Puget Sound Gateway Program
SR 167 and SR 509 Completion Projects

Washington State Transportation Commission
January 19, 2017

CRAIG J. STONE, PE  GATEWAY PROGRAM ADMINISTRATOR
Puget Sound Gateway Program - SR 509 & SR 167

- Completing the Gateway Program provides more direct links from the state’s largest ports to the distribution centers in the region and to Eastern Washington.

- Provides direct access to Seattle-Tacoma International Airport from the south for both passenger and air cargo.

- Supports community and economic development.
Context for the Program

- Puget Sound Regional Council Transportation 2040 Plan
- Cities & Counties Comprehensive Land Use Plans
- Urban and Manufacturing Industrial Centers
- Input from stakeholders
- Forecasted travel patterns 2025 & 2045
- Practical design process
Connecting Washington Project Highlights

- SR 167/SR 509 Puget Sound Gateway - $1.9 billion
- SR 520 “Rest of the West” - $1.6 billion
- I-405 Lynnwood to Tukwila Corridor Improvements - $1.3 billion
- US 395 North Spokane Corridor - $879 million
- I-5 JBLM Congestion Relief Project - $494 million
- I-90 Snoqualmie Pass - $426 million
WSDOT Highways Maintenance and Construction Programs

- SR 520 Bridge Replacement
- I-405 Corridor Improvements
- Alaskan Way Viaduct
- Remaining Nickel and TPA projects - Legislatively directed
- Projects funded exclusively by base gas tax and federal funds (PEF) - Primarily preservation and safety
- Maintenance on State System
- SR 167/SR 509 Puget Sound Gateway
- US 395 North Spokane Corridor
- I-405 Renton to Lynnwood - Corridor Widening
- SR 520 Seattle Corridor Improvements - West End
- I-90 Snoqualmie Pass - Widen to Easton
- Remaining 2015 Connecting Washington Package
Total funding is $1.87 billion; this amount assumes $310 million local match and tolling funding.

Puget Sound Gateway Program

- Local contribution of $130 million
- Toll funding of $180 million
- Connecting Washington funding of up to $1.575 billion
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.**
Puget Sound Gateway Process

Legislature/Governor

WSDOT

Public Outreach

SR 167 Steering Committee

SR 167 Executive Committee

SR 509 Executive Committee

SR 509 Steering Committee
## Program Schedule to Endorse Construction and Implementation Plan

<table>
<thead>
<tr>
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<th>2016</th>
<th>2017</th>
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### SR 509
- **Kick-off**

### SR 167
- **Kick-off**
- **Open House**
- **Open Houses**

### Practical Design
- **SR 509**
- **Review scenarios & bus tour**
- **SR 167**

### Environmental Review
- **Preliminary Preferred Scenario**
- **Updated modeling info**
- **Endorse Construction & Implementation Plan**

### Public Engagement
- **SR 509 Open House**
- **SR 167 Open Houses**
- **EJ outreach**
- **Public outreach**
- **Public outreach**

### Executive Committee

### Public Outreach
Practical Design

- **WSDOT Executive Order 1096:**
  - WSDOT will design transportation infrastructure related solutions that are targeted to **address the essential needs of a project, not every need.** In doing so, designs are developed with criteria that achieve stated performance for the least cost…

- **ESHB 2012:**
  - (1)(a) For projects identified as Connecting Washington projects…The legislature encourages the department to continue to institutionalize innovation and collaboration in design and project delivery with an eye toward the most efficient use of resources. **In doing so, the legislature expects that, for some projects, costs will be reduced during the project design phase due to the application of practical design**
## Key Questions

<table>
<thead>
<tr>
<th>Program Level</th>
<th>1. How many lanes are included on SR 167 and SR 509?</th>
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<tbody>
<tr>
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<td>2. What level of tolling is considered?</td>
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<td>3. How are lanes managed?</td>
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<td>4. What degree of forward compatibility should be included in the design?</td>
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<tr>
<td>Project Level</td>
<td>5. Degree of potential impact to I-5?</td>
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<td>6. Where are connections most important?</td>
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<td>7. How is south access to the airport accommodated? (SR 509)</td>
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<td>8. How is access to the Port of Tacoma best accommodated? (SR 167)</td>
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Program Key Questions

1. How many lanes are included on SR 167 and SR 509?
   • Four lanes

2. What level of tolling is considered?
   • Tolling will be part of the program

3. How are lanes managed?
   • No freight lanes
   • No express toll lanes
   • No HOV lanes
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 the 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
Gateway Report: Tolling is a regional tool to help manage demand and generate revenue

Exhibit 2: Gateway Project Toll Rate Summary

<table>
<thead>
<tr>
<th>Facility and Time Period</th>
<th>FY 2021 Toll Rate Ranges (in 2020 dollars)</th>
<th>Truck Toll Multipliers</th>
<th>Number of Tolled Segments</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Minimum Toll (1 Segment)</td>
<td>Maximum Toll (All Segments)</td>
<td>Medium Trucks</td>
</tr>
<tr>
<td>SR 167</td>
<td>$0.50–$1.45</td>
<td>$2.05–$2.75</td>
<td>1.5x</td>
</tr>
<tr>
<td>Peak periods</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Off-peak periods</td>
<td>$0.45–$0.85</td>
<td>$1.40–$2.05</td>
<td></td>
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<tr>
<td>SR 509</td>
<td>$0.35–$1.60</td>
<td>$0.75–$2.05</td>
<td>1.5x</td>
</tr>
<tr>
<td>Peak periods</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Off-peak periods</td>
<td>$0.35–$0.75</td>
<td>$0.75–$1.15</td>
<td></td>
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</table>

1 Rates shown are for Good To Go! account holders, expressed in year-of-opening dollars; Pay By Mail rates are assumed to be $1.70 higher, and all toll values would be less expressed in today’s dollars.

2 Rates were assumed to remain fixed over time and not escalate with inflation.

Exhibit 5: Potential Range of Toll Funding Contribution using NPV Analysis

2015 Legislature did not act on I-5
# 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>
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<tbody>
<tr>
<td></td>
<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>
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</tbody>
</table>

## Roles

<table>
<thead>
<tr>
<th>Washington State Legislature</th>
<th>Transportation Commission</th>
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</thead>
<tbody>
<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>
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<tr>
<td>• Enable tolling practices</td>
<td></td>
<td>• Operate tolled corridors</td>
<td></td>
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<tr>
<td>• Appropriate toll operation budget</td>
<td></td>
<td>• Assess financial feasibility of toll projects</td>
<td></td>
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</tbody>
</table>
Traffic Study Areas

- Will update Tier 2 Traffic & Revenue during ‘17–’19 Biennium
Scenario Refinement Process

SR 509 Process

1. CLOSE THE GAP
   - $712M

2. 2A
   - $923M

3. 3A
   - $978M

4. 3B
   - $1,897M

5. 4A
   - $1,897M

SR 167 Process

1. CLOSE THE GAP
   - $973M

2. 2B
   - $1,117M

3. 3A
   - $1,065M

4. 3B
   - $1,045M

5. 3C
   - $1,117M

6. 3D
   - $1,086M

7. 4A
   - $1,179M

8. 4B
   - $1,933M

Preliminary Preferred Scenario

CLOSE THE GAP

- EIS
- EIS+

**Costs:**

- SR 509: $712M, $923M, $978M, $1,897M
- SR 167: $973M, $1,117M, $1,065M, $1,045M, $1,117M, $1,086M, $1,179M, $1,933M
SR 167 Overview

- Completing State Route 167 provides a more direct link from the Port of Tacoma to the distribution centers in the region and to Eastern Washington, thus improving economic vitality.

- Relieves congestion on local streets & improves safety.

- Supports local & regional comprehensive planning.

- Improves system continuity & regional mobility.
SR 167 Scenario 2C
SR 167: Scenario 2C

Highlighted features:
- ½ SPUI at 54th Ave interchange
- Service level Diverging Diamond interchange at I-5
- ½ Diamond interchange at Valley Avenue
- ½ SPUI interchange at Meridian Avenue

Other Items Total $180m
- Interurban Trail
- RRP & Wetland Mitigation
SR 509 Overview

• SR 509 improves transportation connections between urban and manufacturing centers in south King County for people and goods

• Provides south access to airport for passengers and air freight

• Adjacent Sound Transit and King County trail projects are moving forward with designs that are dependent on the SR 509 footprint
SR 509 Scenario 3A
SR 509: Scenario 3A

- Burien Urban Center
- Sea-Duwamish Manufacturing Industrial Center
- 188th
  - $12M
- 509
  - No Interchange
- 200th
  - $327M
  - 4 Lane
- SeaTac Urban Center
- Airport Southern Access
  - 28th Ave
- 28th/24th
  - $17M
  - ½ Diamond
- I-5
  - $267M
  - NB Aux SB 2 Lane CD
  - Does not preclude Wishbone (S of 516)
  - Kent Manufacturing Industrial Center
- SR 516
  - $132M
  - Veterans North & South Full
  - Keep E-N Loop Ramp
- Federal Way Urban Center
- Auburn Urban Center
- 5
  - Aux SB 516-272nd
  - $22M
Program Cost Results: 2C/3A

- 60% $2.029b
- 50% $1.989b
Puget Sound Gateway Funding
as enacted by 2015 Legislature

2015-2017: $2.5m
2017-2019: $58m
2019-2021: $70m
2021-2023: $60m
2023-2025: $335m
2025-2027: $302m
2027-2029: $313m
2029-2031: $180m

Total: $2.5m + $58m + $305m + $395m + $302m + $313m + $300m + $200m = $2.5m

Connecting WA
Local Funding
Toll Funding

TOTAL $2.5m
$58m
$305m
$395m
$302m
$313m
$300m
$200m
Program Cost Comparison: Constrained vs. Unconstrained

$1.866 Complete 2026

$1.989 Complete 2030
Cost Review

$1,548b - $1,915b

$1,750b

$1,565

$1,500

$1,450

$1,400

$1,350

$1,300

$1,250

$1,200

$1,150

$1,100

$1,050

$1,000

$92

$586

$776

$296

Inflation

Risk

SR 509

SR 167

2013 CEVP Gateway Concept

2015 Project List Provided to Legislature
FASTLANE Grant Application

- New Federal grant program focused on freight projects
- $4.5B program through 2020
- $800M awarded in FFY 2016 to 18 Recipients (212 applications received totaling almost $10B)
- $850M Notice of Funding Opportunity for FFY 2017 announced on Oct 28th, with applications due Dec 15th
- Submitted application on December 15, 2016 for $114.4 million
FASTLANE Grant Application – Letters of Support

1. Governor Jay Inslee
2. Senator Maria Cantwell
3. Congressman Denny Heck
4. Congressman David Reichert
5. Pierce County Executive Pat McCarthy
6. King County Councilmember Dave Upthegrove
7. City of Tacoma
8. City of Puyallup
9. City of SeaTac
10. City of Fife
11. City of Auburn
12. City of Algona
13. Mayor and Council of the City of Kent
14. City of Burien
15. City of Des Moines
16. City of Sumner
17. State Senator Joe Fain
18. Northwest Seaport Alliance
19. Port of Tacoma
20. Port of Seattle
21. Washington Transportation Commission
22. Freight Mobility Strategic Investment Board
23. Puyallup Tribe of Indians
24. Puget Sound Regional Council
25. South County Area Transportation Board
26. Sound Transit
27. Pierce Transit
28. Kent Chamber of Commerce
29. Puyallup-Sumner Chamber of Commerce
30. Fife Milton Edgewood Chamber of Commerce
31. South Sound Chambers of Commerce Legislative Coalition
32. Washington Public Ports Association
33. Washington Trucking Association
34. Washington State Building & Construction Trades Council
35. International Longshore & Warehouse Union
36. International Brotherhood of Electrical Workers, Local 76
37. United Association of Journeymen and Apprentices of the Plumbing and Pipefitting Industry
38. Premier Transport
39. Parsons
Puget Sound Gateway Program
Projected Sources and Uses Of Funds
as presented in FASTLANE grant application
Gateway Phasing

PHASE 1 (to 2031)

SR 509: 3A
$923m

SR 167: 2C
$1,065m

PHASE 2 (future)

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

Connect WA
$1,565m

Toll
$180m

Local
$130m

FASTLANE
$114m
Preliminary Gateway Construction Staging within Phase 1

**SR 167**
- **Stage 1**
  - 70th & I-5, SR 509 Spur
- **Stage 2**
  - SR 167

**SR 509**
- **Early work**
  - ST FWLE construction
- **Stage 1**
  - I-5 to 24th/28th
- **Stage 2**
  - 24th/28th to 188th
More information:

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