Puget Sound Gateway Program

SR 167 and SR 509 Completion Projects

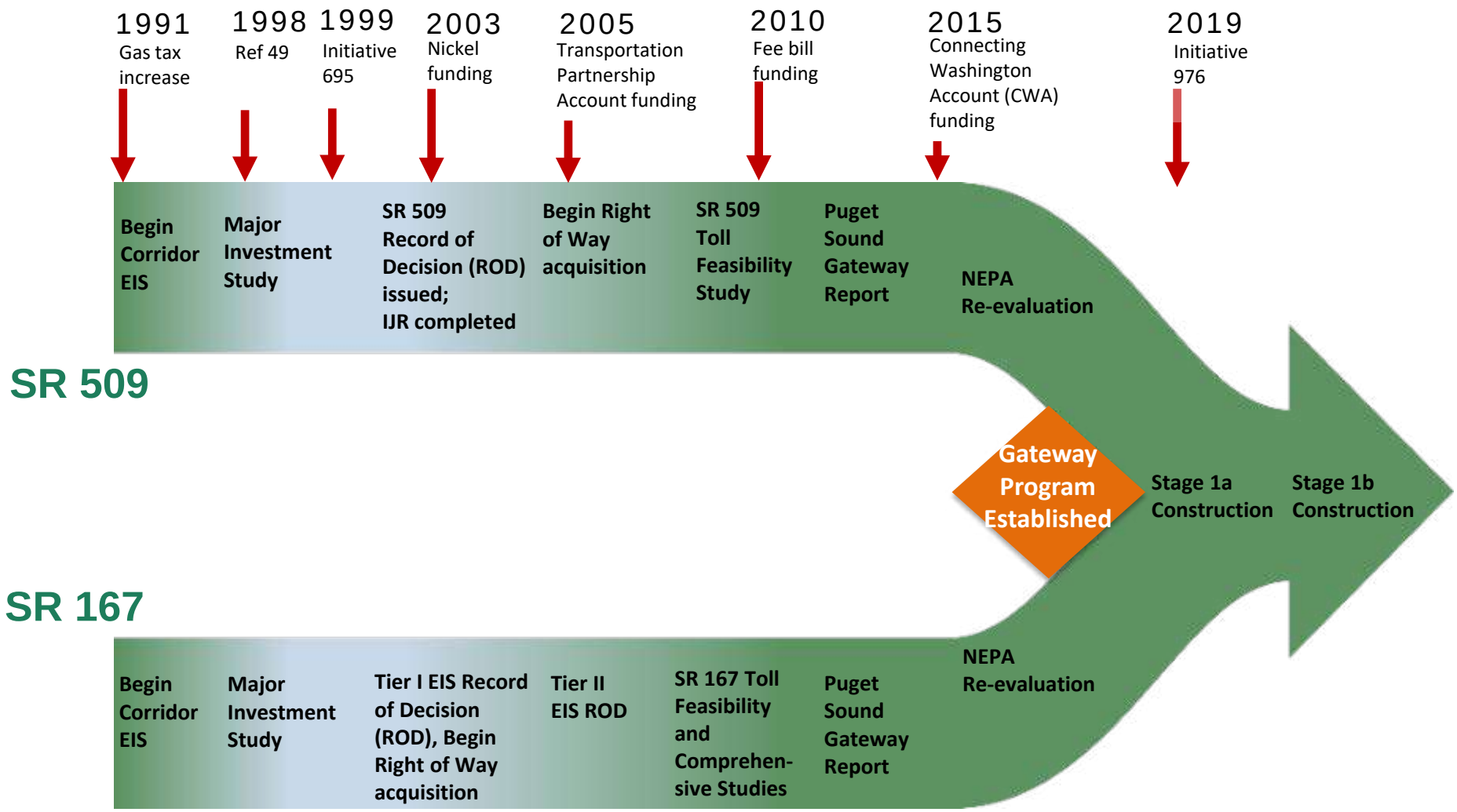
Steering Committee Meeting
November 13, 2019

CRAIG J. STONE, PE — GATEWAY PROGRAM ADMINISTRATOR
ANDREY CHEPEL, PE — SR 509 PROJECT ENGINEER
STEVE FUCHS, PE — SR 167 PROJECT MANAGER

2013: Commitment to complete SR 167 and SR 509

2019: Construction phase is underway!

Funding history



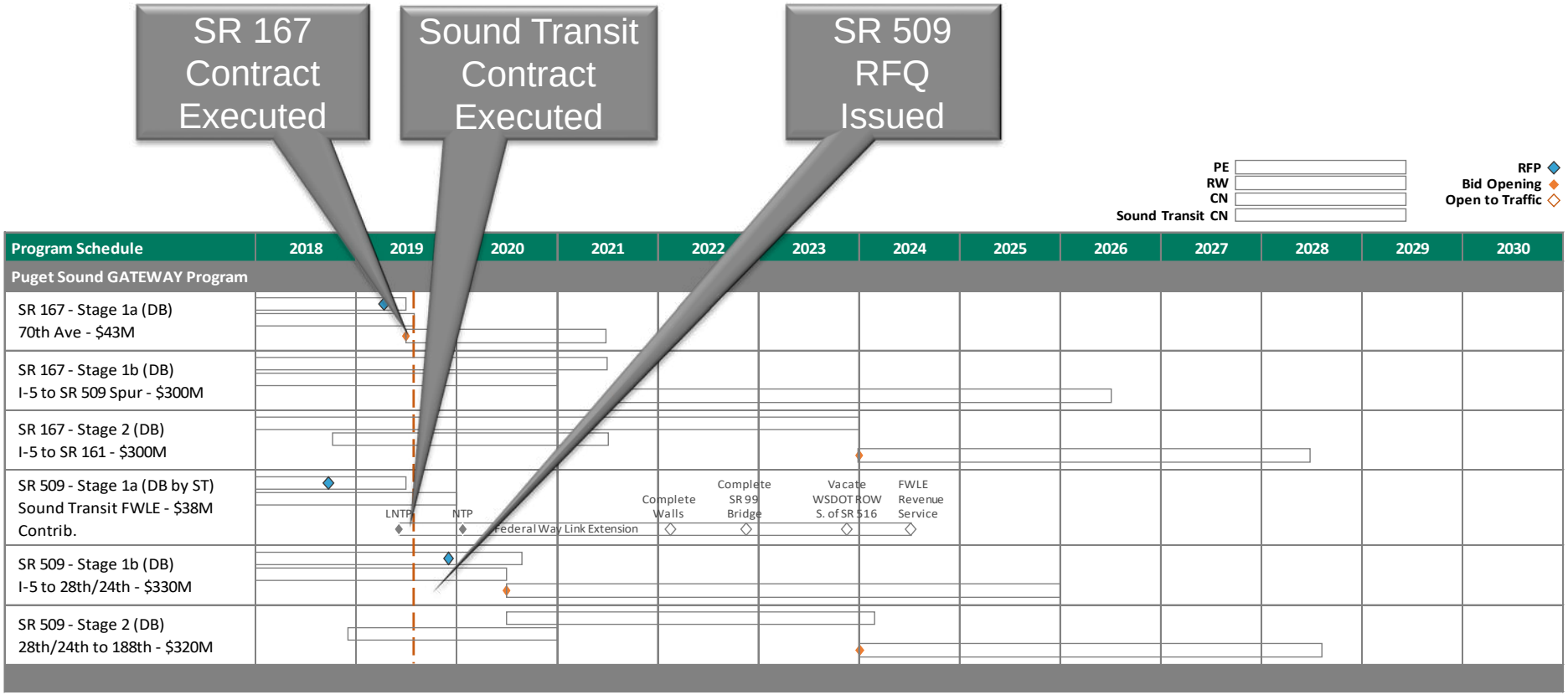
Agenda

- Objectives:
  - Provide annual Program updates on scope, budget and schedule
  - Provide progress on trails and seek committee recommendations
    - SR 167 – Bicycle/Pedestrian Subcommittee recommendations
    - SR 509 – Lake to Sound Trail update
  - Provide update on SR 167 and SR 509 project design
    - SR 167 – Diverging Diamond Interchange design
    - SR 509 – Veterans drive design
  - Provide an update on community engagement
  - Provide an update Tacoma to Puyallup Trail

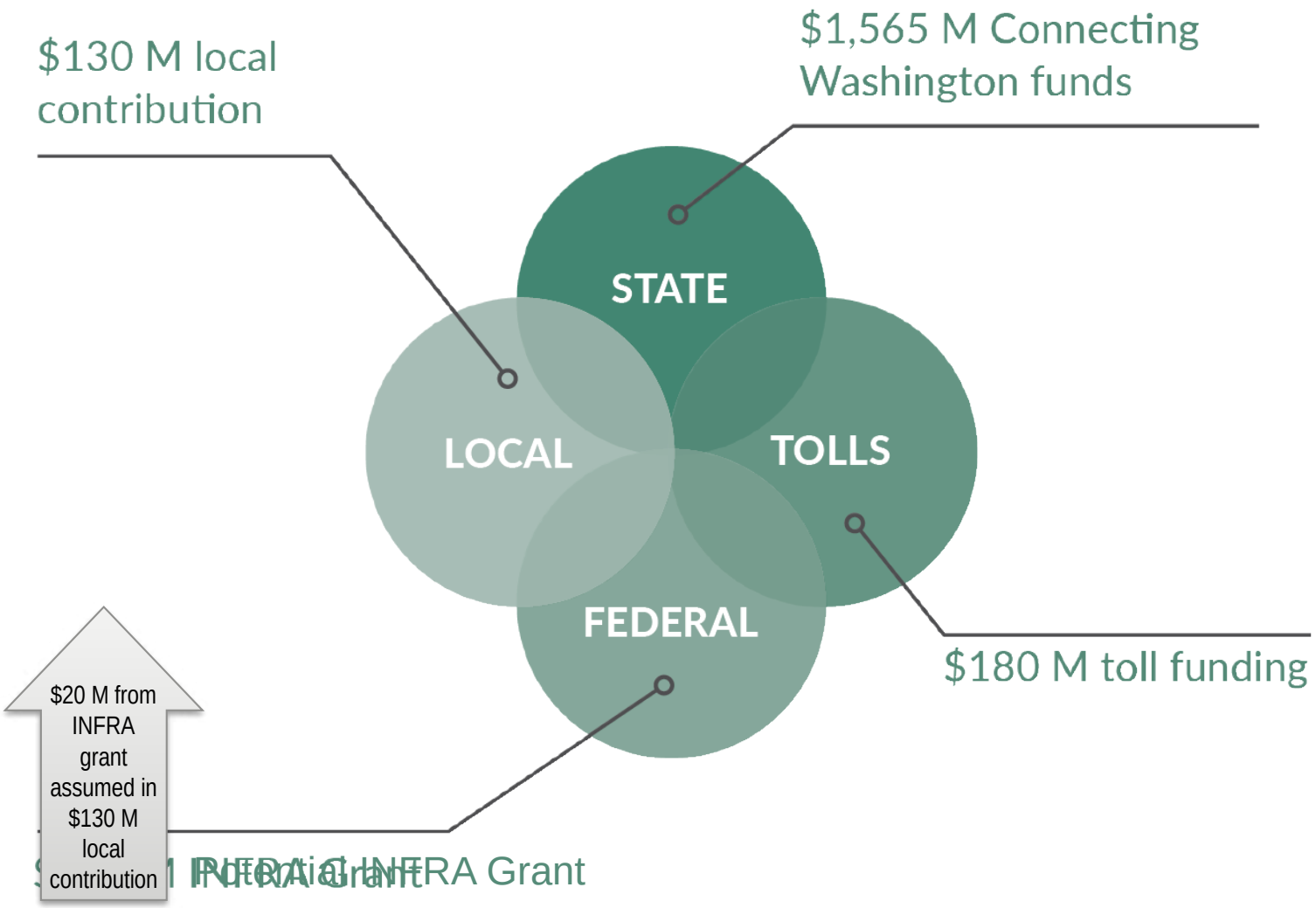
Review key actions from 2019 session

- Received 3-Year Program Acceleration with $340 million bond authorization (ESSB 5825)
- Received toll authorization to secure funding (ESSB 5825)
- Received further direction for Tacoma to Puyallup Regional Trail Study (ESHB 1160)
- It is the intent of the legislature to use the bond proceeds for up to five million dollars to provide noise mitigation on SR 509 (ESSB 5825)
- Received further direction to develop SR 167 Master Plan (ESSB 5825)

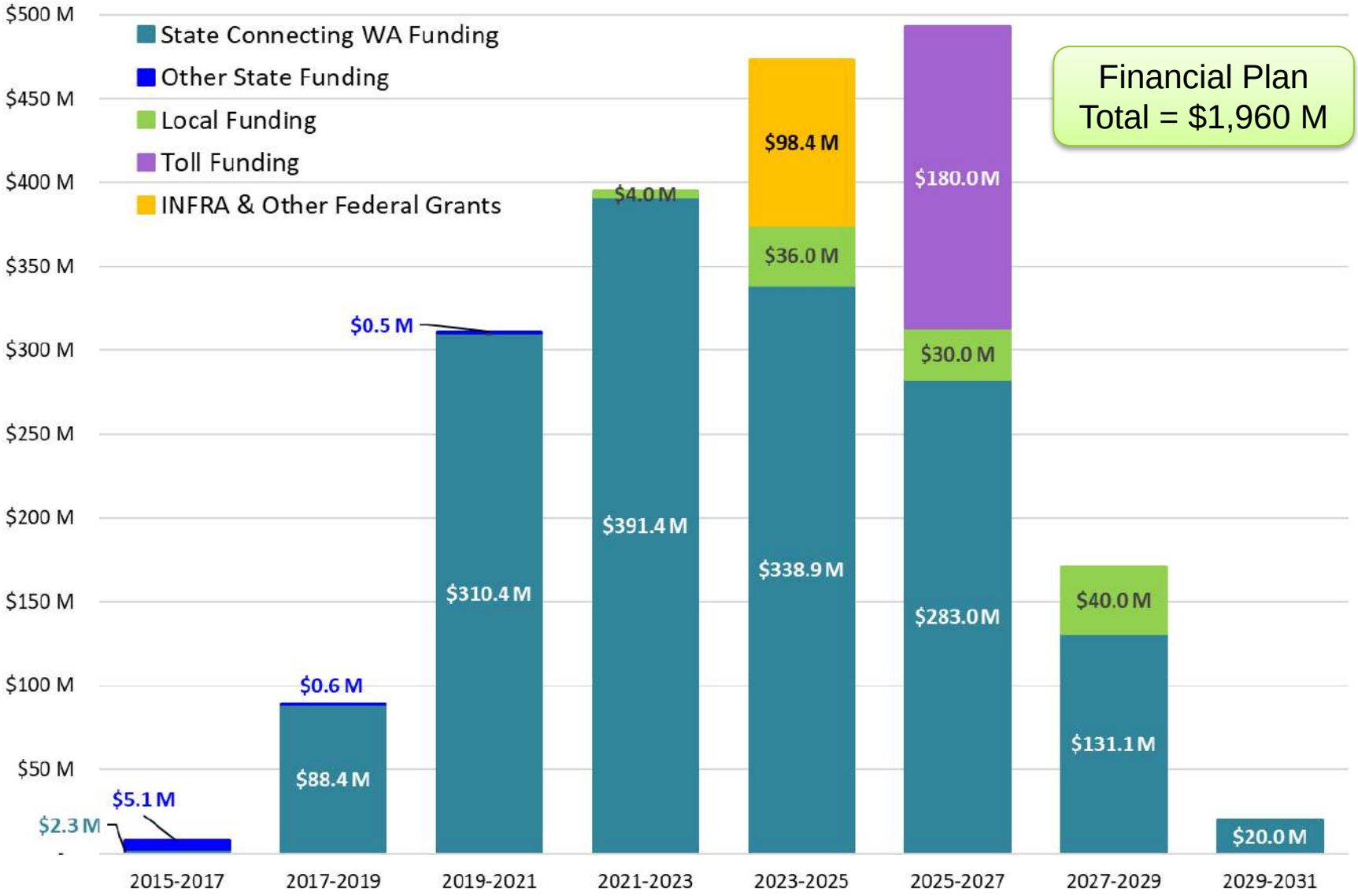
Schedule: Now heading to construction



Gateway Program funding



Puget Sound Gateway funding | 2019



Note: "Local Funding" as shown totals $110 M, with another $20 M of local funding expected to come from a federal national discretionary grant program, shown within "INFRA & Other Federal Grants".

Federal and local grants

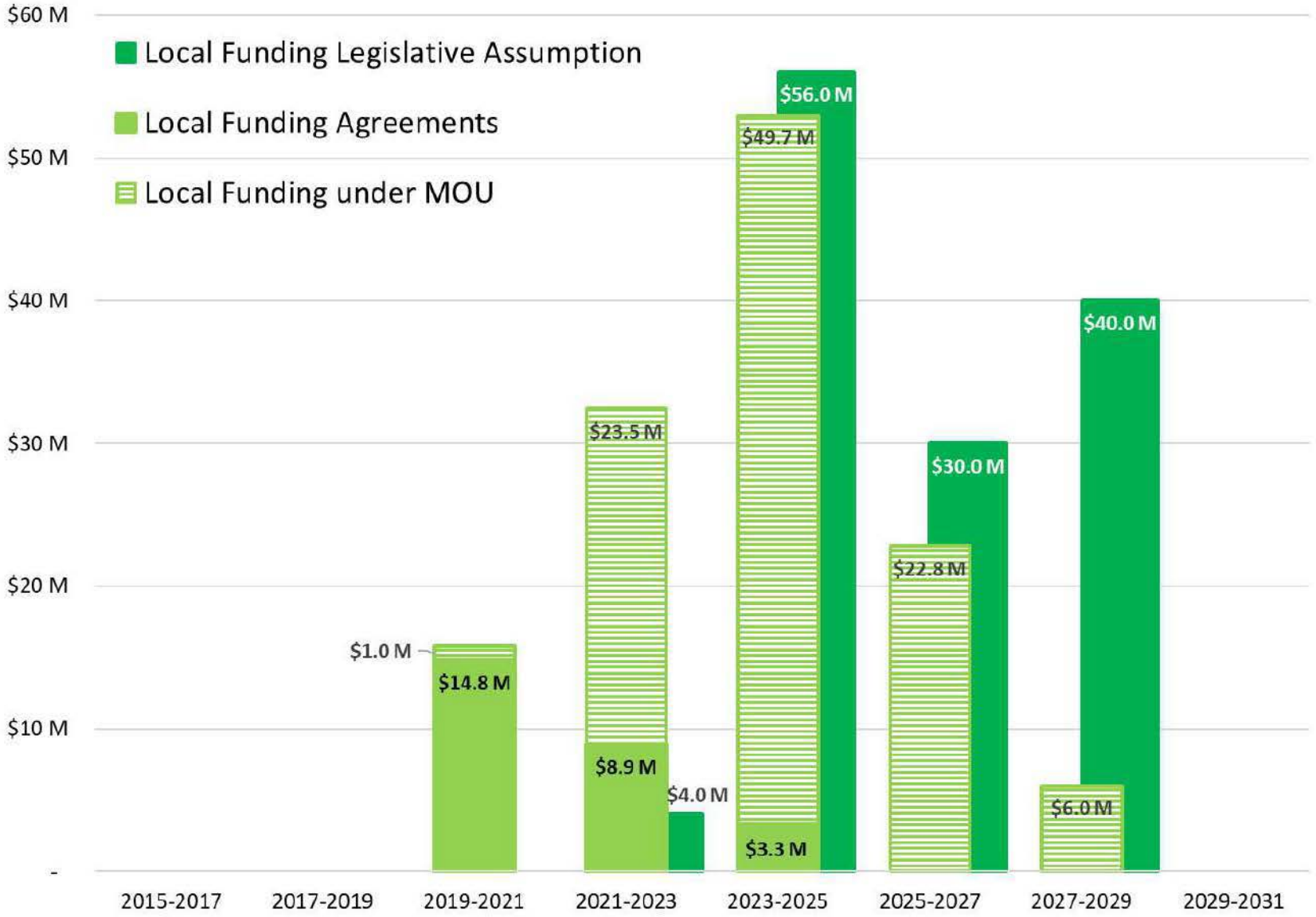
- Federal
  - INFRA grant proposal unsuccessful
  - Ranked in top 40 projects but not part of 20 selected projects
  - Pursuing next round
  - No effect on Stage 1 projects
  - Federal funds are needed by Fiscal Year 2025 to fill Stage 2 funding gap

- Local
  - Early success on grants
  - Pursuing additional grants

Local contributions

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 70th Ave E	2019	$4,000,000	Results 11/22
Federal INFRA (local share)	2019	$20,000,000	
FMSIB Port of Tacoma Spur	2020	$5,000,000	
PSRC SR 167 Stage 2	2020	$3,500,000	
PSRC SR 509 Stage 2	2020	$3,000,000	
TIB Veterans Extension	2020	$4,000,000	
Total Grants Obtained		**$14,400,000**	
Total Grants Planned		$39,500,000	
Direct Local Contributions		**$76,100,000**	
STRATEGY TOTAL		**$130,000,000**	

Local funding timing

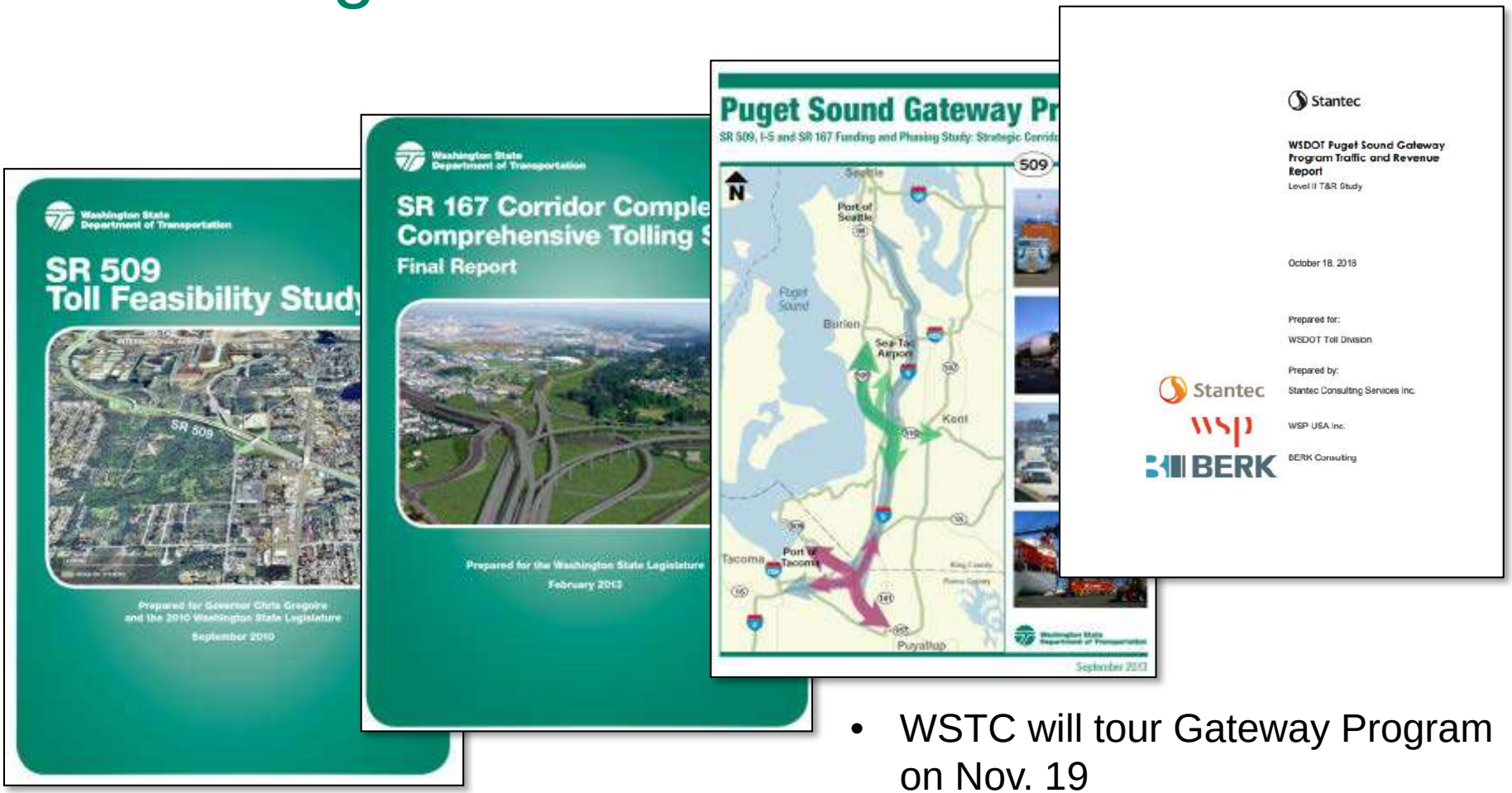


Note: "Local Funding Legislative Assumption" as shown totals $130 M, classifying PSRC grants as local funding and acknowledges that $20 M of local funding amount is expected to come from a national federal discretionary grant program such as INFRA.

Interlocal Agreement timeline

Construction Stage		ILAs Needed
SR 167 Stage 1a	End of 2018	• Fife Interurban ✓ • Port of Tacoma ✓ • Tacoma ✓
SR 509 Stage 1b	End of 2019	• Des Moines (in process) • Kent ✓ • King County ✓ • Port of Seattle (in process) • SeaTac ✓
SR 167 Stage 1b	End of 2020	• Edgewood • Fife ✓ • Port of Tacoma (in process) • Tacoma ✓
SR 509 Stage 2	End of 2022	• SeaTac
SR 167 Stage 2	End of 2022	• Pierce County • Puyallup • Sumner

Tolling

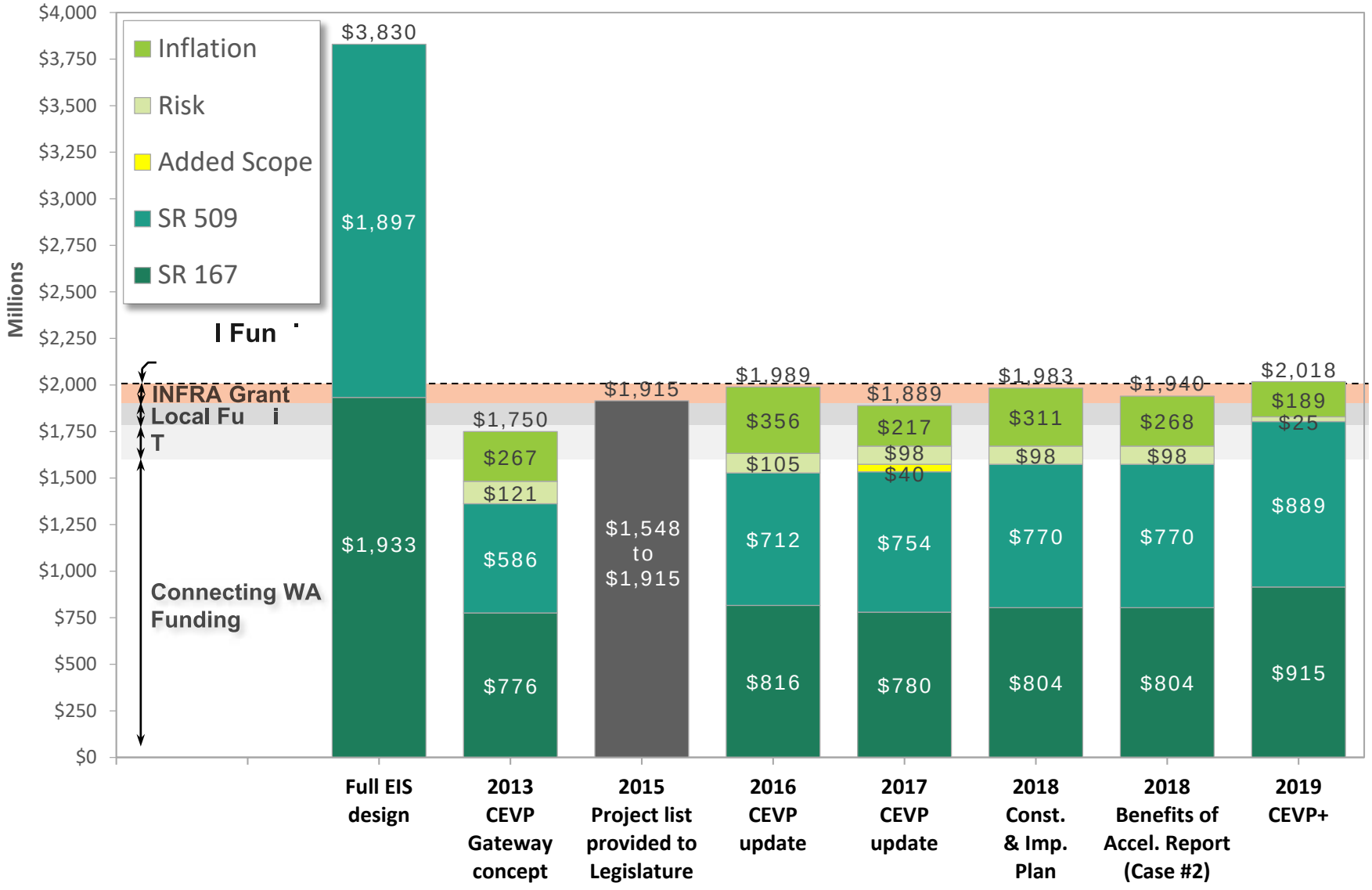


- WSTC will tour Gateway Program on Nov. 19
- WSDOT will present on Gateway Program Nov. 20 – you are invited!

Cost reviews

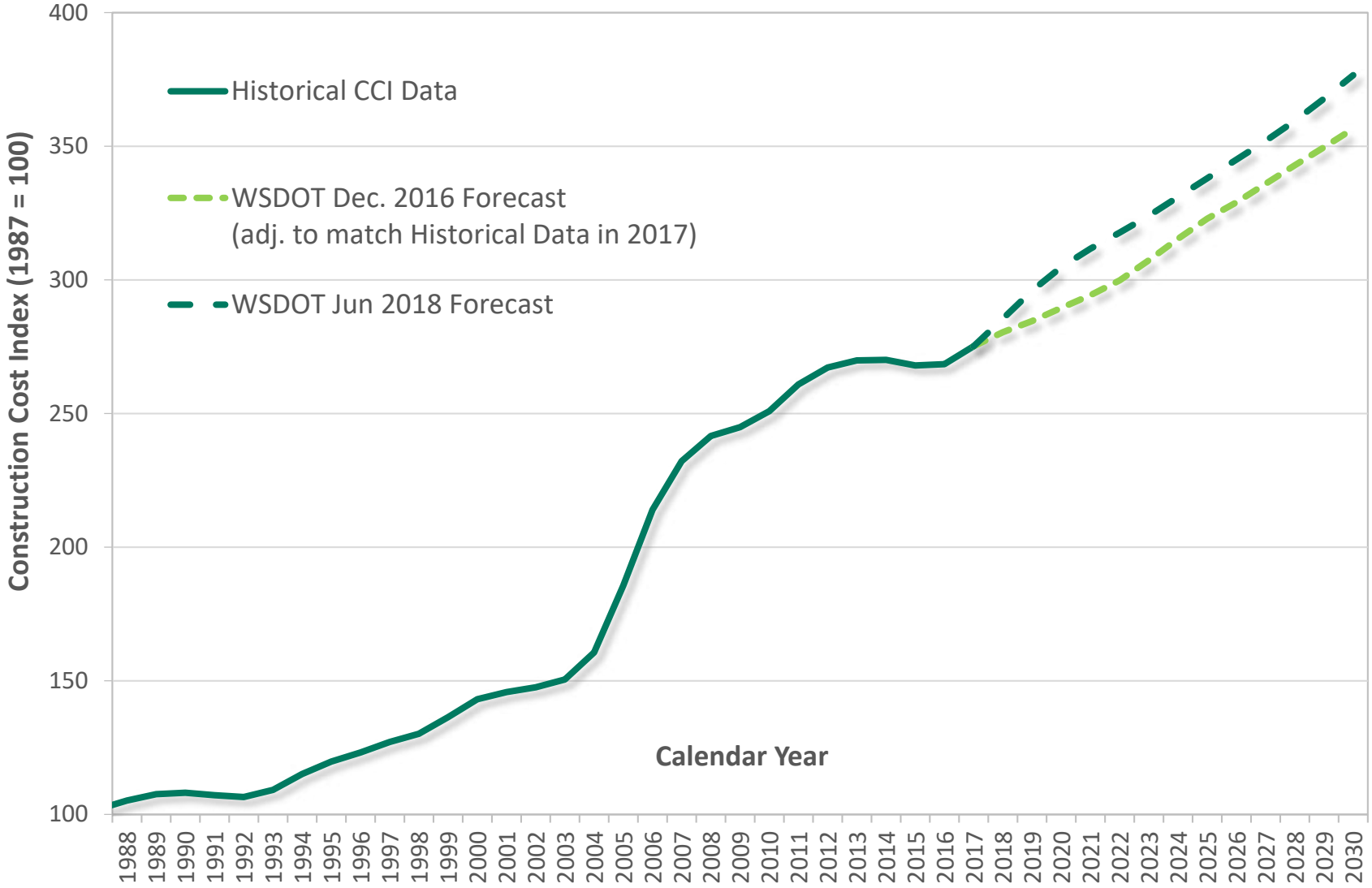
- Completed regular cost and risk update
  - Cost Estimate Validation Process (CEVP)
  - Independent Construction Cost Estimate (ICCE)
- Expecting upward pressure due to:
  - Effects of strong economy
  - Rising construction prices

Gateway cost estimates over time

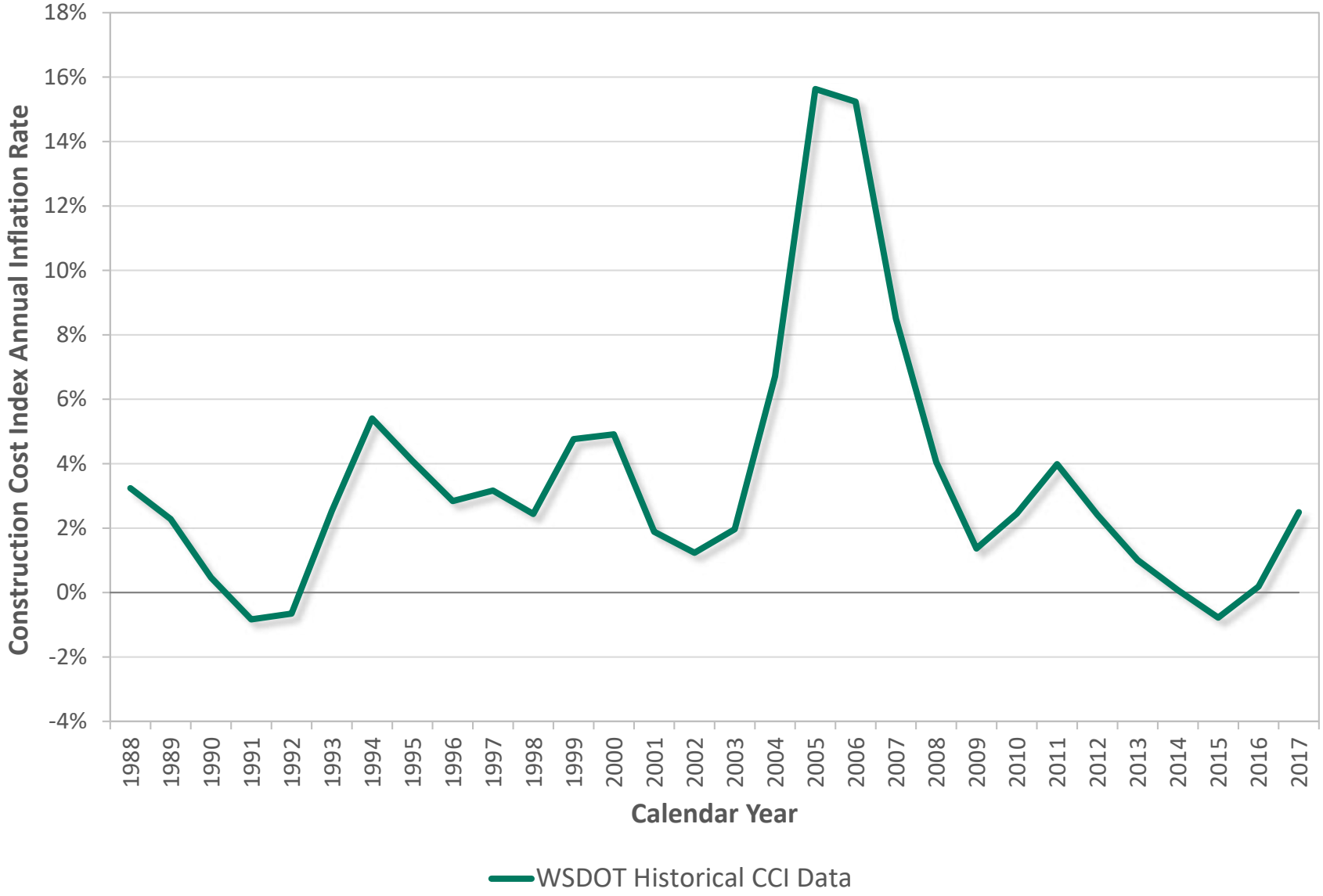


Construction Cost Index comparison

Not shown: Right-of-Way and Preliminary Engineering Cost Indices

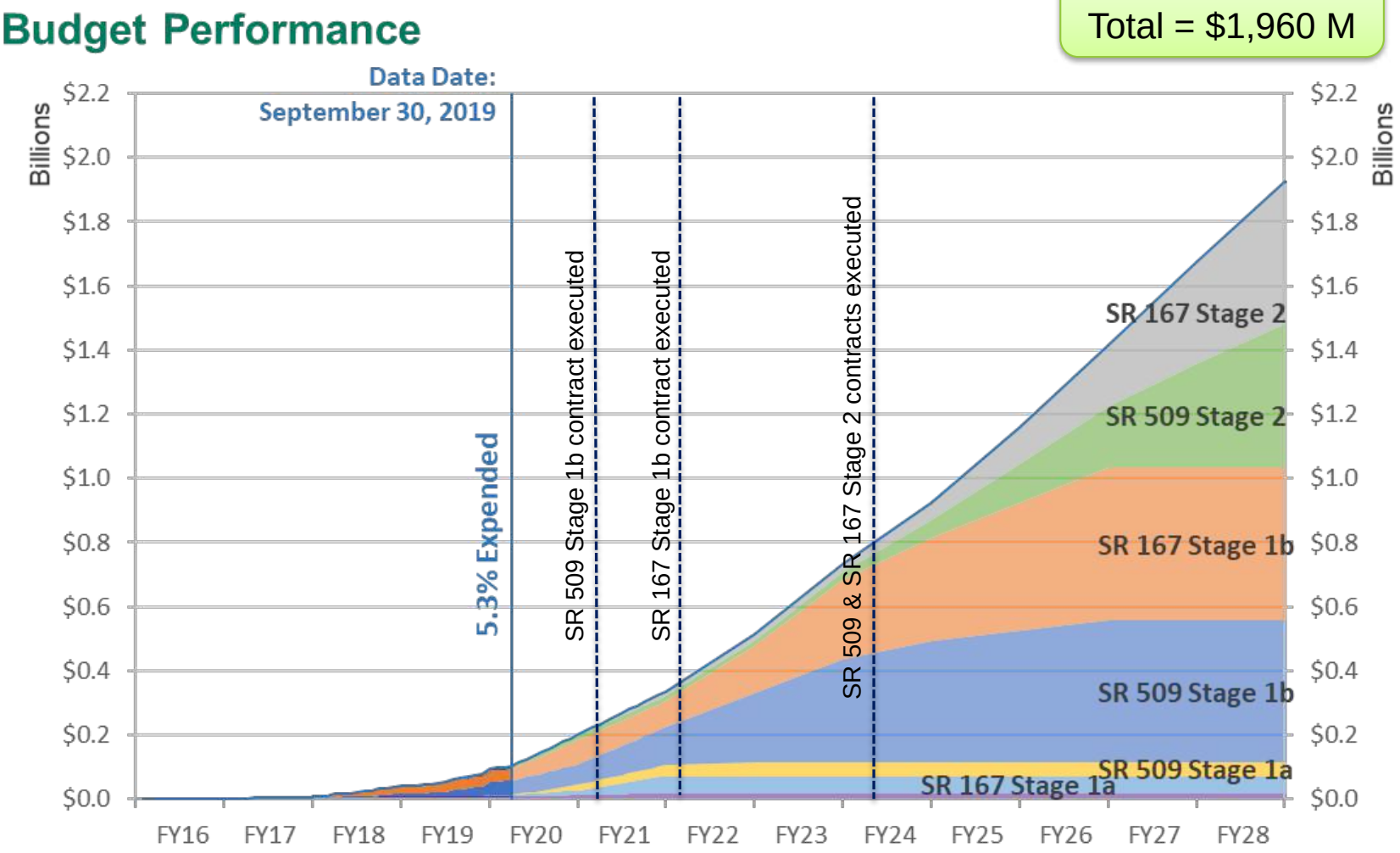


Construction Cost Index annual change



Current budget

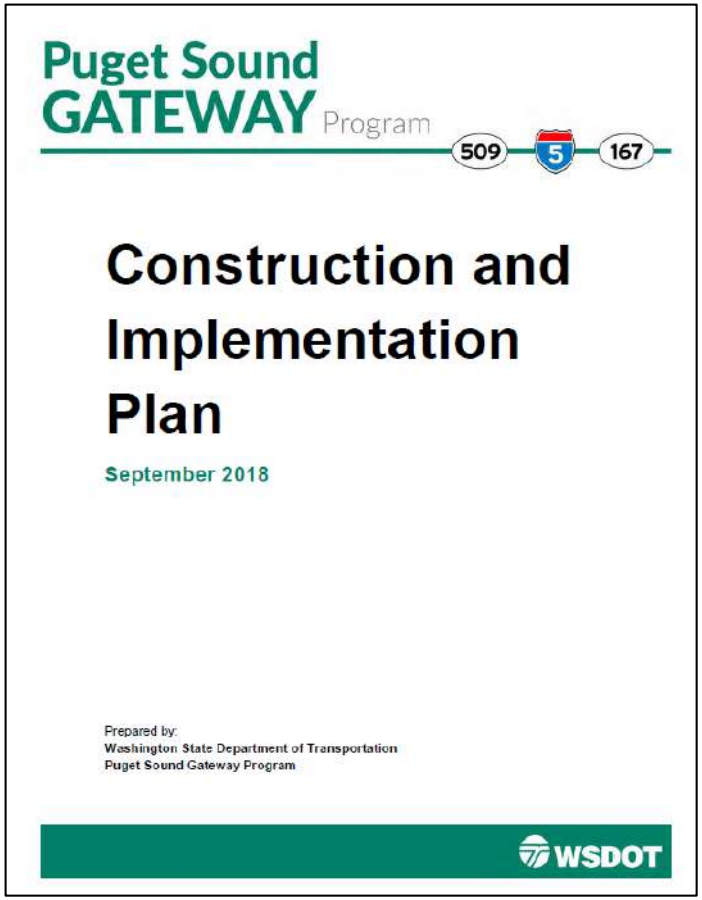
Financial Plan
Total = $1,960 M



Construction and Implementation Plan

Legislative Direction

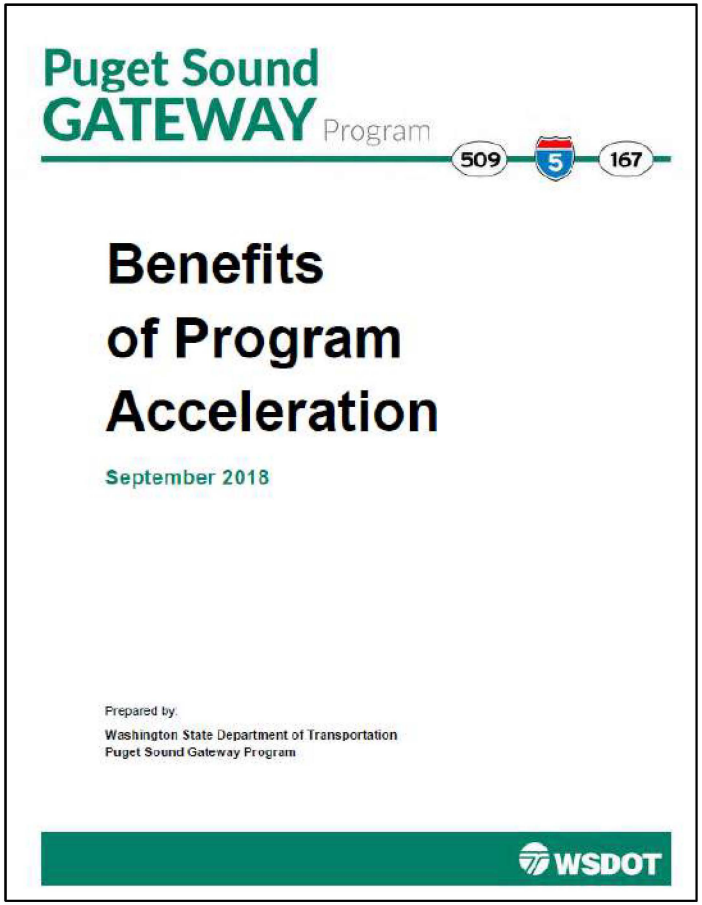
[(20)(a)] In making budget allocations to the Puget Sound Gateway project, the department shall implement the project's construction as a single corridor investment. ***The department shall develop a coordinated corridor construction and implementation plan for state route number 167 and state route number 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.*



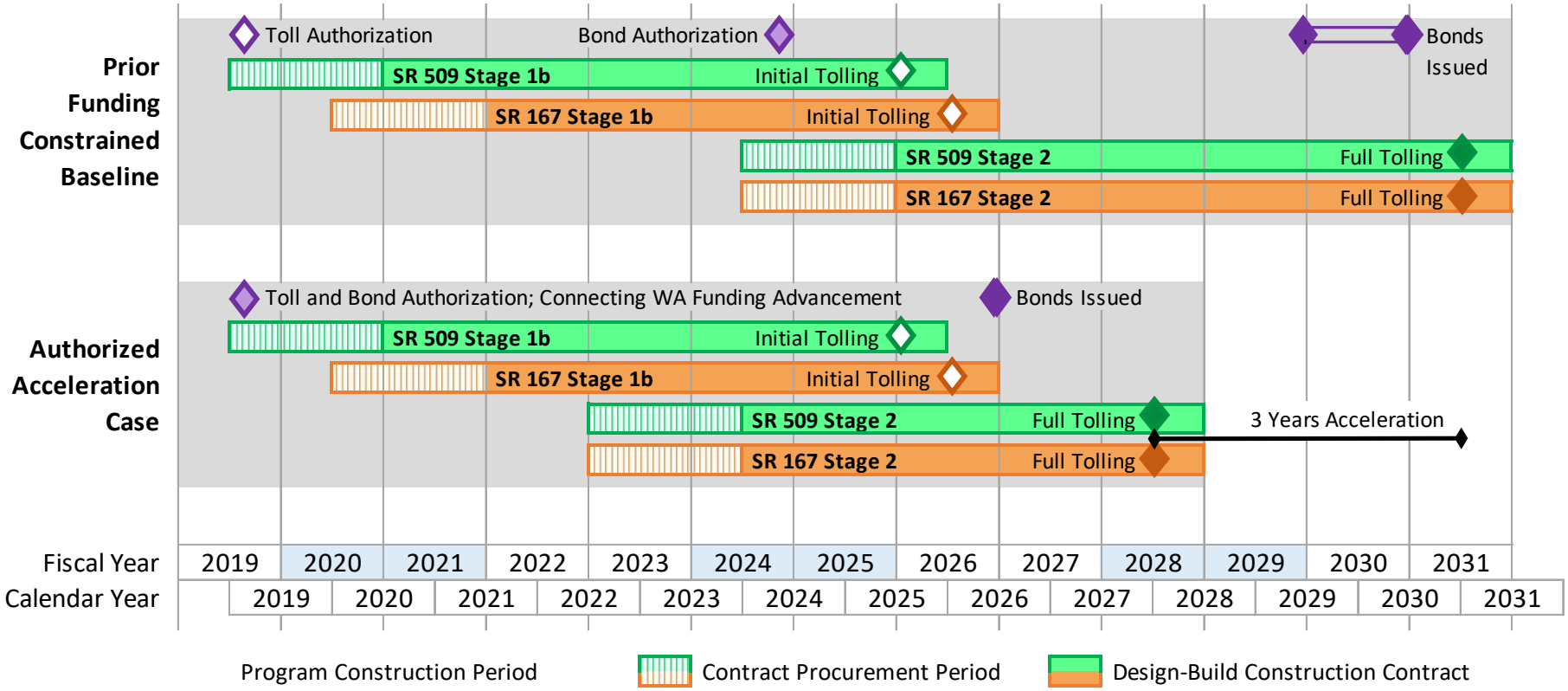
Benefits of Acceleration Report

Legislative Direction

[(20)(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****.*

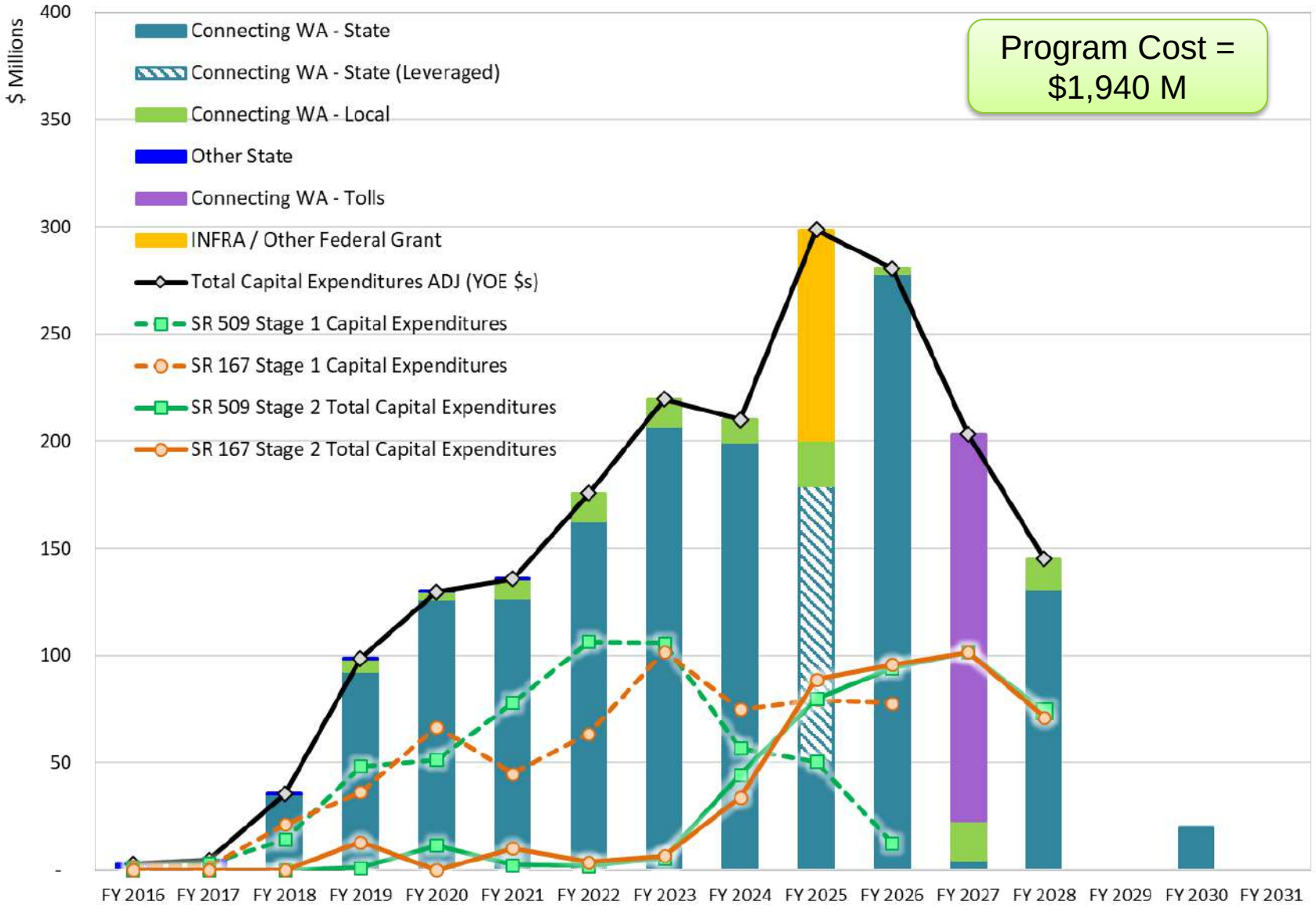


Program schedule with acceleration

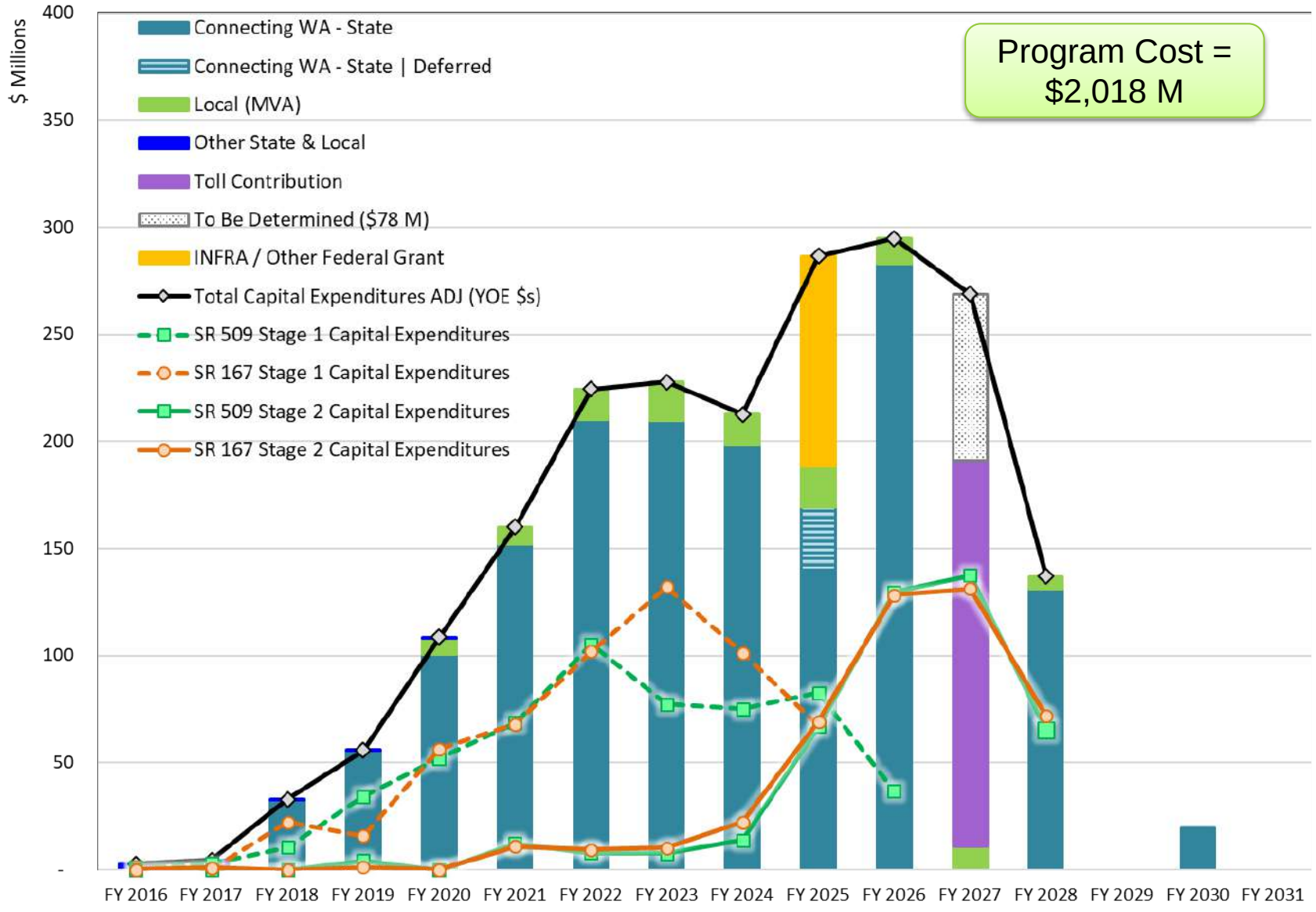


2018 medium acceleration sources & uses

Benefits of Program Acceleration Report



2019 financial plan sources & uses

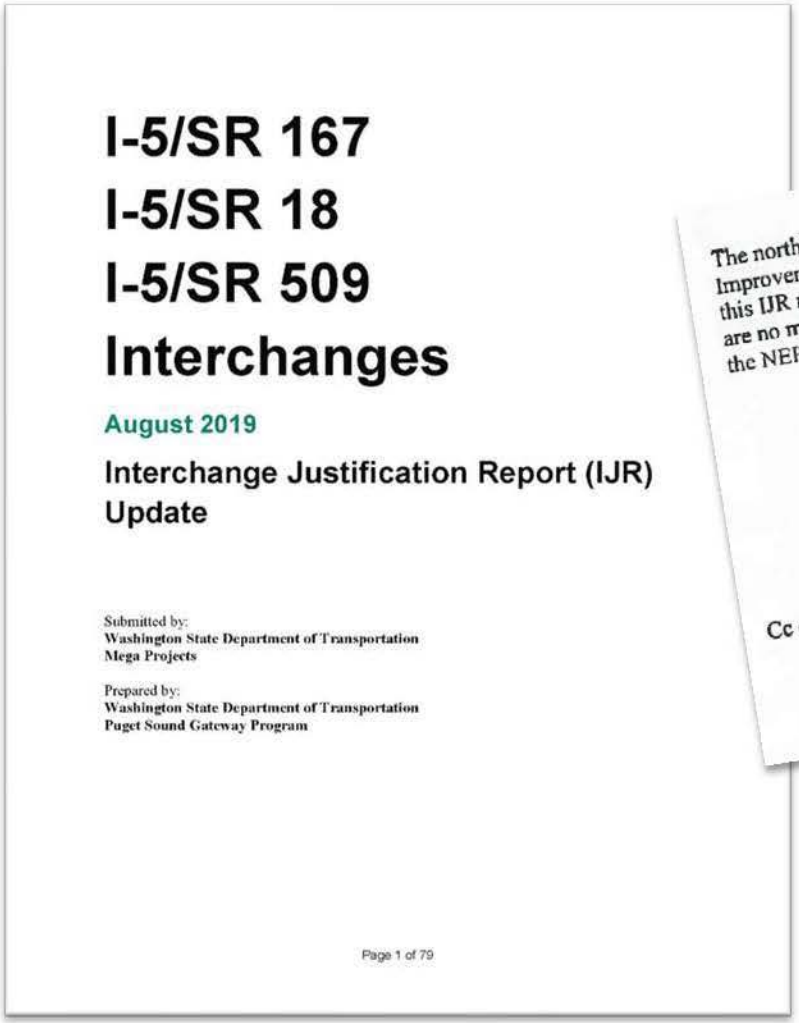


Program funding next steps

- Stage 1a projects are under contract with funding secured
- Stay the course for SR 509 Stage 1b and SR 167 Stage 1b contracts
  - Reevaluate Program costs when these contracts are underway
- For Stage 2
  - Continue to seek federal funding participation
  - Further evaluate toll funding capacity

Project Updates

I-5 Interchange Justification Report



I-5/SR 167
I-5/SR 18
I-5/SR 509
Interchanges

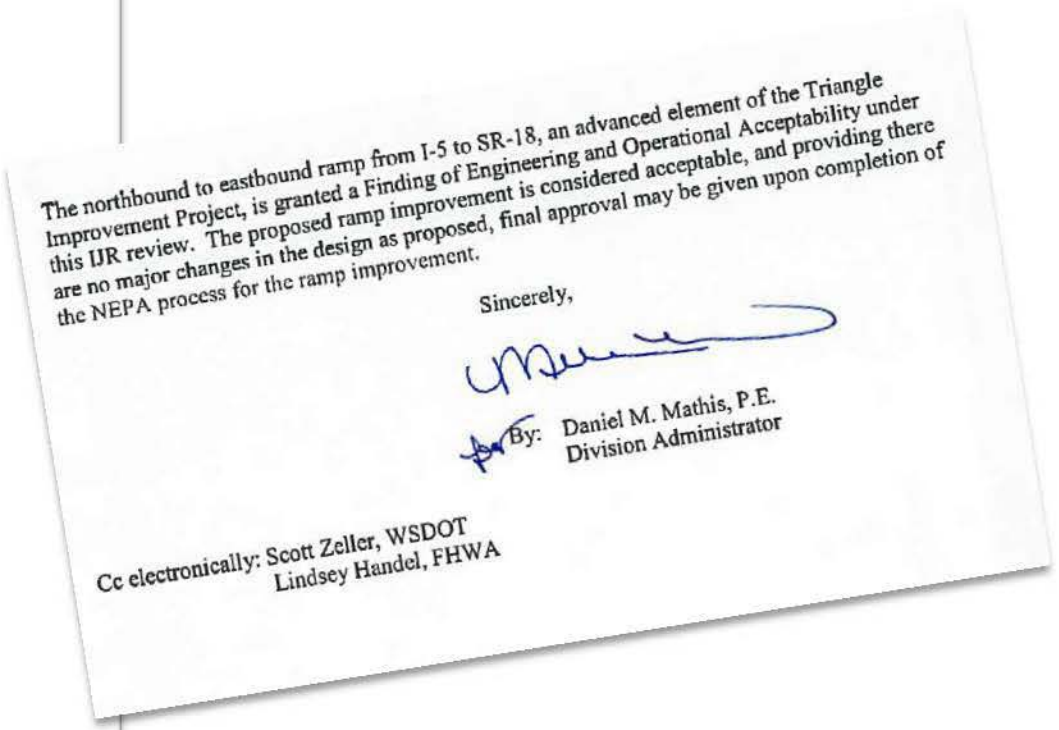
August 2019

Interchange Justification Report (IJR) Update

Submitted by:
Washington State Department of Transportation
Mega Projects

Prepared by:
Washington State Department of Transportation
Puget Sound Gateway Program

Page 1 of 79



The northbound to eastbound ramp from I-5 to SR-18, an advanced element of the Triangle Improvement Project, is granted a Finding of Engineering and Operational Acceptability under this IJR review. The proposed ramp improvement is considered acceptable, and providing there are no major changes in the design as proposed, final approval may be given upon completion of the NEPA process for the ramp improvement.

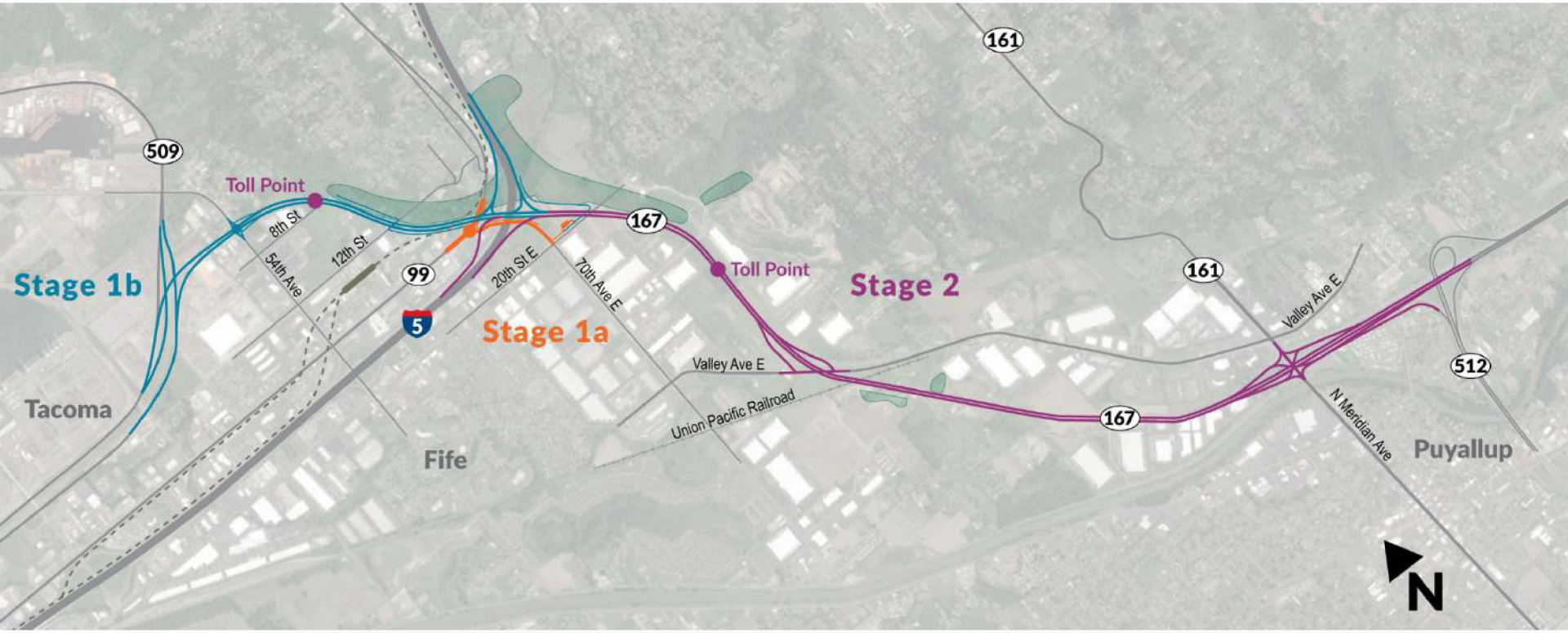
Sincerely,

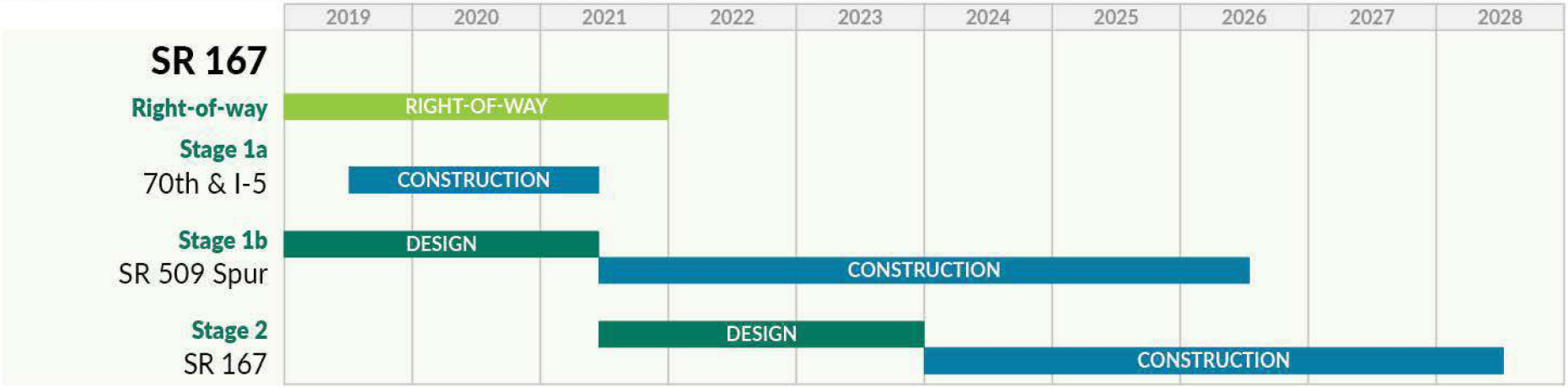
By: Daniel M. Mathis, P.E.
Division Administrator

Cc electronically: Scott Zeller, WSDOT
Lindsey Handel, FHWA

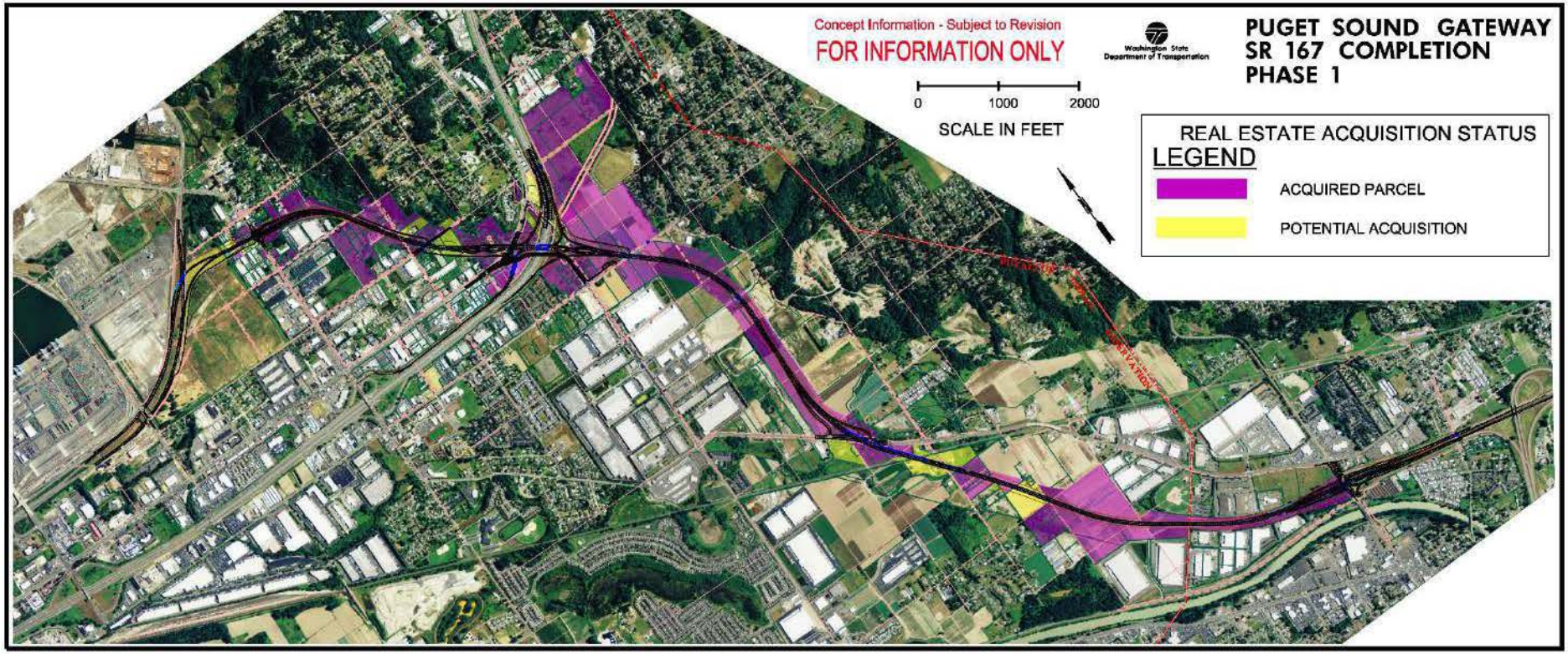
SR 167 Update

SR 167 construction stages





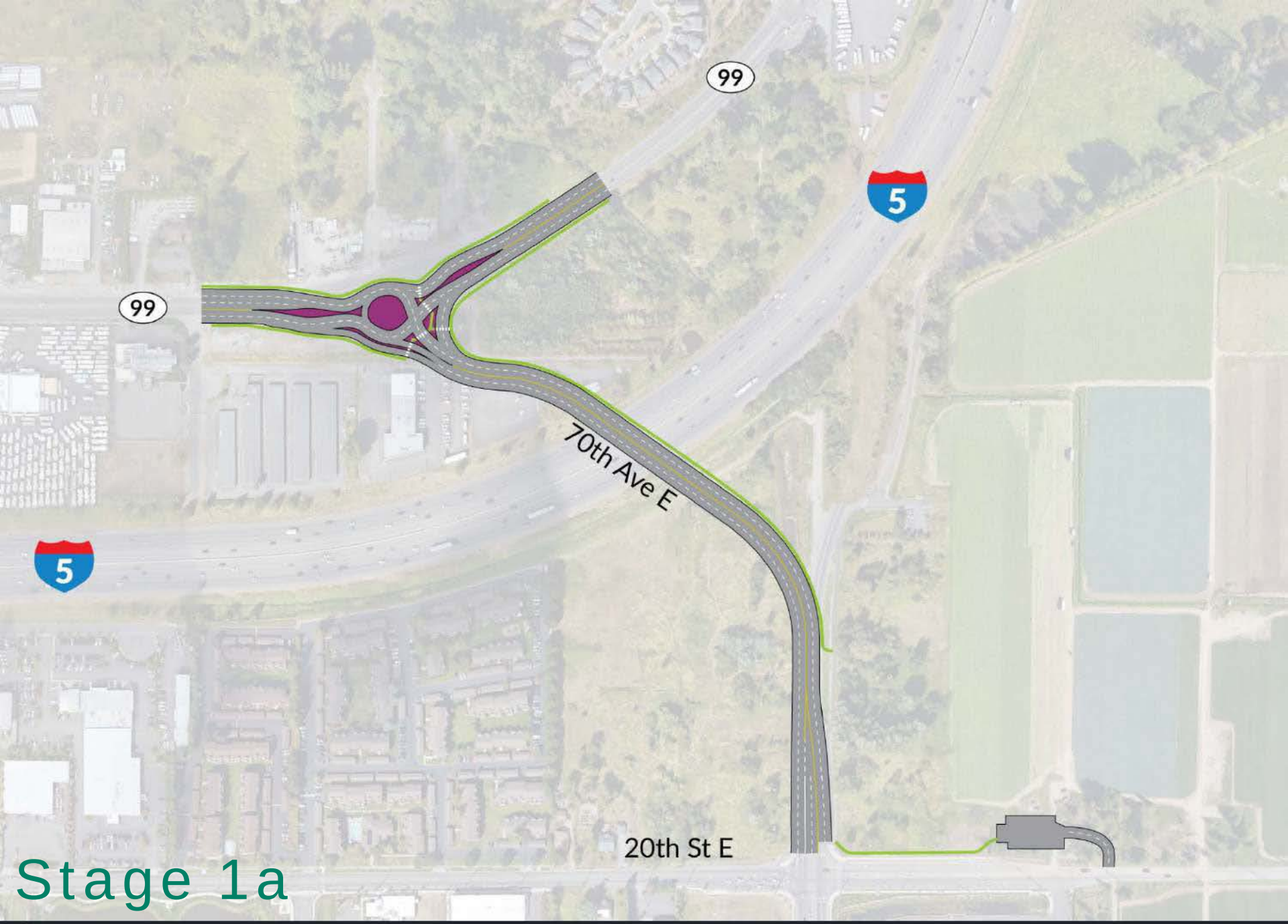
SR 167 right of way



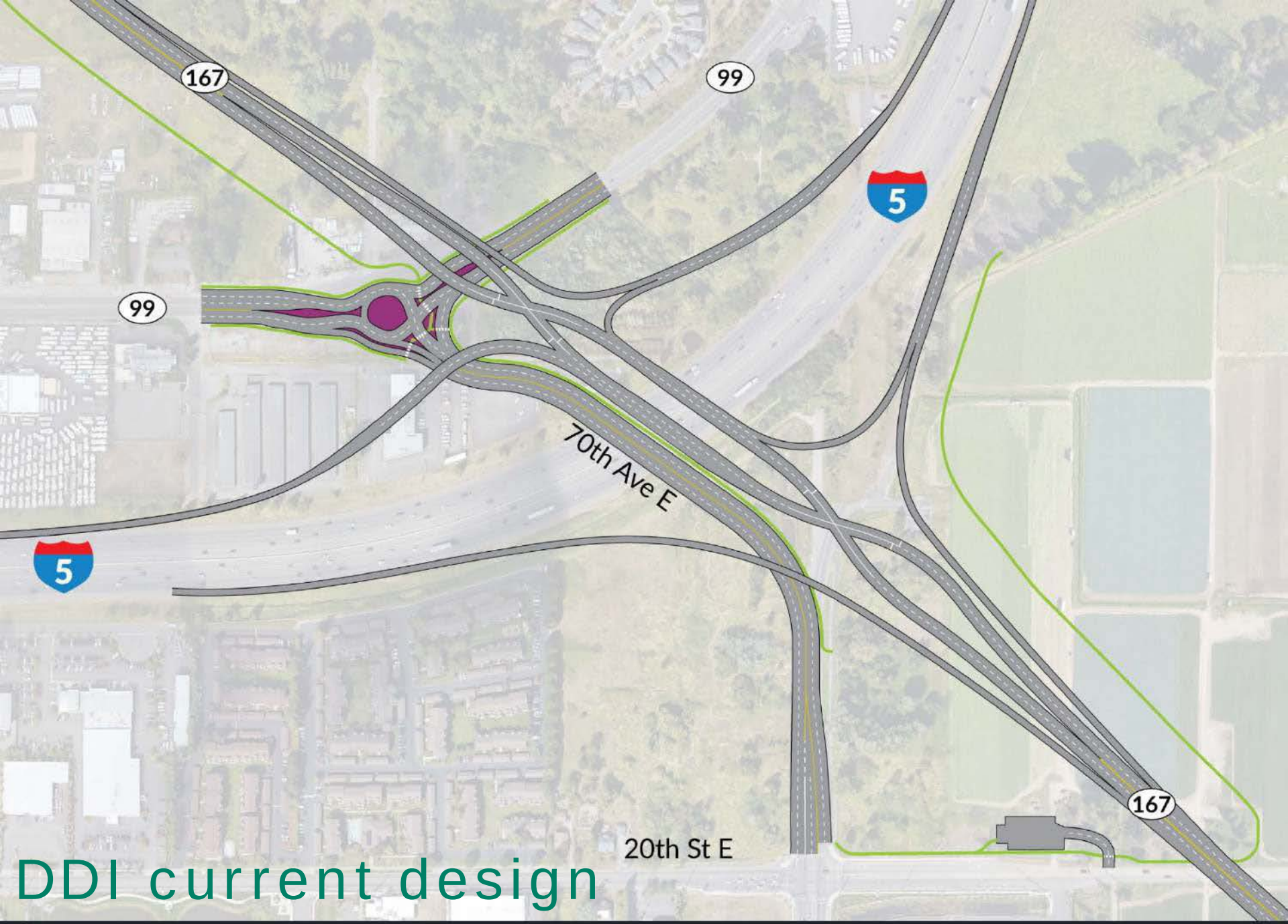
SR 167 Stage 1a and 1b: Overview

Stage 1a: Construction update

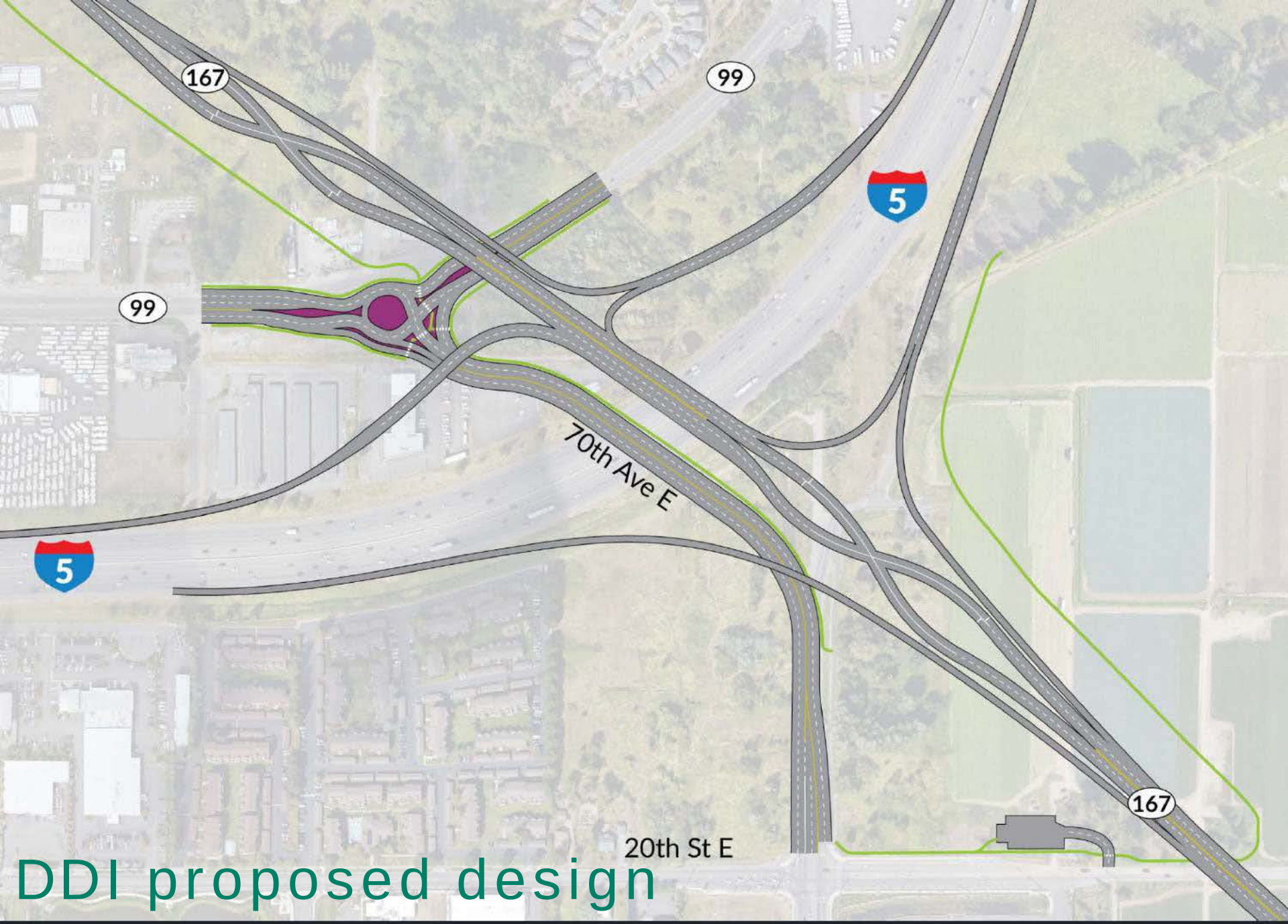
- Atkinson\Jacobs team are preparing their preliminary design
- Need USACE 404 permit
- Notice to Proceed 2 for Construction on November 25th
- Existing 70th Avenue East bridge to remain until Stage 1b



Stage 1a



DDI current design

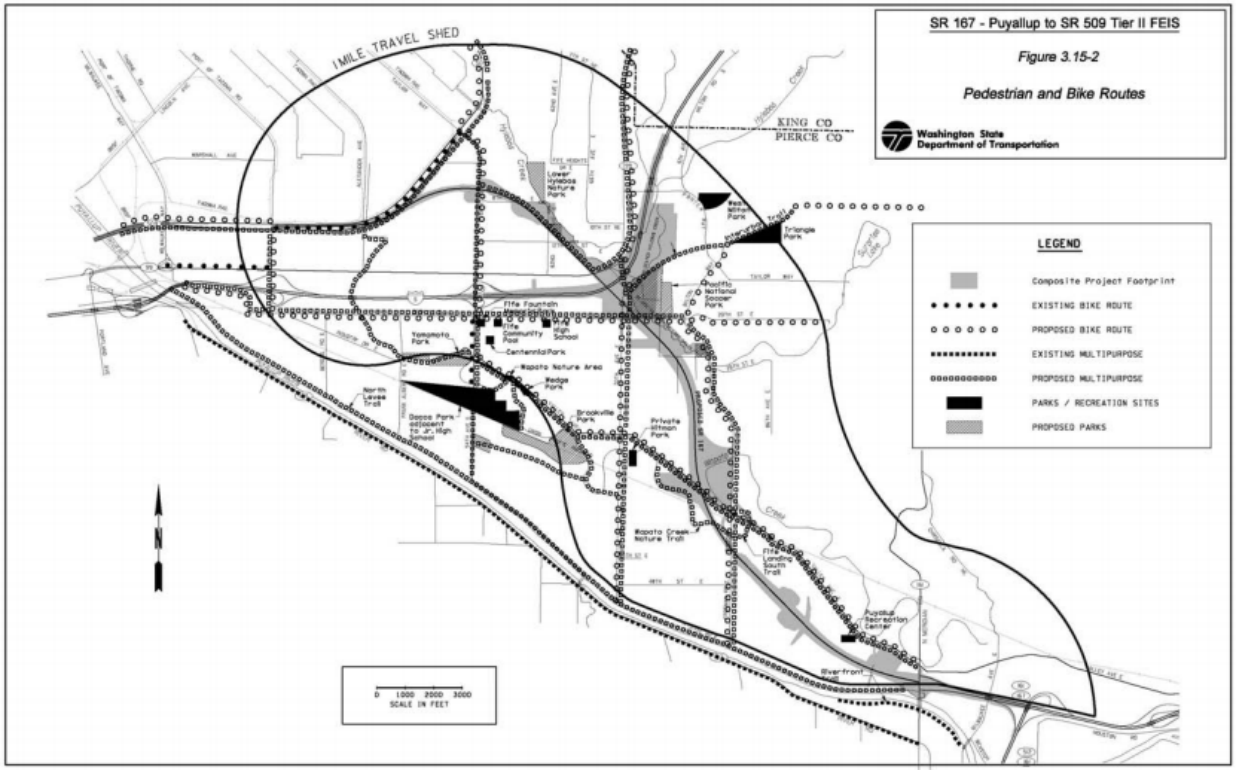


DDI proposed design

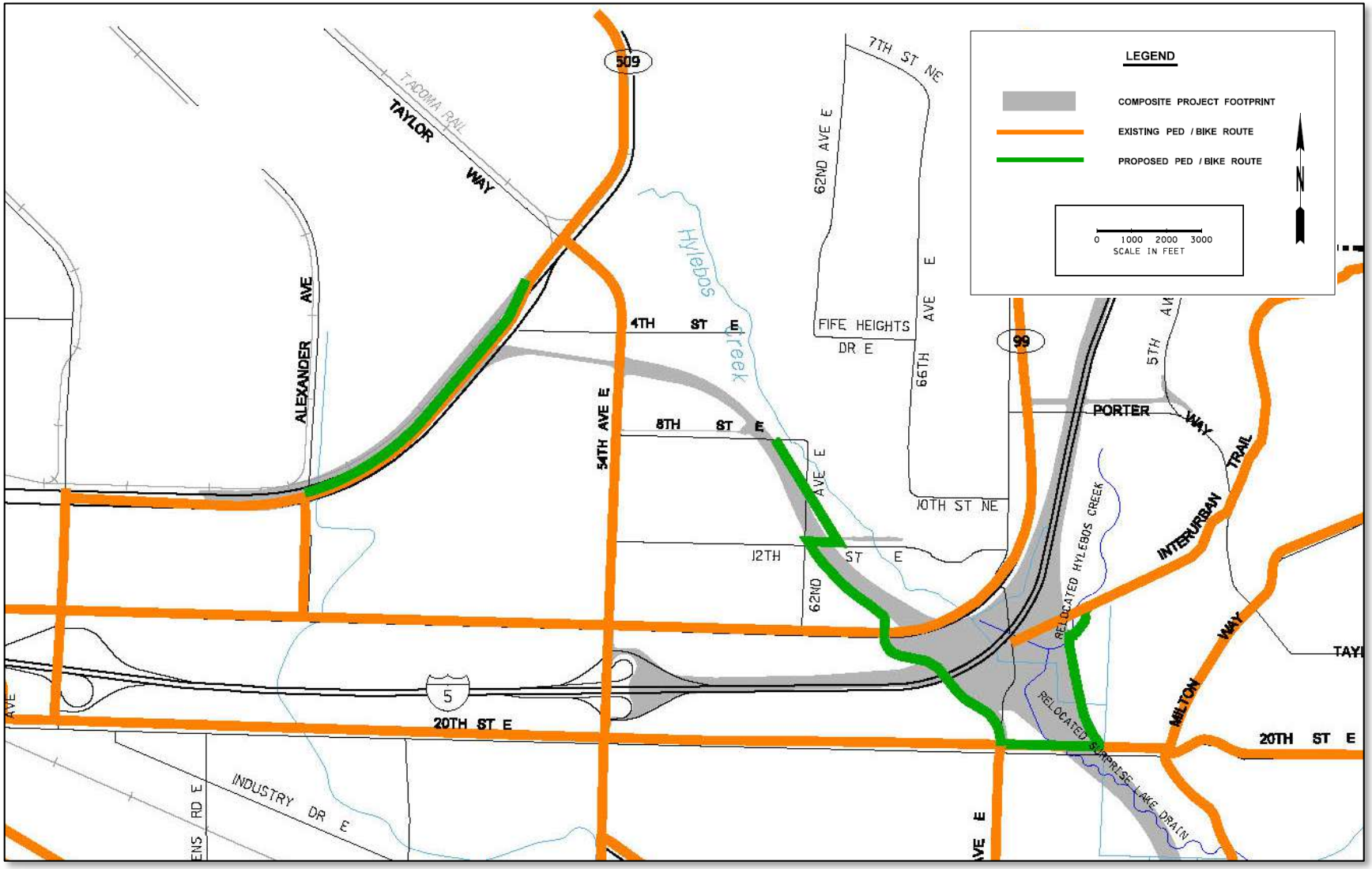
SR 167 multiuse path elements – EIS

"A separate multiuse path is planned north of SR 167 approximately from 54th Avenue Interchange to SR 99. The connection of SR 509 and SR 167 will provide for continued bike and pedestrian travel on the existing facilities of SR 509."

- 2007 Record of Decision



SR 167 Stage 1 shared use path elements – Practical Solutions



SR 167 Stage 1a – Shared use path work

- New interurban trailhead and parking facility
- Several hundred feet of new trail
- Connections to Interurban Trail and Stage 1b shared use path

SR 167 Stage 1b Bicycle/Pedestrian Subcommittee

WSDOT convened the SR 167 Stage 1b Bicycle/Pedestrian Subcommittee to inform the design of Stage 1b active transportation elements with feedback and input from the stakeholders who will use these facilities.

- City of Fife
- City of Tacoma
- City of Tacoma Bike/Ped TAG
- City of Tacoma Transportation Commission
- Downtown on the Go!
- ForeverGreen Trails
- Northwest Seaport Alliance
- Pierce County
- Pierce Transit
- Puyallup Tribe of Indians
- Puyallup Watershed Initiative
- Residents and users
- Tacoma Washington Bicycle Club

Regional context

SR 167 Stage 1b Bicycle/Pedestrian Subcommittee – Recommended option

SR 167 Stage 1b shared use path cost estimate

	Approximate cost
Original design	**$730,000**
Recommended option	**$3,550,000**
Estimated additional cost	**$2,820,000**

- The Bicycle/Pedestrian Subcommittee emphasized connectivity and safety in the recommendations

SR 167 Stage 1b shared use path: Options to consider

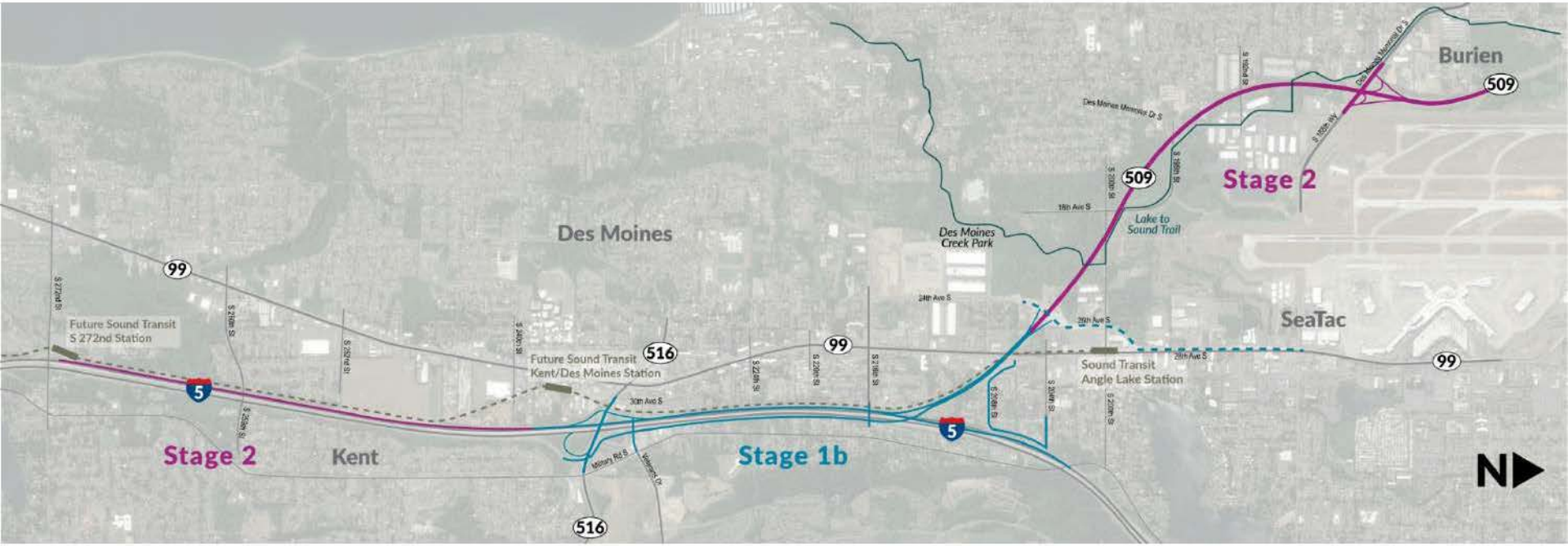
- Move forward with original design and coordinate with Tacoma on the Taylor Way project.
- Secure Stage 1b permits for the full recommended option in anticipation of funding.
- Support efforts to secure additional funds from the Legislature. Pursue funding for recommended option to build with Stage 1b (Winter 2021) or Stage 2 (2025).
- Support efforts to identify grant opportunities to construct recommended option with Stage 1b.
- Construct some portions of recommended option in Stage 1b while preserving forward compatibility for full recommendation.
  - Alexander Avenue to 54th Avenue: $1,545,000
  - 54th Avenue to Taylor Way: $1,665,000
  - 54th Avenue to 8th Street: $340,000
- Borrow funds from Stage 2 to construct recommended option in Stage 1b and attempt to replace funds before Stage 2 begins. Realize cost savings associated with building in Stage 1b.

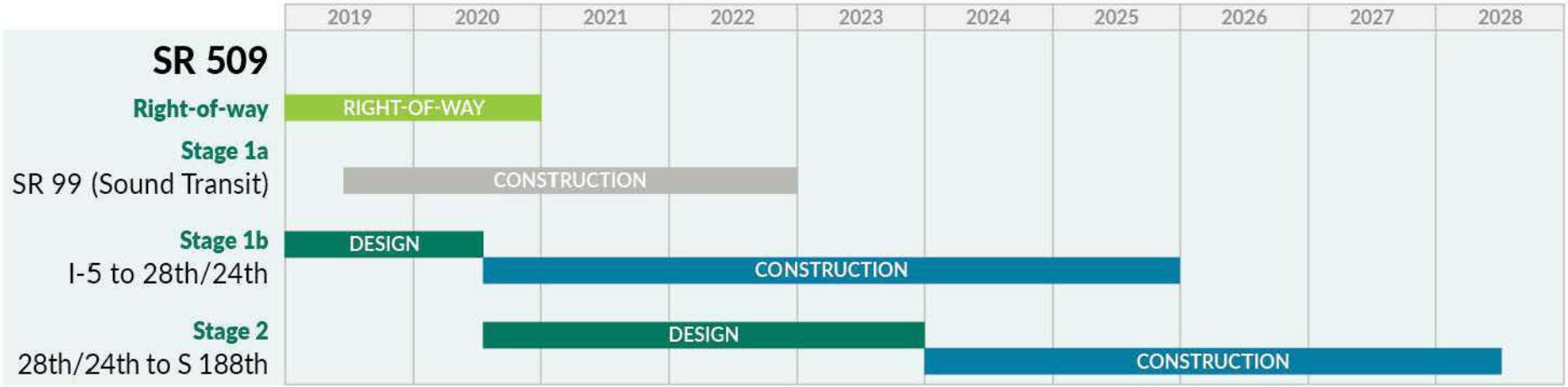
SR 167 next steps

- Obtain Section 404 permit for Stage 1a, Issue Notice to Proceed 2
- Purchase remaining right of way for Stage 1b
- Advance civil design for Stage 1b
- Riparian Restoration Program Technical Advisory Group meeting
- Conduct geotechnical investigations
- Characterize Stage 1b site for HazMat
- Prepare JARPA application for Stage 1b
- Begin drafting the RFP for Stage 1b

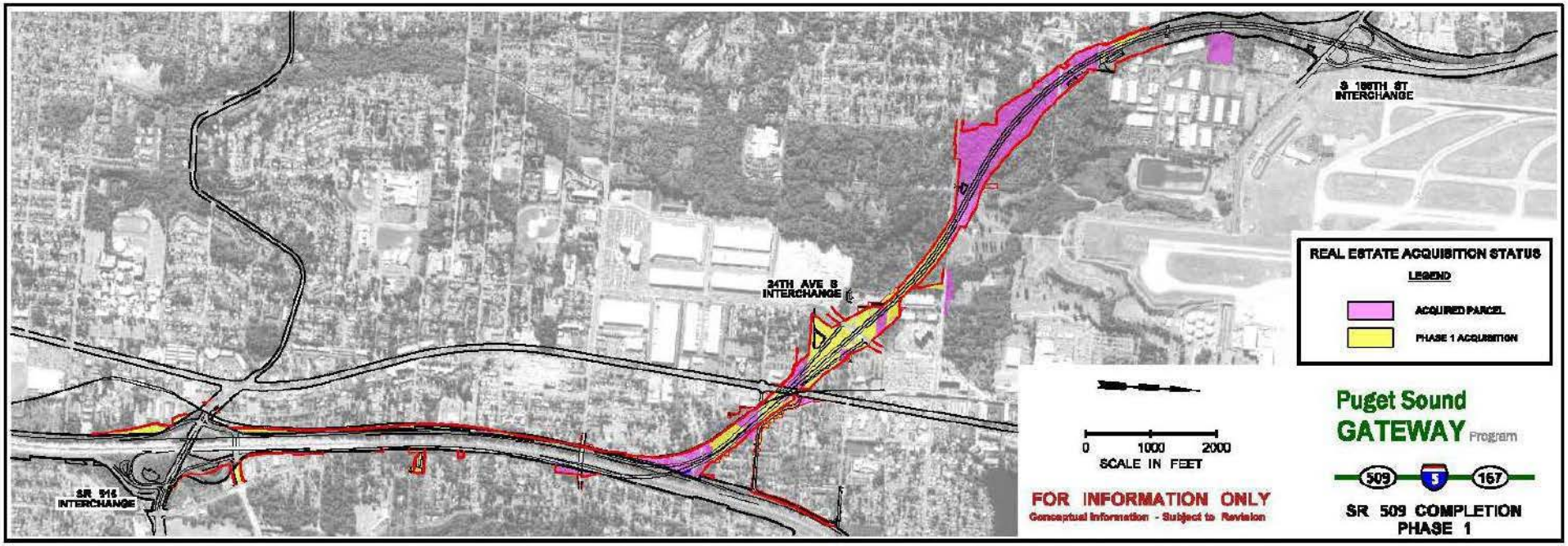
SR 509 Update

SR 509 construction stages





SR 509 right of way



Surplus property

Legislative direction - 2019

Toll Bill ESSB 5825: Sec. 14.

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

(2) Deposits to the account must include:

(a) All proceeds of bonds authorized in section 2(1)(b) of this act and loans for the Puget Sound Gateway project, including capitalized interest;

(b) All tolls and other revenues received from the operation of the Puget Sound Gateway facility, to be deposited at least monthly;

(c) Any interest that may be earned from the deposit or investment of those revenues;

(d) Notwithstanding RCW 47.12.063, proceeds from the sale of any surplus real property acquired for completing the Puget Sound project, including existing state route number 509 right-of-way in SeaTac and Des Moines; and

(e) All damages liquidated or otherwise, collected under any contract involving the Puget Sound Gateway project.36

(3) Moneys in the account may be spent only after appropriation, consistent with RCW 47.56.820.

Surplus property

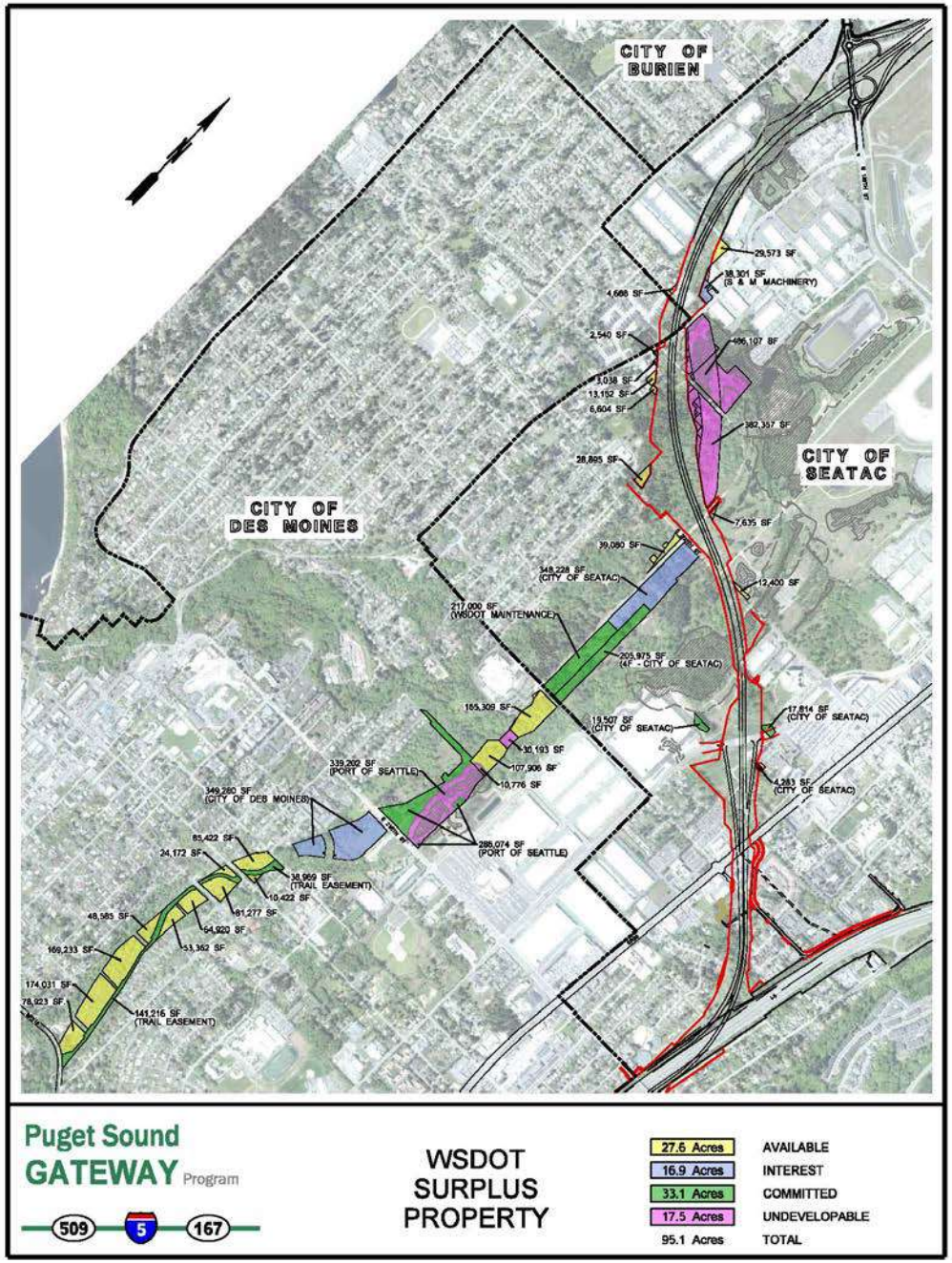
Legislative direction - 2019
Transportation Budget, ESHB 1160, Section 213.

(4) (a) $100,000 of the motor vehicle account – state appropriation is provided solely for the department to:

(i) Determine the real property owned by the state of Washington and under the jurisdiction of the department in King county that is surplus property located in an area encompassing south of Dearborn Street in Seattle, south of Newcastle, west of SR 515, and north of South 216th to SR 515; and
(ii) Use any remaining funds after (a) (i) of this subsection is completed to identify additional real property across the state owned by the state of Washington and under the jurisdiction of the department that is surplus property.

(b) The department shall provide a report to the transportation committees of the legislature describing the properties it has identified as surplus property under (a) of this subsection by October 1, 2020.

Surplus property commitments



Next steps

- Conduct outreach with Steering and Executive committees
- Complete early commitments in early 2020
- Shift from right of way focus to the surplus program in 2020

Sound Transit coordination

- Received and paid invoices on SR 99 bridge
- Coordinating on noise walls and drainage
- Working with Sound Transit and SPU on Midway Landfill
- Reviewing Federal Way Link Extension design submittals

SR 509 noise mitigation

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.***

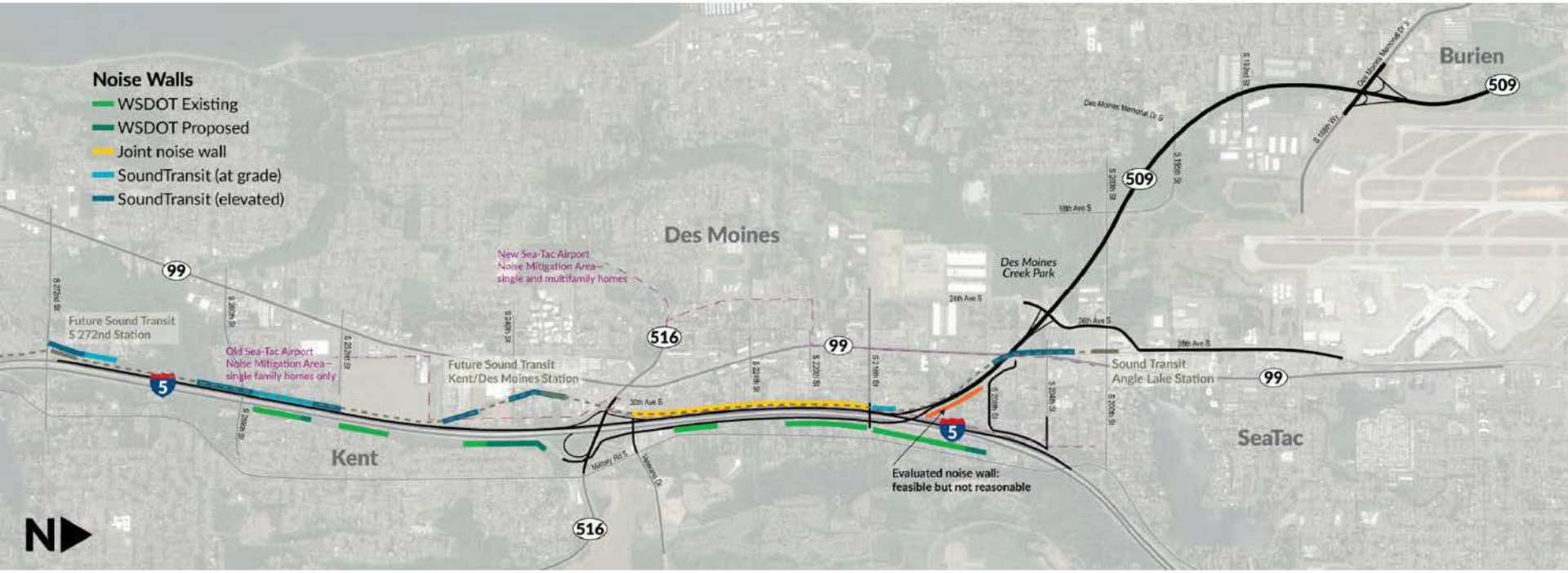
Progress:

- Reviewing SR 509 EIS and 2018 EIS Reevaluation commitments
- Reviewing Sound Transit FWLE environmental commitments and FWLE Design-Build contractor noise analysis

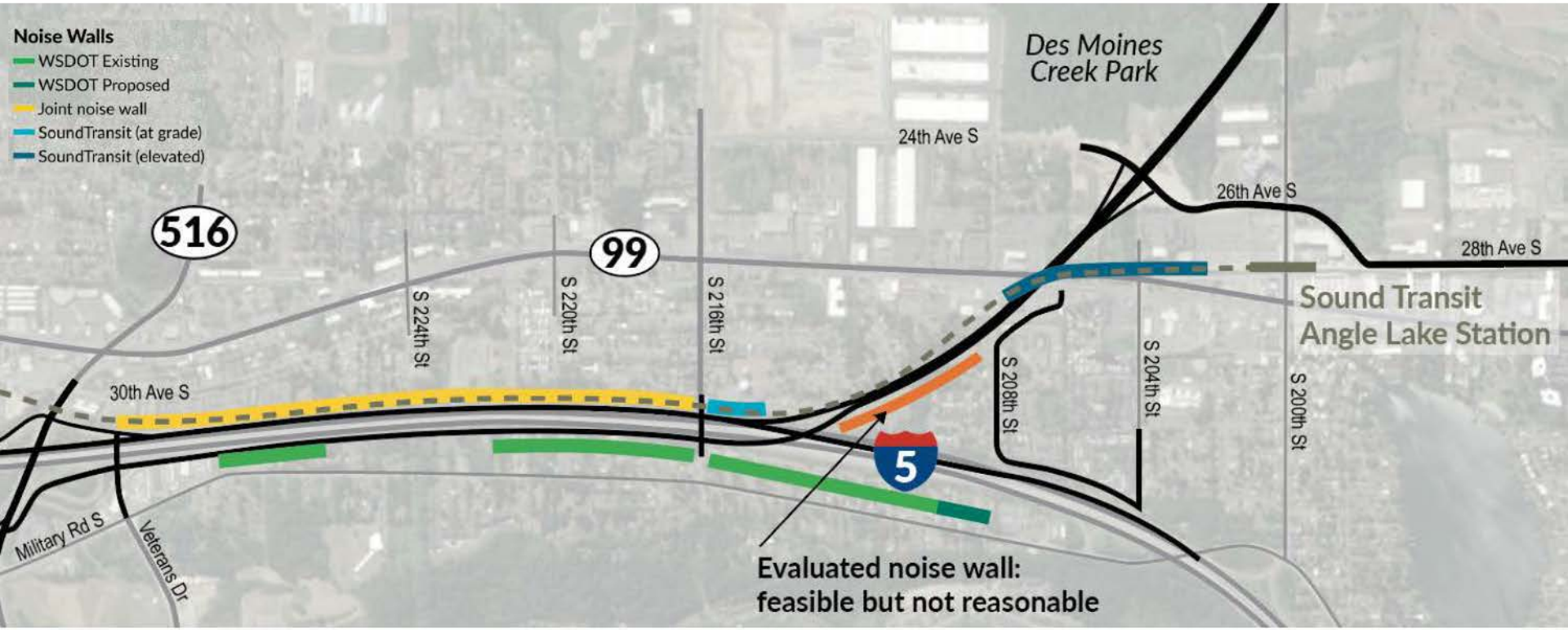
Next steps:

- Completing a supplemental noise analysis reviewing broader transportation-based (highway, light rail, and aircraft) noise context
- Considering traditional noise mitigation (noise walls) and less traditional mitigation approaches and opportunities all within the federal mandated guidelines
- Update project partners early 2020
- Complete supplemental noise analysis by summer 2020

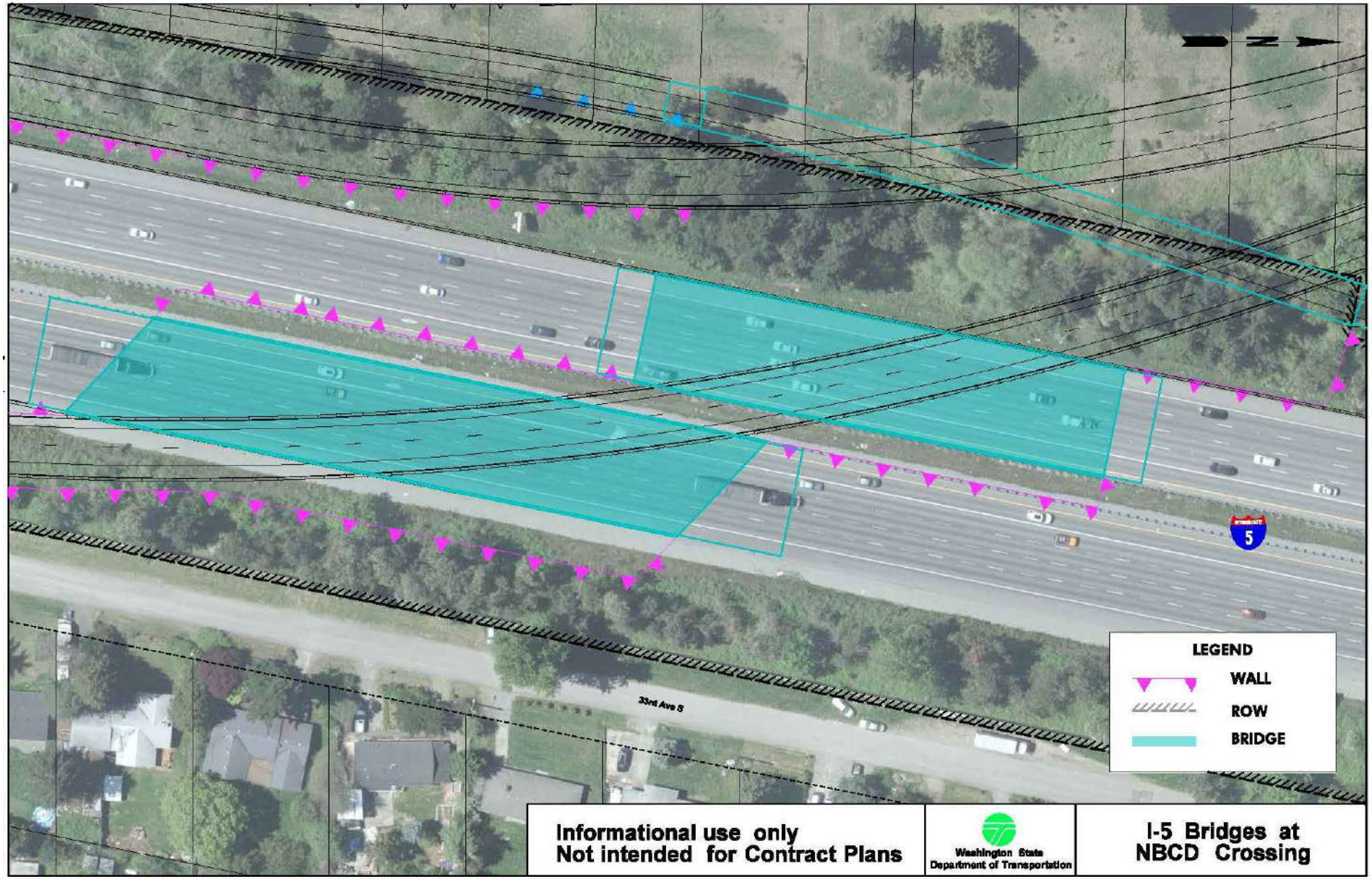
Noise mitigation for SR 509



Noise mitigation for SR 509



Stage 1b design changes: Replacing tunnel

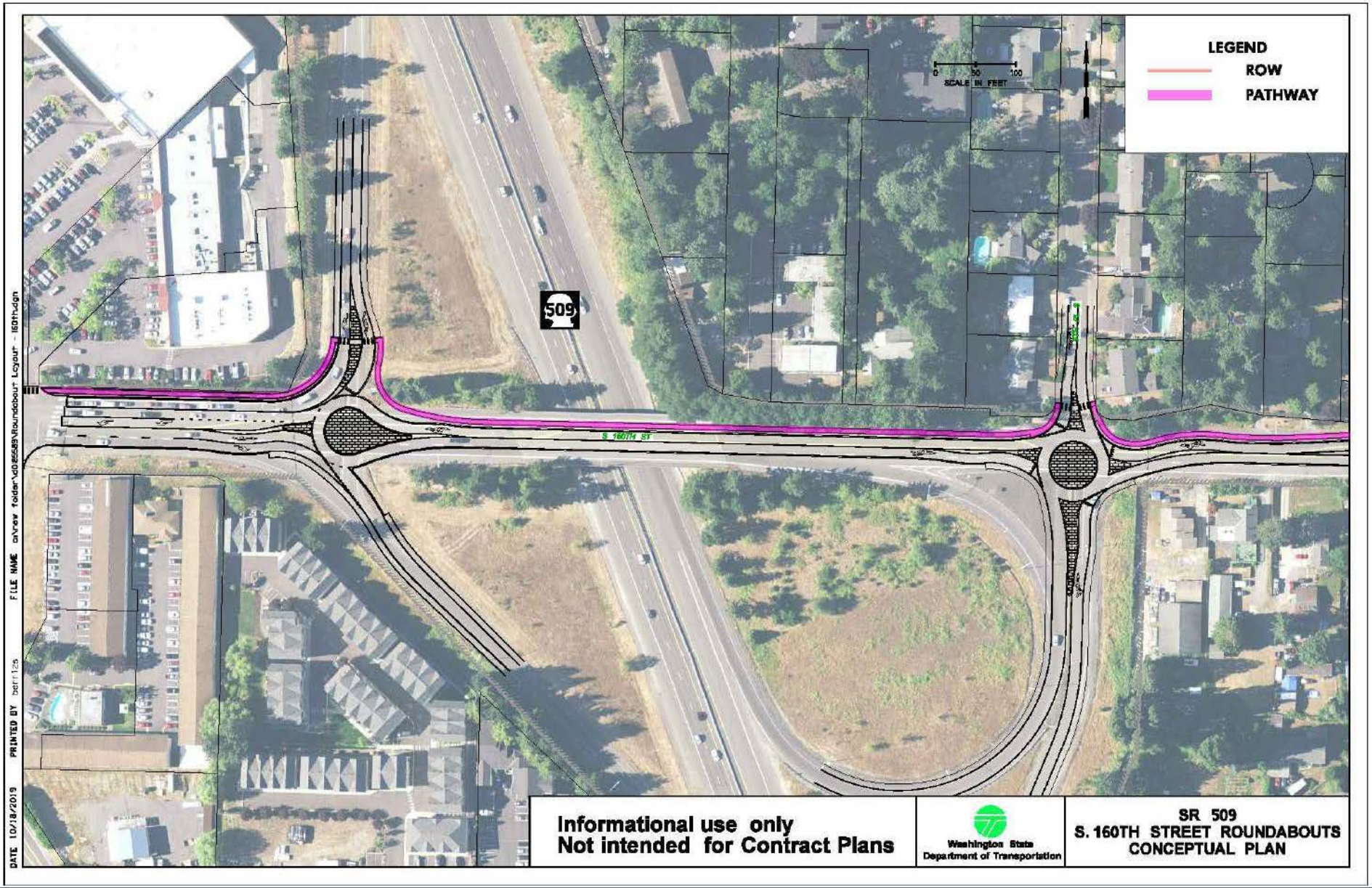


SR 509 Stage 1b RFP/RFQ procurement

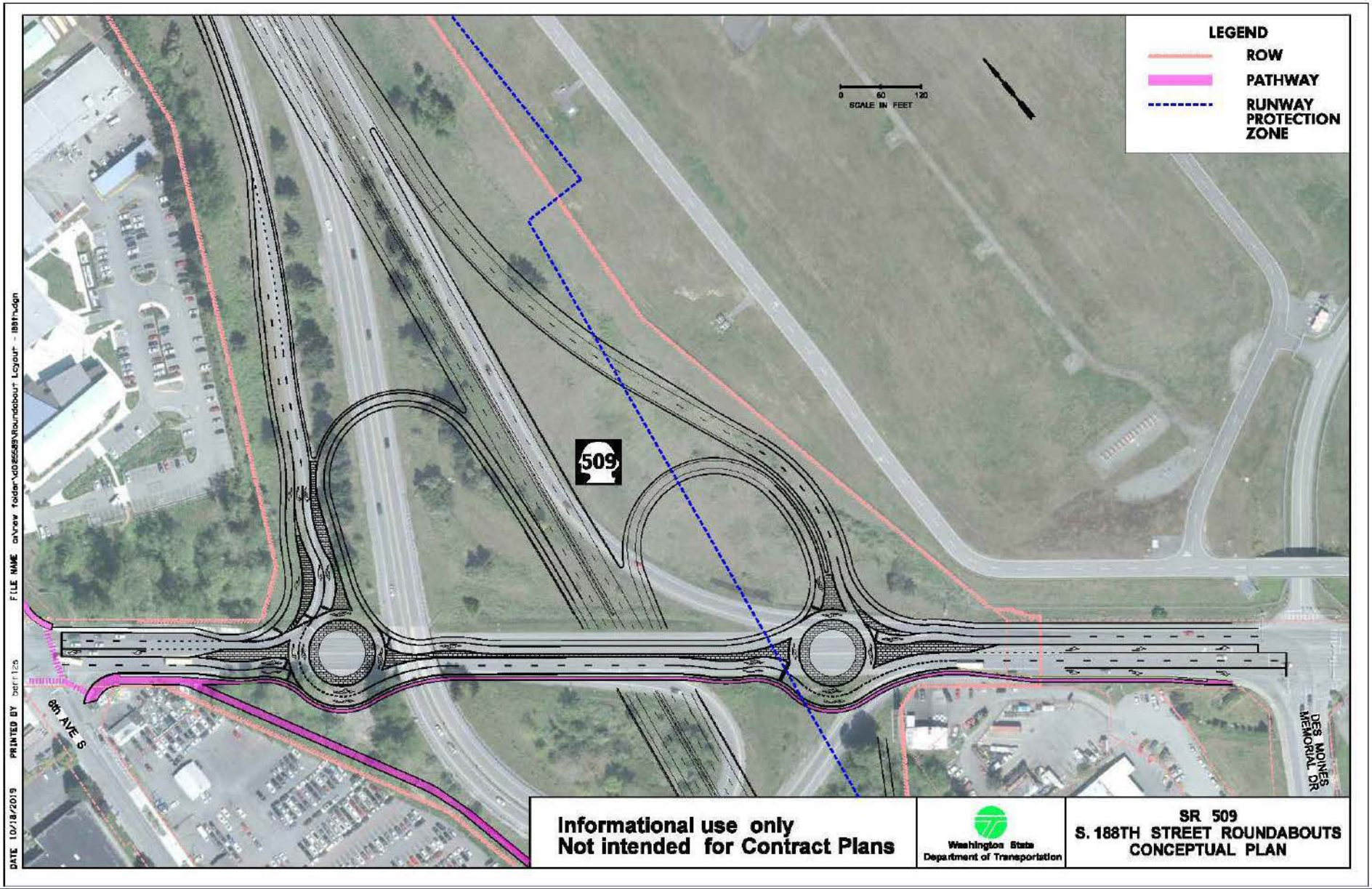
- Evaluating Statements of Qualification (SOQs)
- Releasing RFP in early 2020

Action	Dates
RFQ issue date	September 5, 2019
Voluntary submitter's meeting	September 11, 2019
SOQ due date	November 1, 2019
Notify short listed submitters	December 9, 2019

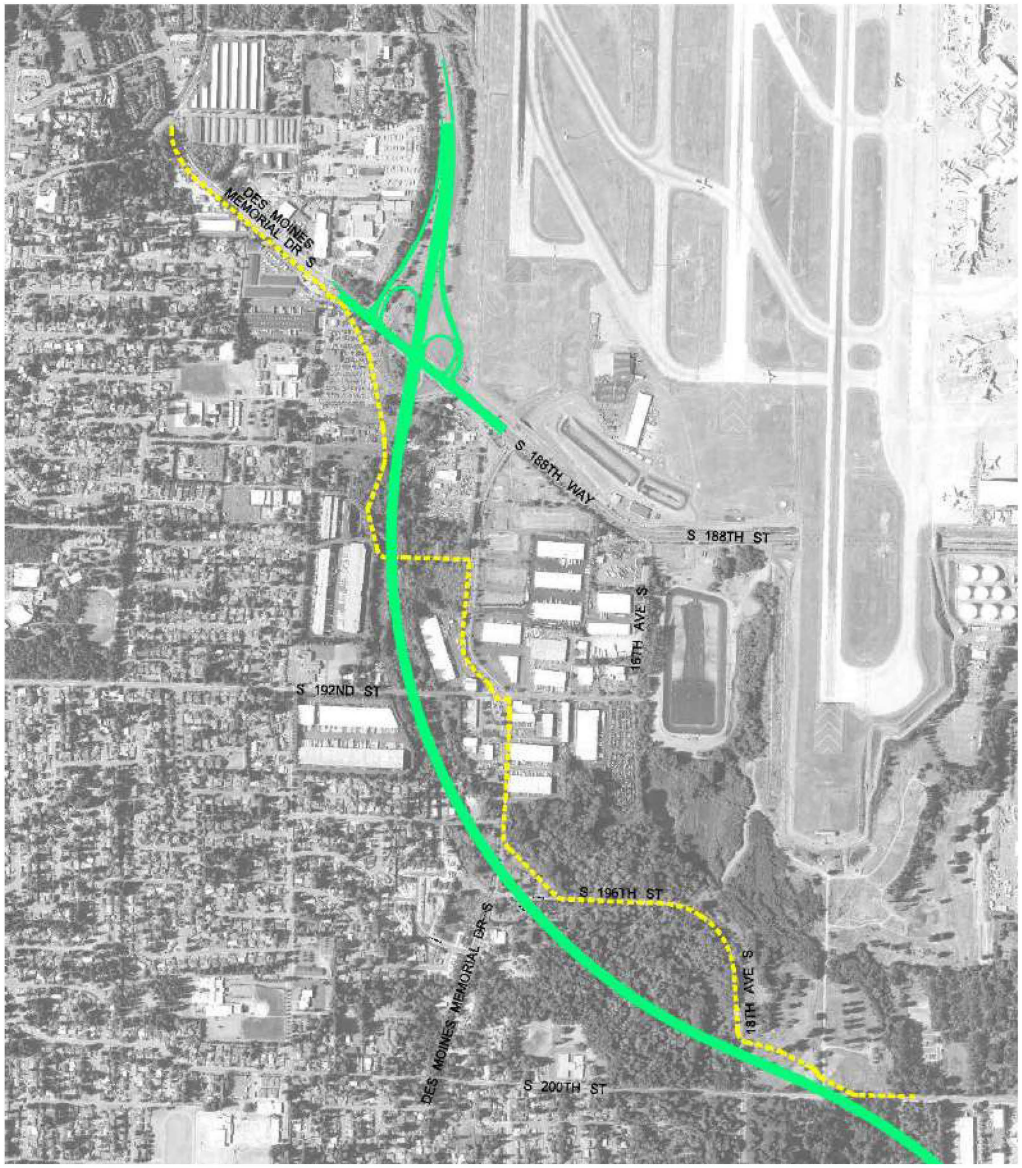
Roundabout Layout – S 160th Street



Roundabout Layout – S 188th Street



Lake to Sound Trail



- For the trail, the 2003 NEPA SR 509 Corridor Completion/ I-5/South Access Road Project ROD included, *"Integrate a northbound extension of the existing Des Moines Creek Trail into the design of the SR 509 improvements to mitigate the potential impacts on Des Moines Creek Park."*
- WSDOT is funding 1.8 miles (out of 2.2) of new trail
- Funding amount is about $10 million plus wetland mitigation credits

SR 509 next steps

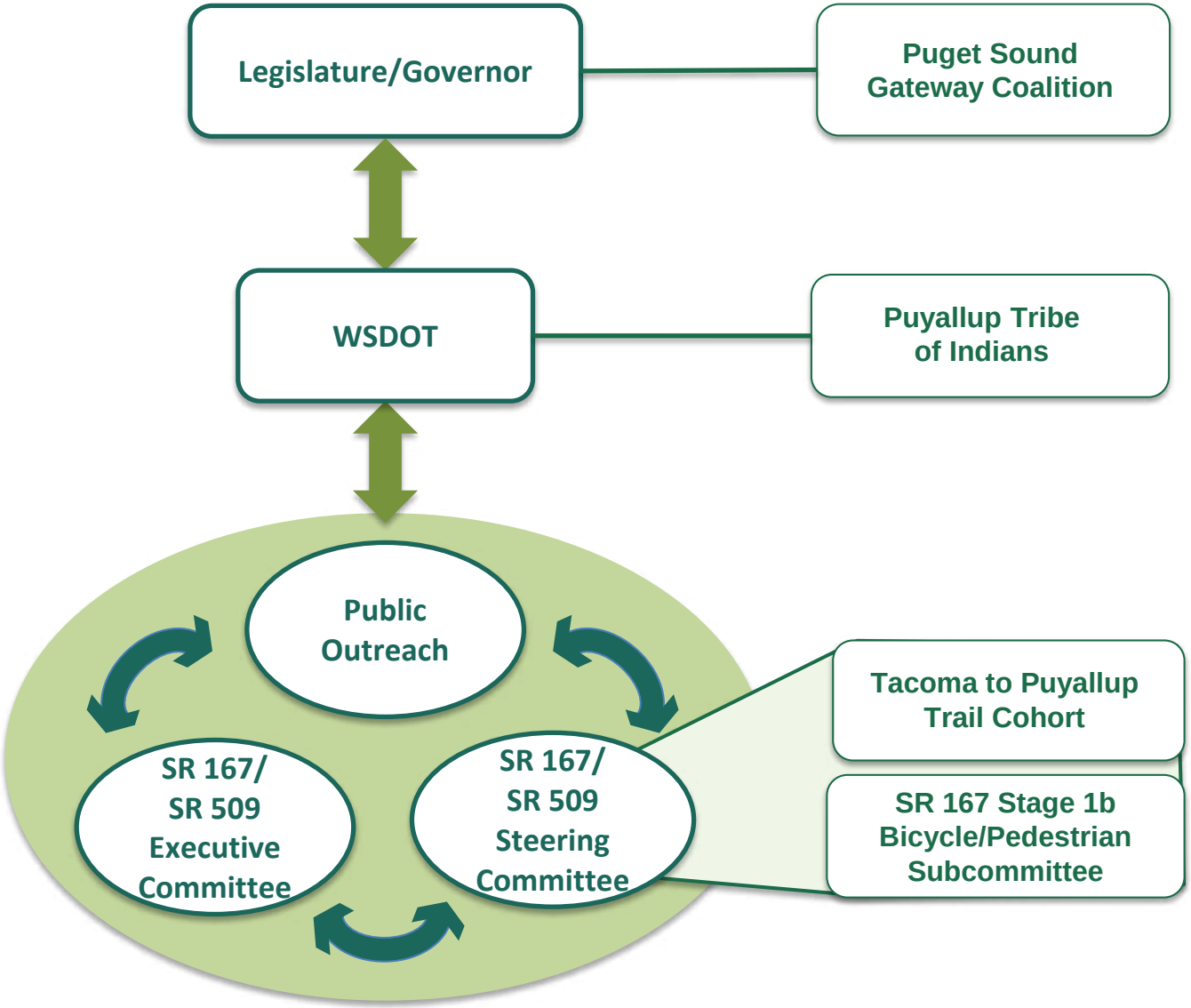
- Continue right of way acquisition
- Support Sound Transit during FWLE Final Design
- Finalize Stage 1b RFP contract
- Evaluate SOQs and shortlist Proposers for Stage 1b
- Complete Interchange Justification Report update
- Complete Stage 1b ILAs with City of Des Moines and the Port of Seattle
- Receive environmental permits
- Right of way certification for RFP issuance
- Set up SR 509 construction office

Community engagement – what did we hear?

We talked to nearly 2,000 community members at 12 events this summer. Key themes included:

- Excitement for improvements
- Congestion needs to be addressed
- Appreciated WSDOT availability to discuss projects
- Why tolling and toll rates
- Access to the new corridors

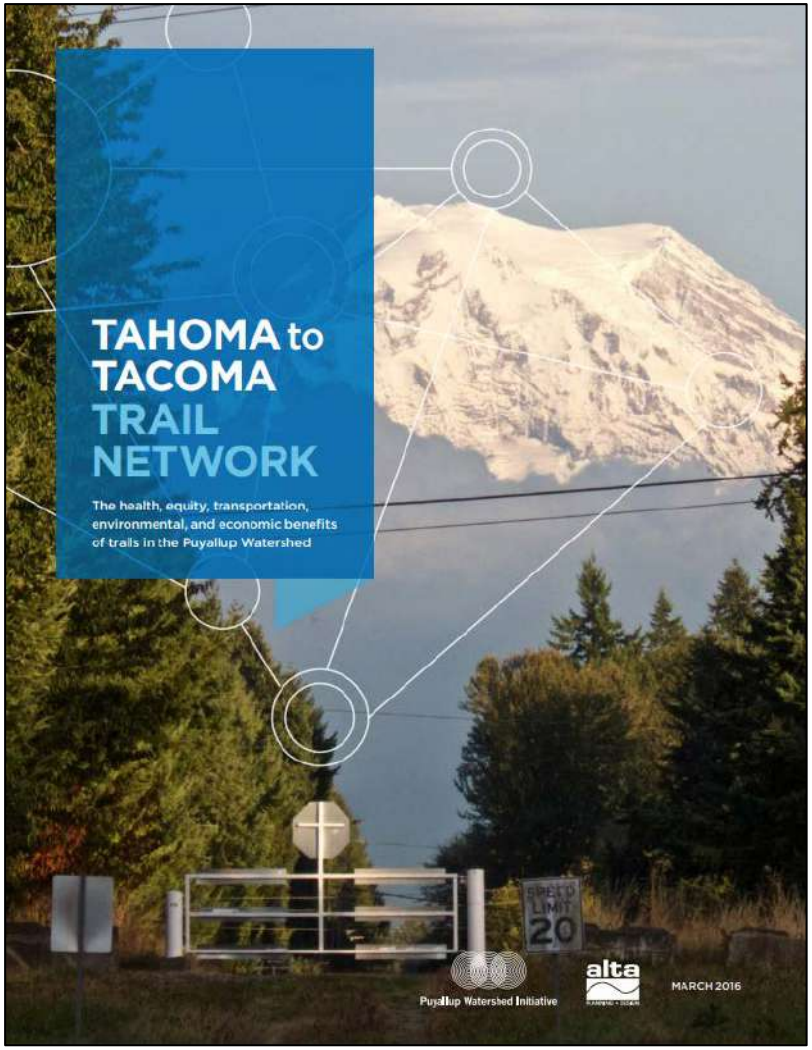
Puget Sound Gateway stakeholder engagement



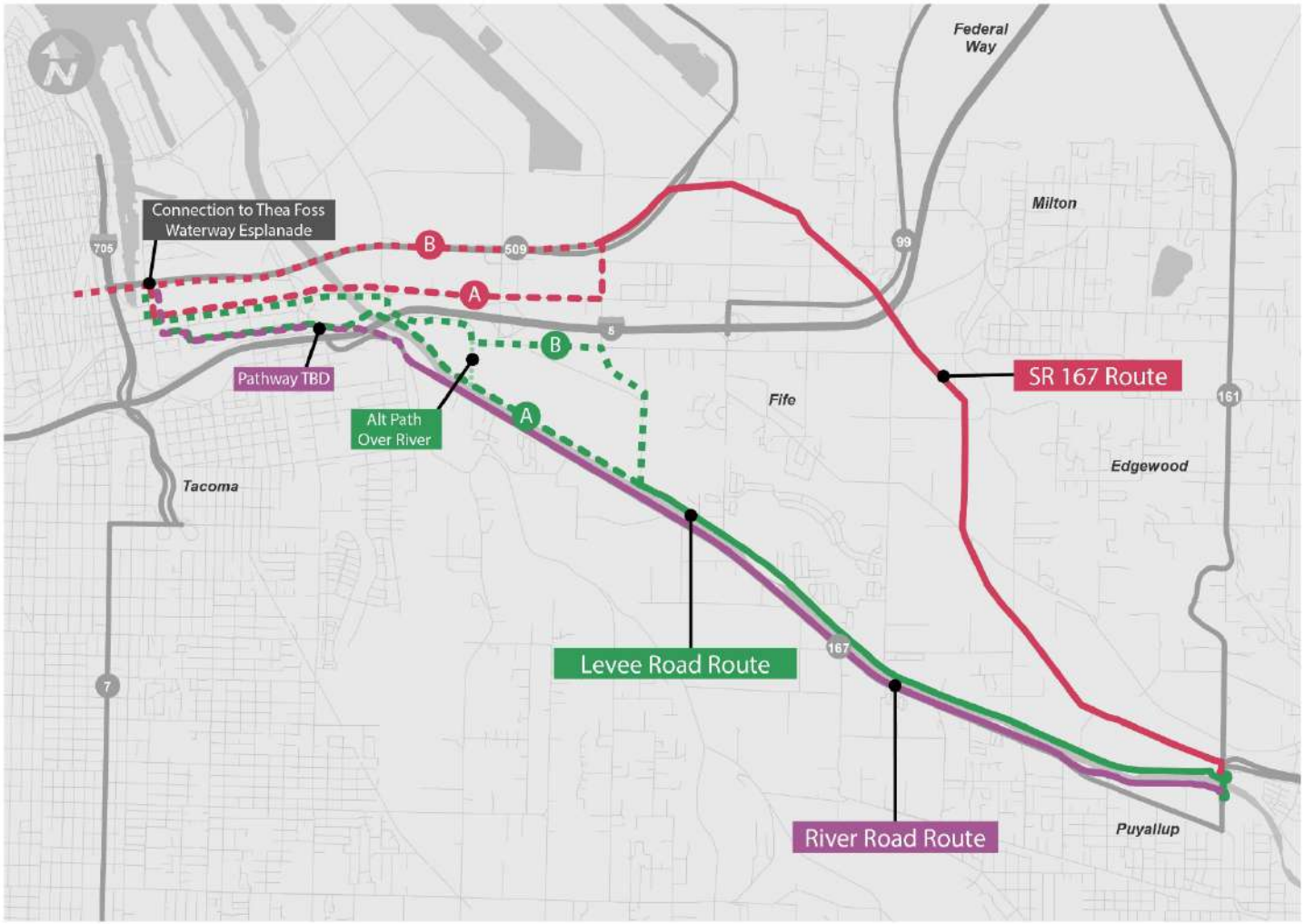
Tacoma to Puyallup Regional Trail

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.



Tacoma to Puyallup Regional Trail Route Analysis



Potential Trail Alignments

Draft Last Updated: 5/16/2019

Tacoma to Puyallup Regional Trail Route Analysis

SAG Mtg. 1

Discuss alignment

Gather input

- June 2019

Community Forum

Gather input on options

- June 2019

SAG mtg. 2

Review evaluation metrics and route refinements

- November 2019

SAG mtg. 3

Share final evaluation results

Present implementation plan

- January 2020

More information:

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