Puget Sound Gateway Program
SR 509 Completion Project

PSRC Transportation Policy Board
November 14, 2019

CRAIG J. STONE, PE
GATEWAY PROGRAM ADMINISTRATOR
Agenda

• Objectives:
  ▪ Provide Puget Sound Gateway program update on scope, schedule and budget
  ▪ Inform Transportation Policy Board on progress of the SR 509 project for considering *candidate to approved* action
Puget Sound Gateway Program

The Puget Sound Gateway Program is composed of two projects: the completion of **SR 167 in Pierce County**, and the completion of **SR 509 in King County**.

- Essential connections to the ports of Tacoma and Seattle
- Ensure people and goods move more reliably through the Puget Sound region
- Enhance the state's economic competitiveness

Working in partnership with an Executive Committee of elected officials and executives representing 25 cities, counties, ports, transit and federal agencies in King and Pierce counties, and a Steering Committee that brings in chambers and trucking interests
Context for the Program

Provides direct freight links from the state’s largest ports
- The Northwest Seaport Alliance - a joint operation of the ports of Seattle and Tacoma - the 4th largest in the nation for containerized cargo
- The industrial areas of Kent, Sumner and Puyallup are the 2nd largest distribution centers on the West Coast and 4th largest in the nation

Allows direct access to Sea-Tac International Airport from the south
- Sea-Tac Airport is the 9th largest in the nation
- Sea-Tac Airport is the 3rd largest exporter of air cargo for international trade on the West Coast

Supports community and economic development
- Consistent with the PSRC Transportation 2040 Plan
- Consistent with Cities & Counties Comprehensive Land Use Plans
- Serves critical Urban and Manufacturing Industrial Centers
Puget Sound Gateway stakeholder engagement

- Legislature/Governor
- Puget Sound Gateway Coalition
- WSDOT
- Puyallup Tribe of Indians
- Public Outreach
- Tacoma to Puyallup Trail Cohort
- SR 167/509 Executive Committee
- SR 167/509 Steering Committee
- SR 167 Stage 1b Bicycle/Pedestrian Subcommittee
- SR 167 Master Plan
Review key actions from 2019 session

• Received 3-Year Program Acceleration with $340 million bond authorization (ESSB 5825)

• Received toll authorization to secure funding (ESSB 5825)

• Received further direction for Tacoma to Puyallup Regional Trail Study (ESHB 1160)

• It is the intent of the legislature to use the bond proceeds for up to five million dollars to provide noise mitigation on SR 509 (ESSB 5825)

• Received further direction to develop SR 167 Master Plan (ESSB 5825)
**Schedule: Now heading to construction**

### Puget Sound GATEWAY Program

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<thead>
<tr>
<th>Program</th>
<th>Year</th>
<th>Description</th>
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<tbody>
<tr>
<td>SR 167 - Stage 1a (DB)</td>
<td>2018</td>
<td>70th Ave - $43M</td>
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<td>I-5 to SR 509 Spur - $300M</td>
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### Key Events
- **SR 167 Contract Executed**
- **Sound Transit Contract Executed**
- **SR 509 RFQ Issued**

**Program Schedule**

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**Abbreviations**
- PE
- RW
- CN
- Sound Transit CN
- RFP
- Bid Opening
- Open to Traffic
- FWLE
- Complete
- SR 99 Bridge
- Vacate
- WSDOT ROW
- S. of SR 516
- NTP
- LNTP
- Federal Way Link Extension
- Complete Walls
- Complete SR 99 Bridge
- Vacate ROW S. of SR 99 Bridge
- FWLE Revenue Service

**Completed Projects**
- Federal Way Link Extension
- SR 99 Bridge
- Walls
Funding history

**SR 509**
- 1991: Gas tax increase
- 1998: Ref 49 Initiative
- 1999: Initiative 695
- 2003: Nickel funding
- 2005: Transportation Partnership Account funding
- 2010: Fee bill funding
- 2015: Connecting Washington Account (CWA) funding
- 2019: Initiative 976

**SR 167**
- Begin Corridor EIS
- Major Investment Study
- Tier I EIS Record of Decision (ROD), Begin Right of Way acquisition
- Tier II EIS ROD
- SR 167 Toll Feasibility and Comprehensive Studies
- Puget Sound Gateway Report
- NEPA Re-evaluation

Stage 1a Construction
Stage 1b Construction
Gateway Program funding

- $130 M local contribution
- $1,565 M Connecting Washington funds
- $180 M toll funding
- Potential INFRA Grant

$20 M from INFRA grant assumed in $130 M local contribution
Puget Sound Gateway funding | 2019

Financial Plan Total = $1,960 M

Note: “Local Funding” as shown totals $110 M, with another $20 M of local funding expected to come from a federal national discretionary grant program, shown within “INFRA & Other Federal Grants”.

Total = $1,960 M
- State Connecting WA Funding
- Other State Funding
- Local Funding
- Toll Funding
- INFRA & Other Federal Grants
Federal and local grants

• Federal
  – INFRA grant proposal unsuccessful
  – Ranked in top 40 projects but not part of 20 selected projects
  – Pursuing next round
  – No effect on Stage 1 projects
  – Federal funds are needed by 2024 to fill Stage 2 funding gap

• Local
  – Early success on grants
  – Pursuing additional grants
### Local contributions

<table>
<thead>
<tr>
<th>Grant Assumptions</th>
<th>App Year</th>
<th>Planned</th>
<th>Grant Obtained</th>
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<tr>
<td>Interurban Trail</td>
<td>2017</td>
<td>$1,400,000</td>
<td>✓</td>
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<tr>
<td>FMSIB 70th Ave E</td>
<td>2018</td>
<td>$5,000,000</td>
<td>✓</td>
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<td>PSRC Port of Tacoma Spur</td>
<td>2018</td>
<td>$4,000,000</td>
<td>✓</td>
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<td>TIB 70th Ave E</td>
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<td>Federal INFRA (local share)</td>
<td>2019</td>
<td>$20,000,000</td>
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<td>2020</td>
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<td>2020</td>
<td>$3,500,000</td>
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**Results 11/22**

| Total Grants Obtained                      | $14,400,000 |
| Total Grants Planned                       | $39,500,000 |
| **Direct Local Contributions**             | $76,100,000 |
| **STRATEGY TOTAL**                         | $130,000,000|
Local funding timing

Note: “Local Funding Legislative Assumption” as shown totals $130 M, classifying PSRC grants as local funding and acknowledges that $20 M of local funding amount is expected to come from a national federal discretionary grant program such as INFRA.
# Interlocal Agreement timeline

<table>
<thead>
<tr>
<th>Construction Stage</th>
<th>ILA Deadline</th>
<th>ILAs Needed</th>
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</table>
| SR 167 Stage 1a    | End of 2018   | • Fife Interurban ✓  
  • Port of Tacoma ✓  
  • Tacoma ✓  |
| SR 509 Stage 1b    | End of 2019   | • Des Moines (in process)  
  • Kent ✓  
  • King County ✓  
  • Port of Seattle (in process)  
  • SeaTac ✓  |
| SR 167 Stage 1b    | End of 2020   | • Edgewood  
  • Fife ✓  
  • Port of Tacoma (in process)  
  • Tacoma ✓  |
| SR 509 Stage 2     | End of 2022   | • SeaTac  |
| SR 167 Stage 2     | End of 2022   | • Pierce County  
  • Puyallup  
  • Sumner  |
Tolling
Cost reviews

• Completed regular cost and risk update
  • Cost Estimate Validation Process (CEVP)
  • Independent Construction Cost Estimate (ICCE)
• Expecting upward pressure due to:
  • Effects of strong economy
  • Rising construction prices
Gateway cost estimates over time

- Full EIS design: $1,933
- 2013 CEVP Gateway concept: $1,750
- 2015 CEVP Project list provided to Legislature: $1,548 to $1,915
- 2016 CEVP update: $356
- 2017 CEVP update: $217
- 2018 Const. & Imp. Plan: $311
- 2019 CEVP+: $889

Total Funding:
- $1,960 M
  - INFRA Grant
  - Local Funding
  - Toll Funding
  - Connecting WA Funding

Inflation, Risk, Added Scope, SR 509, SR 167

Cost estimates over time
Legislative Direction

[(20)(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.**
Program schedule with acceleration

Prior Funding
Constrained Baseline

Authorized Acceleration Case

Toll Authorization

Bond Authorization

Bonds Issued

Fiscal Year
Calendar Year

2019 2020 2021 2022 2023 2024 2025 2026 2027 2028 2029 2030 2031

2019 2020 2021 2022 2023 2024 2025 2026 2027 2028 2029 2030 2031

Program Construction Period

Contract Procurement Period

Design-Build Construction Contract

Toll Authorization

SR 509 Stage 1b

Initial Tolling

SR 167 Stage 1b

Initial Tolling

SR 509 Stage 2

Full Tolling

SR 167 Stage 2

Full Tolling

Toll and Bond Authorization; Connecting WA Funding Advancement

Bonds Issued

SR 509 Stage 1b

Initial Tolling

SR 167 Stage 1b

Initial Tolling

SR 509 Stage 2

Full Tolling

SR 167 Stage 2

Full Tolling

3 Years Acceleration

Design-Build Construction Contract
2018 medium acceleration sources & uses

Benefits of Program Acceleration Report

Program Cost = $1,940 M
Legislative Direction

[(20)(a)] 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 state route number 167 and state route number 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.
SR 509 Completion Project

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**Stage 2**

**Stage 1b**

**Stage 1a**

**SR 99 (Sound Transit)**

**Right-of-way**

**Design**

**Construction**
SR 509 right of way
S 188th Street - Today
S 188th to S 216th - Today
S 188th to S 216th - Future
SR 516 Interchange - Today
SR 516 Interchange - Future
Sound Transit coordination

- Sound Transit building SR 509 Stage 1a
  - SR 99 bridge
  - Retaining walls
  - Noise walls
Lake to Sound Trail

For the trail, the 2003 NEPA SR 509 Corridor Completion/I-5/South Access Road Project ROD included, “Integrate a northbound extension of the existing Des Moines Creek Trail into the design of the SR 509 improvements to mitigate the potential impacts on Des Moines Creek Park.”

WSDOT is funding 1.8 miles (out of 2.2) of new trail

Funding amount is about $10 million plus wetland mitigation credits
More information:

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