

Puget Sound Gateway Program

SR 167 and SR 509 Completion Projects

Washington State Transportation Commission
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DEPUTY GATEWAY PROGRAM ADMINISTRATOR
SR 509 PROJECT MANAGER

Agenda

- Project Overview
- Legislative Direction
- Tolling
- SR 509 Project
- SR 167 Project
- Forecasted Performance

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

Legislative Direction – 2015

ESHB 2524, Section 306 (23)

*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.***

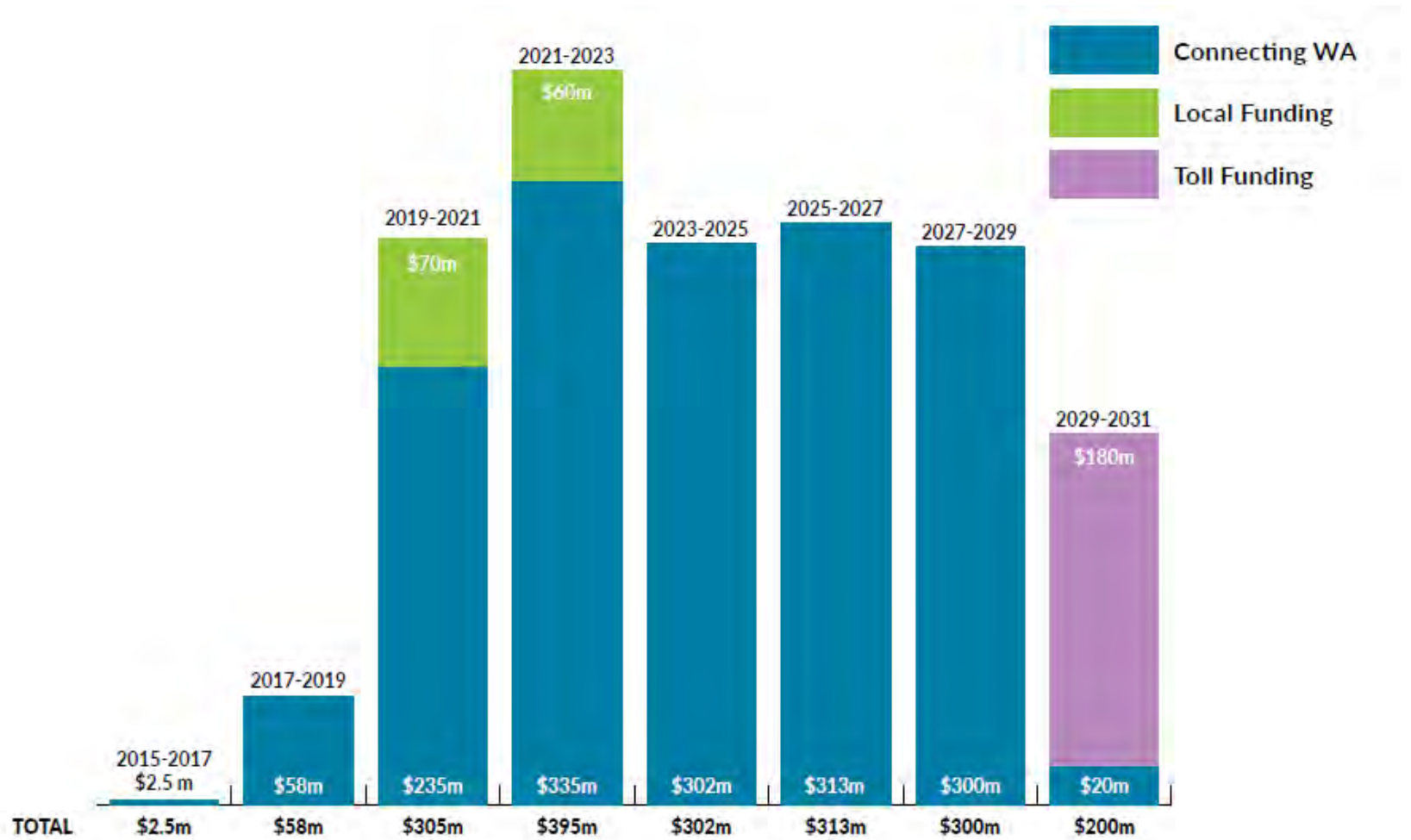
Legislative Direction – 2017 Update

ESB 5096, Section 306 (19)

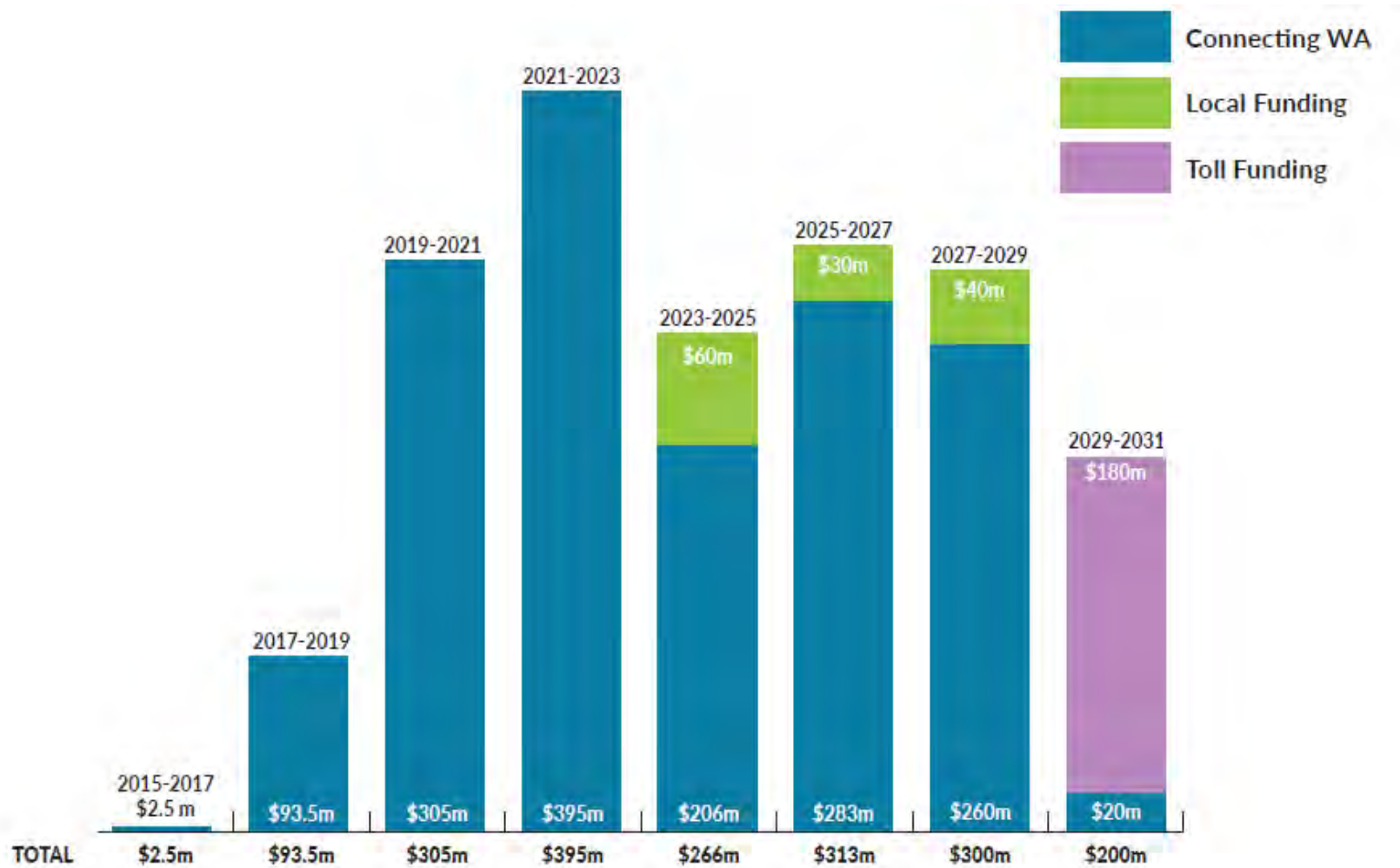
***\$93,500,000** of the Connecting Washington account is provided solely for the SR 167/SR 509 Puget Sound Gateway project.*

*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 2015 Legislature



Puget Sound Gateway Funding as enacted by the 2017 Legislature



Legislative Direction – 2017 Update

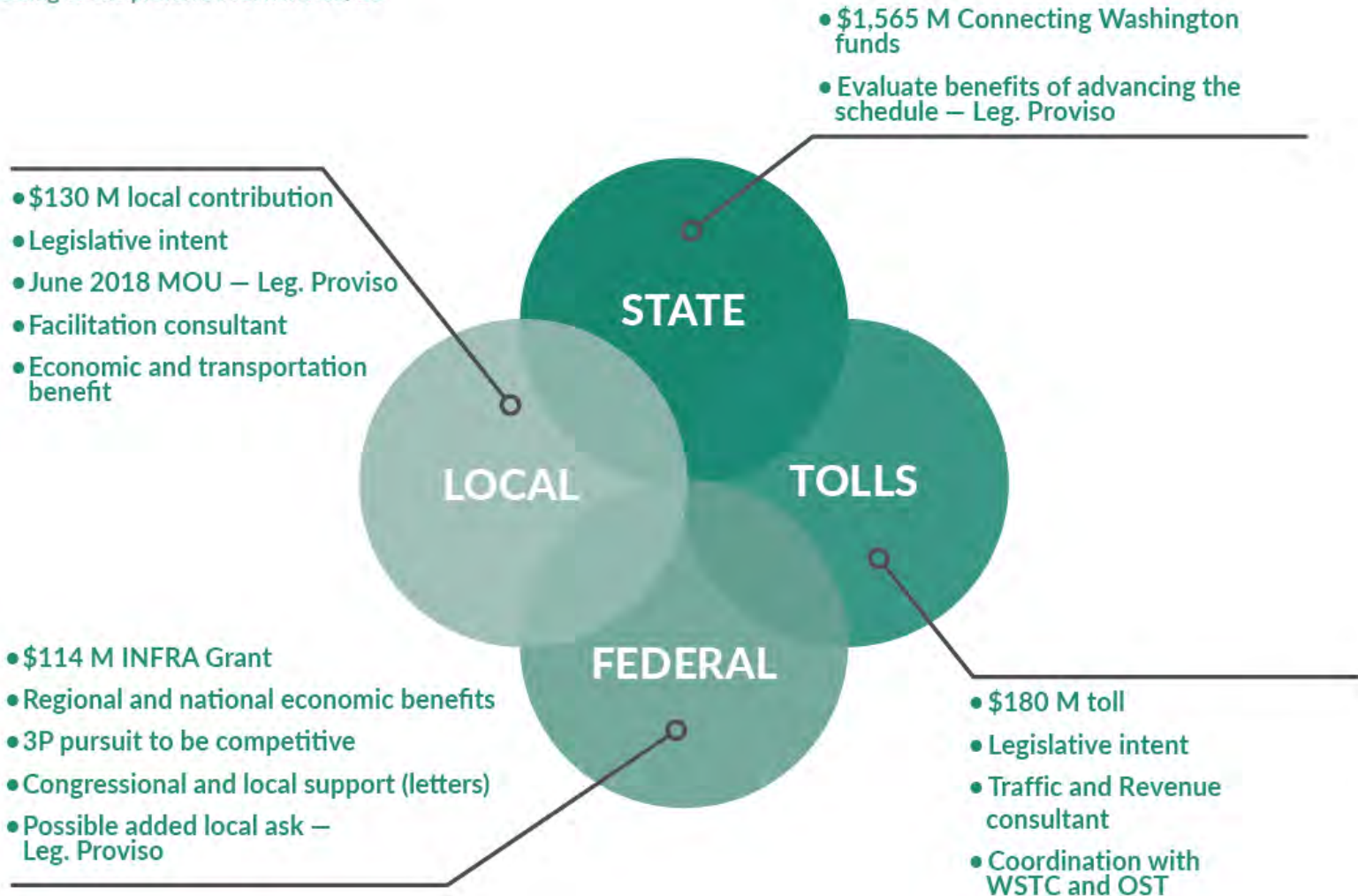
ESB 5096, Section 306 (20)(b) & (c)

- b) *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.*

- 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**.*

GATEWAY FUNDING SPHERES

Getting to the preferred scenario 3a/2e



Legislative Direction – 2017 Update

ESB 5096, Section 306 (20)(c)

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.

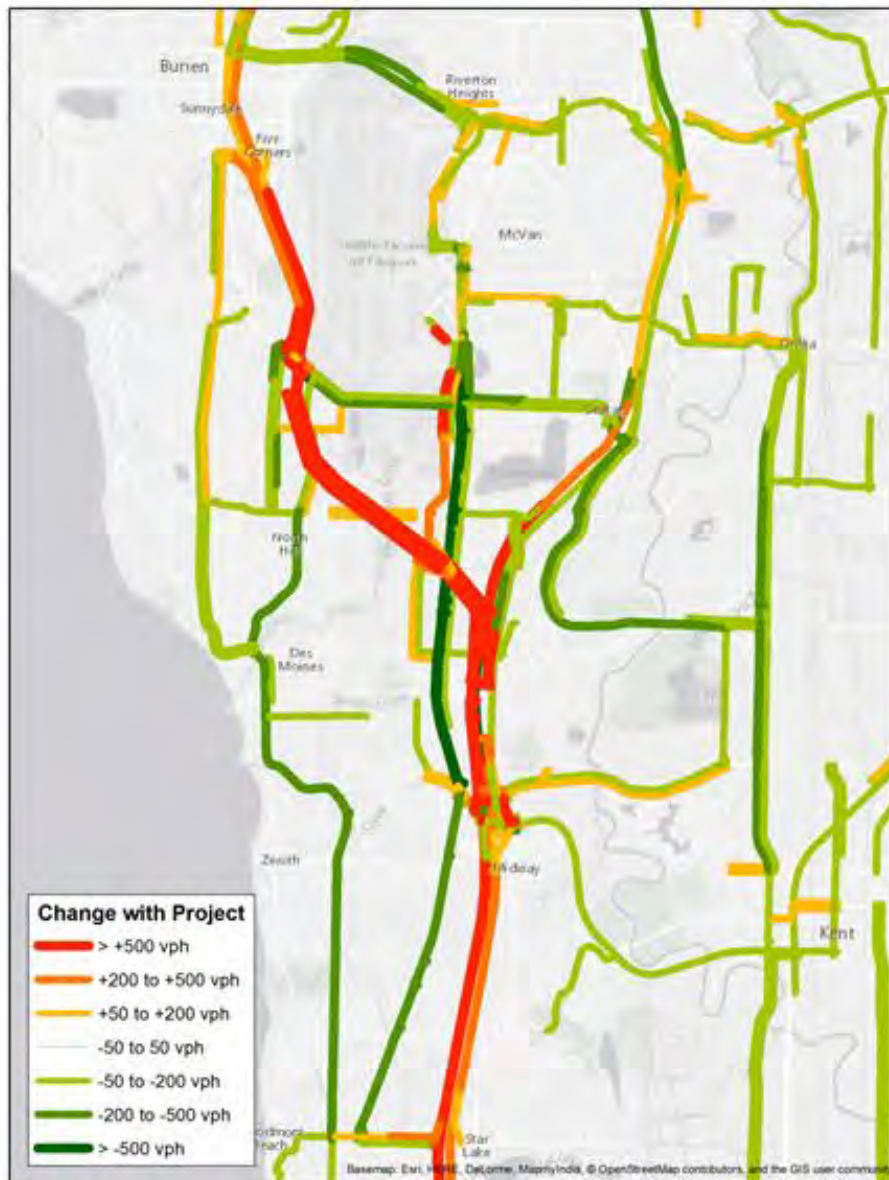
Tolling

Tolling Overview

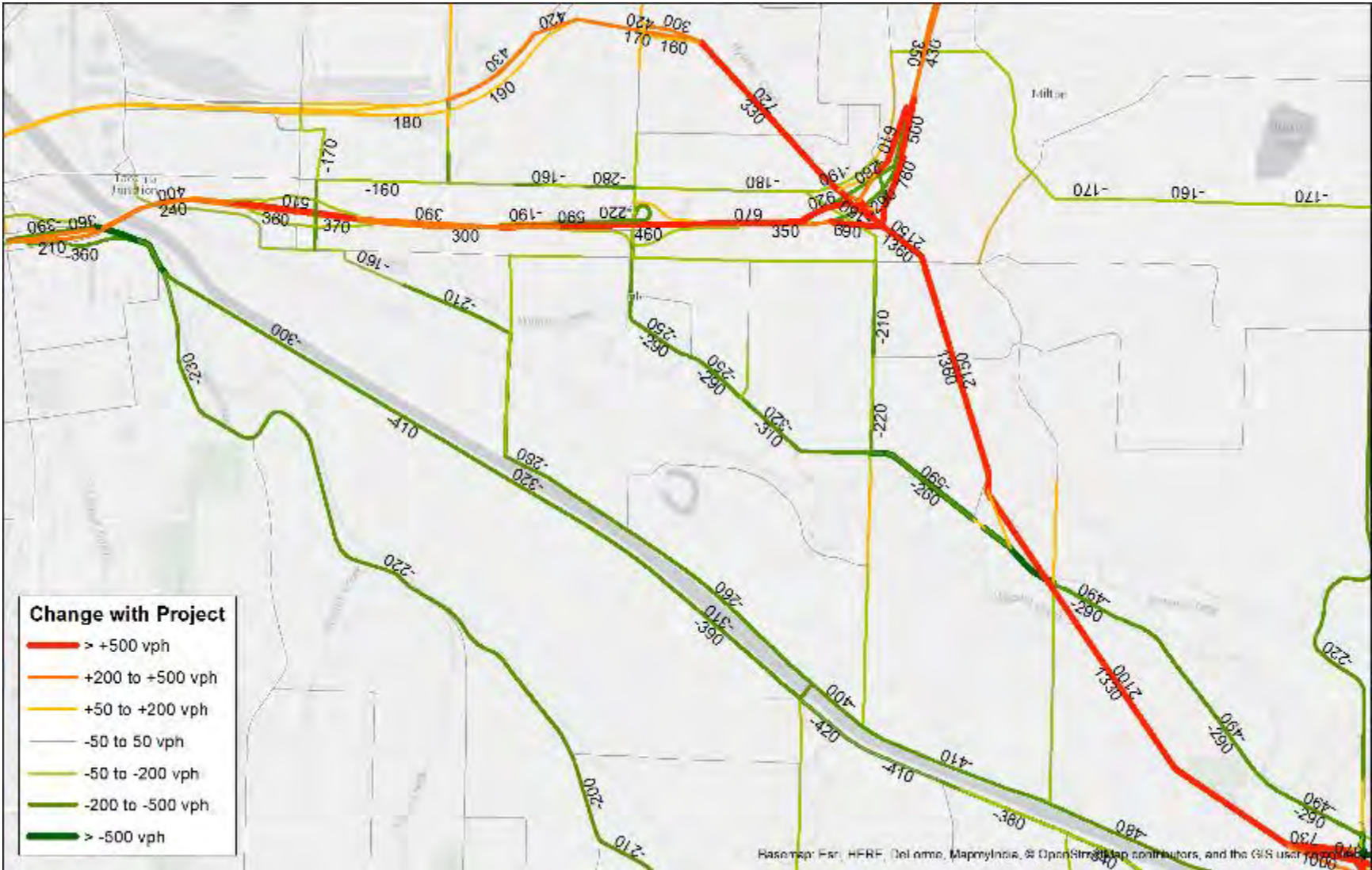
- Legislature directed \$180 million from tolls for SR 509 and SR 167
- Tolls support travel demand and ensure the road functions well for all users
- Variable toll operations similar to SR 520
- Toll rates have not been determined
 - Initiated state tolling consultant for “Tier II” traffic and revenue study
 - Will work with Transportation Commission on operational scenarios in spring 2018
 - Need legislative toll authorization by 2020



SR 509 Local Trips: How do things change?



SR 167 Local Trips: How do things change?

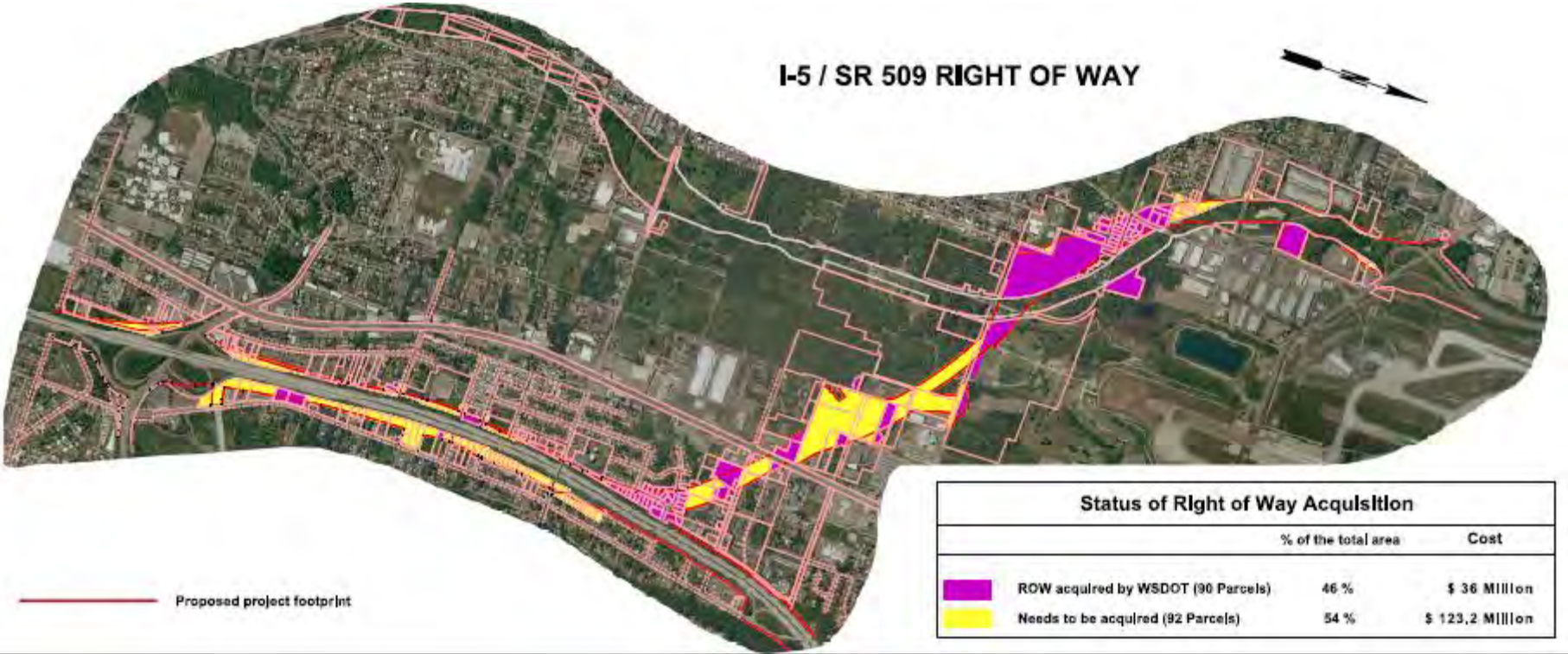


SR 509 Project Scope

Scenario 3A



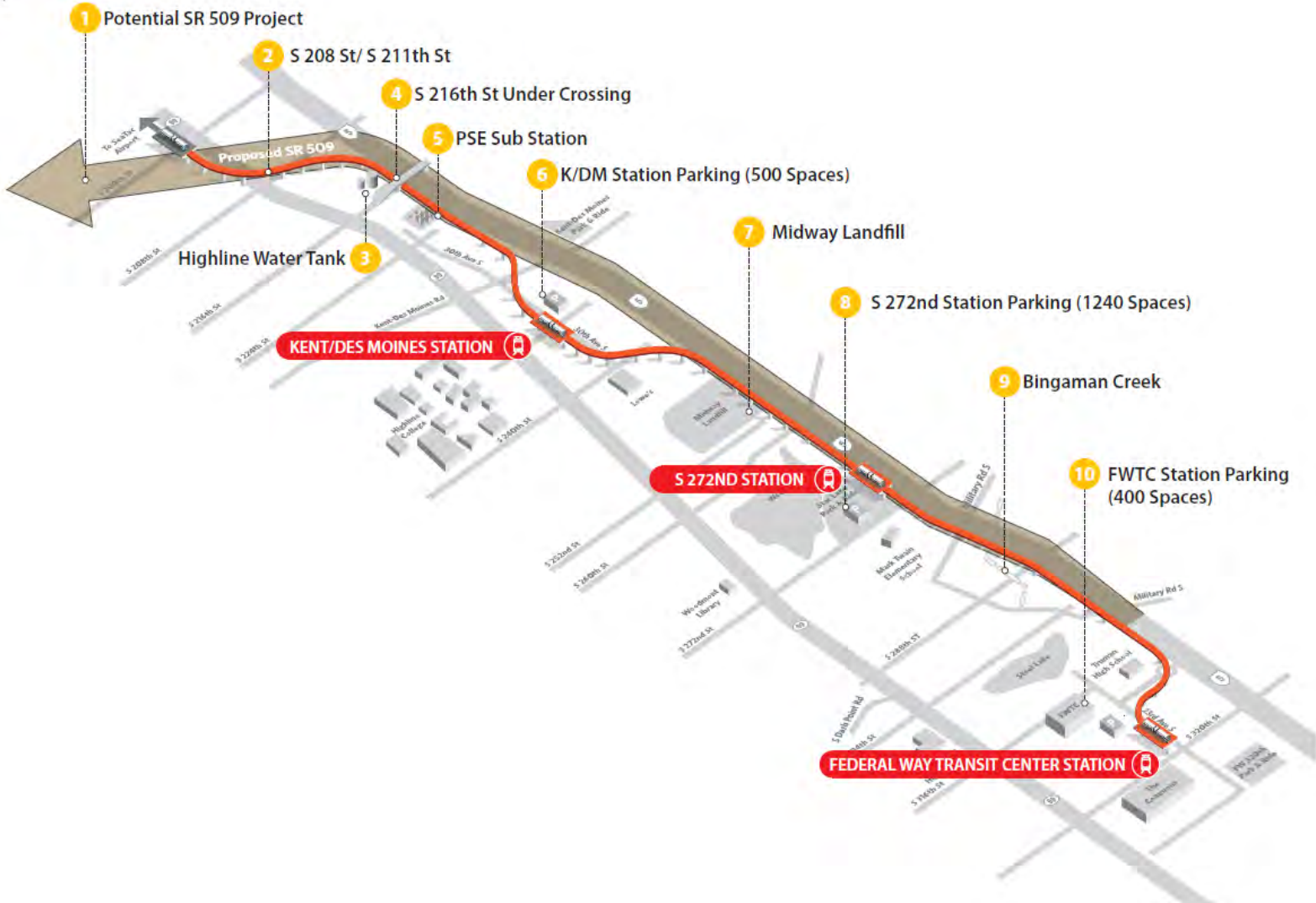
Right of Way



SR 509 Key Takeaways

- SR 509 Scenario 3A operates well as currently designed.
- Travel time savings between regional and manufacturing industrial centers.
- At 188th in 2045 the forecasted southbound on and northbound off ramps are not heavily utilized.
- New south access reduces the demand on the north access expressway.
- Peak travel times for the airport are different than I-5 and SR 509 peak travel times.
- SR 509 attracts trips from local roads. Traffic demand on surrounding roads should reduce.

Sound Transit Coordination Federal Way Link Extension

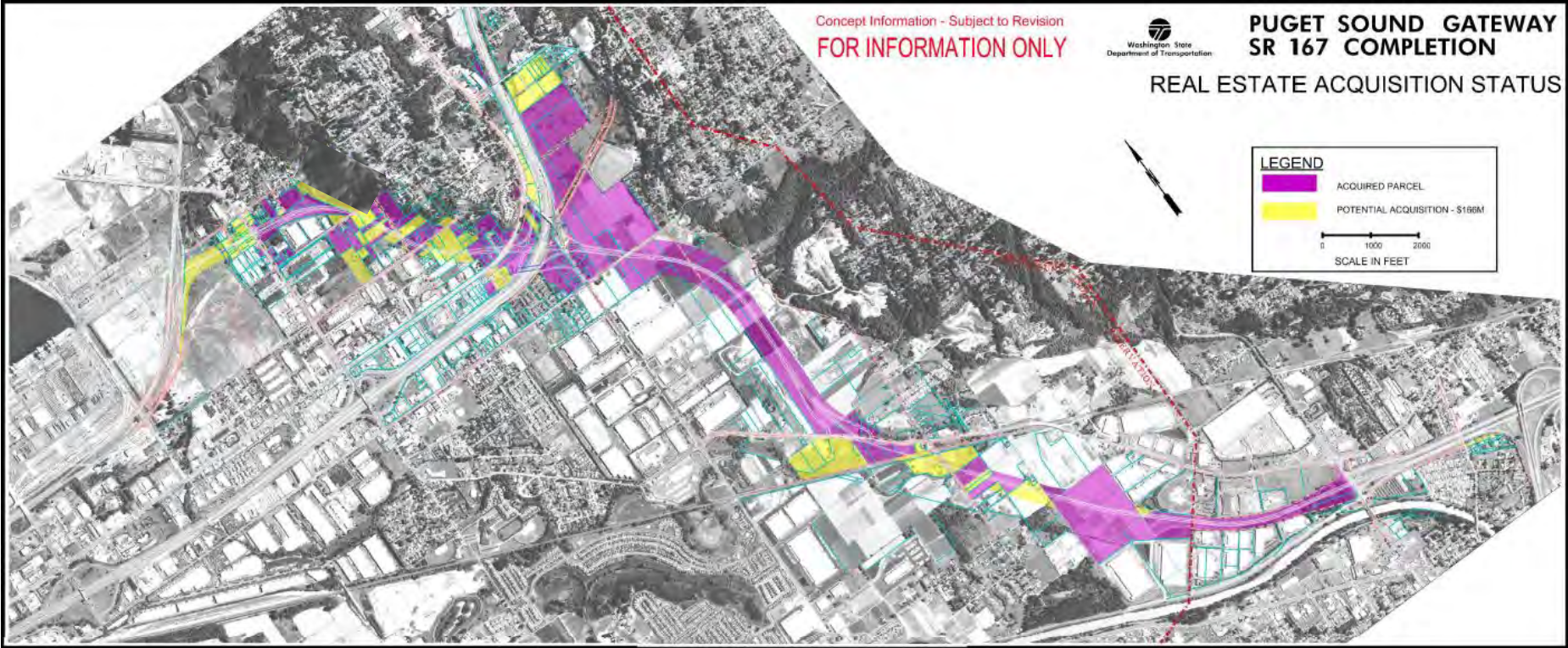


SR 167 Project

Scenario 2E: Full Connectivity at I-5 and Meridian Avenue, with Half Diamond Interchange at Valley Avenue



SR 167 Right of Way Overview



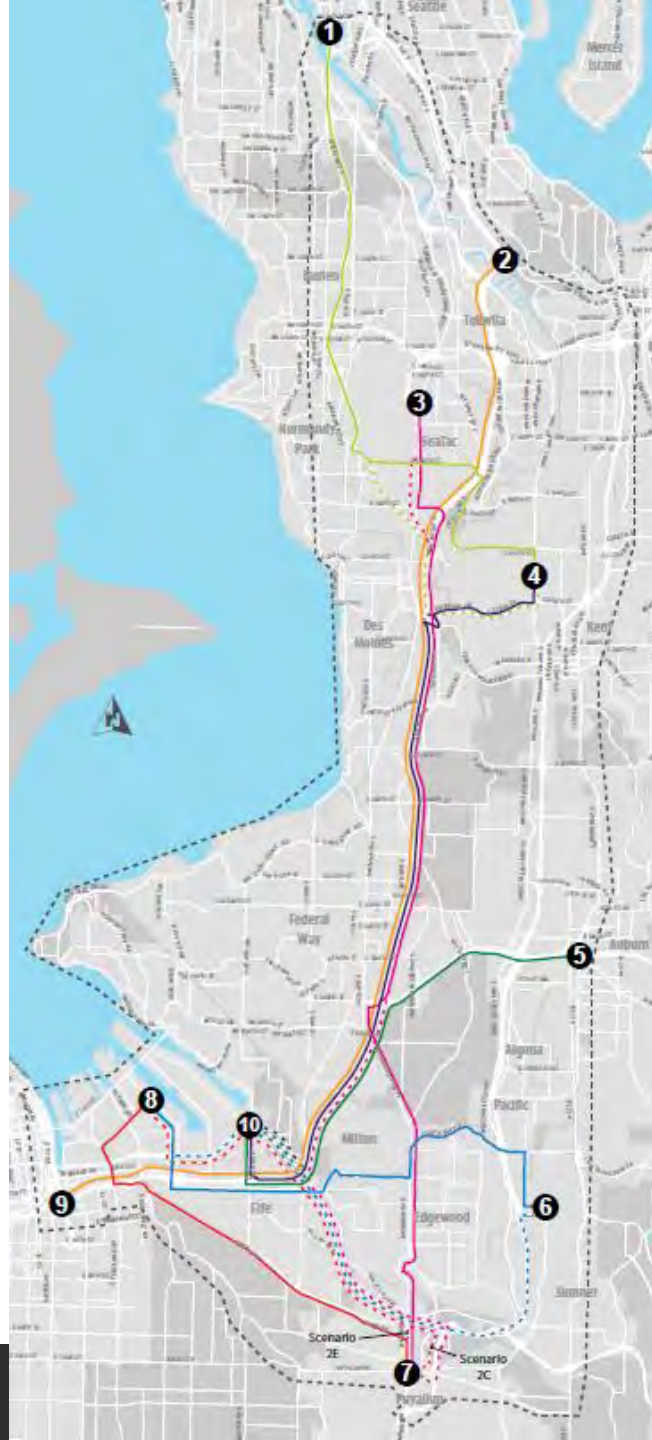
SR 167 Key Takeaways

- SR 167 and SR 509 Spur both operate well.
- Travel time savings between regional and manufacturing industrial centers.
- There is high use on all ramps at the DDI.
- The ramps to and from the south at the I-5 interchange show significant utilization.
- The DDI functions well with 2045 forecasted volumes.
- There are operational benefits to a full SPUI at Meridian Interchange.

Forecasted Performance

Port Access Travel Times (minutes)

- 2045 Peak projected travel times for select routes
- Using Dynamic Traffic Assignment (DTA) /Mesoscopic Forecast Model



1-4 Duwamish MIC - Kent MIC

Via Current	No Build		2C/3A	
	NB	SB	NB	SB
	32	25	31	24

Via Build	No Build		2C/3A	
	NB	SB	NB	SB
	32	25	23	20

AM

8-7 PoT - Puyallup

Via Current	No Build		2C/3A	
	EB	WB	EB	WB
	22	29	19	23

Via Build	No Build		2C/3A	
	EB	WB	EB	WB
	22	29	15	16

1-4 Duwamish MIC - Kent MIC

Via Current	No Build		2C/3A	
	NB	SB	NB	SB
	25	30	24	28

PM

8-7 PoT - Puyallup

Via Current	No Build		2C/3A	
	EB	WB	EB	WB
	25	27	23	23

Via Build	No Build		2C/3A	
	EB	WB	EB	WB
	25	27	15	16

I-5 Travel Times (minutes)

- 2045 Peak projected travel times for select routes
- Using Dynamic Traffic Assignment (DTA) /Mesoscopic Forecast Model

3-7 SeaTac - Puyallup

Via Current		No Build	2C/3A
	NB		38
SB		45	41

Via Build		No Build	2C/3A
	NB		38
SB		45	30

AM

2-9 Through Study Area on I-5

Via Current		No Build	2C/3A
	NB		51
SB		26	26

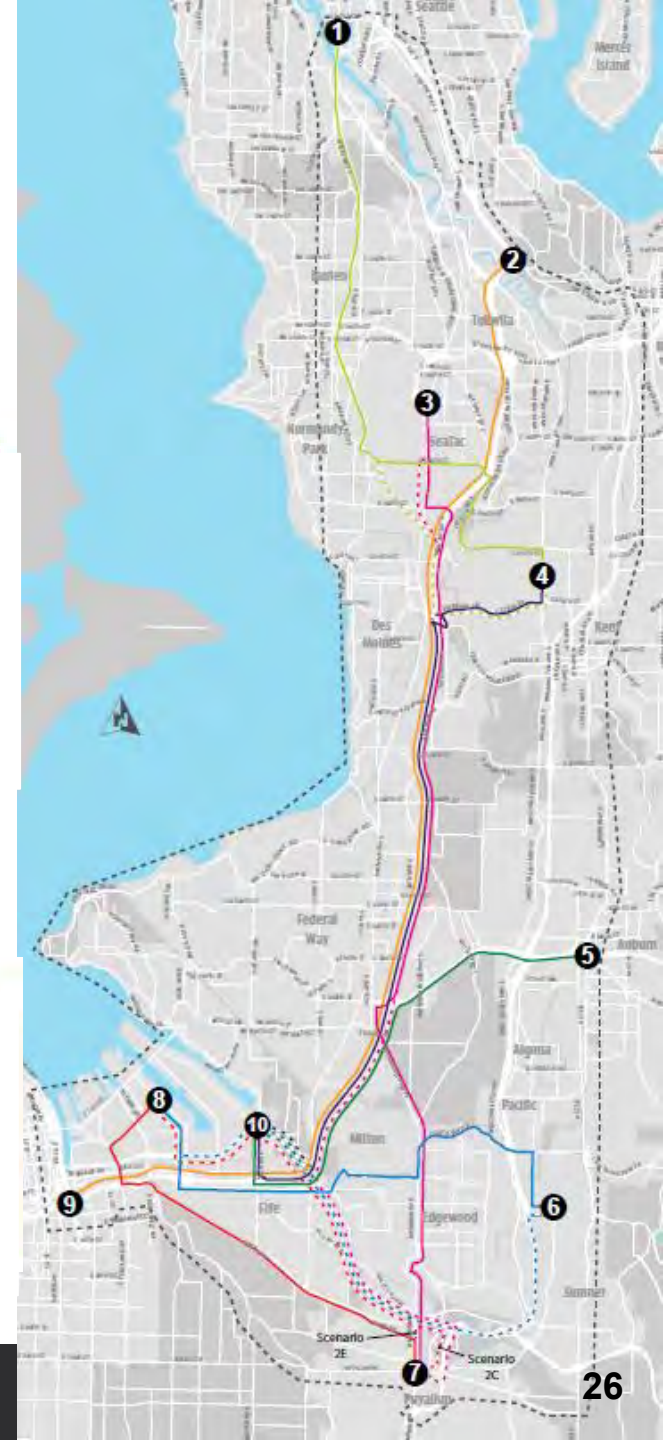
3-7 SeaTac - Puyallup

Via Current		No Build	2C/3A
	NB		35
SB		42	39

PM

2-9 Through Study Area on I-5

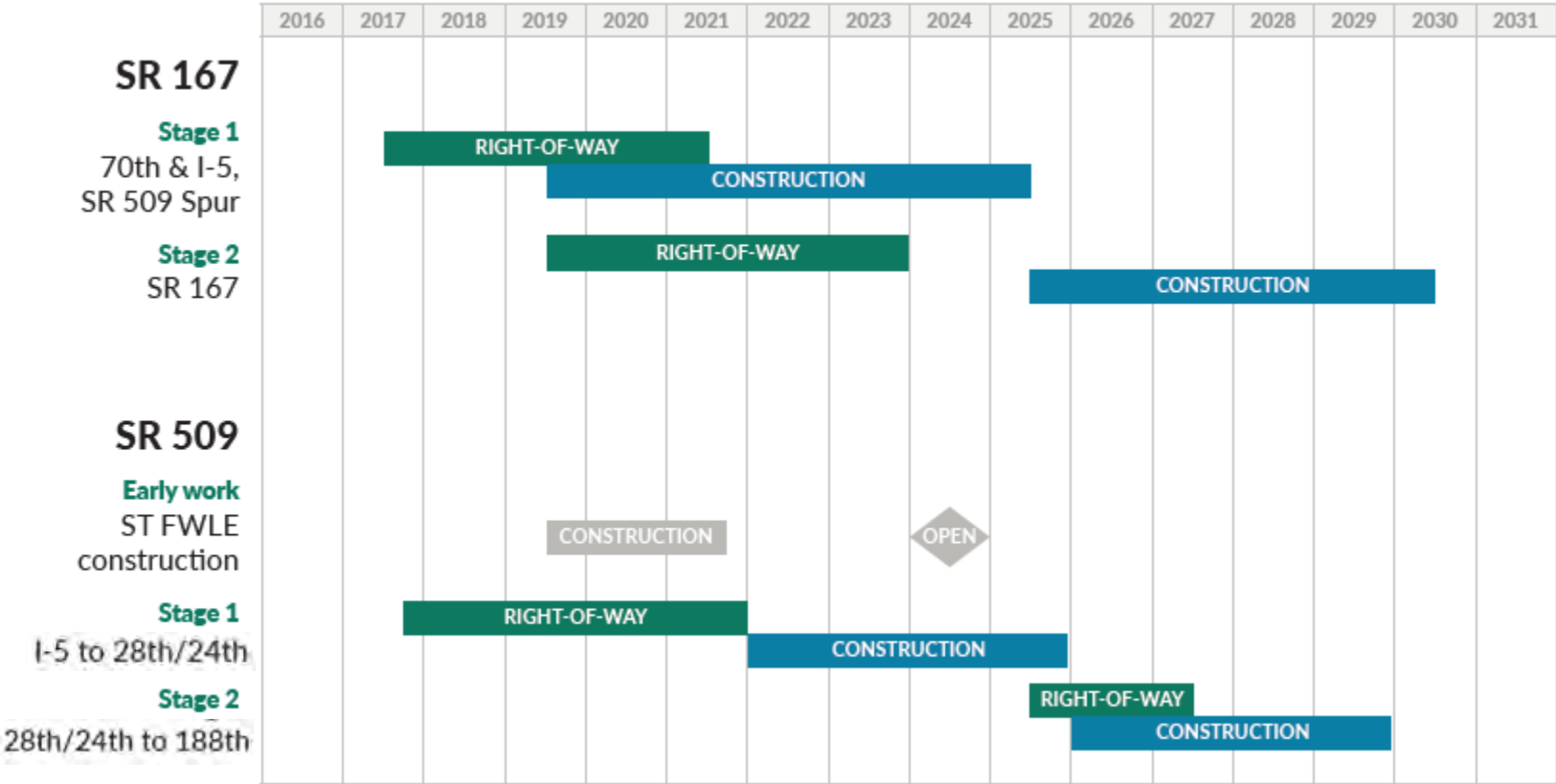
Via Current		No Build	2C/3A
	NB		30
SB		47	41



Forecasted Performance Key Takeaways

- Travel times for routes serving the ports see 30-40% improvements compared to the No Build
- Travel times through the corridor from Tacoma to Tukwila remain consistent between No Build and Build
- Within the segment of I-5 between I-705 and I-405 there are six interchange proposals being developed that will require close coordination between FHWA and WSDOT:
 - Port of Tacoma Road
 - 54th Avenue
 - SR 167
 - SR 18/SR 161 Triangle
 - 324th
 - SR 509

Program Schedule



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