

Puget Sound Gateway Program

SR 167 and SR 509 Completion Projects

Washington State Transportation Commission
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Agenda

- Objectives:
 - Provide Program update
 - Share Level 2 Toll Traffic and Revenue Study update
 - Highlight recent accomplishments for SR 167 and SR 509
 - Provide next steps

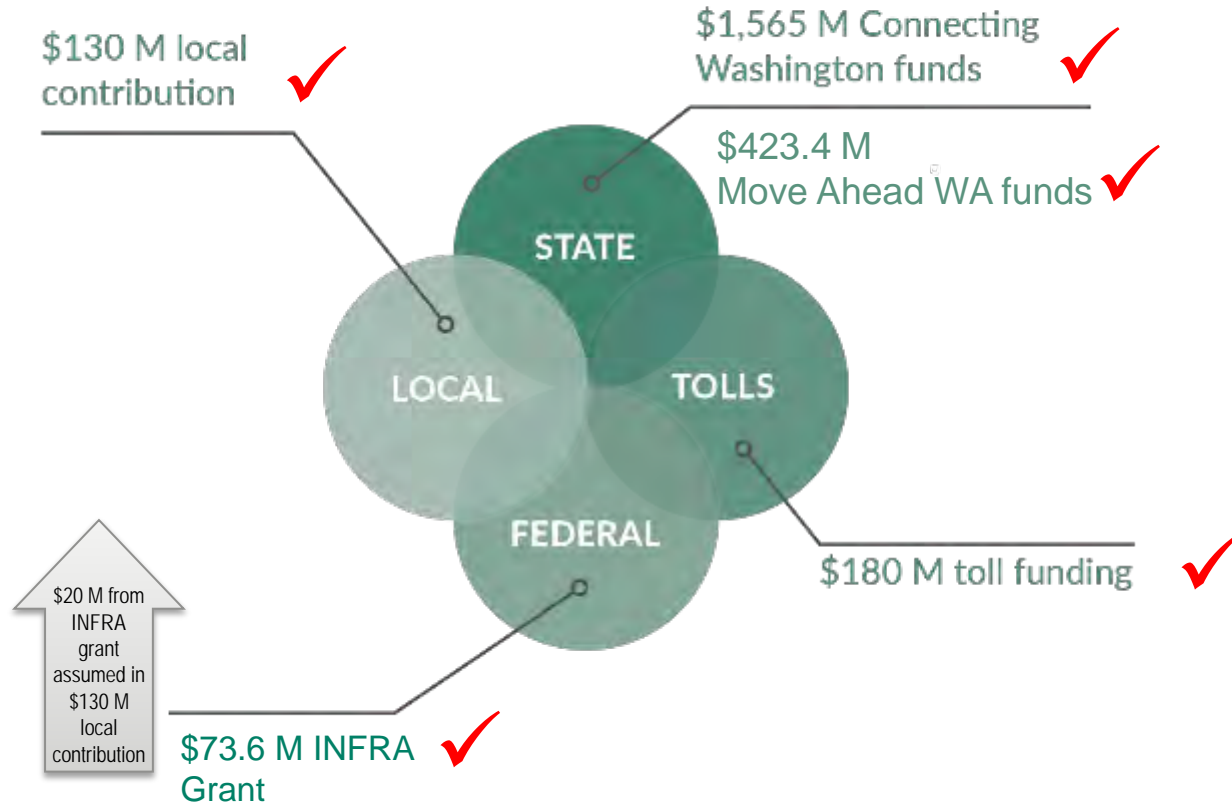
Program Progress

Gateway Program design-build contracts

DESIGN-BUILD CONTRACTS	STAGE 1a	STAGE 1b	STAGE 2
SR 509	Open to traffic	Under construction 2021-2025	Q1 2023 RFQ 2024-2028
SR 167	Open to traffic	Under construction 2021-2026	Q2 2023 RFQ 2024-2028



Gateway Program Funding

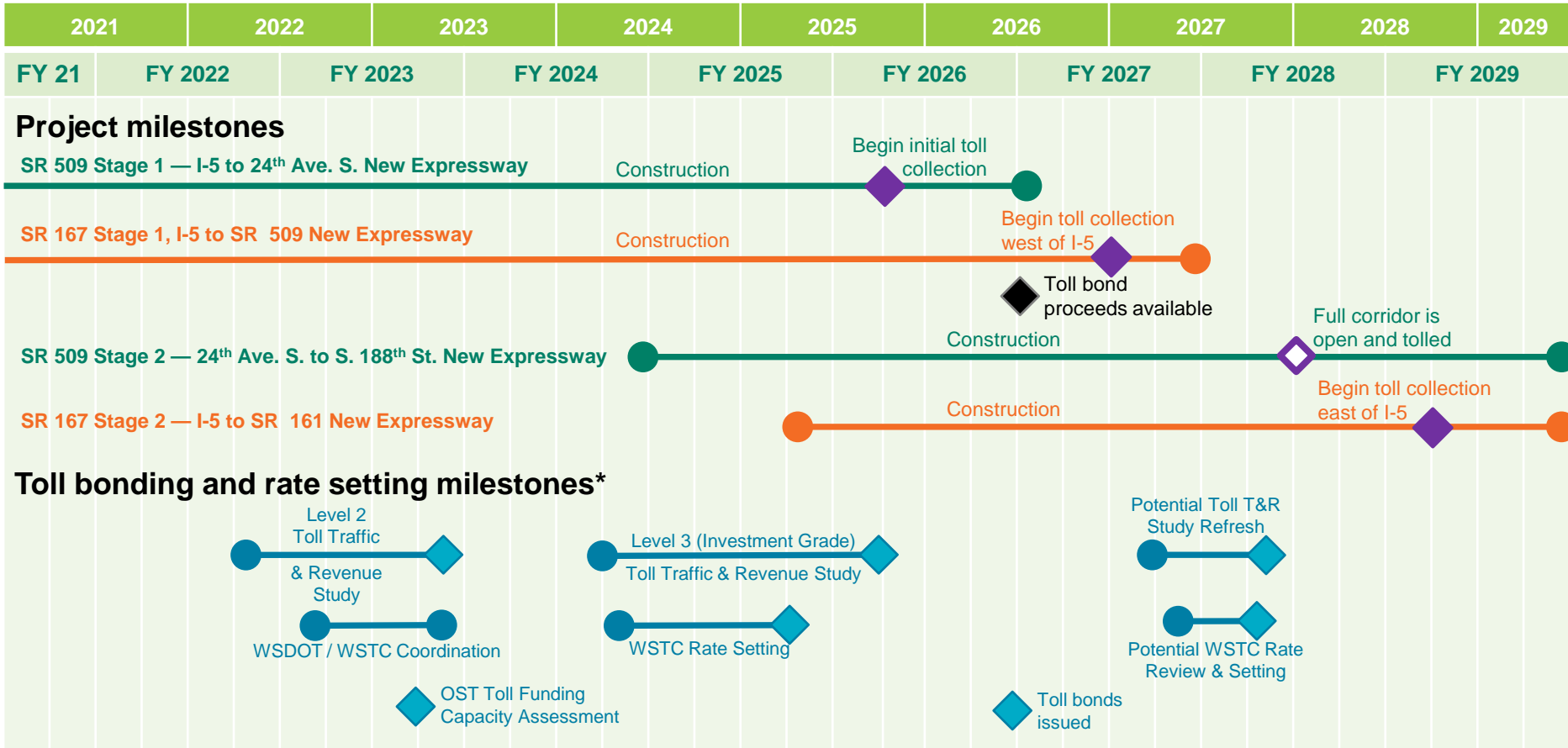


Gateway Program cost update next steps

- Cost updates available in Q1 2023
 - Independent Construction Cost Estimate
 - Subject Matter Expert Market Conditions Assessment
 - Cost Estimate Validation Process update
- Toll funding capacity estimates from the updated Level 2 Toll Traffic and Revenue study available late in Q1 2023

Level 2 Toll Traffic and Revenue Study Update

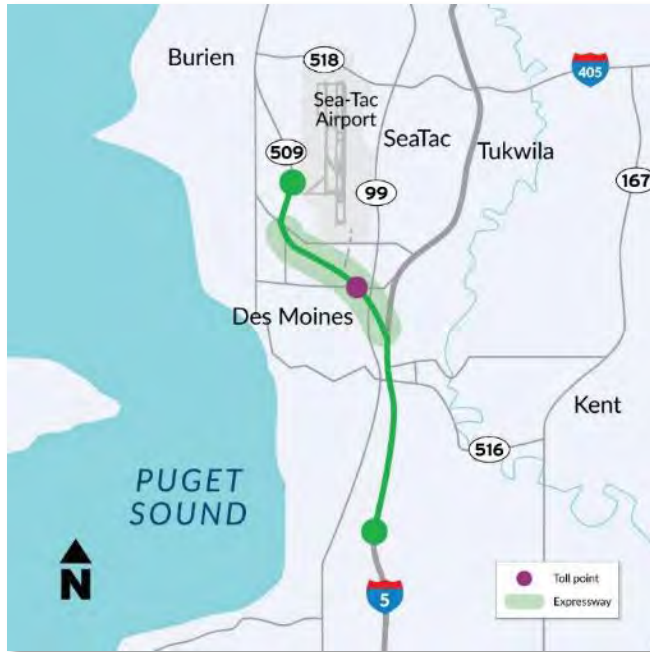
Gateway Toll Funding Milestones



* Assumes concurrent rate setting activities for both Gateway Program expressways

Gateway Program Expressway and Toll Points

SR 509



SR 167



- Pre-COVID traffic and revenue (Level II) study completed in 2018
- Post-COVID traffic and revenue (Level II) update completion in early 2023

2023 Toll Traffic and Revenue Study Assumptions

Included in Base scenario:

- Funded projects only:
 - SR 167 and SR 509 Expressway completion
 - SR 167 includes partial interchange at Valley Avenue
- Toll Rates
 - Variable by time of day and travel direction
 - SR 167 East of I-5 and SR 509 have the **same minimum** and **maximum** weekday toll rates as the 2018 study, but with fewer hours at the minimum toll
 - SR 167 West of I-5 has a slightly higher flat toll, increased from \$0.90 to \$1.00
- Puyallup Tribe of Indians toll exemption on SR 167
- Consistent with other WSDOT toll facilities:
 - \$2.00 per trip toll increment for Pay By Mail
 - \$0.25 fee for *Good To Go!* Pay By Plate
 - Larger vehicles pay more based on axle multiplier
 - Registered transit vehicles exempt

Not included:

- Low-income discount program
- HOV / carpool exemptions
- Toll rate escalation

2023 Traffic and Revenue Forecast Methodology

- Same **process** as 2018 Level 2 Toll T&R Study
 - Regional Travel Demand Model (PSRC)
 - Dynamic Traffic Assignment (DTA) Model
 - Traffic and revenue post-processing
- Updates for 2023 Level 2 Toll T&R Study
 - Updated, more detailed version of the PSRC Regional Travel Demand Model
 - Updated DTA model calibration
 - Updated post-pandemic socioeconomic and land use forecasts
 - Refinements for post-pandemic and remote working trends
 - Updated project opening / toll commencement schedule dates
 - Modified toll rate schedules

2023 T&R Study | Variable Toll Rate Ranges

Good To Go! two-axle vehicle toll rates (Base Scenario)

Toll Point	Minimum Toll (off-peak / overnight)	Intermediate Toll (midday / peak shoulders)	Maximum Toll (peak period / peak direction)
SR 509	\$1.20	\$1.80	\$2.40
SR 167 East of I-5	\$1.20	\$2.10	\$3.00
SR 167 West of I-5	\$1.00 all day		

- Toll rates shown reflect those used for the Base Scenario technical analysis; actual toll rates to be determined by the Washington State Transportation Commission prior to toll commencement.
- The SR 509 minimum and maximum toll rates are the same as the prior 2018 study; however, the \$1.80 intermediate toll step on SR 509 is new for the current T&R study.
- The SR 167 minimum and maximum tolls east of I-5 are the same as the prior study; however, the intermediate toll step of \$1.80 was increased to \$2.10 and applied to additional hours of the day in the current T&R study.
- The SR 167 flat toll rate west of I-5 was increased from \$0.90 to \$1.00 for the current T&R study.
- The Base Scenario in the current study is consistent with the prior study in excluding toll escalation over time.

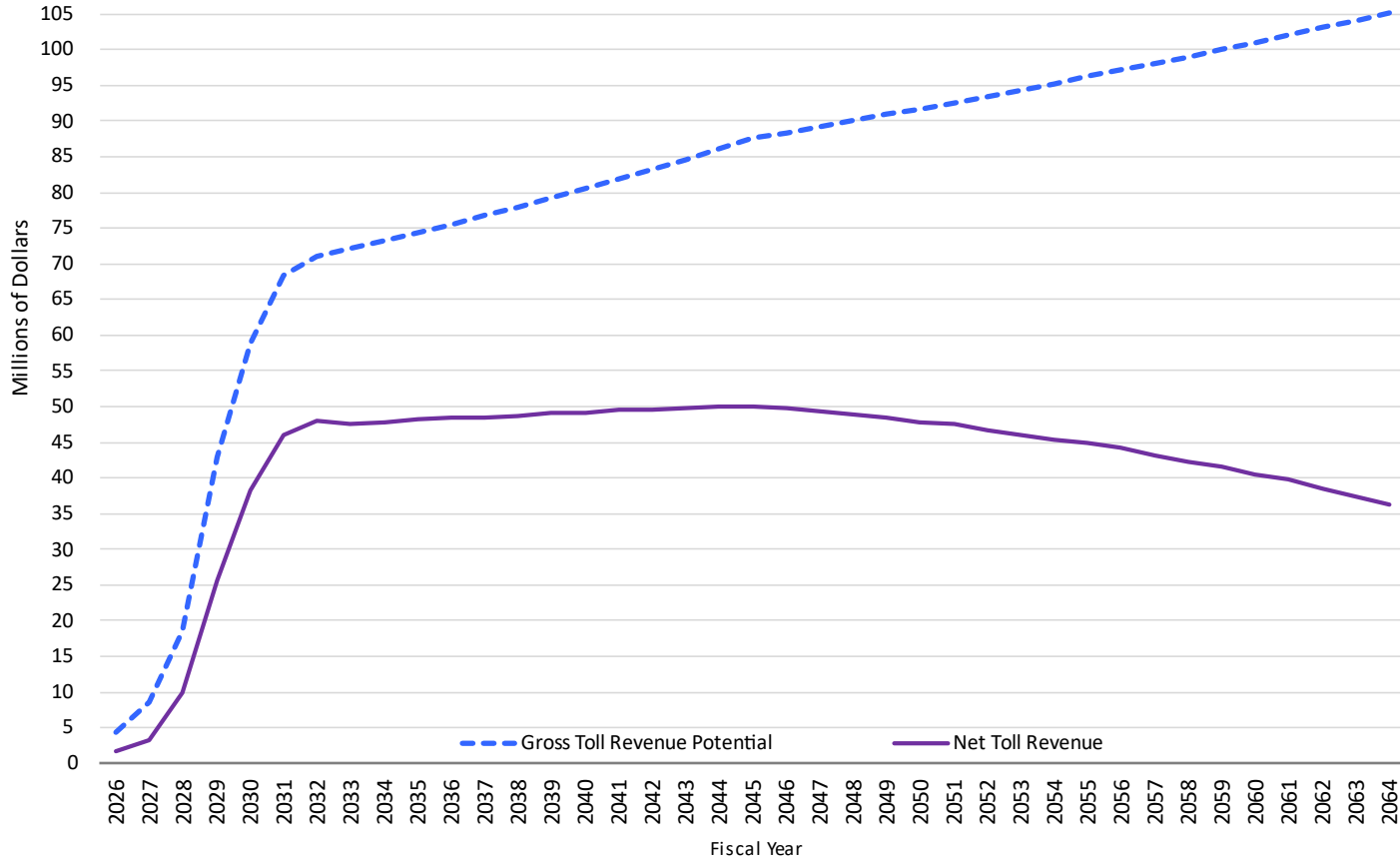
2023 T&R Study Updates — Schedule

Project / Stage	Prior 2018 Study Tolling Date	2023 Study Tolling Date
SR 509 Stage 1	7/1/2025 (FY 2026)	10/1/2025 (early FY 2026) <i>3 months later</i>
SR 509 Stage 2	1/1/2028 (mid FY 2028) <i>fully open to traffic with no additional tolling</i>	1/1/2028 (mid FY 2028) <i>no change, fully open to traffic with no additional tolling</i>
SR 167 Stage 1	1/1/2026 (mid FY 2026)	1/1/2027 (mid FY 2027) <i>12 months later</i>
SR 167 Stage 2	1/1/2028 (mid FY 2028)	10/1/2028 (early FY 2029) <i>9 months later</i>

Note: SR 167 Stage 2 schedule assumptions represent the Gateway Program desired schedule and do not reflect the 2023 Governor’s Budget Proposal which would delay Stage 2 construction.

Draft Gateway Program Gross & Net Toll Revenues

Base Scenario



Compared to 2018 study:

- Higher average tolls and post-pandemic model refinements result in lower traffic forecasts
- Overall Gateway Program gross toll revenue potential is about 2% lower
- Net toll revenues are slightly higher initially and average 4% higher overall due to offsetting lower toll collection costs
- Likely results in similar toll funding capacity
- Without toll escalation, O&M cost inflation eventually causes net toll revenues to decline

SR 167 Completion Project update



SR 167, I-5 to SR 509 New Expressway (Stage 1b) – under construction at I-5



I-5 northbound, pouring new bridge deck

Construction progress

- Expanding the I-5 bridge over Hylebos Creek

2023 construction activities

- Continue I-5 bridge work
- Shift traffic on I-5 in early 2023
- Begin work on SR 167 bridge over I-5
- Remove the old 70th Avenue Bridge
- Temporarily reduce speeds to 50 mph on I-5 in Fife

SR 167, I-5 to SR 509 New Expressway (Stage 1b) – under construction in Fife



Looking east towards SR 99 roundabout and new Wapato Way East bridge

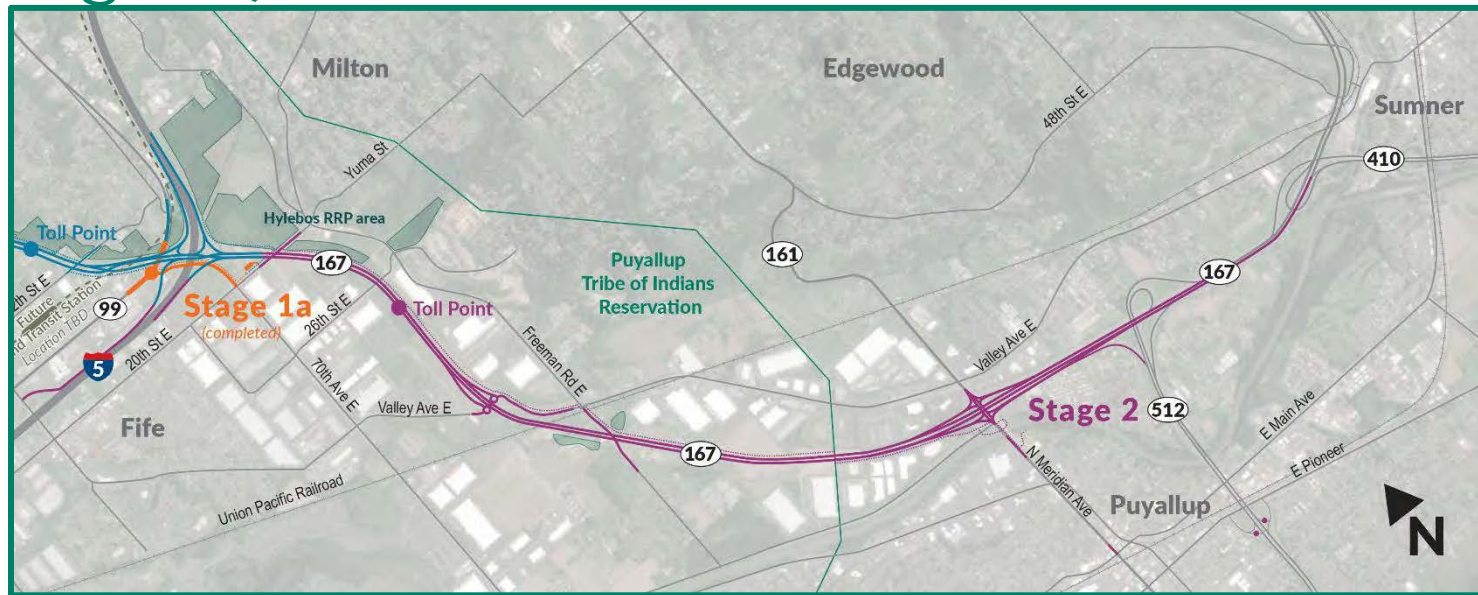
Construction progress

- Built up embankment soil for the new interchange at I-5
- Weatherized the embankment soil

2023 construction activities

- Begin bridge work for northbound I-5 to northbound SR 167 on ramp
- Begin bridge work on SR 99

SR 167, I-5 to SR 161 New Expressway (Stage 2)



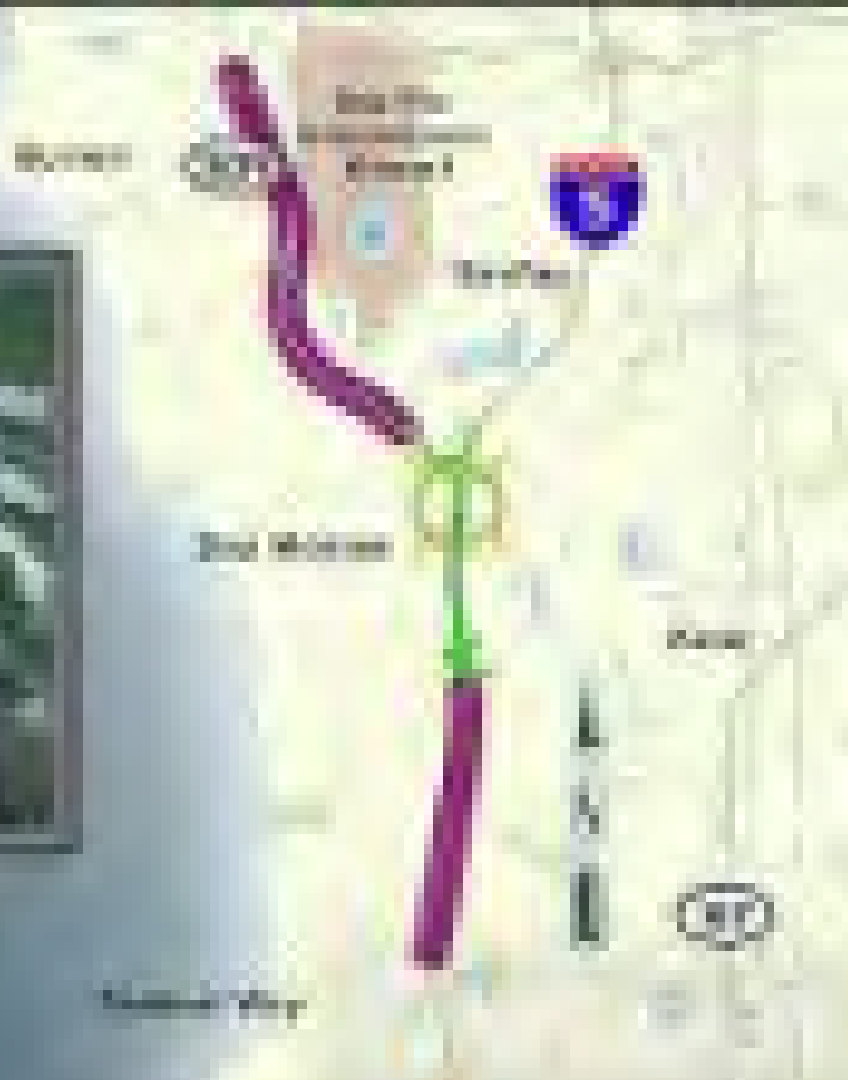
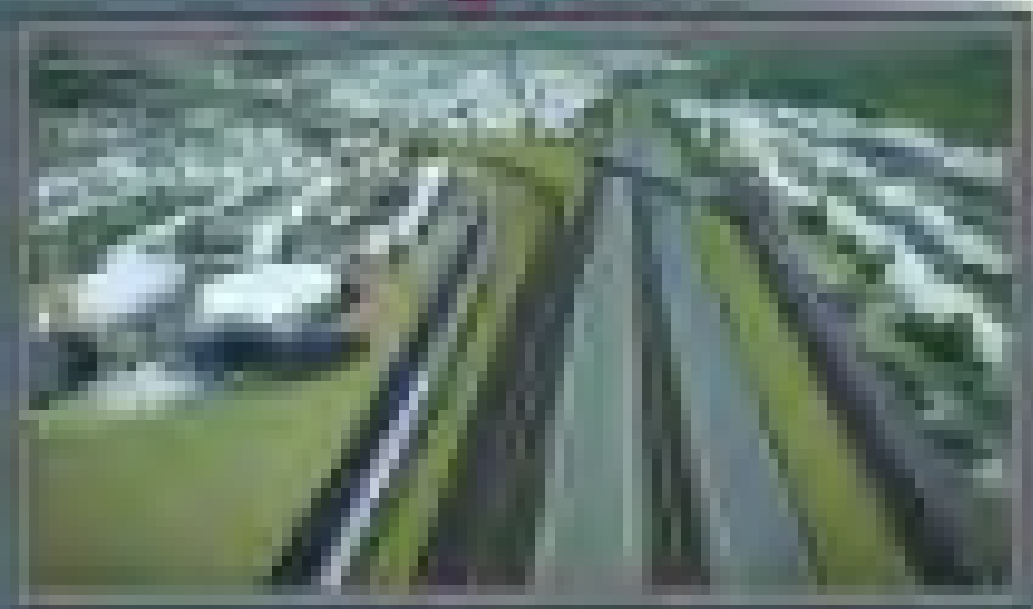
Includes:

- Four miles of new expressway
- New Half Diamond Interchange at Valley
- New Diverging Diamond Interchange at Meridian

RFQ anticipated: Jun 2023
RFP anticipated: Nov 2023
Construction begins in 2024

SR 509 Completion Project update

Stage 2



SR 509 Expressway – 24th Ave to I-5

Construction progress

- Site prep/clearing
- Earthwork, grading, drainage
- Illumination, ITS (intelligent transportation systems)
- Retaining wall and piers for NBCD Bridge



Earthwork along the new SR 509 alignment near I-5

Construction activities in 2023

- Build north and southbound collector-distributor
- Begin northbound collector-distributor bridge over I-5
- Build SR 509 under SR 99 to 24th Avenue South



Earthwork along the new SR 509 alignment near Sound Transit's Federal Way Link Extension work zone in SeaTac

South 216th Street Bridge

Construction progress

- Constructed median bridge pier
- Began work on southern piers

What to expect in 2023

- Complete southern piers and south portion of new bridge
- Shift traffic to new bridge
- Demolish current bridge
- For approximately six months, only westbound traffic will be allowed on South 216th Street Bridge



SR 509 work zone showing progress on the new South 216th Street Bridge



I-5/SR 516 Interchange

Construction progress

- Widen I-5 over SR 516
- Construct temporary ramps
- Begin earthwork, drainage, grading



Widening southbound I-5 near the SR 516 interchange

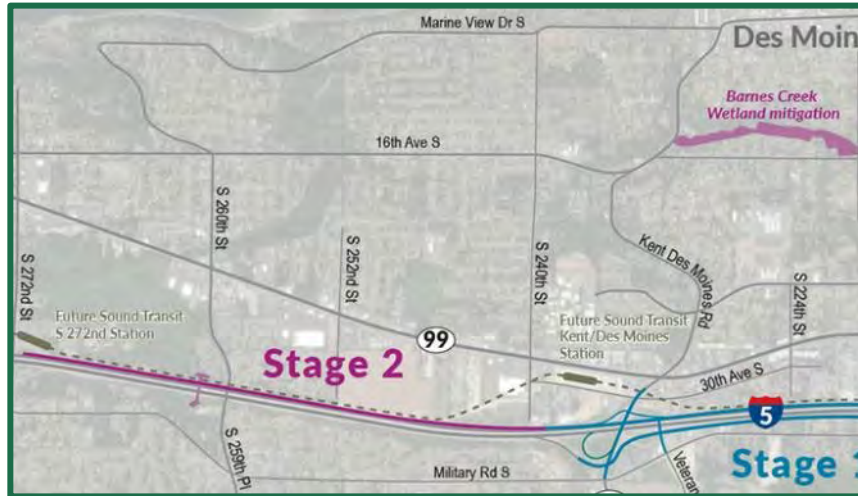
What to expect in 2023

- Construct southbound I-5 ramps and collector-distributor roadway
- Begin work on Veterans Drive undercrossing
- Temporarily reduce speeds to 50 mph on I-5



Widening I-5 near the SR 516 interchange to support the SR 509 extension and connect to Veterans Drive

SR 509, 24th Avenue S. to S. 188th Street New Expressway (Stage 2)



Includes:

- Two miles of new expressway
- New interchanges and roundabouts
- Wetland mitigation

RFQ anticipated: March 2023

RFP anticipated: June 2023

Construction begins in 2024

Next steps

- Ongoing coordination with WSTC on updated Level 2 Toll Traffic and Revenue Study related to toll funding
- Continue construction on two contracts
- Continue to advance contract procurement for Stage 2 contracts

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