

Puget Sound Gateway

SR 167, SR 509 and I-5 Corridors

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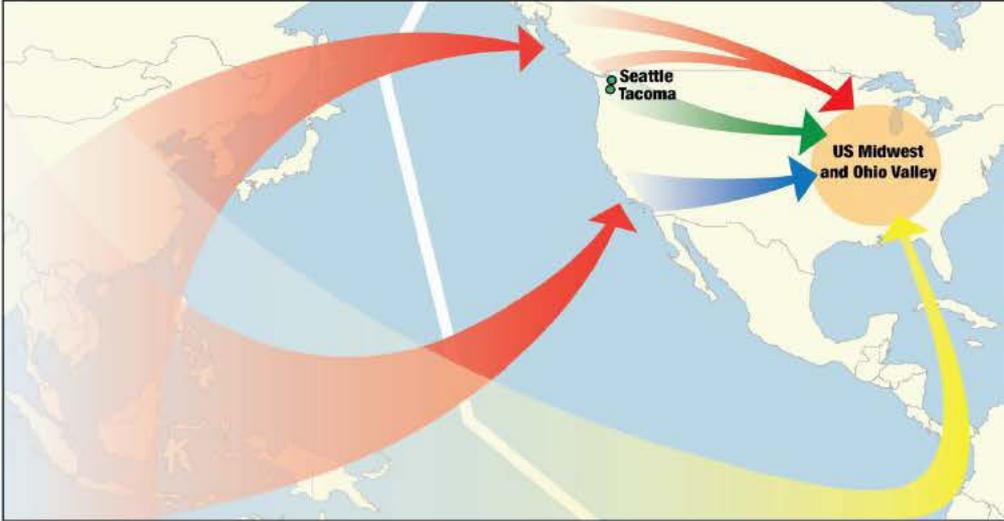
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Washington State Transportation Commission
Olympia
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Connecting ports to interstate and global markets

- Washington is one of the most trade-dependent states in the nation
- Ports connect statewide, national and international markets to people, jobs and the economy
- In 2010, freight-dependent industries shipped \$128.8 billion in domestic product and supported nearly 1.5 million freight-dependent jobs in Washington.
- Challenges ports are facing
 - Competition within and outside the U.S. as global trade expands
 - Expansion of infrastructure is critical to maintaining and growing port business



We've worked on independent solutions for SR 509 and SR 167 for over two decades

Mid 2000s	2003	2007	2010	2011	2012
<ul style="list-style-type: none"> 167/509 EIS Full Build Out 	<ul style="list-style-type: none"> SR 509 ROD 	<ul style="list-style-type: none"> SR 167 ROD 	<ul style="list-style-type: none"> SR 509 Toll Feasibility Study SR 167 Toll Feasibility Study 	<ul style="list-style-type: none"> Budget Provisio SR 167 Extension Tolling Study (\$1M) 2011 JTC PPP Study 	<ul style="list-style-type: none"> 509 Executive Committee Letter to JTC - Option C Corridor Projects Underway <ul style="list-style-type: none"> ST Federal Way Transit Extension City of SeaTac Connect 28th/24th Ave S between S 208th & S 200th SR 167 Extension Comprehensive Tolling Study Report I-5 Moving Washington Study



SR 509



SR 167



What are the needs and challenges?

Local & Regional

- Provide direct link to Green River Valley, the second largest distribution center on the West Coast; with 44 percent of regional truck trips from the ports of Seattle and Tacoma traveling to the Kent and Puyallup river valleys.
- Complete SR 509 and SR 167 connections to I-5 to improve mobility and connectivity in the Puget Sound region.
- Improve freight connections between the state's largest ports and import/export centers.
- Provide improved transportation access to city and employment centers.

State

- Provide new distribution connections for agriculture products grown in eastern Washington.
- Enhance state's economic competitiveness both nationally and globally.

The I-5 corridor – Washington's economic lifeline

- Four counties along the urban section of I-5 in the Puget Sound region are home to 55 percent of the state's population and 61 percent of the jobs
- Congestion and pavement condition affect business activity
- Primary access to city centers and employment

I-5 provides the right-of-way for many transportation systems

- Transit service relies on HOV lanes to be reliable.
- Freight movement is unreliable and expensive if I-5 isn't moving
- Transit and freight require safe and convenient access and continuous pathways.
- Transit riders need convenient pedestrian, bicycle, park and ride and feeder bus access.
- Transit service requires reliable funding and capability to expand



Our charge – Consider a Puget Sound Gateway strategy

- Relieves traffic congestion and completes critical freight links between the ports of Seattle and Tacoma with key distribution centers, warehouses, and industrial areas in King and Pierce counties.
- Supports job growth for the region and allows critical expansion of international cargo and other port operations.
- Adds capacity to I-5 with potential express toll lanes, reducing congestion and travel times between Seattle and Tacoma.
- Provides direct southern access to Sea-Tac International Airport, the regional hub airport for passenger travel as well as airfreight distribution.
- Removes freeway traffic from local streets.
- Restores fish passages in partnership with local cities, enhances surface water quality, and improves stream habitat connecting to Puget Sound.

The vision – Synergy of a SR 509/I-5/SR 167 system

- Two corridor completion projects provide missing system links, combined with improving I-5 operations to facilitate regional freight connectivity.
- Provide mutual benefits to the Puget Sound's primary freight and distribution centers.
- Combining the projects into one system provides opportunity for revenue sharing.
- Helps build a unified support coalition.



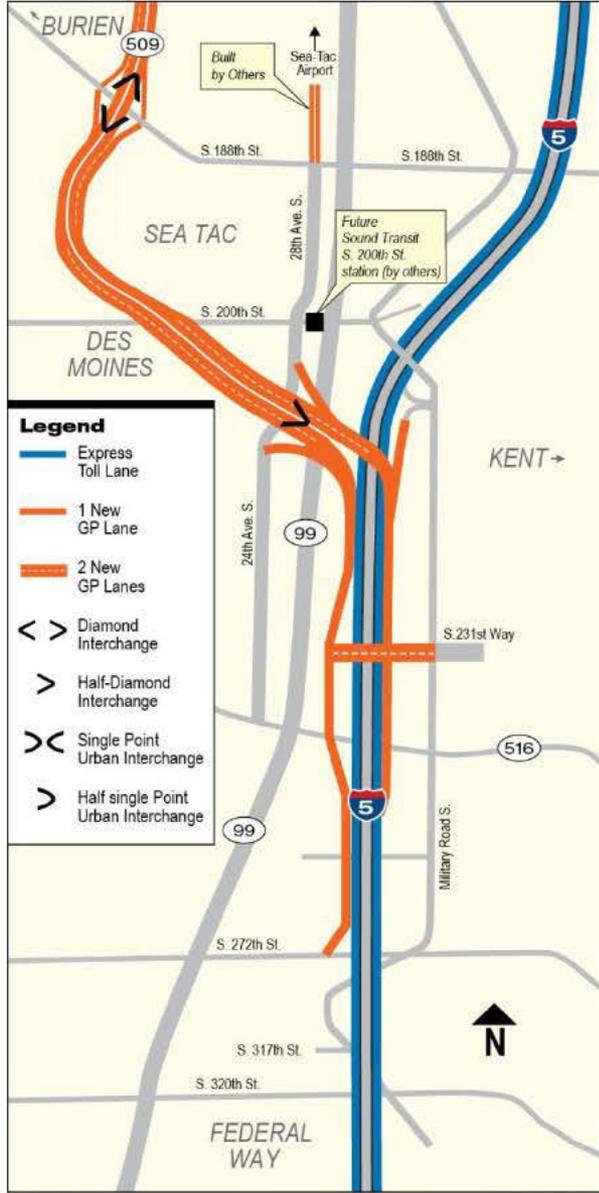
Completing the SR 509 and SR 167 corridors

A phased approach to corridor completion

- Washington state's largest corridors are built in phases.
- Traffic forecasts show that tolling both the SR 509 and SR 167 corridors will not only contribute to construction funding but will also help manage traffic volumes.
- Lower initial traffic volumes would provide an opportunity for phased construction of the project, allowing capacity to be added strategically over time to meet the needs of corridor users.
- Use a prioritized approach that addresses freight mobility and the most critical connections first.
- The ultimate goal within the Gateway proposal is to build two lanes in each direction on both the SR 509 and SR 167 corridors while completing all planned interchanges.

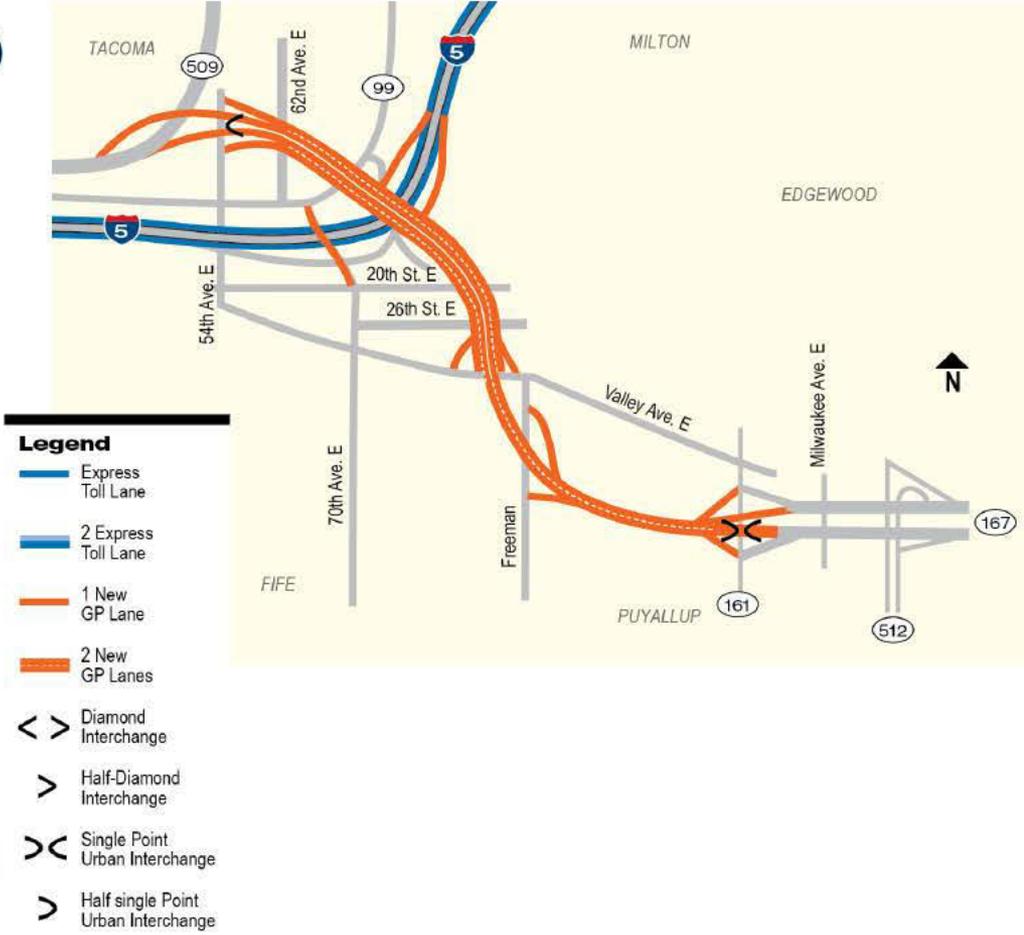
SR 509 Phase 1 of the Gateway Vision

- Build one lane in each direction between South 188th Street and 28th/24th avenues south
- Add second lane in each direction between I-5 and 28th/24th avenues south
- Add truck climbing lane in each direction as needed where steep grades exist
- Complete interchange at South 188th Street and SR 509
- Replace interchange at SR 516 to include new I-5 collector-distributor
- Build new southbound I-5 lane between SR 516 and South 272nd Street
- Build new interchanges:
 - SR 509 and I-5
 - To/from east at 28th and 24th avenues south
 - To South 231st Way and the Kent Valley



SR 167 Phase 1 of the Gateway Vision

- Build one lane in each direction between SR 161 (Meridian Street) and Valley Avenue and build a second lane in each direction between Valley Avenue and 54th Avenue East
- Replace Porter Way overpass
- Complete the interchange at SR 161
- Replace 70th Avenue East from 20th Street East to SR 99
- Build new interchanges:
 - SR 167 at I-5
 - To/from east at 54th Avenue East
 - To/from west at Valley Avenue
 - To/from east at Freeman Road



I-5 Express Toll Lanes Gateway Vision

Phase 1

- Convert the existing I-5 HOV lane to an express toll lane between I-90 and SR 167

Phase 2

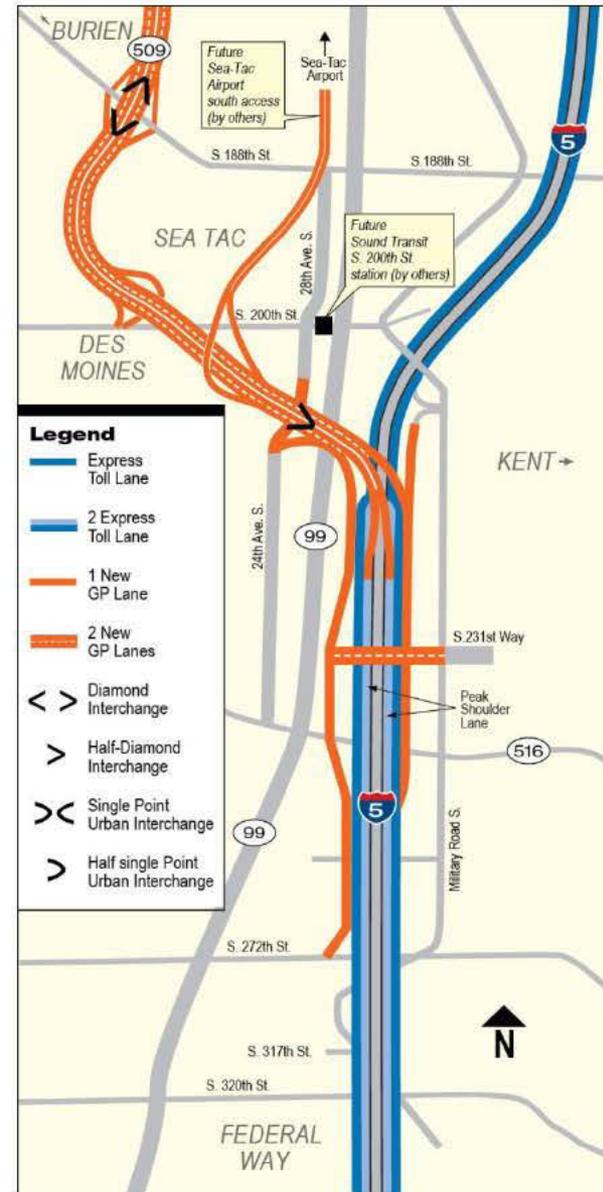
- Add a second express toll lane in each direction between SR 509 and SR 167
- Build direct connections at the SR 509 and SR 167 interchanges



SR 509 Gateway Vision

The Gateway vision builds upon the initial investments in Phase 1:

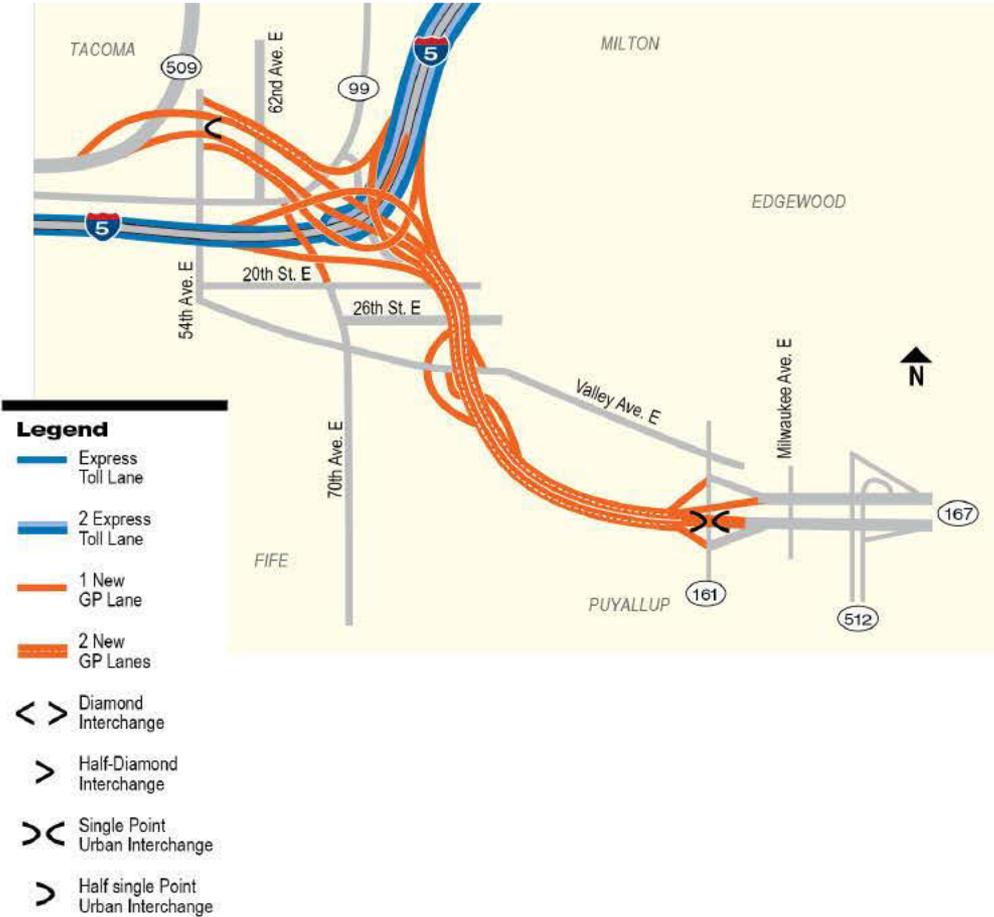
- Widen SR 509 to two lanes each direction between South 188th Street and 28th/24th avenues south
- Provide direct access from SR 509 to I-5 express toll lanes
- Provide direct south access connection to Sea-Tac International Airport
- Complete the interchange at South 200th Street and SR 509
- Allow access to the Sound Transit Light Rail Station at South 200th Street and Sound Transit express bus serving Sea-Tac airport
- Improve I-5 southbound connectivity and capacity as future needs dictate



SR 167 Gateway Vision

The Gateway vision builds upon the initial investments in Phase 1:

- Widen SR 167 to two lanes in each direction between SR 161 (Meridian Street) and Valley Avenue East
- Provide direct access connection from SR 167 to I-5 express toll lanes
- Build the south oriented ramps at the I-5 interchange
- Complete the Valley Avenue East interchange



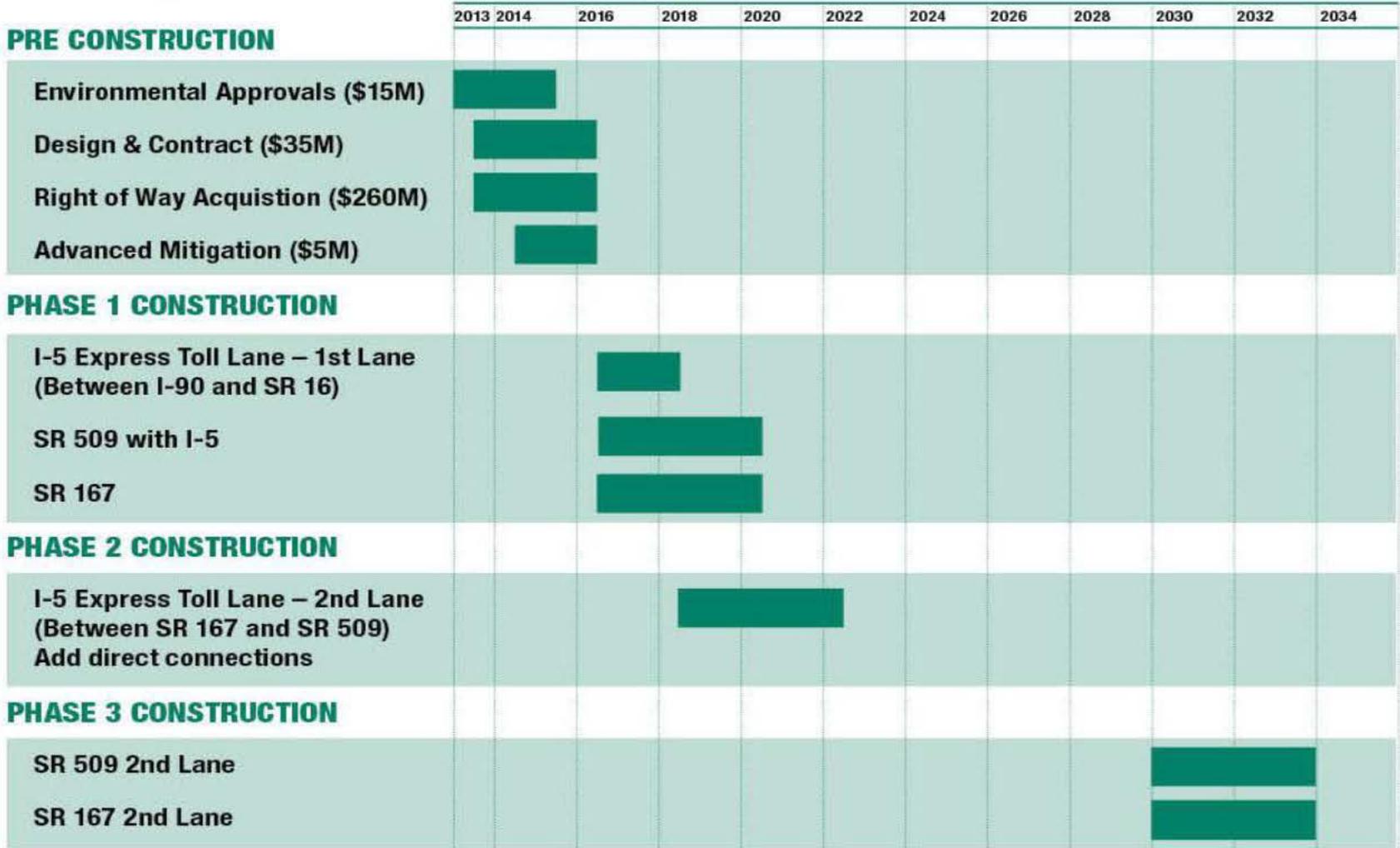
Puget Sound Gateway Project

Funding needs

Project	Phase 1: Full connectivity with controlled access to I-5 and enhanced mobility	Gateway Vision: Four-lane corridors with operations through 2040 (total cost of all phases)
SR 509 Corridor	\$775M - \$850M	\$1.2B - \$1.3B
SR 167 Corridor	\$700M - \$765M	\$1.3B - \$1.4B
I-5 Express Toll Lanes	\$111M	\$264M
Range of Estimated Funding Needs	\$1.6B - \$1.8B	\$2.7B - \$3.0B

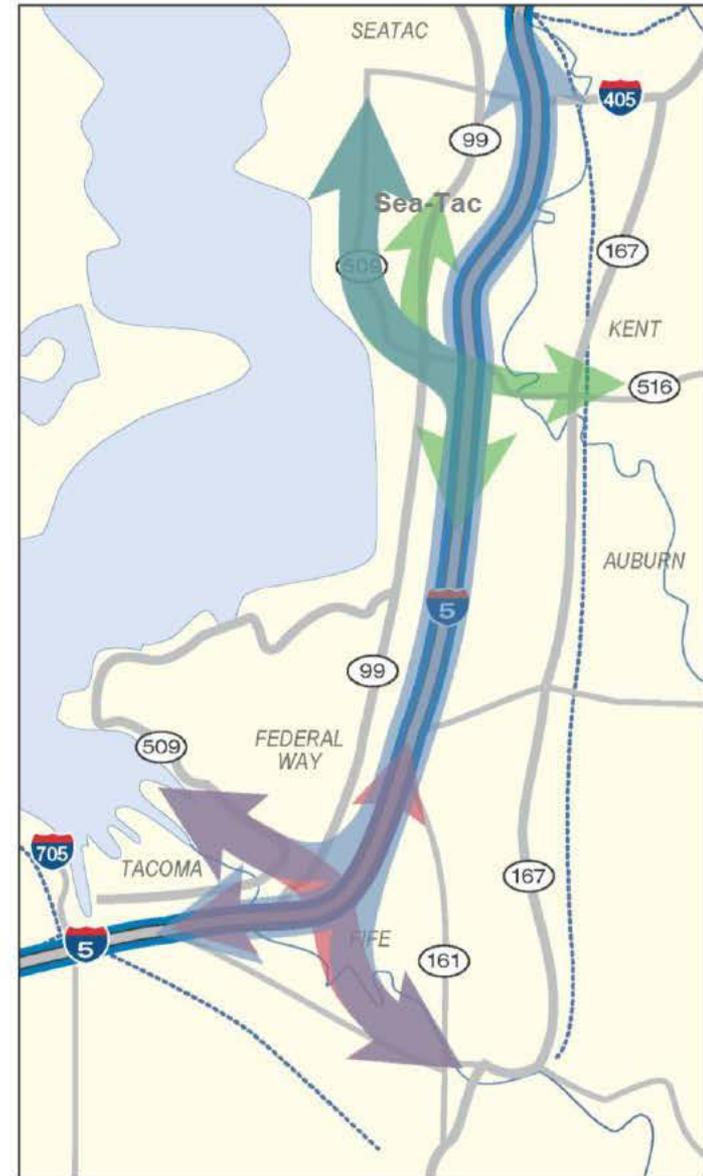
Puget Sound Gateway Project

A phased approach to corridor completion



Next steps

- **Puget Sound Gateway Project Funding and Phasing Study**
 - Design refinement
 - Traffic and revenue results April/May 2013
 - Study complete June 2013
- **Post study completion**
 - Environmental approvals
 - Design updates
 - Complete right of way acquisition
 - Delivery methods



Questions?

For more information regarding Tolling in Washington State,
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<http://www.wsdot.wa.gov/Tolling/>