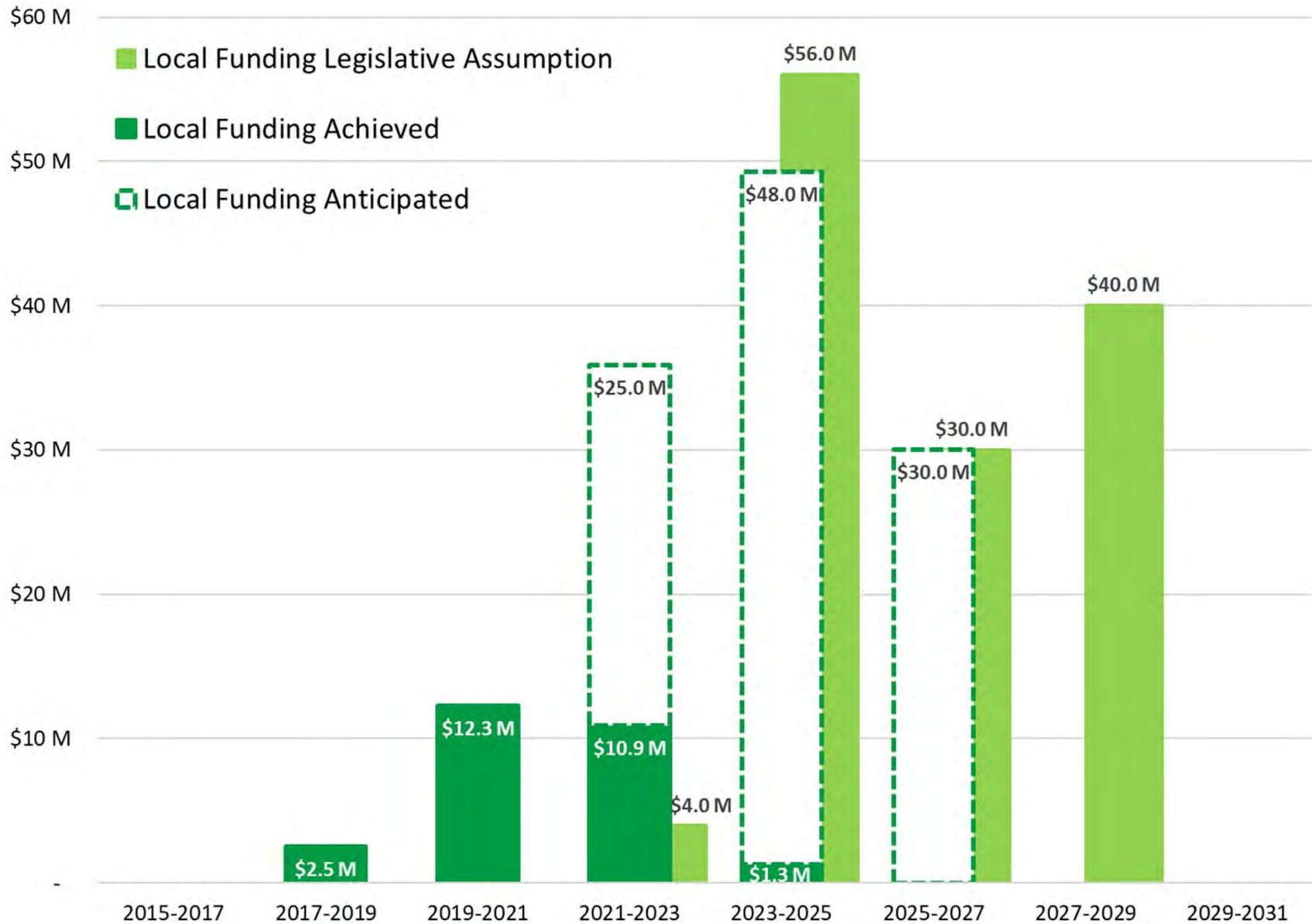
Local Funding Timing



Local Funding Timing



Local Funding Timing



Stage 1 Grant Pursuits

Project	Estimated Construction Cost	Funding Program	Grant Target Amount	Target Due Mo/Year	Anticipated Construction Expenditure	Local Agency Partner Match	Partner Nexus
70 th Avenue E/Interurban Trail	\$32,245,600	FMSIB	\$5,000,000	Mar 2018	2019-2021	\$800,000 \$500,000 \$3,000,000	Fife Tacoma Port of Tacoma
		TIB	\$5,000,000	Aug 2018	2019-2021		
		State Capital & Transportation	\$1,400,000	Mar 2018	2019-2021		Fife
Veterans Drive/SR516 Interchange	\$33,800,000	PSRC	\$4,500,000	Apr 2018	2021-2025	\$1,000,000	Kent
		TIB	\$5,000,000	Aug 2020	2021-2025	\$1,000,000	Kent
SeaTac Access	\$176,883,500	PSRC	\$4,500,000	Apr 2018	2021-2025	\$2,000,000 \$500,000	SeaTac (ROW in lieu) Des Moines
Port of Tacoma Access/509 Spur	\$323,042,000	PSRC	\$4,500,000	Apr 2018	2021-2025	\$1,500,000 \$3,000,000 \$800,000	Tacoma Port of Tacoma Fife
		FMSIB	\$5,000,000	Mar 2020	2021-2025		
All Gateway Program		INFRA	\$20,000,000*	Nov 2017	2019-2021		
SR 167 Stage 1		Port of Tacoma		Jan 2021	2021-2025	\$9,000,000	Port of Tacoma
SR 509 Stage 1		Port of Seattle		Jan 2021	2021-2025	\$15,000,000	Port of Seattle (expected in 2023-2025)
Total Stage 1			\$54,900,000			\$38,100,000	\$93,000,000

Stage 2 Grant Pursuits

Project	Estimated Construction Cost	Funding Program	Grant Target Amount	Target Due Mo/Year	Anticipated Construction Expenditure	Local Agency Partner Match	Partner Nexus
Meridian Avenue Interchange		TBD	\$3,000,000	2022	2026-2030	\$2,000,000	Puyallup
Valley Avenue Interchange		TBD	\$3,000,000	2022	2026-2030	\$2,000,000	Pierce County
188 th Street Interchange improvements		TBD	TBD	2023	2026-2030	TBD	SeaTac
SR 167 Stage 2		TBD	\$4,000,000	2022	2026-2030	\$500,000	Edgewood (ROW in lieu)
		Port of Tacoma		Jan 2026	2026-2030	\$500,000 \$15,000,000	Sumner Port of Tacoma
SR 509 Stage 2		TBD	\$4,000,000	2024	2026-2030		
		Port of Seattle		Jan 2026	2026-2030	\$15,000,000	Port of Seattle
Total Stage 2			\$14,000,000			\$35,000,000	\$49,000,000

Grants

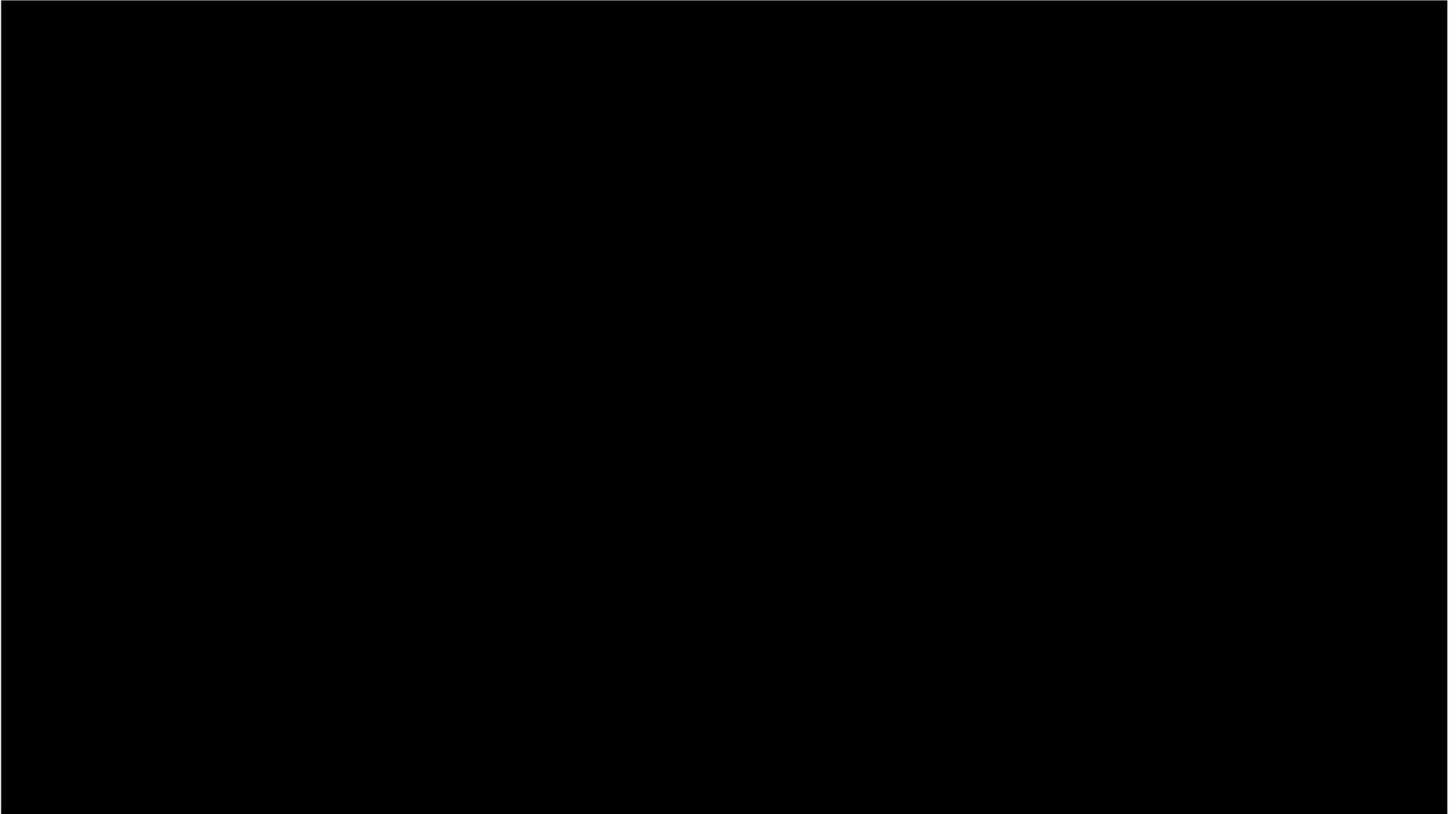
Grant Assumptions	App Year	Planned	Grant Obtained
Interurban Trail	2017	\$1,400,000	√
FMSIB 70th Ave E	2018	\$5,000,000	√
PSRC Port of Tacoma Spur	2018	\$4,000,000	√
PSRC Veterans Extension	2018	\$4,000,000	√
TIB Veterans Extension	2019	\$5,000,000	
Federal INFRA (local share)	2019	\$20,000,000	
FMSIB Port of Tacoma Spur	2020	\$4,000,000	
PSRC SR 167 Stage 2	2020	\$3,500,000	
PSRC SR 509 Stage 2	2020	\$2,000,000	
FMSIB SR167 Stage 2	2022	\$5,000,000	
Total Grants Obtained		\$14,400,000	
Total Grants Planned		\$39,500,000	
+ Direct Local Contributions		\$76,100,000	
STRATEGY TOTAL		\$130,000,000	

Interlocal Agreement Timeline

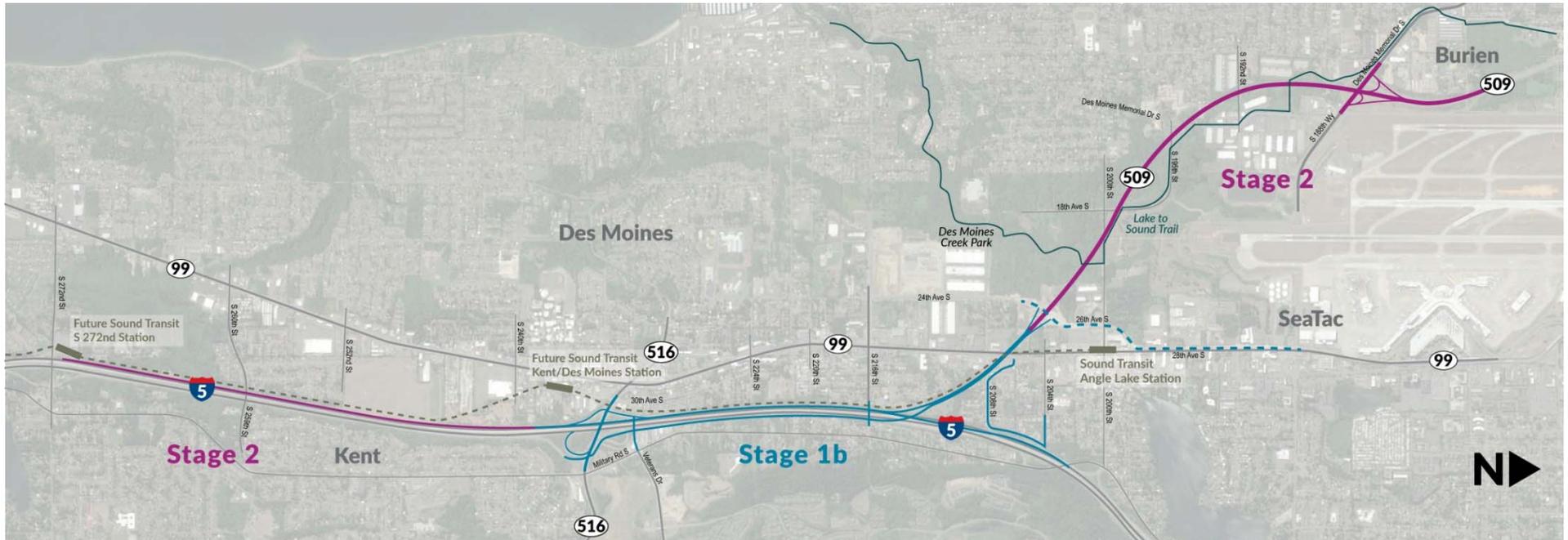
Construction Stage	ILA Deadline	ILAs Needed
SR 167 Stage 1A	End of 2018	<ul style="list-style-type: none"> • Fife ✓ • Port of Tacoma ✓ • Tacoma ✓
SR 509 Stage 1B	End of 2019	<ul style="list-style-type: none"> • Des Moines (in review) • Kent (in review) • King County (in review) • Port of Seattle • SeaTac ✓
SR 167 Stage 1B	End of 2020	<ul style="list-style-type: none"> • Edgewood • Fife ✓ • Port of Tacoma (drafting) • Tacoma ✓
SR 509 Stage 2	End of 2022	<ul style="list-style-type: none"> • SeaTac
SR 167 Stage 2	End of 2022	<ul style="list-style-type: none"> • Pierce County • Puyallup • Sumner

SR 509 Update

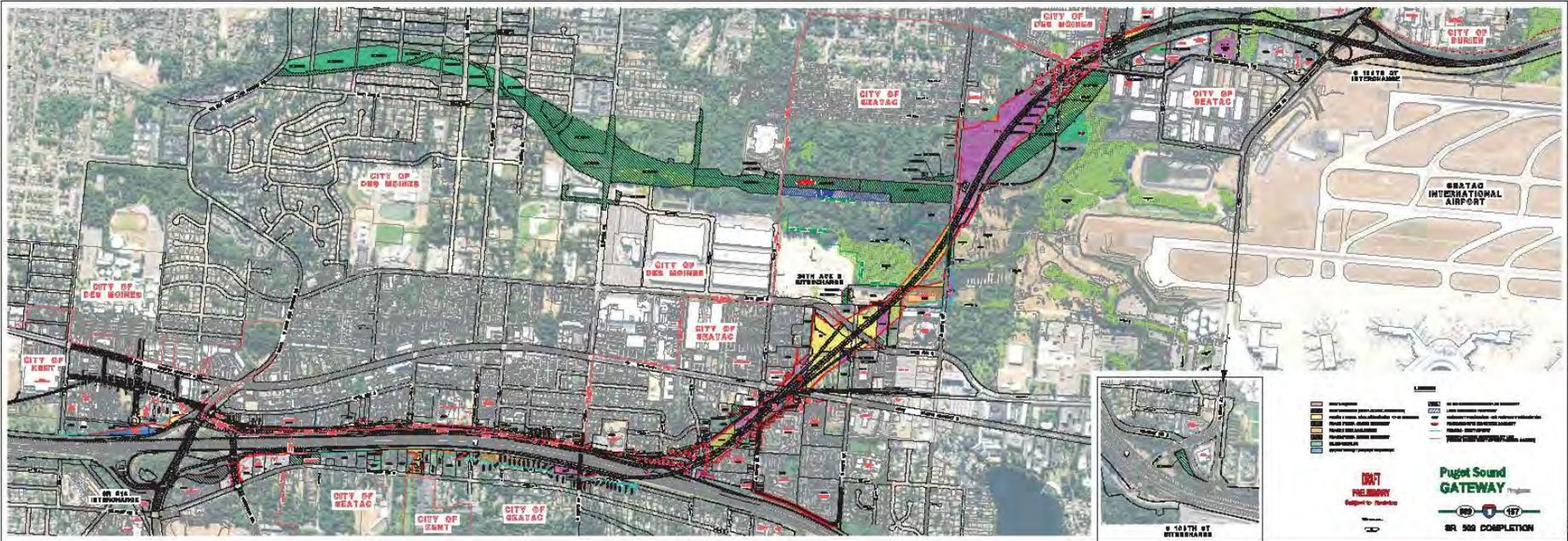
SR 509 Video



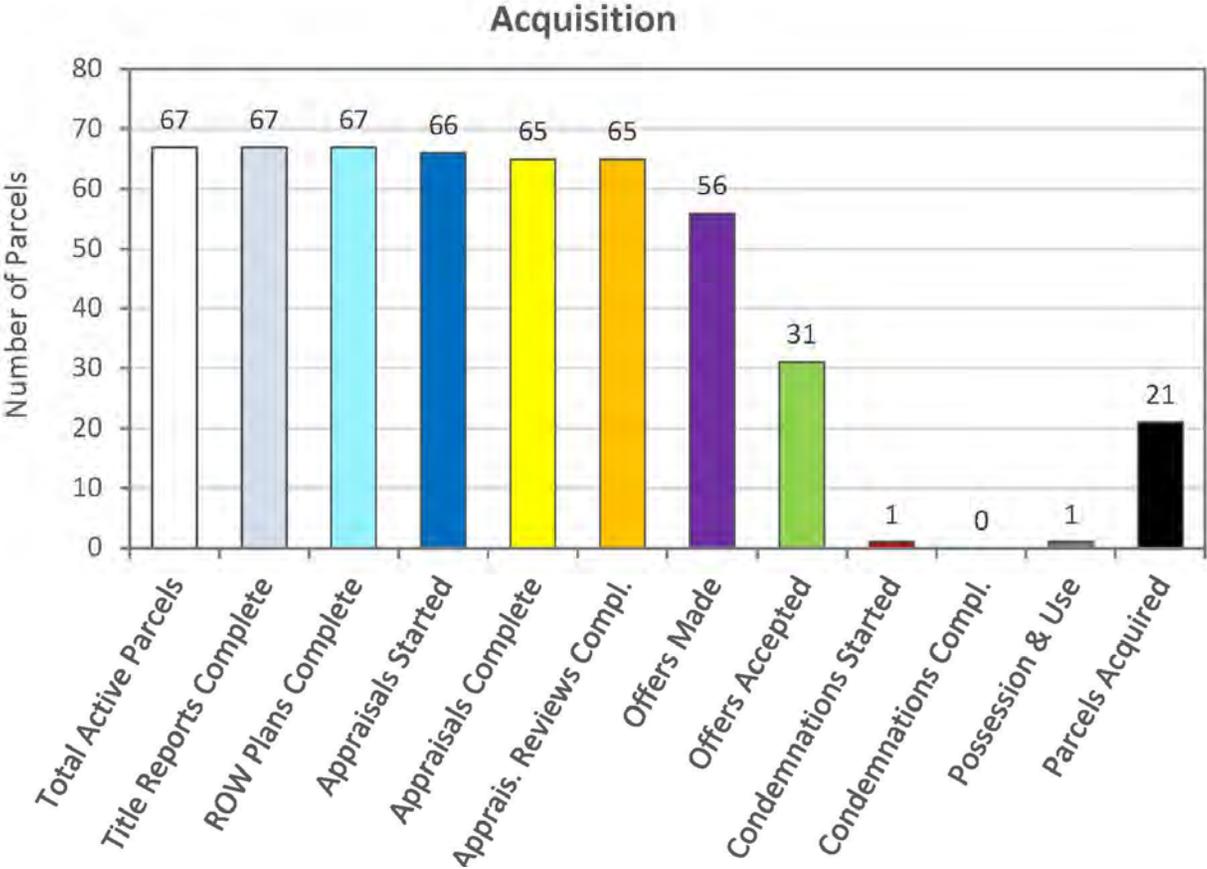
SR 509 Construction Stages – \$968 Million



SR 509 Right-of-Way



SR 509 Right-of-Way

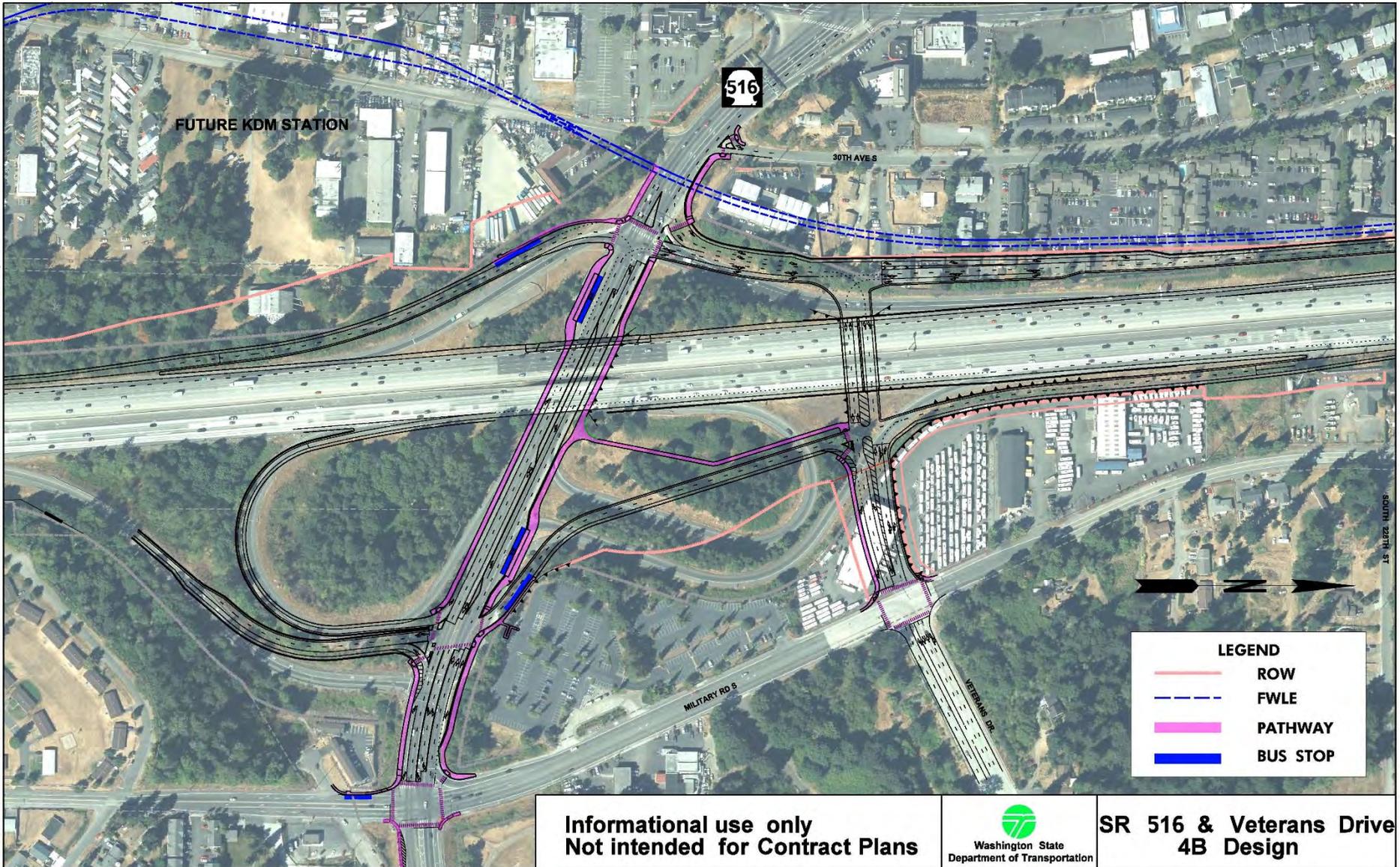


Prior SR 509 Project Legislative Direction

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

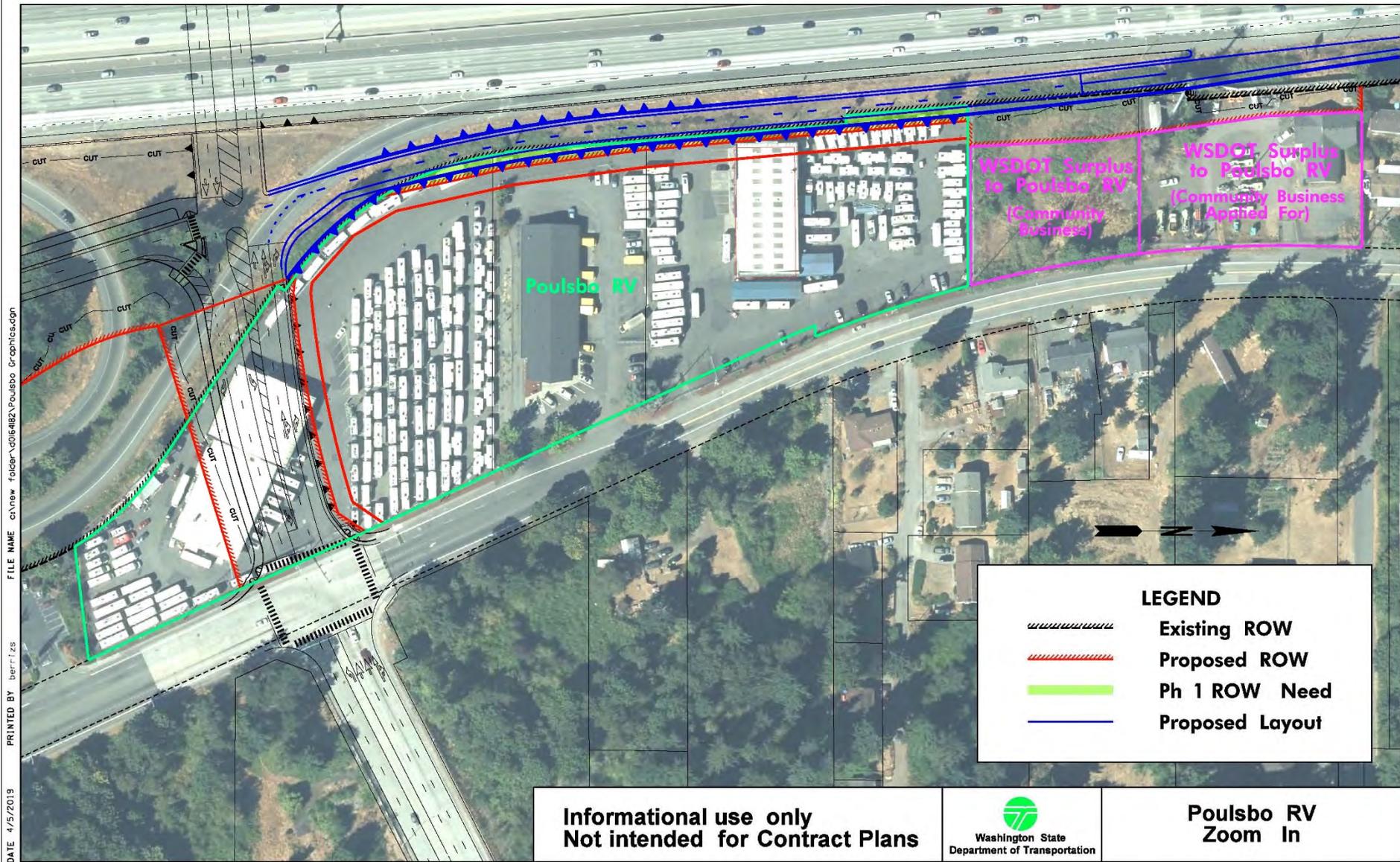
For the SR 167/SR 509 Puget Sound Gateway Project the department is strongly encouraged to work to relocate any significant businesses currently located within the planned path of the state route 509/Interstate 5 under-crossing to a location within the Kent city limits. The department shall provide regular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

EXHIBIT A



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EXHIBIT B



DATE 4/5/2019 PRINTED BY berf125 FILE NAME c:\New Folder\016482\Poulsbo Graphics.dgn

LEGEND

-  Existing ROW
-  Proposed ROW
-  Ph 1 ROW Need
-  Proposed Layout

**Informational use only
Not intended for Contract Plans**



**Poulsbo RV
Zoom In**

Legislative Direction – 2019

Toll Bill, ESSB 5825, Section 14:

*(5) It is also the intent of the legislature to use the bond proceeds for up to **five million dollars to provide noise mitigation on state route number 509 between south 188th Street and Interstate 5.***

Noise mitigation for SR 509



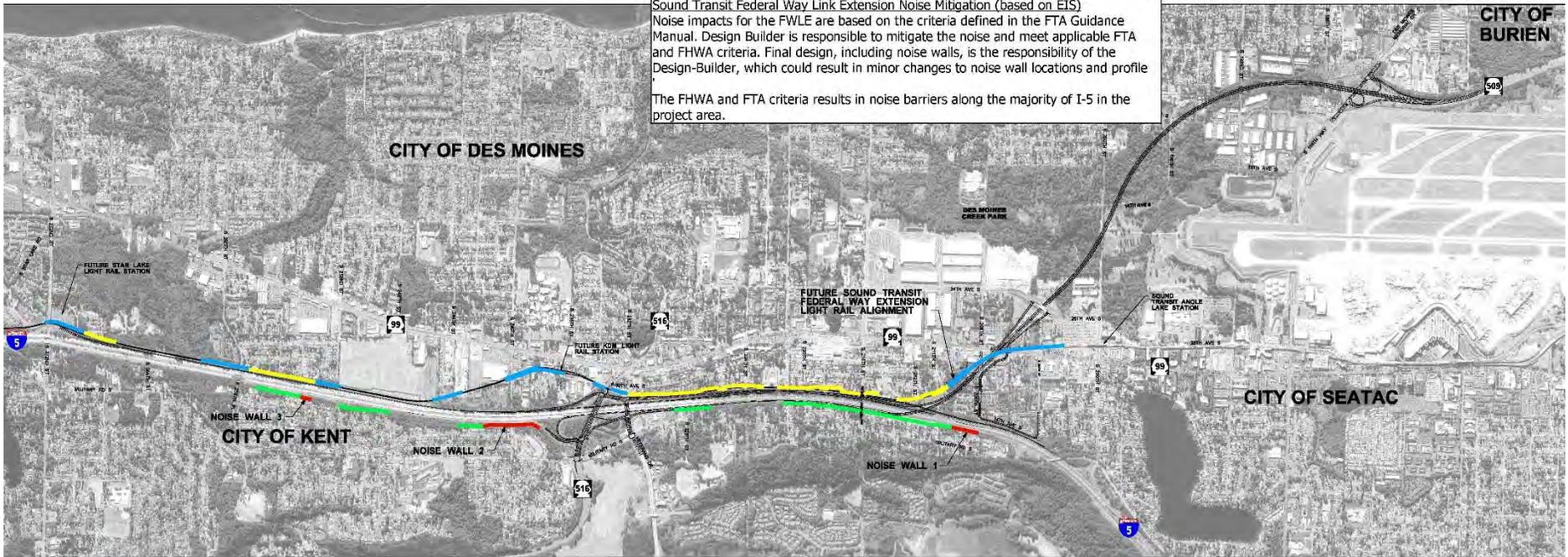
PUGET SOUND GATEWAY SR 509 COMPLETION

PHASE 1 VICINITY MAP

WSDOT SR 509 Noise Mitigation
 Noise impacts for the SR 509 project are based on the FHWA criteria. There are three proposed noise wall locations for the Phase 1 Improvements based on preliminary design - Noise Wall Area #1, Noise Wall Area #2, Noise Wall Area #3.

Sound Transit Federal Way Link Extension Noise Mitigation (based on EIS)
 Noise impacts for the FWLE are based on the criteria defined in the FTA Guidance Manual. Design Builder is responsible to mitigate the noise and meet applicable FTA and FHWA criteria. Final design, including noise walls, is the responsibility of the Design-Builder, which could result in minor changes to noise wall locations and profile.

The FHWA and FTA criteria results in noise barriers along the majority of I-5 in the project area.



DRAFT
PRELIMINARY
 Subject to Revision

- WSDOT EXISTING NOISE WALL
- WSDOT PROPOSED NOISE WALL
- SOUND TRANSIT NOISE WALL AT GRADE
- SOUNDTRANSIT NOISE WALL ELEVATED



Lake to Sound Trail



SR 509 Accomplishments

- Executed Construction Agreement with Sound Transit
- Acquired 20 parcels, 2 possession in use parcels
- Completed community outreach for 216th Street Bridge Replacement
- Established Stage 1b Project Goals
- Completed Stage 1b: Conceptual plans and first draft of RFQ/RFP
- Completed field assessment for Stage 1b sensitive areas
- Finalized project video

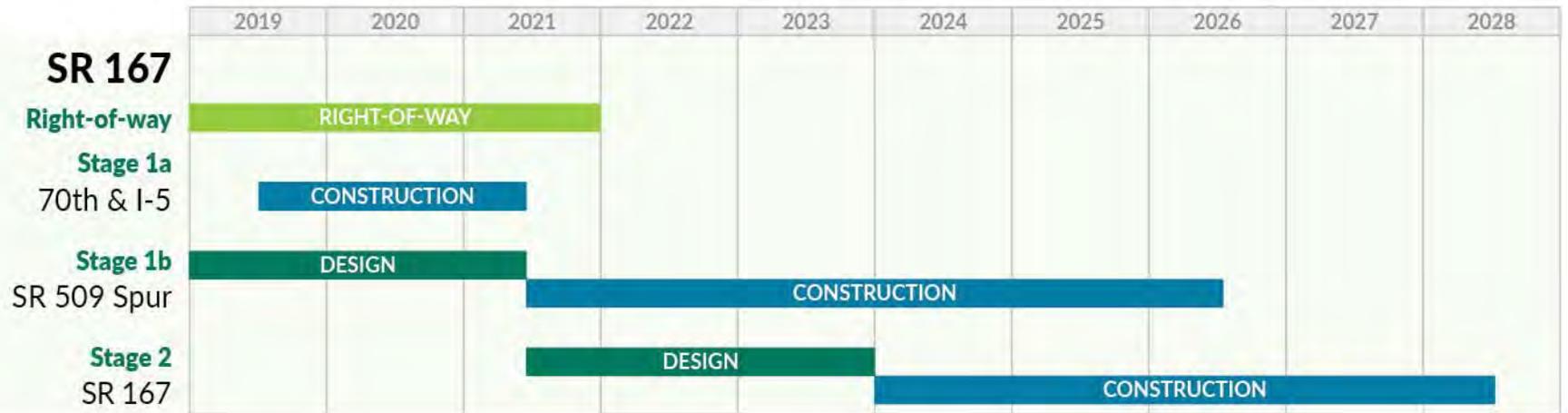
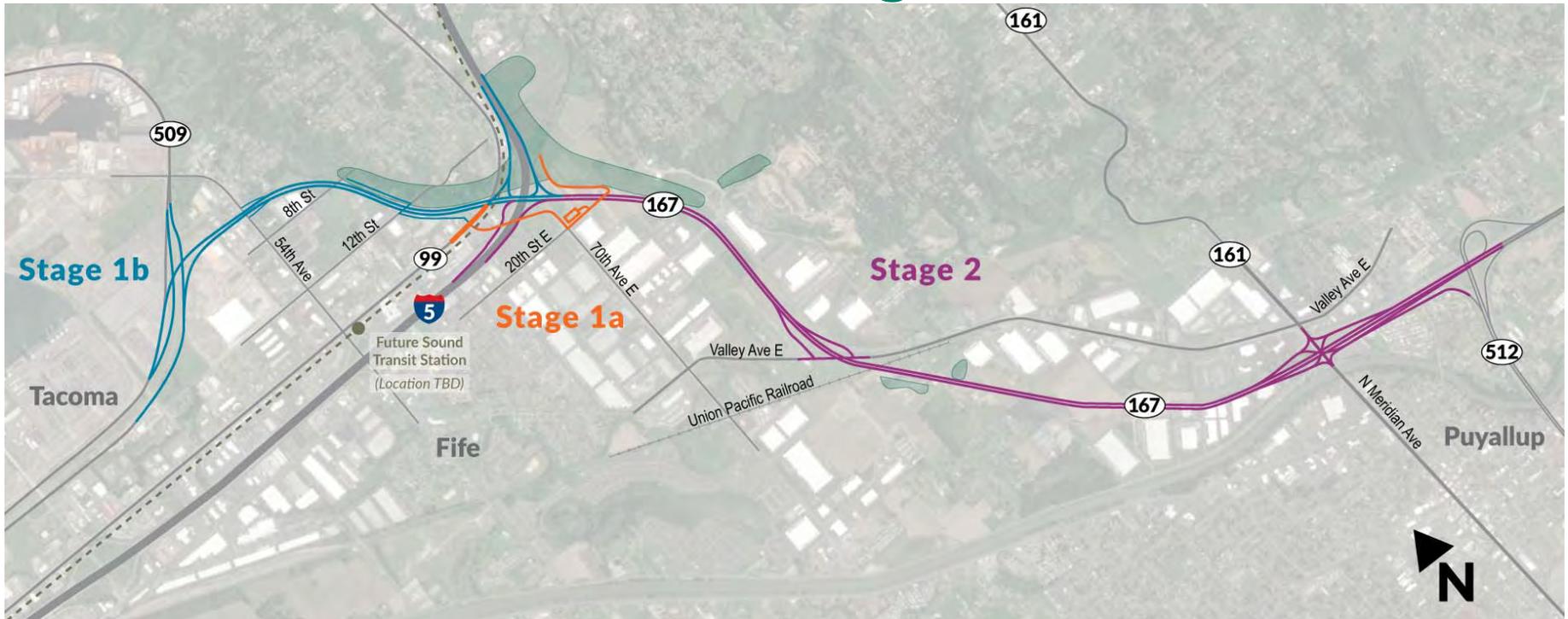
SR 509 Next Steps

- Continue right of way acquisition
- Support Sound Transit during FWLE Final Design
- Continue coordination with King County for Lake to Sound Trail design
- Obtain design approval from HQ Design and FHWA
- Complete Fire and Life Safety Analysis for the tunnels
- Finalize Stage 1b Contract
- Complete Interchange Justification Report update
- Complete Stage 1b ILAs with local jurisdictions
- Complete cost estimate validation process (CEVP)
- Develop noise mitigation process related to ESSB 5825
- Summer outreach

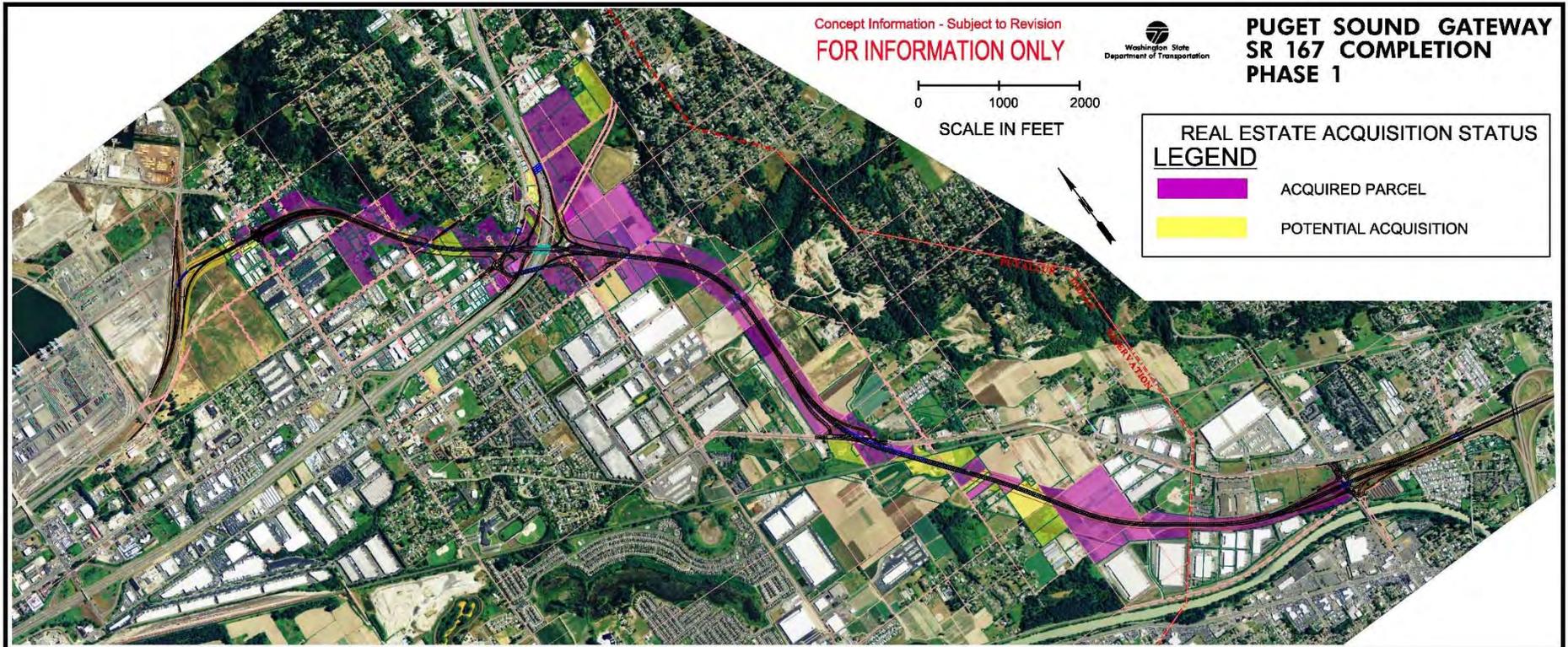
SR 167 Update

SR 167 Video

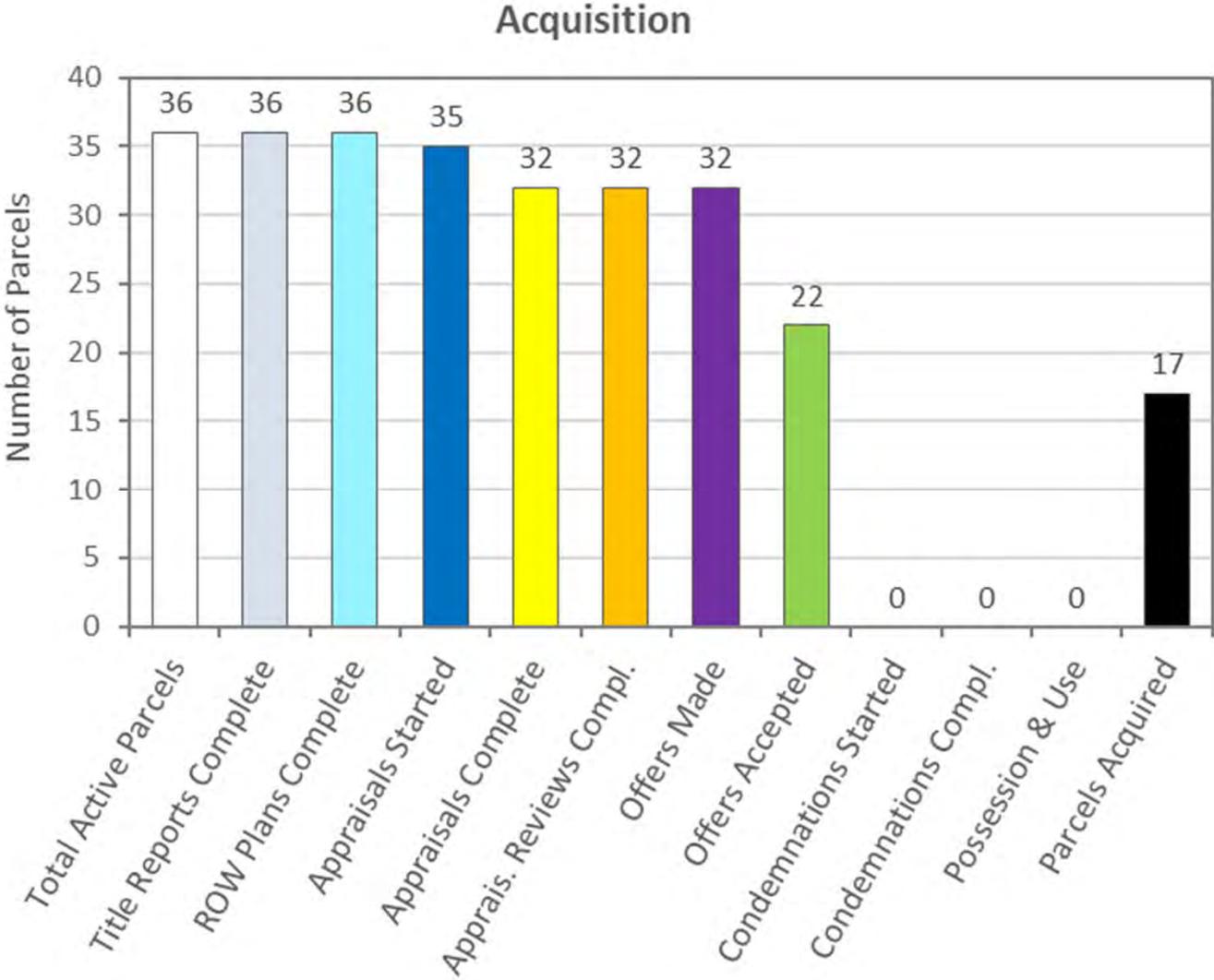
SR 167 Construction Stages – \$1,016 Million



SR 167 Right-of-Way Map



SR 167 Right-of-Way



Stage 1a: Current Status

- Flatiron, Parsons, & Atkinson proposals are due May 24th
- Apparent Best Value announced end of June
- Notice to Proceed 1 for Design in July
- Notice to Proceed 2 for Construction in November
- Existing 70th Avenue East bridge to remain until Stage 1b



SR 167 Bicycle/Pedestrian Connections

- Established subcommittee to engage on active transportation elements in Stage 1b
- Subcommittee finalized recommendations at May 20 meeting
- WSDOT preliminary feasibility and cost analysis in June
- Update Steering Committee via email

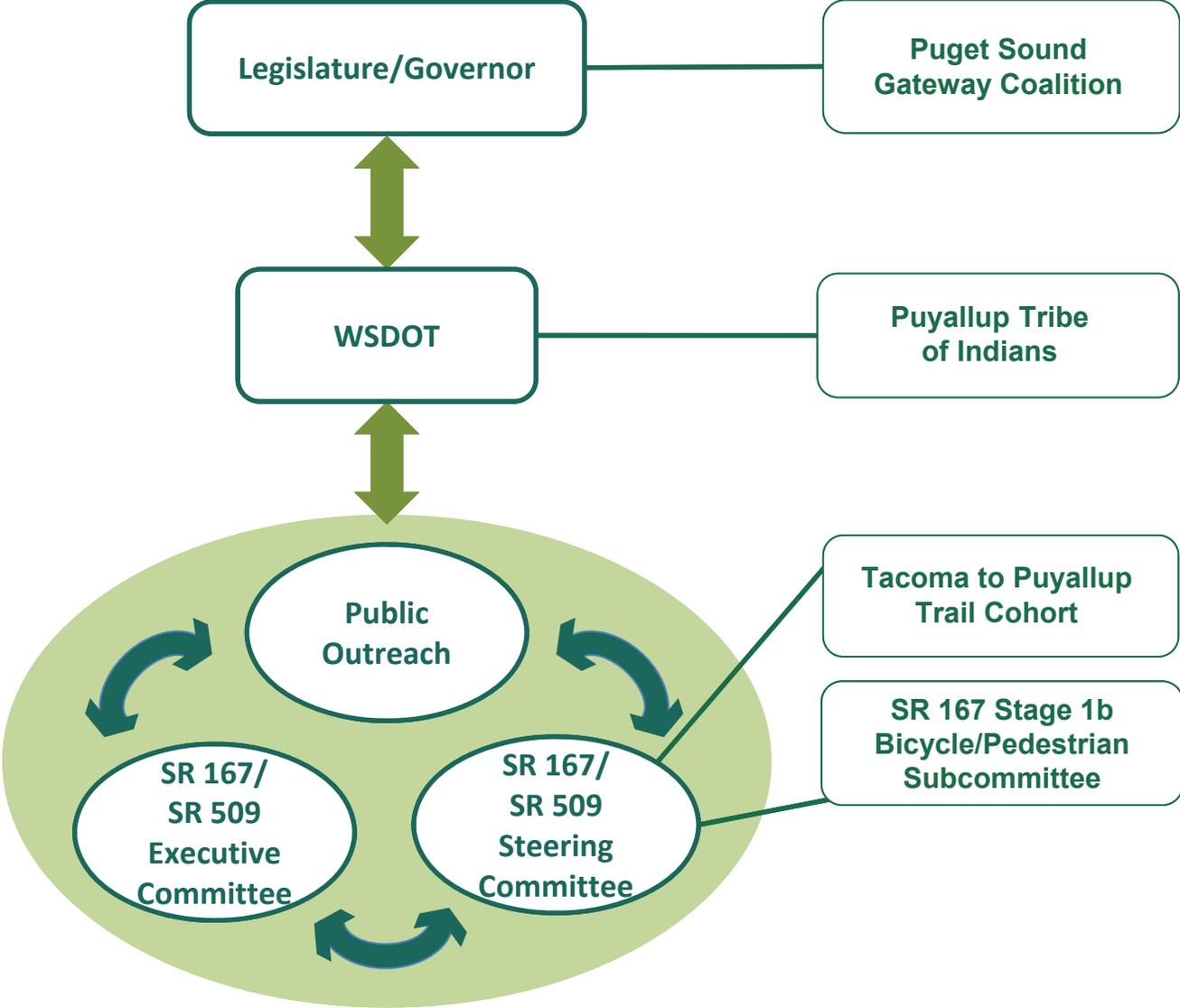


Legislative Direction – 2019

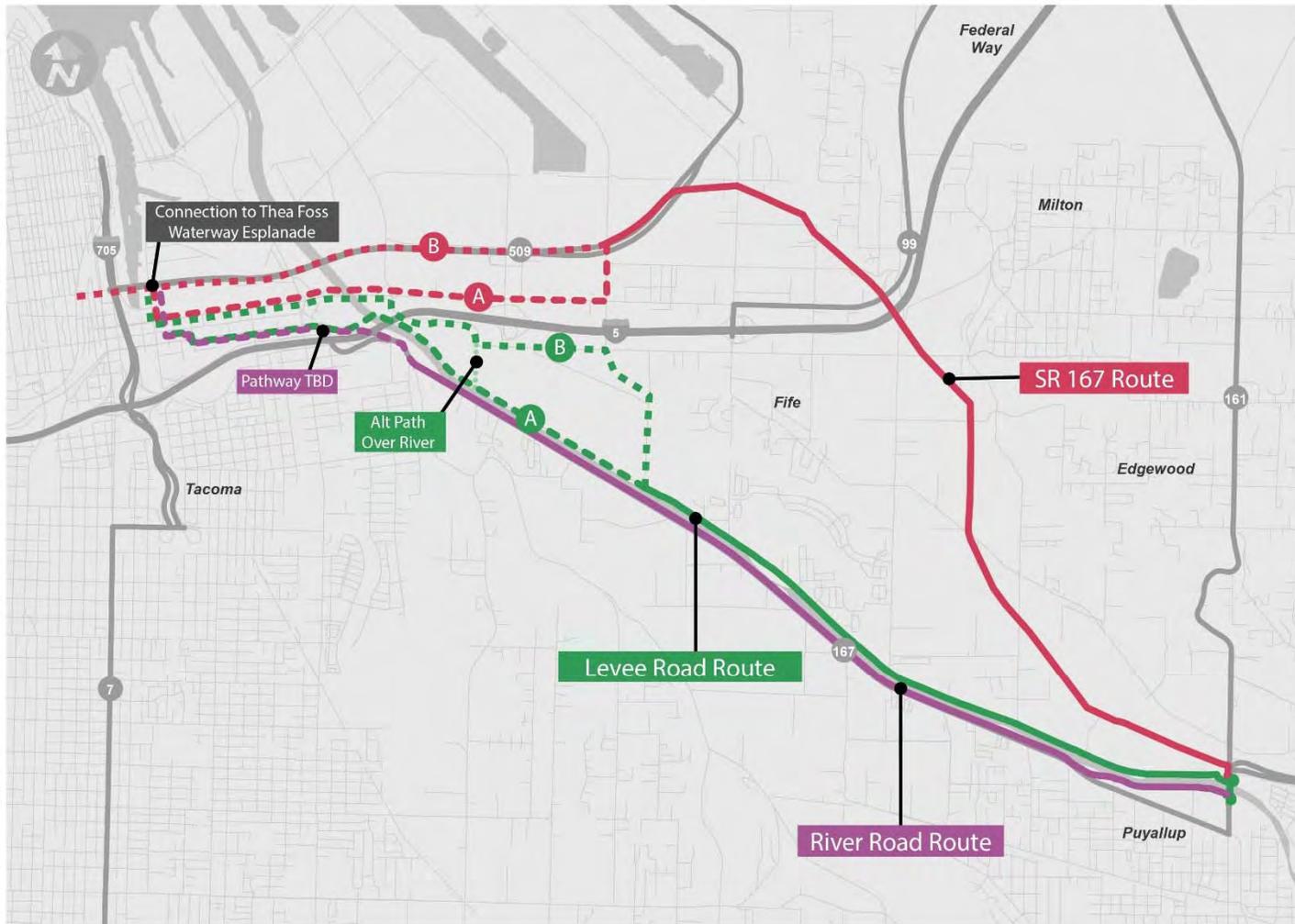
Transportation Budget, ESHB 1160, Section 306:

15 (f) The department shall explore the development of a multiuse trail for bicyclists, pedestrians, skateboarders, and similar users along the SR 167 right-of-way acquired for the project to connect a network of new and existing trails from Mount Rainier to Point Defiance Park.

Puget Sound Gateway Process



Tacoma to Puyallup Regional Trail Connection Route Analysis Study



0 0.25 0.5 1 1.5 Miles

Potential Trail Alignments

Draft Last Updated: 5/16/2019

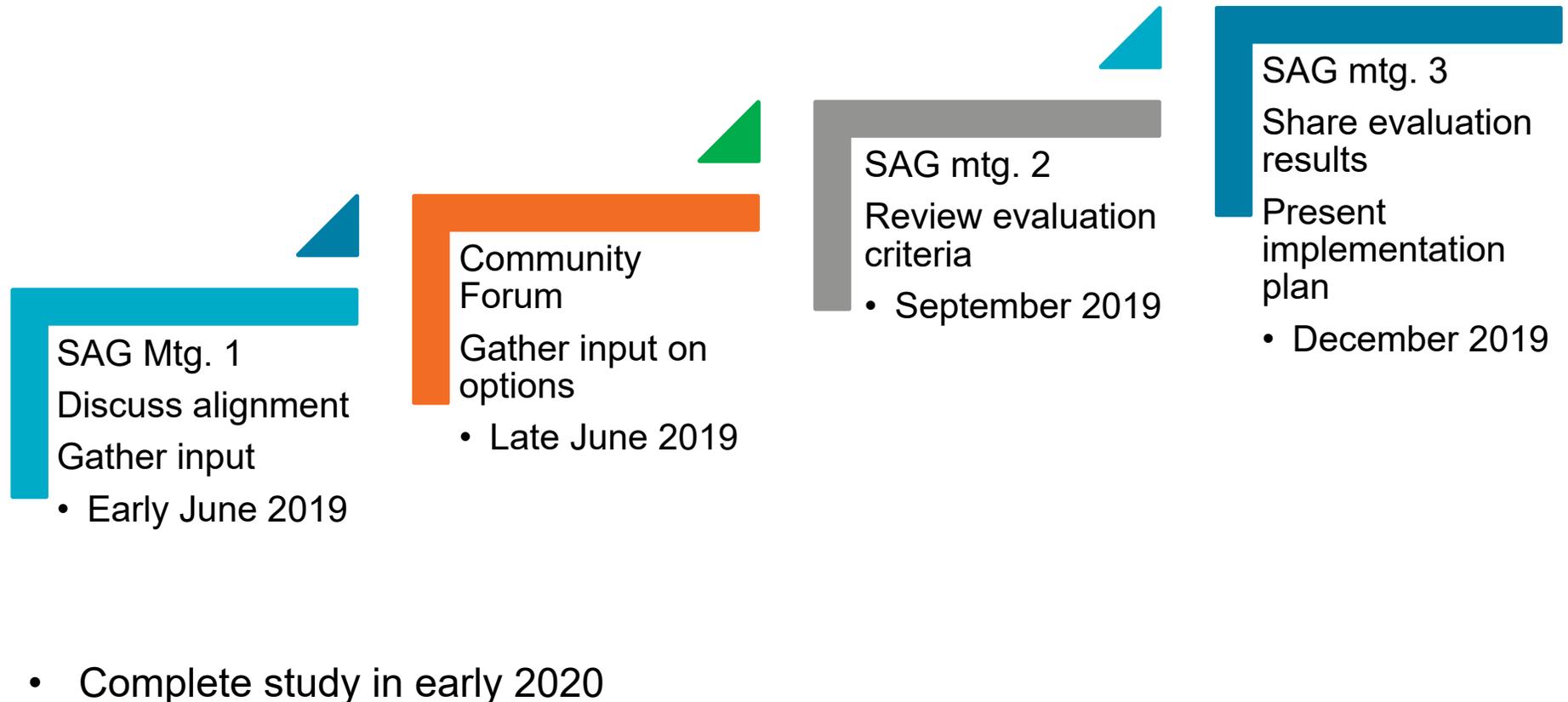
Tacoma to Puyallup Regional Trail Connection Route Analysis Study

- LOU signed by seven (7) funding partners; ILAs in progress
- Study Team initiated work in April
- Team is reviewing three (3) potential alignments
- Preparing for first Stakeholder meeting



**Washington State
Department of Transportation**

Tacoma to Puyallup Regional Trail Connection Route Analysis Study



SR 167 Accomplishments

- Completed NEPA Re-Evaluation December 2018
- Completed Interlocal Agreements with Fife, Tacoma, and Port of Tacoma
- Completed a project video with 3D visualizations
- Issued Request for Proposals March 1, 2019
- Held Limited Access Hearing on May 13, 2019
- Set up satellite office in Fife

SR 167 Next Steps

- Select Design-Builder and issue Design Notice to Proceed
- Complete the Findings and Order and Right of Way Plans
- Obtain environmental permits for Stage 1a
- Advance civil design for Stage 1b
- Complete IJR's
- Complete cost estimate validation process (CEVP)
- Advance design of Riparian Restoration Program

Community Engagement

Organization	Date
Federal Way Farmers Market	June 1
Des Moines Waterfront Market	June 8
Eastside Tacoma Farmers Market	June 11
Meeker Days	June 14-16
Burien Strawberry Days	June 15-16
Kent Cornucopia Days	July 12-14
Edgewood Community Picnic	July 20
Tacoma Broadway Farmers Market	August 1
Puyallup Farmers Market	August 10
Milton Days	August 17
Kent Farmers Market	August 24
Fife Harvest Festival	October 5

Program Next Steps

- Upcoming INFRA grant results
- Summer fairs and festivals
- Moving into construction
- Gateway Program Construction Kick-off Event
 - Fall 2019

More information:

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Susan Everett, PE

SR 509 Project Manager

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