Puget Sound Gateway Program
SR 167 and SR 509 Completion Projects

Executive Committee Meeting
April 5, 2018

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

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

- Welcome and introductions
- Legislative updates
- Funding status
- Cost estimate review
- Endorse Updated Preferred Scenario
- Project updates
- Next Steps
Puget Sound Gateway Program
Guiding Principles

1. Support regional mobility to provide efficient movement of freight and people
2. Improve local, regional, state and national economic vitality
3. Provide a high level of safety
4. Support local and regional comprehensive land use plans
5. Minimize environmental impacts and seek opportunities for meaningful improvements
6. Create solutions that are equitable, fiscally responsible, and allow for implementation over time
7. Support thoughtful community engagement and transparency
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.
Legislative Direction – 2017 Update

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.

Additionally, the department must consider completing 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, the funds must be applied toward the completion of these two full single-point urban interchanges.

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 (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.
Gateway Funding Spheres

- $130 M local contribution
  - MOU

- $1,565 M Connecting Washington funds
  - Construction & Implementation Plan
  - Schedule Acceleration Report

- $111 M INFRA Grant

- $180 M toll funding
  - Traffic & Revenue Forecast

Total $1,986 M
Puget Sound Gateway Funding
as enacted by the 2017 Legislature

- 2015-2017: $2.5m
- 2017-2019: $93.5m
- 2019-2021: $305m
- 2021-2023: $395m
- 2023-2025: $206m
- 2025-2027: $283m
- 2027-2029: $260m
- 2029-2031: $20m

Total Funding: $2.5m - $200m

Source: WSDOT
INFRA Grant Status

- Applied on November 2ND 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
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><strong>Potential Total</strong></td>
<td><strong>$70 million</strong></td>
<td><strong>$60 million</strong></td>
<td><strong>$130 million</strong></td>
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</tbody>
</table>
## Benefit Level and Partner Roles

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

### Partner Commitments and Status

<table>
<thead>
<tr>
<th>Partner Agency</th>
<th>Status</th>
<th>Amount</th>
<th>Total</th>
</tr>
</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>
</tr>
<tr>
<td>City of Pacific</td>
<td>Pending</td>
<td></td>
<td></td>
</tr>
<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>
</tr>
<tr>
<td><strong>Partner Total</strong></td>
<td></td>
<td><strong>$72,800,000</strong></td>
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</tr>
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</table>

### Stage 1 Grant Assumptions

<table>
<thead>
<tr>
<th>Project</th>
<th>Status / Due Date</th>
<th>Amount</th>
</tr>
</thead>
<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>
</tr>
</tbody>
</table>

### 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>
</tbody>
</table>

**Total Financial Strategy** $141,700,000
MOU Feedback to Date

- Clarifications requested on:
  - Timing of local contributions
  - Who signs the interlocal agreements
  - What happens if funding is not obtained
  - Language related to conditions for termination

- Request that State obligations be more explicitly detailed

- Terminology consistency and specificity

Comments received from:
- Auburn
- Des Moines
- Federal Way
- Kent
- King County
- Tacoma

Thank you!
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
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>Responsibility</th>
<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>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>
<td></td>
</tr>
</tbody>
</table>

### Roles

<table>
<thead>
<tr>
<th>Washington State Legislature</th>
</tr>
</thead>
<tbody>
<tr>
<td>Establish legal toll framework</td>
</tr>
<tr>
<td>Authorize tolling in designated corridors</td>
</tr>
<tr>
<td>Approve financing plans</td>
</tr>
<tr>
<td>Enable tolling practices</td>
</tr>
<tr>
<td>Appropriate toll operation budget</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Transportation Commission</th>
</tr>
</thead>
<tbody>
<tr>
<td>Set toll rates within funding requirements</td>
</tr>
<tr>
<td>Set toll exemptions</td>
</tr>
<tr>
<td>Establish advisory committees</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Department of Transportation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Develop toll collection systems and procedures</td>
</tr>
<tr>
<td>Collect tolls</td>
</tr>
<tr>
<td>Finance improvements</td>
</tr>
<tr>
<td>Operate tolled corridors</td>
</tr>
<tr>
<td>Assess financial feasibility of toll projects</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Office of the State Treasurer (OST)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Conducts all financings for the State of Washington</td>
</tr>
<tr>
<td>Responsible for the issuance of toll debt</td>
</tr>
</tbody>
</table>
Tolling Reports

SR 167 Corridor Completion Comprehensive Tolling Study
Final Report
Prepared for the Washington State Legislature
February 2013

SR 509 Toll Feasibility Study
Prepared for Governor Chris Gregoire
and for 2010 Washington State Legislature
September 2010

Puget Sound Gateway Project
SR 509, I-5 and SR 167
Funding and Phasing Study: Strategic Corridor Design Review
September 2013
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)
    - General revenue, toll rate, and usage information for each scenario
  - Level 2 Traffic and Revenue (June-September 2018)
    - 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 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>Port of Tacoma Spur</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Base Condition</td>
<td>All tolled, axle multiplier</td>
<td>All tolled, axle multiplier</td>
<td>All tolled, 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. Port of Tacoma Spur: Commercial Trucks Free</td>
<td>All tolled, axle multiplier</td>
<td>All tolled, 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. Port of Tacoma Spur: Free</td>
<td>All tolled, axle multiplier</td>
<td>All tolled, axle multiplier</td>
<td>All Free</td>
</tr>
<tr>
<td>6. HOV and Transit Free</td>
<td>All tolled, axle multiplier, HOV 2+/transit Free</td>
<td>All tolled, axle multiplier, HOV 2+/transit Free</td>
<td>All tolled, axle multiplier, HOV 2+/transit Free</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>

*for the purposes of preliminary analysis, commercial trucks are any trucks with over 2 axles*
Cost Estimate Validation Process (CEVP) Results
Practical Design
Scenario Refinement Process

SR 509 Process

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

$712M

SR 167 Process

1. CLOSE THE GAP
2A
2. 2B
3A
3. 3A
4. 2C
5. 2D
4A
4. 2E
5. 4A

$1,117M

$1,065M

$1,045M

$1,086M

$1,989M
2016 CEVP

$973M

$1,933M
EIS+

Scope
Schedule
Budget
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
**Cost Estimate Accuracy Over Time**

![Graph showing cost estimate accuracy over project stages.](image-url)

- **Conceptual Engineering**: Accuracy range is from 100% to 90%.
- **Preliminary Engineering**: Accuracy range is from 90% to 80%.
- **Final Design**: Accuracy range is from 80% to 70%.
- **Construction**: Accuracy range is from 70% to 60%.

As the project progresses from Conceptual Engineering to Construction, the accuracy range decreases from 100% to 60%.
Construction Cost Index Annual Change

WSDOT CCI Historical Data
Construction Cost Index

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
Construction & Implementation Plan

Updated Preferred Scenario
Gateway Cost Estimates

- Full EIS Design: $3,830
- 2013 CEVP Gateway Concept: $1,750
- 2015 Project List Provided to Legislature: $1,915
- 2016 CEVP Update (2C & 3A Scope): $1,989
- 2017 CEVP Update (2E & 3B Scope): $2,067

Total Funding: $1,986

- INFRA Grant: $1,897
- Local Funding: $2,067
- Toll Funding: $1,986

- Mkt Conds.
- Inflation
- Risk
- Added Scope
- SR 509
- SR 167

Connecting WA Funding

- Full EIS Design: $1,933
- 2013 CEVP Gateway Concept: $1,750
- 2015 Project List Provided to Legislature: $1,915
- 2016 CEVP Update (2C & 3A Scope): $1,989
- 2017 CEVP Update (2E & 3B Scope): $2,067

$0 to $4,000

Millions
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.

<table>
<thead>
<tr>
<th>Gateway Funding</th>
<th>Phase 1</th>
</tr>
</thead>
<tbody>
<tr>
<td>Potential toll funding</td>
<td>$330 million</td>
</tr>
<tr>
<td>Total Cost of Phase 1</td>
<td>$1.6 billion - $1.8 billion*</td>
</tr>
</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 - 2017**

**PHASE 1 (to 2031)**

- SR 509: 3A
- SR 167: 2C

**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
Practical Design – 2018 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. 2C
5. $1,933M
   EIS+

Updated Preferred Scenario

$1,889M
2017 CEVP

Scope
Schedule
Budget
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
Schedule Acceleration
Program Cost Comparison: 2E/3B Constrained vs. Unconstrained

- $1,781
- $1,889
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
SR 509 Update
SR 509: Updated Preferred Scenario 3B

- SR 509
- Completed local projects
- Planned local projects
- Sound Transit Federal Way Link Extension
SR 509 188th Interchange – Full Diamond
SR 509 188th Interchange – Folded Diamond
SR 509 Construction Stages
Early Work: City of SeaTac 28\textsuperscript{th}/24\textsuperscript{th}
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

• 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
Federal Way Link Extension Project
I-5 Retaining Walls

SR 509 COMPLETION PROJECT
SR 99 Bypass

SR 99
CONSTRUCTION – 1 PHASE
NB & SB – 25 MPH

FOR DISCUSSION PURPOSES ONLY

SR 509 COMPLETION PROJECT
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 167 Update
SR 167: Updated Preferred Scenario 2E
SR 167 Construction Stages
SR 167 Right of Way 2018
SR 167 Interurban Trail Refinement
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
Gateway Program Next Steps

• Submit grant applications for local nexus projects
  – FMSIB
  – PSRC

• Complete:
  – Local Funding MOU
  – Construction and Implementation Plan
  – Schedule Acceleration Report
  – Tolling traffic and revenue

• Upcoming Meetings:
  – Funding & Phasing Subcommittee – May 3 at Fabulich Center
  – Funding & Phasing Subcommittee – June 7 at SeaTac City Hall
  – Steering Committee – June 27 at Fabulich Center
  – Executive Committee – July 11 at Fabulich Center
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