Puget Sound Gateway Program
SR 167 and SR 509 Completion Projects
Steering Committee Meeting
March 28, 2018

CRAIG J. STONE, PE
STEVE FUCHS, PE
OMAR JEPPESON, PE
ED BARRY, PE

GATEWAY PROGRAM ADMINISTRATOR
SR 167 PROJECT MANAGER
SR 509 PROJECT MANAGER
TOLL DIVISION DIRECTOR
Agenda

- Welcome and introductions
- Legislative updates
- CEVP Results
- Endorse Updated Preferred Scenario
- Project updates
- Next Steps
Legislative Direction - 2015

In making budget allocations to the Puget Sound Gateway project, the department shall implement the project's construction as a single corridor investment.

The department shall develop a coordinated corridor Construction and Implementation Plan for SR 167 and SR 509 in collaboration with affected stakeholders.

Specific funding allocations must be based on where and when specific project segments are ready for construction to move forward and investments can be best optimized for timely project completion. Emphasis must be placed on avoiding gaps in fund expenditures for either project.
Gateway Funding Spheres

- $130 M local contribution
- $1,565 M Connecting Washington funds
- $111 M INFRA Grant
- $180 M toll funding

Total $1,986 M
The secretary of transportation must develop a memorandum of understanding with local project stakeholders that identifies a schedule for stakeholders to provide local matching funds for the Puget Sound Gateway project. Criteria for eligibility of local match includes matching funds and equivalent in-kind contributions including, but not limited to, land donations. The memorandum of understanding must be finalized by July 1, 2018. The department must submit a copy of the memorandum of understanding to the transportation committees of the legislature and report regularly on the status.

During the course of developing the memorandum of understanding, the department must evaluate the project schedules to determine if there are any benefits to be gained by moving the project schedule forward.

Any savings on the project must stay on the Puget Sound gateway corridor until the project is complete.
Puget Sound Gateway Funding
as enacted by the 2017 Legislature

TOTAL

- 2015-2017: $2.5m
- 2017-2019: $93.5m
- 2019-2021: $305m
- 2021-2023: $395m
- 2023-2025: $60m
- 2025-2027: $30m
- 2027-2029: $40m
- 2029-2031: $180m

Funding Breakdown:
- Connecting WA
- Local Funding
- Toll Funding

Cumulative Totals:
- $2.5m
- $95.5m
- $305m
- $395m
- $455m
- $495m
- $675m
- $855m
(b) Proceeds from the sale of any surplus real property acquired for the purpose of building the SR 167/SR 509 Puget Sound Gateway (M00600R) project must be deposited into the motor vehicle account for the purpose of constructing the project.

(c) During the course of developing the memorandum of understanding, the department must evaluate the project schedules to determine if there are any benefits to be gained by moving the project schedule forward. It is the legislature's intent that if the department identifies any savings after the funding gap on the base project is closed as part of the proposal to expedite the project, that these cost savings shall go toward construction of a full single-point urban interchange at the junction of state route number 161 (Meridian avenue) and state route number 167 and a full single point urban interchange at the junction of state route number 509 and 188th Street. If the department receives additional funds from an outside source for this project after the funding gap on the base project is closed, the funds must be applied toward the completion of these two full single-point urban interchanges.
(d) For the SR 167/SR 509 Puget Sound Gateway project (M00600R) the department is strongly encouraged to work to relocate any significant businesses currently located within the planned path of the state route number 509/Interstate 5 under-crossing to a location within the Kent city limits. The department shall provide regular updates on its progress to the joint transportation committee and affected stakeholders.

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

- $1,200,000 of the multimodal transportation account—state appropriation is provided solely to relocate and rebuild a 2,100-foot section of the Interurban trail and trailhead in Fife.

- $200,000 awarded to Interurban Trail from the state Capital Budget.
INFRA Grant Status

• Applied on November 2⁰ for $111 million
• If fully awarded, up to $20 M could be applied to the local funding
• No announcement on award timing so far
• Application available on the program website: www.wsdot.wa.gov/projects/gateway
Program Timeline
Puget Sound Gateway Program

Program Management Oversight (PMO)
- Budget/Legislature
  - 2018 State Legislative Session
  - Surplus Right of Way Proceeds
  - Agency Request Legislation
    - ‘19-21 Governor’s Budget Release
- Program Management
  - FY’19 Work Planning & Agreements Execution
  - MOU Preparation & Meetings
  - Stakeholder Coordination
  - Steering Committee
  - Executive Committee
  - Washington State Transportation Commission
- Funding Procurement Support
  - Federal Funding
    - Federal Review of INFRAGrant Application
  - State Funding (Tolling)
    - Traffic & Revenue Study Testing
    - Draft Traffic & Revenue Study Options
    - Finance Analysis
    - Level 2 Traffic & Revenue Study
    - Level 2 Finance Analysis
- Local Funding
  - Local Funding MOU Development
    - Economic & Transportation Needs
  - Puget Sound Regional Council (PSRC)
    - County Process
  - Freight Mobility Strategic Investment Board (FM3B)
  - Transportation Improvement Board (TIB)
- Risk & Cost Management
  - Cost Estimate Validation Process (CEVP) Final Report
  - Ad Hoc Acceleration Committee
  - Prepare Acceleration Report
  - Construction & Implementation Plan
  - Prepare Construction & Implementation Plan

Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec

- Full Commission Mit
- Local Funding MOU To Legislature
- Partner Certification
- Partner Consensus
- Potential Announcement
- Funding & Phasing Subcommittee
- Executive Committee
- Funding & Phasing Subcommittee
- Tolling Subcommittee
- Executive Committee
- Full Commission Mit
- Executive Committee
- Full Commission Mit
- To HQ
- To DFO

(Visual representation of program timeline with various milestones and dates marked on a calendar format.)
Construction & Implementation Plan
Construction and Implementation Plan

- **Develop outline and major topic areas**
  - Feb – March 2018

- **Define updated preferred scenario**
  - March 28 & April 5, 2018

- **Identify delivery packages, expenditure and sequencing plans**
  - April - June 2018

- **Submit Construction & Implementation Plan**
  - July 2018
Funding and Phasing Subcommittee Update
## Local Contribution Construct

<table>
<thead>
<tr>
<th>Projects</th>
<th>SR 167</th>
<th>SR 509</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Port contributions</td>
<td>$30 million</td>
<td>$30 million</td>
<td>$60 million</td>
</tr>
<tr>
<td>Federal INFRA grant</td>
<td>$10 million</td>
<td>$10 million</td>
<td>$20 million</td>
</tr>
<tr>
<td>Local partner match</td>
<td>$10 million</td>
<td>$10 million</td>
<td>$20 million</td>
</tr>
<tr>
<td>Other Grants (PSRC, FMSIB, TIB)</td>
<td>$20 million</td>
<td>$10 million</td>
<td>$30 million</td>
</tr>
<tr>
<td>Potential Total</td>
<td>$70 million</td>
<td>$60 million</td>
<td>$130 million</td>
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## Benefit Level and Partner Roles

<table>
<thead>
<tr>
<th>Benefit Level</th>
<th>Proposed Partner Roles</th>
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<tbody>
<tr>
<td>Tier 1 (Ports and Cities)</td>
<td>• Contribute to local projects</td>
</tr>
<tr>
<td></td>
<td>• Donate right-of-way (if applicable)</td>
</tr>
<tr>
<td></td>
<td>• Sponsor, initiate and help write grants</td>
</tr>
<tr>
<td></td>
<td>• Support project and grant requests</td>
</tr>
<tr>
<td></td>
<td>• Participate in project development review &amp; project meetings</td>
</tr>
<tr>
<td>Tier 2 (Cities and Counties)</td>
<td>• Contribute to match to local projects</td>
</tr>
<tr>
<td></td>
<td>• Support project and grant requests</td>
</tr>
<tr>
<td></td>
<td>• Participate in project development review &amp; project meetings</td>
</tr>
<tr>
<td>Tier 3 (Cities)</td>
<td>• Support project and grant requests</td>
</tr>
<tr>
<td></td>
<td>• Participate in project meetings</td>
</tr>
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</table>
Grant and Match Financial Plan:

<table>
<thead>
<tr>
<th>Partner Agency</th>
<th>Status</th>
<th>Amount</th>
<th>Total</th>
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</thead>
<tbody>
<tr>
<td>City of Fife</td>
<td>Committed</td>
<td>$1,800,000</td>
<td></td>
</tr>
<tr>
<td>City of Tacoma</td>
<td>Committed (Council action pending April 3)</td>
<td>$2,000,000</td>
<td></td>
</tr>
<tr>
<td>City of Kent</td>
<td>Committed</td>
<td>$2,000,000</td>
<td></td>
</tr>
<tr>
<td>City of SeaTac</td>
<td>Pending</td>
<td>$2,000,000</td>
<td></td>
</tr>
<tr>
<td>City of Puyallup</td>
<td>Committed (pending W. Meridian ramps)</td>
<td>$2,000,000</td>
<td></td>
</tr>
<tr>
<td>City of Des Moines</td>
<td>Committed</td>
<td>$500,000</td>
<td></td>
</tr>
<tr>
<td>City of Edgewood</td>
<td>Committed</td>
<td>$500,000</td>
<td></td>
</tr>
<tr>
<td>City of Sumner</td>
<td>Requested</td>
<td></td>
<td></td>
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<tr>
<td>City of Pacific</td>
<td>Pending</td>
<td></td>
<td></td>
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<tr>
<td>Pierce County</td>
<td>Committed (Executive)</td>
<td>$2,000,000</td>
<td></td>
</tr>
<tr>
<td>King County</td>
<td>Requested</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Port of Seattle</td>
<td>Committed (Commission action with MOU)</td>
<td>$30,000,000</td>
<td></td>
</tr>
<tr>
<td>Port of Tacoma</td>
<td>Committed</td>
<td>$30,000,000</td>
<td></td>
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<tr>
<td><strong>Partner Total</strong></td>
<td></td>
<td><strong>$72,800,000</strong></td>
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Stage 1 Grant Assumptions

<table>
<thead>
<tr>
<th>Project</th>
<th>Status</th>
<th>Amount</th>
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<tbody>
<tr>
<td>Federal INFRA</td>
<td>Application filed</td>
<td>$20,000,000</td>
</tr>
<tr>
<td>Interurban Trail</td>
<td>Awarded</td>
<td>$1,400,000</td>
</tr>
<tr>
<td>FMSIB 70th Avenue E</td>
<td>Application due March 30</td>
<td>$5,000,000</td>
</tr>
<tr>
<td>FMSIB Port of Tacoma Spur</td>
<td>Apply 2020</td>
<td>$5,000,000</td>
</tr>
<tr>
<td>PSRC Veterans Extension</td>
<td>Application due April 19</td>
<td>$4,500,000</td>
</tr>
<tr>
<td>PSRC SeaTac Access (SR 509)</td>
<td>Application due April 19</td>
<td>$4,500,000</td>
</tr>
<tr>
<td>PSRC Port of Tacoma Spur</td>
<td>Application due April 19</td>
<td>$4,500,000</td>
</tr>
<tr>
<td>TIB 70th Avenue E</td>
<td>Application due August 17</td>
<td>$5,000,000</td>
</tr>
<tr>
<td>TIB Veterans Extension</td>
<td>Apply 2020</td>
<td>$5,000,000</td>
</tr>
<tr>
<td><strong>Stage 1 Grant Total</strong></td>
<td></td>
<td><strong>$54,900,000</strong></td>
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Stage 2 Grant Assumptions

<table>
<thead>
<tr>
<th>Project</th>
<th>Year</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>SR 167/Valley Avenue</td>
<td>2022</td>
<td>$3,000,000</td>
</tr>
<tr>
<td>SR 167/Meridian Avenue</td>
<td>2022</td>
<td>$3,000,000</td>
</tr>
<tr>
<td>SR 167 Stage 2 Mainline</td>
<td>2022</td>
<td>$4,000,000</td>
</tr>
<tr>
<td>SR 509 Stage 2 Mainline</td>
<td>2024</td>
<td>$4,000,000</td>
</tr>
<tr>
<td><strong>Stage 2 Grant Total</strong></td>
<td></td>
<td><strong>$14,000,000</strong></td>
</tr>
<tr>
<td><strong>Total Financial Strategy</strong></td>
<td></td>
<td><strong>$141,700,000</strong></td>
</tr>
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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
Memorandum of Understanding Update

- Funding and Phasing Subcommittee approved of the grant focused strategy
- Working closely with Tier 1 and Tier 2 partners
- There is consensus on the components of the MOU and a draft is out now for review
  - Comments are due by March 30
  - Finalize and submit to Legislature by July 1
Schedule Acceleration
Schedule Acceleration Analysis

- **Determine cost inputs, CEVP and CCI**
  - Nov 2017 – Apr 2018

- **Travel demand and toll funding analysis**
  - Dec 2017 – May 2018

- **Determine funding and phasing opportunities and constraints**
  - March - June 2018

- **Issue report identifying acceleration benefits**
  - July 2018
Tolling
Tolling in Washington State

Current toll facilities
- SR 16 Tacoma Narrows Bridge
- SR 167 HOT Lanes Pilot Project
- SR 520 Floating Bridge
- I-405 Express Toll Lanes (Bellevue to Lynnwood)

Authorized toll facilities
- SR 99 Tunnel

Future toll facilities
- Puget Sound Gateway Program – SR 509 and SR 167
- I-405 Express Toll Lanes (Renton to Bellevue)
# Tolling responsibilities in Washington State

<table>
<thead>
<tr>
<th>Washington State Legislature</th>
<th>Transportation Commission</th>
<th>Department of Transportation</th>
<th>Office of the State Treasurer (OST)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Responsibility</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Establish tolling, designate toll facilities and use of toll revenues</td>
<td>Set toll rates and related fees</td>
<td>Plan, analyze and construct facilities, collect tolls, build and operate toll collection systems</td>
<td></td>
</tr>
<tr>
<td><strong>Roles</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Establish legal toll framework</td>
<td>Set toll rates within funding requirements</td>
<td>Develop toll collection systems and procedures</td>
<td>Conducts all financings for the State of Washington</td>
</tr>
<tr>
<td>Authorize tolling in designated corridors</td>
<td>Set toll exemptions</td>
<td>Collect tolls</td>
<td>Responsible for the issuance of toll debt</td>
</tr>
<tr>
<td>Approve financing plans</td>
<td>Establish advisory committees</td>
<td>Finance improvements</td>
<td></td>
</tr>
<tr>
<td>Enable tolling practices</td>
<td></td>
<td>Operate tolled corridors</td>
<td></td>
</tr>
<tr>
<td>Appropriate toll operation budget</td>
<td></td>
<td>Assess financial feasibility of toll projects</td>
<td></td>
</tr>
</tbody>
</table>
Tolling Reports
Tolling Process

• Legislature directed $180 million from tolls for SR 509 and SR 167

• Toll rates have not been determined

• Traffic and Revenue study under way by Stantec
  • Scenario Tests (January-May 2018)
    o General revenue, toll rate, and usage information for each scenario
  • Level 2 Traffic and Revenue (June-September 2018)
    o Refined analysis of revenue, toll rates and usage

• Agency request for toll authorization planned in 2019

• The Washington State Transportation Commission will set toll rates closer to toll commencement
Gateway Tolling

• SR 167 and SR 509 will begin tolling in 2025
  – SR 167:
    • Stage 1 (SR 509 Spur) includes a toll point between the I-5 interchange and the Port of Tacoma
    • Stage 2 (SR 167) will build another toll point between Valley and the I-5 interchange
  – SR 509:
    • Toll point between the I-5 interchange and 28th/24th
• Toll rates will be set by time of day – higher during peak periods and less during off-peak times.
Gateway Toll Points

SR 509

SR 167
## Toll Funding Scenario Test Conditions

<table>
<thead>
<tr>
<th>Scenario</th>
<th>SR 509</th>
<th>SR 167</th>
<th>SR 509 Spur</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Tolled</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 Base Condition</td>
<td>All tolled, &gt;2 axle multiplier</td>
<td>All tolled, &gt;2 axle multiplier</td>
<td>All tolled, &gt;2 axle multiplier</td>
</tr>
<tr>
<td>2 Commercial Trucks Equal</td>
<td>All tolled, No commercial truck axle multiplier</td>
<td>All tolled, No commercial truck axle multiplier</td>
<td>All tolled, No commercial truck axle multiplier</td>
</tr>
<tr>
<td>3 SR 509 Spur: Commercial Trucks Free</td>
<td>All tolled, &gt;2 axle multiplier</td>
<td>All tolled, &gt;2 axle multiplier</td>
<td>Commercial trucks free, all others tolled</td>
</tr>
<tr>
<td>4 Commercial Trucks Free</td>
<td>Commercial trucks free</td>
<td>Commercial trucks free</td>
<td>Commercial trucks free</td>
</tr>
<tr>
<td>5 SR 509 Spur: Free</td>
<td>All tolled, &gt;2 axle multiplier</td>
<td>All tolled, &gt;2 axle multiplier</td>
<td>All Free</td>
</tr>
<tr>
<td>6 HOV Free</td>
<td>All tolled, &gt;2 axle multiplier, HOV 2+/transit Free</td>
<td>All tolled, &gt;2 axle multiplier, HOV 2+/transit Free</td>
<td>All tolled, &gt;2 axle multiplier, HOV 2+/transit Free</td>
</tr>
<tr>
<td><strong>Un-Tolled</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7 Non-Tolled: Managed By Vehicle Class</td>
<td>Commercial trucks &amp; HOV2+/transit allowed, all others prohibited</td>
<td>Commercial trucks &amp; HOV2+/transit allowed, all others prohibited</td>
<td>Commercial trucks &amp; HOV2+/transit allowed, all others prohibited</td>
</tr>
<tr>
<td>8 Non-Tolled</td>
<td>All vehicles free</td>
<td>All vehicles free</td>
<td>All vehicles free</td>
</tr>
</tbody>
</table>
CEVP Results & Preliminary Preferred Scenario
Practical Design
Scenario Refinement Process

SR 509 Process
1. $712M
   CLOSE THE GAP
2. 2A
3. 3A
4. 4A
5. $1,897M
   EIS

$1,989M 2016 CEVP

Preliminary Preferred Scenario
2C
3A
3B

SR 167 Process
1. $973M
   CLOSE THE GAP
2. 2A
3. 2B
4. 4A
5. $1,933M
   EIS+

$1,117M
2B

$1,065M
2C

$1,045M
2D

$1,086M
2E
Program Cost Results: 2C/3A Constrained Using WSDOT CCI

50%: $1.839 B
Program Cost Results: 2E/3B Constrained Using WSDOT CCI

- 50%: $1.889 B
- 70%: $1.986 B

![Bar chart showing percentiles and cumulative probabilities for program cost results. The chart indicates that 50% of the cost is estimated to be $1.889 billion and 70% is estimated to be $1.986 billion.](chart.png)
Cost Estimate Accuracy Over Time

- Conceptual Engineering
- Preliminary Engineering
- Final Design
- Construction

Accuracy Range (%)

Project Stage
Bridge Construction Costs

Bridge Construction Costs

![Bar chart showing bridge construction costs for different bridge types and years: 2013 CEVP, 2016 CEVP, 2017 CEVP. The chart illustrates a 20% increase and a 50% increase in costs.]
Construction Cost Index Annual Change

WSDOT CCI Historical Data
Construction Cost Index

Construction Cost Index (1987 = 100)

WSDOT CCI Historical Data
WSDOT CCI Forecast
WSP CCI Forecast for Puget Sound Region
Program Cost Results: 2E/3B Constrained Using WSP CCI with Local Market Conditions

- 50%: $2.067 B
Program Cost Comparison: 2E/3B Constrained vs. Unconstrained

- 2E/3B Constrained
- 2E/3B Plus Unconstrained

Cumulative Probability or Percentile

Program Cost (YOE $M)

$1,781
$1,889
Gateway Cost Estimates

- **Full EIS Design**
  - Market Conditions: $1,933
  - Inflation: $776
  - Risk: $586
  - Added Scope: $296
  - SR 509: $92
  - SR 167: $776

- **2013 CEVP Gateway Concept**
  - INFRA Grant Local Funding: $3,830
  - Toll Funding: $1,897
  - Total Funding: $1,986

- **2015 Project List Provided to Legislature**
  - INFRA Grant: $1,548 to $1,915
  - Local Funding: $1,915
  - Toll Funding: $1,989

- **2016 CEVP Update (2C & 3A Scope)**
  - INFRA Grant: $394
  - Local Funding: $67
  - Toll Funding: $712

- **2017 CEVP Update (2E & 3B Scope)**
  - INFRA Grant: $241
  - Local Funding: $74
  - Toll Funding: $754
Completing the Gateway Vision: A phased approach to corridor completion

In alignment with regional planning, SR 167 and SR 509 will be fully tolled corridors. Traffic analyses show that tolling the new SR 167 and SR 509 corridors will help relieve congestion by encouraging drivers to use the freeway during non-peak hours, take other routes, or make other travel choices. WSDOT proposes to build 1-2 additional lanes in each direction of SR 167 and SR 509 in Phase 1 to accommodate traffic volumes and freight movement. Additional lanes can be added over time to accommodate regional growth.

**SR 509 Phase 1 (Cost: $708 million to $784 million)**
- One lane in each direction between S. 188th St. and I-5
- Second lane in each direction between S. 200th St. and I-5
- Truck climbing lanes as needed where steep grades exist
- New or improved interchanges at S. 188th St., 28th/24th Avenues S., I-5, S. 231st St., SR 516

**I-5 Express Toll Lanes (Cost: $131 million to $145 million)**
- Existing HOV lane to express toll lane from SR 16 to I-90

**SR 167 Phase 1 (Cost: $770 million to $852 million)**
- One lane in each direction between SR 161 and SR 509
- Second lane in each direction between Valley Avenue and 54th Avenue East
- New or improved interchanges at I-5, 54th Ave E., Valley Ave, Freeman Rd., SR 161

If funding is received in 2014, WSDOT can utilize an integrated development and delivery approach to accelerate design and begin construction by 2017 and open to traffic by 2021. WSDOT intends to use the design-build delivery method to complete the project within the accelerated schedule.

Future phases of the Gateway would build upon the initial investments in Phase 1, ultimately expanding SR 167 and SR 509 to two lanes in each direction while completing all planned connections. Timing of future phases is based on the needs of corridor users and the capacity needed to support regional growth.

**Gateway Funding**

<table>
<thead>
<tr>
<th>Phase 1</th>
<th>Potential toll funding</th>
<th>Total Cost of Phase 1 ($)</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>$330 million</td>
<td>$1.6 billion - $1.8 billion*</td>
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</tbody>
</table>

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

Future expansion of the Gateway project is estimated to be an additional $1.2 billion to $1.3 billion, bringing the total cost to complete all phases of the Gateway vision to $2.8 billion to $3.1 billion.
Gateway Phasing

PHASE 1 (to 2031)

SR 509: 3A

Local Access
• Meridian Interchange (west half)
• 188th Interchange (south half)
• 200th Interchange
• Valley Interchange (east half)

I-5
• SR 167 – SR 18 NB auxiliary lane
• 272nd – SR 516 NB auxiliary lane
• SR 516 – SR 509 NB collector/distributor lanes

HOV
• SR 509 HOV (fifth and sixth lanes)
• SR 509 HOV Direct Access Ramps
• SR 167 HOV (fifth and sixth lanes)
• SR 167 HOV Direct Access Ramps

Forward Compatibility (features that could be constructed in Phase 1 that are needed in Phase 2)
• SR 509
• Sea-Tac Airport South Access Expressway
• I-5
• SR 167

PHASE 2 (future)

SR 167: 2C
Practical Design – Update
Scenario Refinement Process

SR 509 Process

1. $712M CLOSE THE GAP
2. 2A
3. 3A
4. 4A
5. $1,897M EIS

SR 167 Process

1. $973M CLOSE THE GAP
2. 2A
3. 2B
4. 2D
5. 2E

Updated Preferred Scenario
$1,889M 2017 CEVP

Scope Schedule Budget
SR 509 Update
SR 509: Updated Preferred Scenario 3B
SR 509 188th Interchange – Full Diamond
SR 509 188th Interchange – Folded Diamond
SR 516 Interchange – 4B
SR 509 Construction Stages
SR 509 Phase 1 Construction Stages

• Stage 1a (built by Sound Transit):
  – Builds new SR 99 Bridge
  – Constructs 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 St. Bridge
  – Builds new northbound I-5 auxiliary lane, southbound I-5 collector/distributor
  – Installs toll point at S. 210th St vicinity
  – Builds two lanes in each direction between 28th/24th Ave S. and SR 516 interchange

• Stage 2:
  – Builds two lanes in each direction between 28th/24th Ave S. and S. 188th St.
  – Builds folded diamond interchange at S. 188th St.
SR 509 Accomplishments

- 28th/24th bridge completion
- Basis of Design Report
- Phase 1 – 15% plans
- Environmental Re-Evaluation
- CEVP update
Barrier and Wall Elevation

**Figure 41:**
Traffic Barrier on S.E.W. Wall at Ramp
SR 509 NEPA Re-Evaluation

WSDOT and FHWA completed the NEPA Re-Evaluation and found no new significant effects comparing the 2003 FEIS/ROD to the 2018 Phase 1 improvements.

Key Findings

- **Effects of tolling.** Considered the effect that tolling would have on low-income and minority populations and found that I-5 and surrounding arterials would remain accessible alternatives to the new tolled facility.

- **Improved travel times.** The new SR 509 is expected to offer improved travel times, compared to if the Phase 1 Improvements were not built.

- **Smaller project footprint.** Phase 1 Improvements are 78-feet wide as compared to 120-feet wide in the 2003 Selected Alternative, resulting in fewer impacts on vegetation, wildlife, fish, parks and recreational resources.

- **Fewer property acquisitions.** Phase 1 Improvements identify 88 parcels for acquisition in comparison to 133 parcels identified in the 2003 Final EIS.

Voluntary comment period. Public comments on the NEPA Re-Evaluation were collected via the online open house through February 22, 2018.
Online Open House – 30 Day Comment Period

- Open from January 22 – February 22
- 3,663 unique users
- 43,929 total page views

- 19 Comments
- Common themes:
  - Tolling
  - South 188th Avenue Interchange improvements
  - Sea-Tac Airport traffic
SR 509 Right of Way 2018
SR 509 ROW Acquisition Dashboard

Puget Sound Gateway Program
SR 509 Completion Project - Executive Dashboard

<table>
<thead>
<tr>
<th>'17-'19 Legislative Funding</th>
<th>$28,045,020</th>
<th>ROW Funding Expended</th>
<th>$437,054</th>
<th>ROW funding remaining</th>
<th>$27,607,966</th>
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</thead>
<tbody>
<tr>
<td>Active Parcels Cost (PPS)</td>
<td>$40,776,699</td>
<td>Planned ROW Expenditure '17-'19</td>
<td>$40,666,699</td>
<td>Status Through</td>
<td>March '18</td>
</tr>
</tbody>
</table>

- Status Through: March 2018
- Planned Value: $40,776,699 (2%)
- Actual Cost: $437,054 (2%)
- Earned Value: $299,628 (4%)
- Cost Variance: +$556,574 (2%)
- Schedule Variance: +$553,503 (2%)
- Cost Perform. Index: 2.572
- Sched. Perform. Index: 2.351

$78.0 M

ACQUISITION
- Total Parcels ('17-'19): 43
- Title Reports Complete: 43
- ROW Plans Complete: 50
- Appraisals Started: 36
- Appraisals Complete: 23
- Appraisal Reviews Complete: 8
- Offers Made: 4
- Offers Accepted: 4
- Condemnations Started: 0
- Condemnations Complete: 0
- Possession & Use: 3
- Parcels Acquired: 3

Number of Parcels

RELLOCATION
- Total Parcels with Relocations: 19
- Parcels with Relocations Started: 3
- Parcels with Relocations Vacated: 0

DEMOLITION
- Total Parcels with Demolition: 16
- Parcels with Demolition Complete: 0

Printed 3/22/2018
Federal Way Link Extension Project

Federal Way Link Extension
Preferred Alternative

1. Potential SR 509 Project
2. S 208 St/ S 211th St
3. S 216th St Under Crossing
4. PSE Sub Station
5. K/D Station Parking (500 Spaces)
6. Midway Landfill
7. S 272nd Station Parking (1240 Spaces)
8. Highline Water Tank
9. S 273rd Station
10. BWTC Station Parking (400 Spaces)

WSDOT
I-5 Retaining Walls

FOR DISCUSSION PURPOSES ONLY

SR 509 COMPLETION PROJECT
SR 99 Bypass
SR 509 Next Steps

- Continue right of way acquisition
- Include SR 99 bridge scope in Sound Transit Summer 2018 RFP
- Complete land exchange agreement with Sound Transit by June 2018
- Complete construction agreement with Sound Transit by July 2018
- Continue coordination with King County regarding Lake to Sound Trail design
- Participate in summer outreach activities
- Design parameters
- Develop Phase 1 30% design by Fall 2018
- IJR update
- Develop Phase 2 10% design by Fall 2018
SR 509 and Adjacent Projects Milestones

SR 509 Completion
- Project Development
  - NEPA Re-eval
  - Environmental Permitting
  - Interchange Justification Report
  - Tolling
  - Local Funding/CN Impl. Plan
  - 10% Design/Conceptual Plans
  - Revised ROW Plan Approval
- Design Approval
- Stage 1
  - ROW Acquisition/Relocation
  - RFQ/RFP
  - Construction
- Stage 2
  - ROW Acquisition/Relocation
  - RFQ/RFP
  - Construction

FWLE
- Land Exchange Agreement
- ROW Acquisition/Relocation
- RFQ/RFP Development
- CN Agreement (SR 509 elements)
- Construction
- Testing/Commissioning

Lake to Sound Trail/SeaTac Intersection
- L25 Environmental/Design
- L25 Construction
- DMMD Row/Design
- DMMD Construction

We are here: Stage 1, Traffic D, Revenue

Toll Authorization

Open to traffic

Revenue Service

Open to traffic

NTP

Open to traffic
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 – two new lanes in each direction between I-5 and 54th
  – Builds 54th Ave. 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 Ave.
  – *Adds new weigh stations (possible scope)*
SR 167 Accomplishments

- Environmental
- Riparian Restoration Program (RRP)
- Right of Way Acquisition
- Interurban Trail
SR 167 Environmental Status

- Five of 19 Tech memos complete
- NEPA Re-Evaluation - target completion August 2018
- Biological Assessment - submit to Federal Services on April 16
- Amended Section 106 MOA – target completion June 2018
- JARPA preparation to begin in April
- Online open house – Fall 2018
SR 167 RRP Status

- Met with Technical Advisory Group (TAG) on Feb. 7, 2018
- 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 in May
SR 167 Right of Way 2018
SR 167 ROW Acquisition Dashboard

<table>
<thead>
<tr>
<th>'17-'19 Legislative Funding</th>
<th>$30,000,000</th>
<th>ROW Funding Expended</th>
<th>$12,442,619</th>
<th>ROW Funding Remaining</th>
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<tbody>
<tr>
<td>Active Parcels Cost (PFE)</td>
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<td>Planned ROW Expenditure '17-'19</td>
<td>$26,678,133</td>
<td>Status Through</td>
<td>February '18</td>
</tr>
</tbody>
</table>

- **Status Through**: February 2018
- **Planned Value**: $59,087,722 (30%)
- **Actual Cost**: $12,442,619 (41%)
- **Earned Value**: $13,116,000 (44%)
- **Cost Variance**: $673,381 (2%)
- **Schedule Variance**: $4,028,279 (43%)
- **Cost Perform. Index**: 1.054
- **Sched. Perform. Index**: 1.443

**Acquisition**

- Total Parcels ('17-'19): 17
- Title Reports Complete: 17
- ROW Plans Complete: 16
- Appraisals Started: 13
- Appraisals Complete: 12
- Appraisal Reviews Complete: 12
- Offers Made: 12
- Offers Accepted: 7
- Condemnations Started: 0
- Condemnations Complete: 0
- Possession & Use: 6
- Parcels Acquired: 6

**Relocation**

- Total Parcels with Relocations: 14
- Parcels with Relocations Started: 4
- Parcels with Relocations Vacated: 0

**Demolition**

- Total Parcels with Demolition: 15
- Parcels with Demolition Complete: 0
SR 167 Interurban Trail

- Fife secured $1.4 million from 2018 Supplemental Transportation Budget
- Incorporate trail scope into Stage 1a
- Likely combine with relocation of Olympic Pipeline
- New trailhead parking at 20th St.
- Improvements to 20th St.
SR 167 Next Steps

- Continue right of way acquisition process
- Complete NEPA Re-Evaluation
- Participate in summer outreach activities
- Continue coordination with Fife regarding the Interurban Trail design and construction
- Increase coordination with Sound Transit regarding Tacoma Dome Link Extension
- Develop 30% design and design approval late 2018
- Beginning Urban Design Criteria process at each interchange location
- Accepting clean fill dirt
Program Next Steps

• Complete and submit grant applications for local nexus projects
• Complete the Construction and Implementation Plan, Schedule Acceleration Report, Local Funding MOU, and tolling traffic and revenue.
• Upcoming Meetings:
  – Executive Committee – April 5
  – Funding & Phasing Subcommittee – May 3
  – Funding & Phasing Subcommittee – June 7
  – Steering Committee – June 27
  – Executive Committee – July 11
More information:

Craig J. Stone, PE
Puget Sound Gateway Program Administrator
(206) 464-1222
StoneC@wsdot.wa.gov

Omar Jepperson, PE
SR 509 Project Manager
(206) 464-1286
JepperO@wsdot.wa.gov

Steve Fuchs, PE
SR 167 Project Manager
(360) 357-2623
FuchsS@wsdot.wa.gov

Ed Barry, PE
Toll Division Director
(206) 464-1217
Barryed@wsdot.wa.gov