
Puget Sound Gateway Project

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



Appendix O: Stakeholder Meetings

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MEETING OVERVIEW

In October 2012, WSDOT briefed legislators, transportation committee members, local elected officials from south King and Pierce counties and the ports of Seattle and Tacoma to solicit input in developing the approach to the SR 509/SR 167/I-5 Strategic Corridor Design Review, a project package later named the Puget Sound Gateway Project.

In March 2013, WSDOT assembled a stakeholder committee consisting of representatives from local jurisdictions along the SR 167 and SR 509 corridors to share technical information and solicit their input on corridor priorities as related to phasing. Delegates included public works and planning directors from Port of Tacoma, Pierce County, City of Fife, City of SeaTac, City of Kent and Port of Seattle.

Delegates identified that their primary objective was to complete the SR 167 and SR 509 corridors. However, they also recognized the overarching benefits of the Gateway project and creating a unified coalition. WSDOT led a collaborative discussion with the delegates, to identify a phased approach to the Gateway by applying the four key study principles:

- **Add capacity strategically**, phasing construction over time to meet traffic demands. An initial phase will start with one lane each direction on both the SR 167 and SR 509 corridors, but will provide two lanes each direction where warranted to address heavier traffic demands.
- **Meet the needs of freight and commuters**, by constructing the key connections that facilitate freight and commuter mobility on both corridors.
- **Provide full freight connectivity**, building one lane each direction for the full length of the corridor and completing connections to I-5 in the first phase of construction.
- **Prioritize** initial connections to address the highest demand movements.

Through this collaboration process, the delegates endorsed these key principles and agreed upon a phased approach to the Gateway project construction, which balances the needs of both corridors through a consistent and equitable approach. As a result, the stakeholder representatives were unified in their support of the Gateway project and for a phased implementation.

Following the discussion with the delegates, WSDOT presented the phased implementation to state and local elected officials from districts and jurisdictions in the corridors. This group, including leadership from the SR 167 Completion Coalition, the SR 167 and SR 509 corridor executive committees, and regional forums including Regional Access Mobility Partnership, South County Area Transportation Board, and the Highline Forum provided positive feedback on planning and engineering.

As a result of the stakeholder meetings and coordination, the SR 167 and SR 509 coalitions came out unified in their support for the Gateway project as funding was being contemplated during the 2013 legislative session. Leaders from the state Legislature and U.S. Congress, King and Pierce counties, cities, and ports of Seattle and Tacoma have rallied behind the proposed project.

The SR 167 and SR 509 executive committees and other corridor stakeholders have documented their public support for the Gateway project in various ways, including formal resolutions,

advocacy letters and editorials. Many of these documents have been included in Appendix P of the Puget Sound Gateway Report.

The PowerPoint presentation included in the following pages represents the agenda and content covered during the meetings, and the attendee list is included below.

Puget Sound Gateway Stakeholder meeting attendees:

- Brian Ziegler, Pierce Co. Public Work Director
- Geri Poor, Port of Seattle Regional Transportation Manager
- Tom Gut, SeaTac Public Works Director
- Brian Mannelly, Port of Tacoma Planning Director
- Russ Blount, City of Fife Public Work Director
- Tim LaPorte, City of Kent Public Work Director
- John White, WSDOT Director of Tolloed Corridors Development
- Natarajan Janarthanan, WSDOT Traffic and Toll Modeling Manager
- Steve Fuchs, WSDOT SR 167 Project Engineer
- Emily Pace, WSDOT Communications Consultant
- Dan Dixon, HNTB Project Director
- Dan Holmquist, HNTB Deputy Project Manager
- Paul Huston, HNTB Design-Build Operations Officer

Puget Sound Gateway Project

SR 509/I-5/SR 167 Corridors

Craig Stone
Assistant Secretary, Toll Division

John White
Director of Tolled Corridor Development

Lynn Peterson
Secretary of Transportation

Steve Reinmuth
Chief of Staff



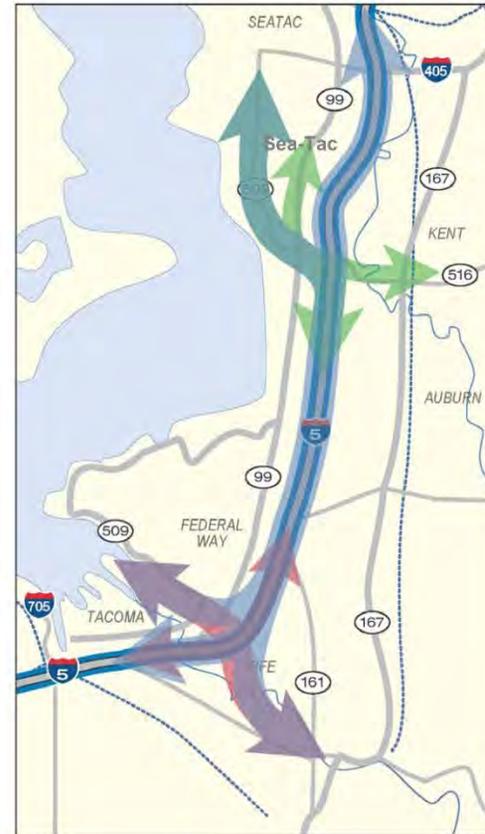
Stakeholder Strategy Meeting
March 15, 2013

Agenda

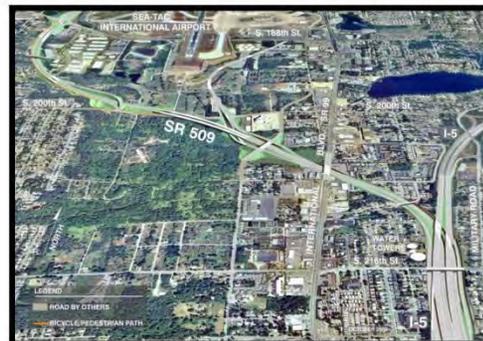
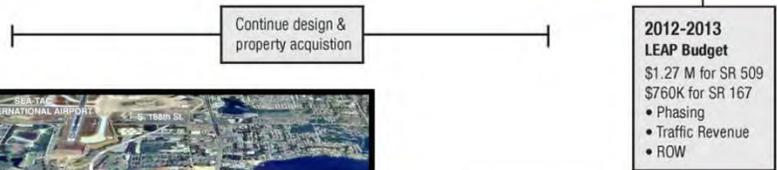
- **Provide Gateway Study background**
- **Identify critical corridor priorities**
- **Overview Investment Level 2**
- **Introduce Investment Level 2.5**
- **Discuss Phasing**
- **Next steps**

Background

- Two completion projects representing missing system links, combined with I-5 to facilitate regional freight connectivity.
- Provide mutual benefits to freight in two regional industry and freight centers.
- Combining the projects into one system approach provides opportunity for revenue sharing.
- Creates a unified coalition and equitable approach to the Puget Sound Gateway Project.



Background: Independent solutions for SR 509 and SR 167 for over two decades



SR 509



SR 167



Our Charge – Consider a Puget Sound Gateway Strategy

- Relieves traffic congestion and completes critical freight links between the Ports of Seattle and Tacoma and key distribution centers, warehouses, and industrial areas in both King and Pierce counties.
- Supports job growth for the region and facilitates more efficient Puget Sound Port operations.
- Adds capacity to I-5 with potential express toll lanes, reducing congestion and travel time between Seattle and Tacoma, while creating a revenue-generating source.
- Provides direct southern access to Sea-Tac International Airport for passenger access as well as air freight distribution.
- Removes freeway traffic from local streets.
- Restores fish passages in partnership with local cities, enhances surface water quality, and improves stream habitat connecting to Puget Sound.

Funding Realities

- **What could a gas tax package provide?**
- **What could toll revenue provide?**
- **Timing of funding availability**
- **Integrating revenue-generating express toll lanes**

Investment Levels and Funding Needs

Project	Full-Build Out	Investment Level 4: Four lane corridor option	Investment Level 3: Full connectivity with direct access to I-5	Investment Level 2: Full connectivity with controlled access to I-5	Investment Level 1: Provides key freight and local connections only
SR 167	\$1.5B	\$1.1B	\$963M	\$795M to \$870M	\$639M to \$757M
SR 509	\$1.3B	\$1.0B	\$820M	\$718M to \$738M	\$651M to \$709M
I-5	\$274M	\$274M	\$274M	\$274M	\$111M
Estimated Funding Needs	\$3B	\$2.3B to \$2.4B	\$2B	\$1.8B to \$1.9B	\$1.5B to \$1.6B

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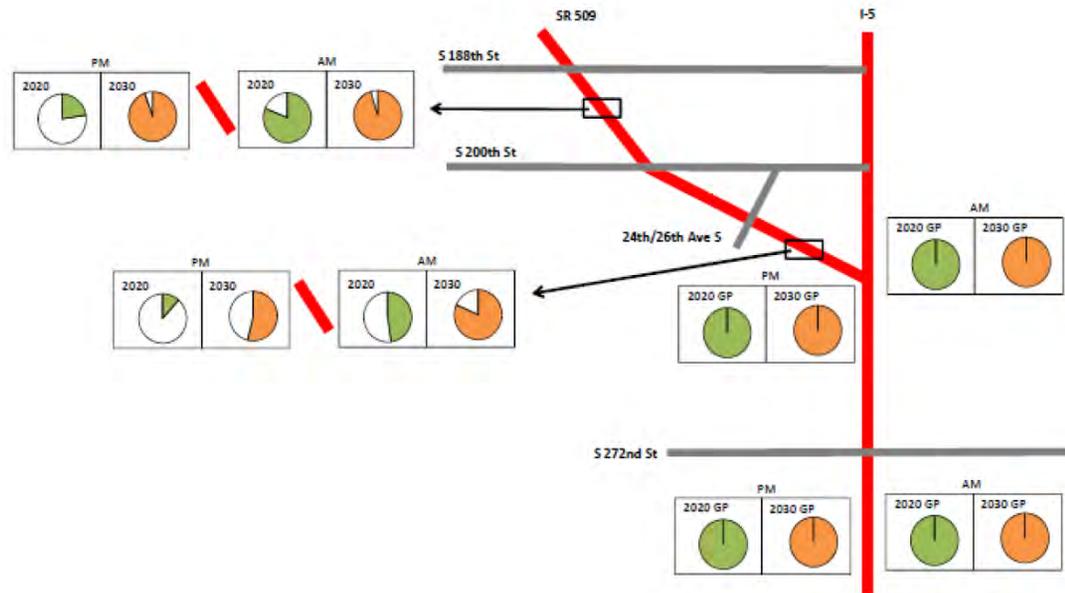
Gateway Study Development Principles

- **Add capacity strategically – don't overbuild**
 - Maintain a strong benefit/cost ratio by building what is needed for 10 year periods
 - Pursue highest efficiency and best utilization of initial infrastructure
- **Meet the needs of the all users (freight, commuters, business)**
- **Develop options for better freight integration during peak periods**
- **Maintain full freight connectivity**

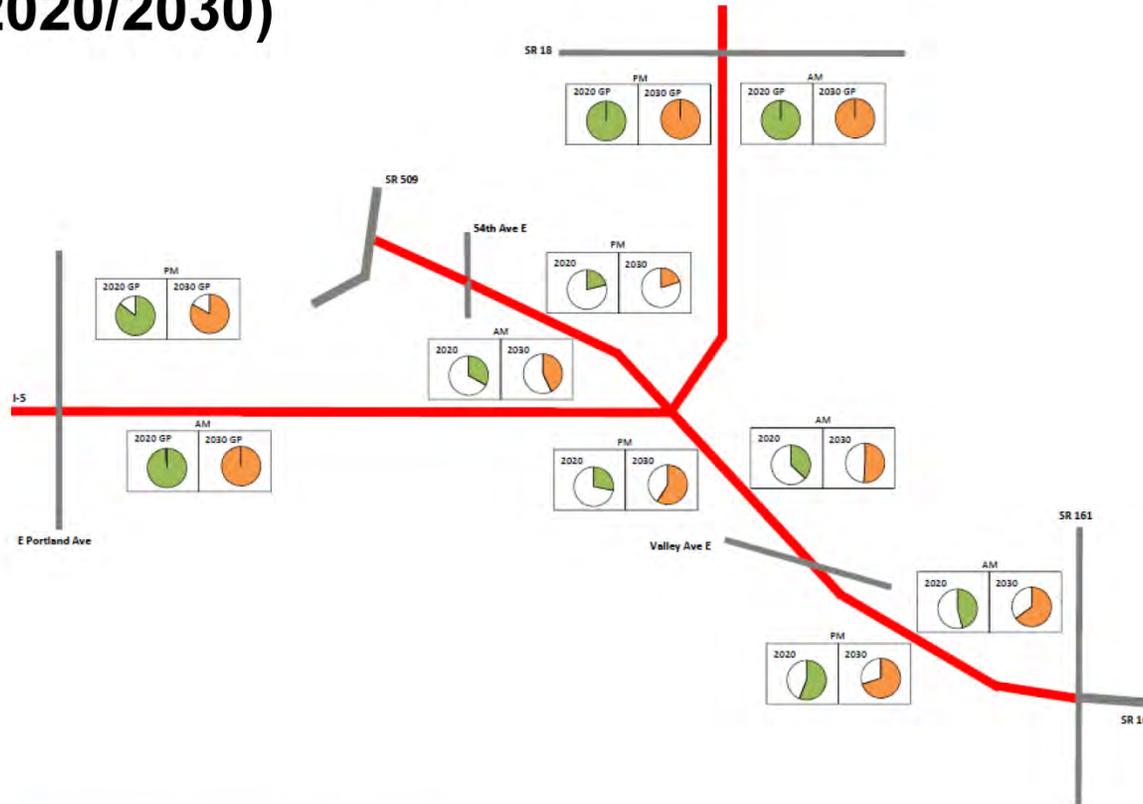
Investment Level 2 Traffic Analysis and Forecasting

- Tolling manages demand
- Freight
- Traffic diversion

SR 509 Peak Direction Utilization (2020/2030)



SR 167 Peak Direction Utilization (2020/2030)



Investment Level 2 SR 509 and SR 167

SR 509

- **Deferred mainline capacity, interchanges, I-5 lanes**
- **Refined design including reassessment of shoulder widths, medians, design standards**

SR 167

- **Deferred mainline capacity**
- **Refined design including reassessment of shoulder widths, medians, design standards**
- **Refined interchange designs**

Investment Level 2.5 Development Principles

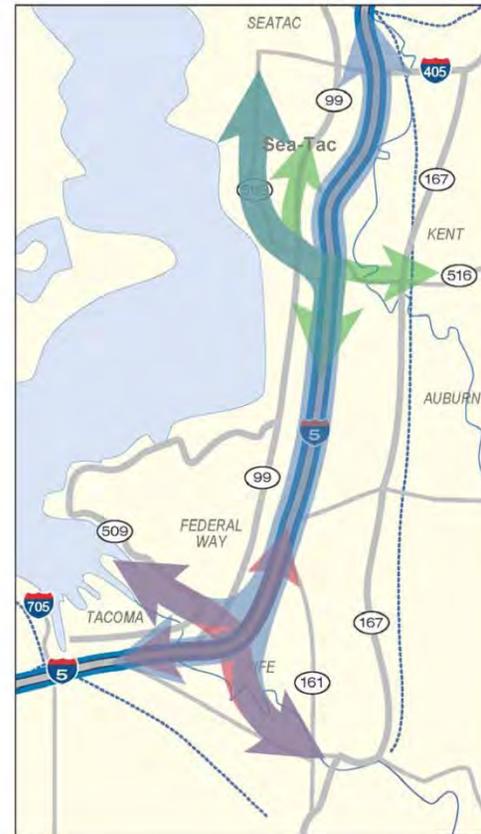
- **Started with Investment Level 2 - One-Lane in Each Direction**
 - ‘Option C’
 - ‘Phase 1’
- **Investment Level 2.5**
 - Assess integrated freight and car operations during peak periods
 - Continues analysis of design refinements and constructability strategies
 - Considers projected funding shortfall and additional phasing opportunities
 - Structured around development of a comprehensive phasing plan

Phasing

- **Phase 1**
- **Phase 2:**
 - Second express toll lane
 - Direct connectors at I-5 interchanges
 - Fill in interchanges and connections
- **Phase 3:**
 - Additional mainline capacity

Next Steps

- Puget Sound Gateway Project Funding and Phasing Study
 - Design Refinement
 - Traffic and Revenue March 2013
 - Study Complete June 2013
- Post Study Completion
 - Environmental/Permitting
 - Design Updates
 - Complete ROW Acquisition
 - Contract Development and Construct



Questions?

For more information regarding Tolling in
Washington State, please contact:

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Tolled Corridors Director, Toll Division
(206) 464-1233 or whitejh@wsdot.wa.gov.

<http://www.wsdot.wa.gov/Tolling/>