Puget Sound Gateway Program

SR 509

Executive Committee
December 16, 2015

CRAIG J. STONE, PE GATEWAY PROGRAM ADMINISTRATOR
OMAR JEPPERSON, PE SR 509 PROJECT MANAGER

Puget Sound Gateway Program SR 167 & SR 509

- 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

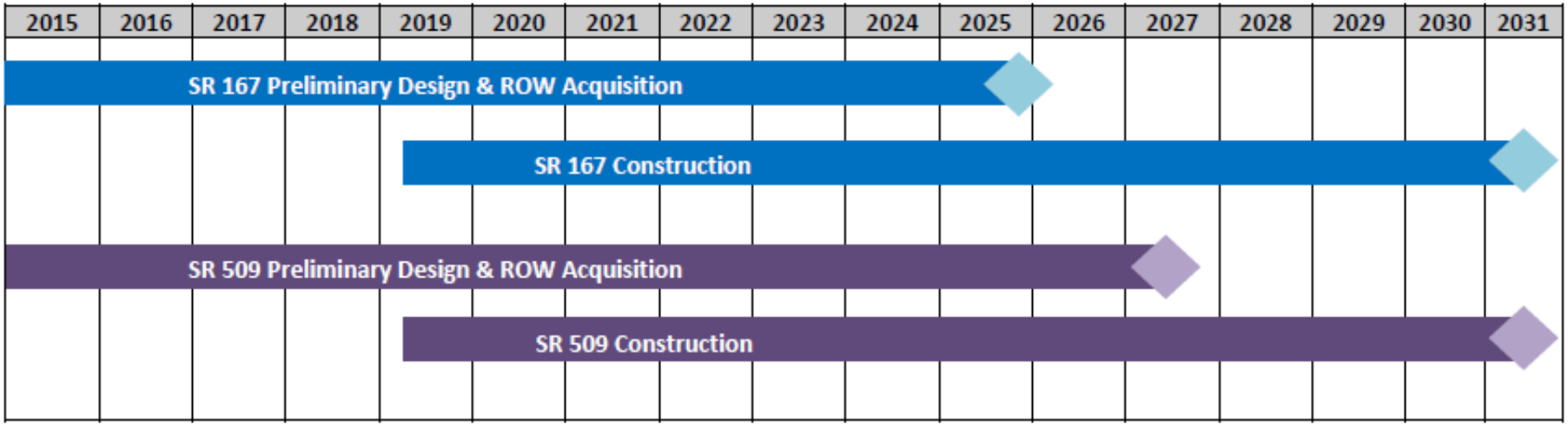
In making budget allocations to the Puget Sound Gateway project, ***the department shall implement the project's construction as a single corridor investment. The department shall develop a coordinated corridor construction and implementation plan for SR 167 and SR 509 in collaboration with affected 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.

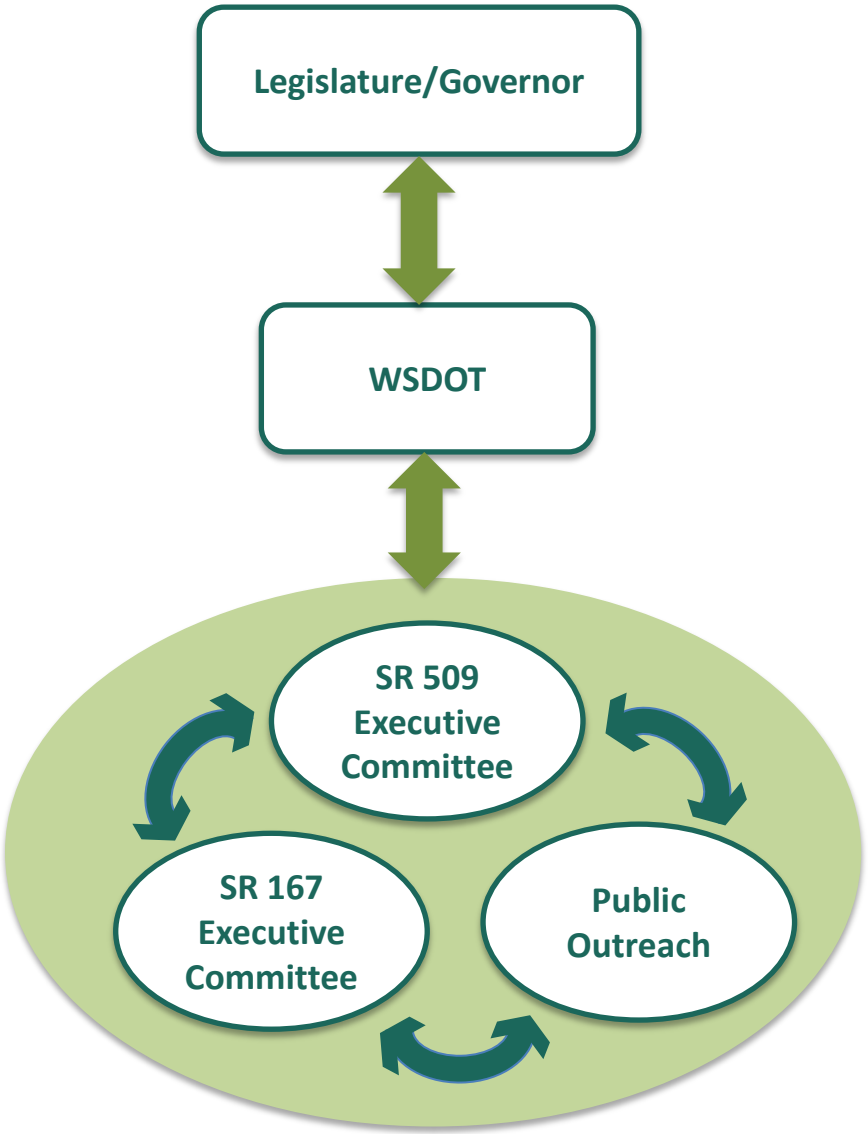
Puget Sound Gateway Program

Puget Sound Gateway projects (SR 167 and SR 509) are funded on the same 16-year timeline

- Total cost of both projects is approximately $3 billion
- Total funding is $1.87 billion; this amount assumes $310 million local match and tolling revenue



Puget Sound Gateway Process



SR 509 Executive Committee Charter

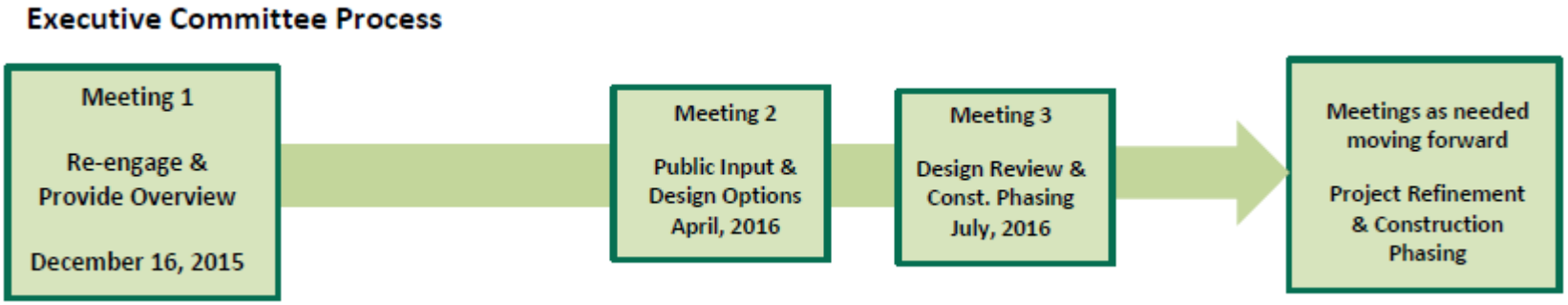
Purpose of this SR 509 Executive Committee

- Provide WSDOT with strategic advice on key decisions to implement the SR 509 project within the Puget Sound Gateway Program framework
- Review and provide feedback on prioritizing needs, and refinements to SR 509 project design concepts
- Review and provide feedback on SR 509 construction phasing
- Collaboratively engage with the SR 167 Executive Committee to build consensus with affected stakeholders on a coordinated Gateway program funding, construction and implementation plan
- Assist in building/maintaining local and regional consensus for the Gateway program

Executive Committee Members:

- Tony Anderson, Mayor of SeaTac
- Dave Kaplan, Mayor of Des Moines
- Suzette Cooke, Mayor of Kent
- Dave Upthegrove, King County
- John Creighton, Commissioner, Port of Seattle
- Anne Haley, Commissioner, Washington State Transportation Commission
- Dan Mathis, Division Administrator, Federal Highway Administration
- Craig Stone, Program Administrator, WSDOT

Executive Committee Work Plan for 2016

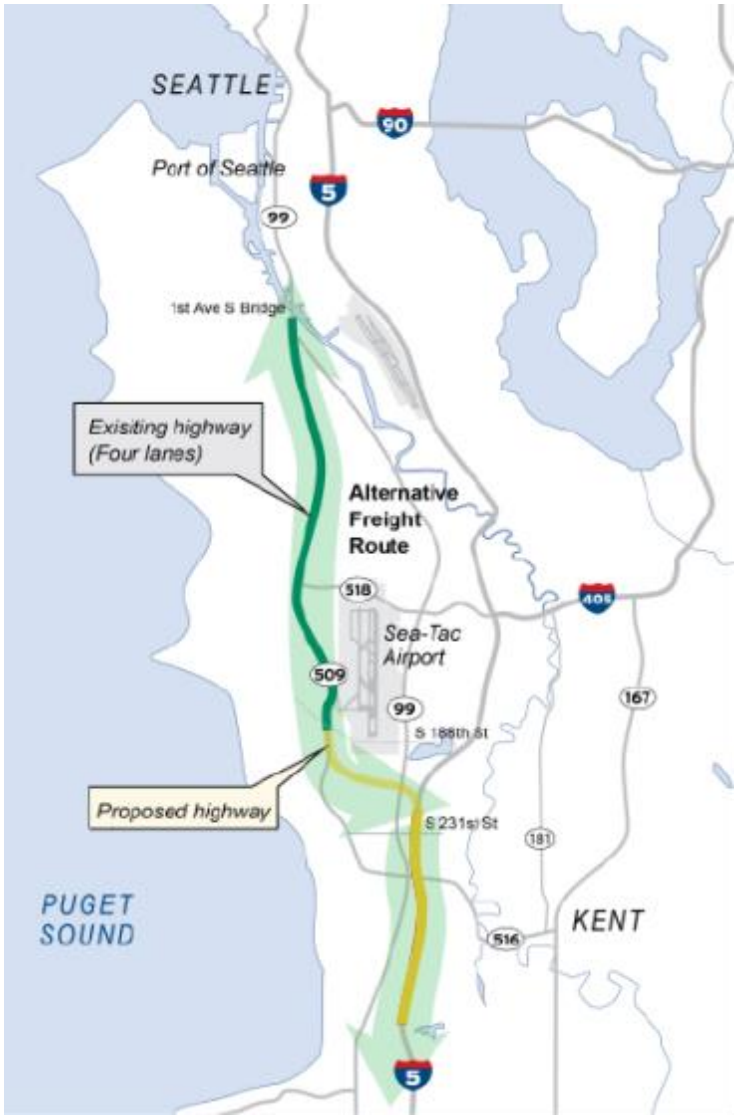


Key Questions for 2016

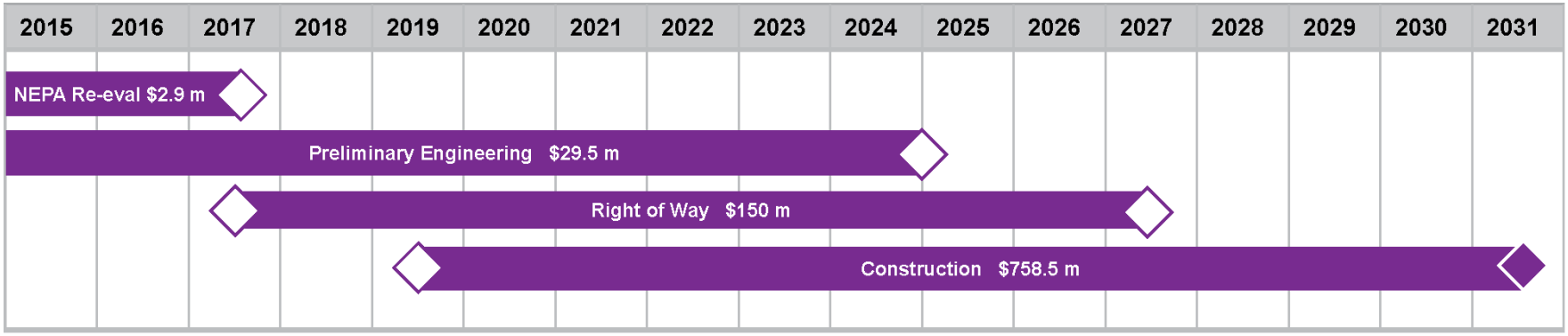
- ***What are the SR509 Project Essential Needs to move forward to NEPA review?***
- ***What are the key design features to be implemented?***
- ***What is the construction phasing of the SR509 Project?***

SR 509 Overview

- SR 509 is a route that provides a better connection between the Port of Seattle and the Kent Valley for freight
- Provides south access to airport for passengers and air freight
- Supports local and regional comprehensive planning and development
- Adjacent Sound Transit and SeaTac projects are moving forward with designs that are dependent on the SR 509 footprint

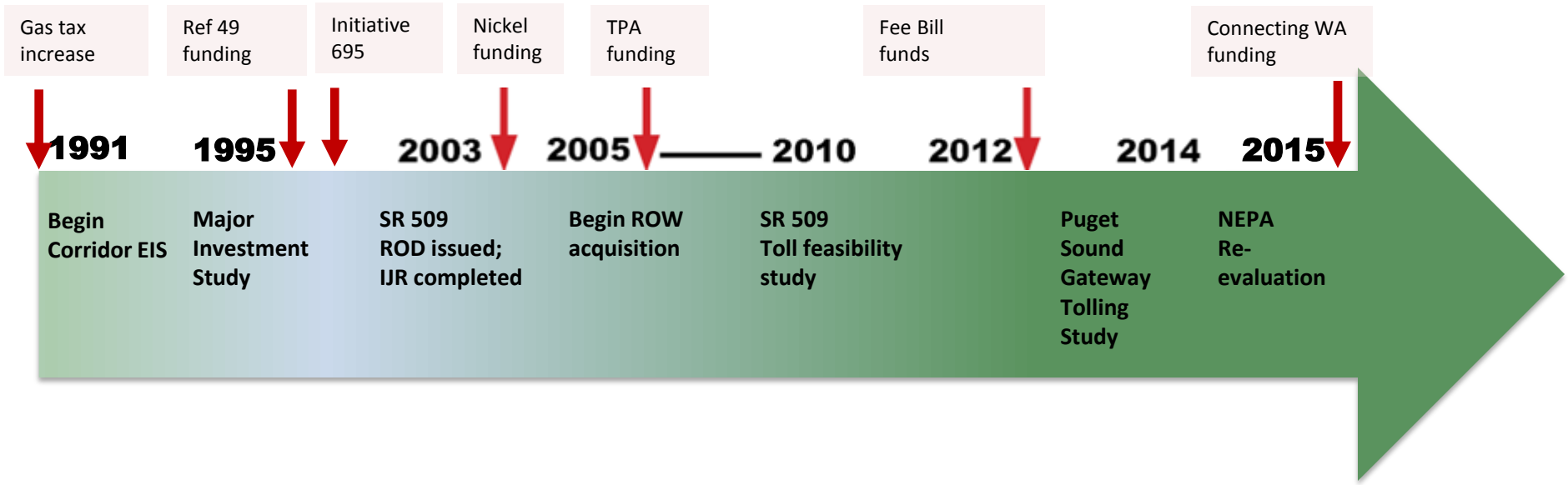


Preliminary SR 509 Schedule & Funding



Activities	**2015-2017** (NEPA Re-eval, Practical Design, ST Coordination, Funding/Phasing, 28th/24th)	**2017-2019** (Purchase Right of Way, Preliminary Engineering)	**2019-2021** (Purchase Right of Way, Preliminary Engineering, Early Construction)	**2021-2023** (Purchase Right of Way, Preliminary Engineering, Construction Package 1)	**2023-2025** (Purchase Right of Way, Preliminary Engineering, Construction Package 1)	**2025-2027** (Purchase Right of Way, Construction Package 2)	**2027-2029** (Construction Package 2)	**Future**
Budget	Pre-existing funds and Connecting Washington Account **$4M**	Connecting Washington Account **$20.6M**	Connecting Washington Account **$100.4M** **$35M** (local)	Connecting Washington Account **$173.6M** **$25M** (local)	Connecting Washington Account **$199M**	Connecting Washington Account **$130M**	Connecting Washington Account **$154M**	Connecting Washington Account **$10M** **$85M** (tolls)

SR 509 History



SR 509 Stakeholder Coordination

Previous Stakeholder and Community engagement

- Executive Committee
  - Met 1991-2011
- Steering Committee
  - Met 1991-2011
- Context Sensitive Solutions Committee
- Transit workshops
- Freight community workshops
- Property owner meetings
- EIS open houses, hearings and design hearing

Recent Activities & Next Steps

- Brief city staff along the alignment (Oct – Nov)
- Reengage Executive Committee (Dec, April and July)
- Engage Steering Committee (Dec, Feb, April and June)
- Hold community open houses (Dec and June)
- Engage with social service providers and other environmental justice communities along the alignment (ongoing)

2015/2016
Executive Committee

City of SeaTac
City of Des Moines
City of Kent
King County
Port of Seattle
WSTC
FHWA
WSDOT

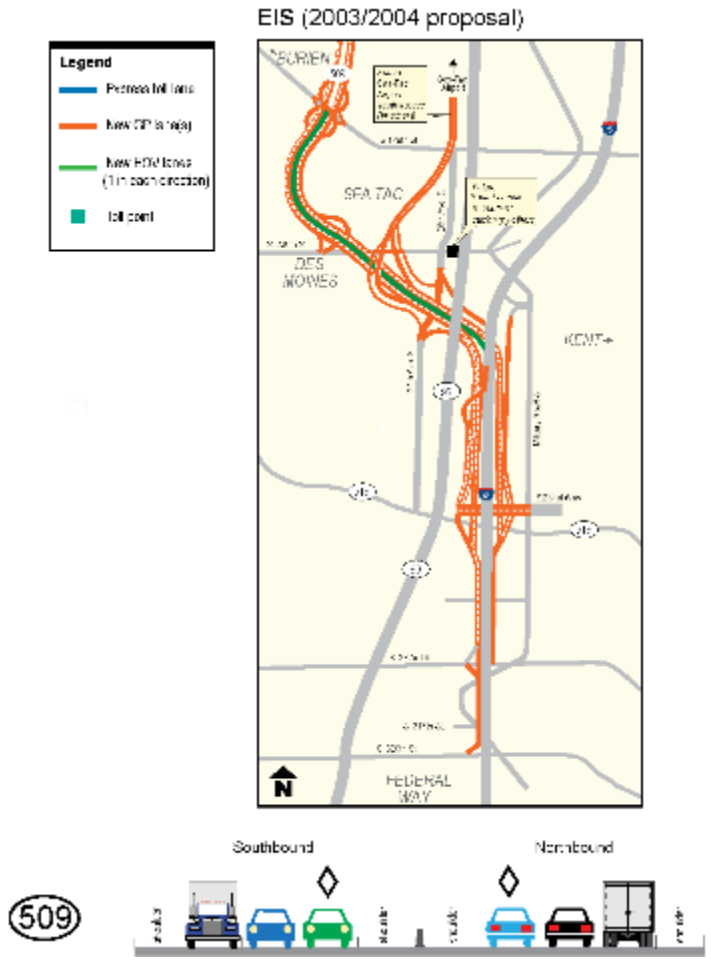
2015/2016
Steering Committee

City of SeaTac
City of Des Moines
City of Kent
City of Federal Way
City of Burien
City of Normandy Park
Port of Seattle
King County
Sound Transit
FHWA
WSDOT

SR 509 EIS Concept (2003)

EIS Scope

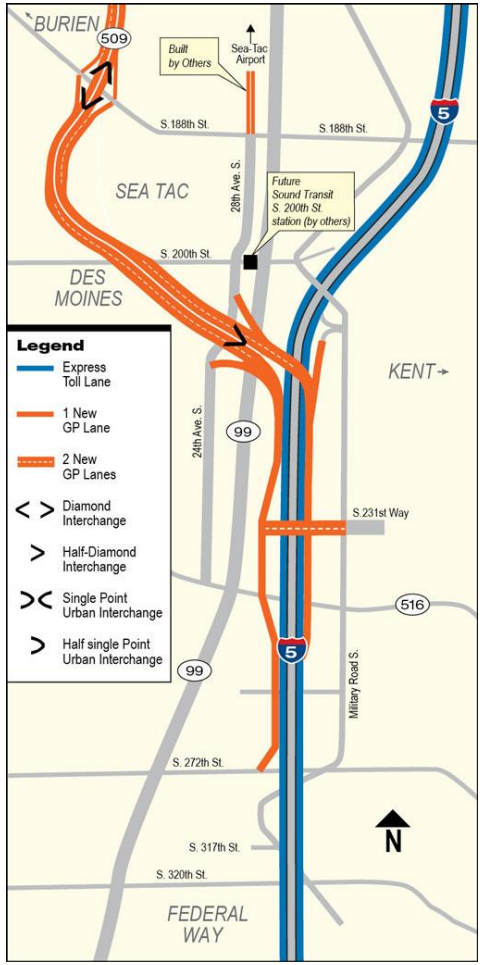
- 3 miles of freeway
  - 2 regular lanes
  - 1 HOV lane
- HOV connections to I-5
- Additional 6 miles of I-5 auxiliary lanes to S. 320th
- Interchange connecting to 228th (Veterans Drive)



SR 509 Gateway Concept (2013)

Gateway Phase 1 Scope:

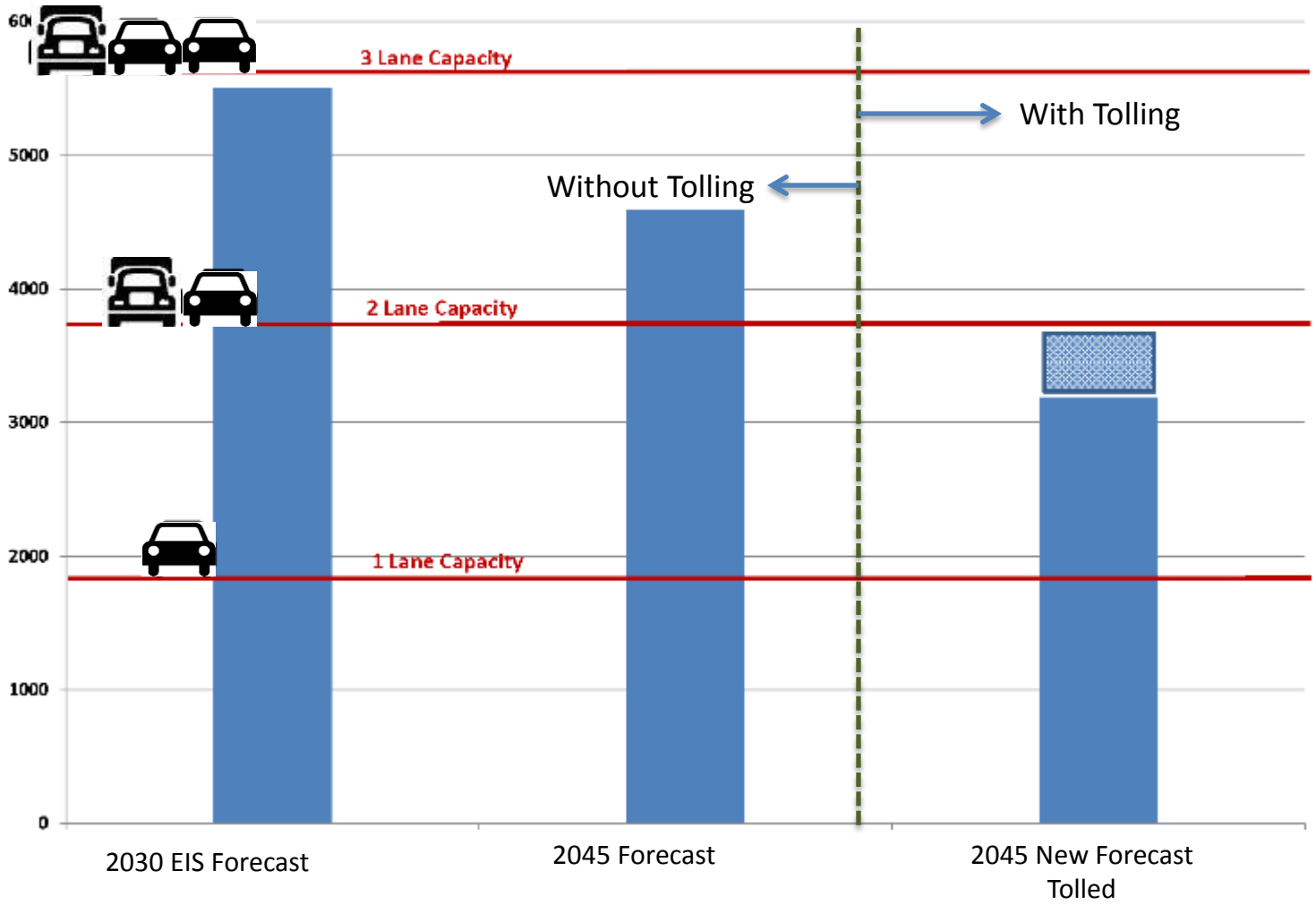
- Build one lane in each direction between South 188th Street and 28th/24th Avenue South
- Add truck climbing lanes in each direction on grades
- Add second lane in each direction between and 28th/24th Avenue South and I-5
- Add new I-5 collector-distributor lanes between SR 509 and SR 516, and rebuild the interchange at SR 516
- Build a new southbound I-5 lane between SR 516 and South 272nd Street
- Complete the interchange at South 188th Street
- Build new interchanges:
  - To/from the east at 28th and 24th Avenue South
  - To South 231st Way and the Kent Valley
- Provide for Future
  - SR509 HOV lanes
  - I-5 to SR 509 Direct Access HOV/HOT ramps
  - South Access expressway to Sea-Tac Airport



What has changed?
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***

What has changed?
Forecasted traffic volumes



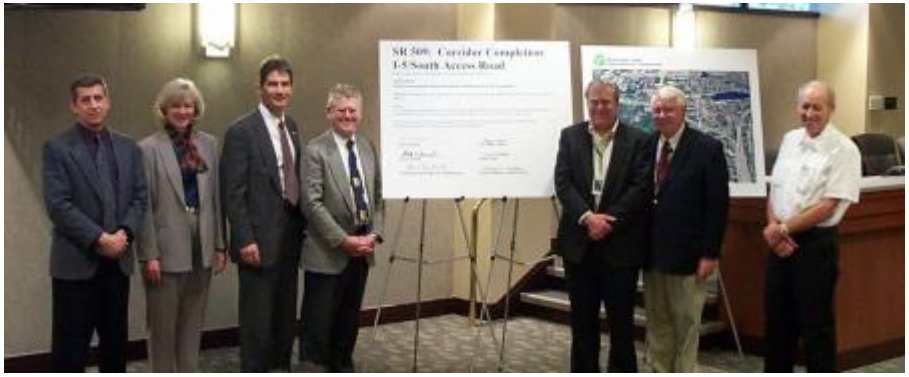
Southbound SR 509 approaching I-5

Review of Project Needs

2003 EIS Purpose and Need:

- **Purpose:**
  - Improve regional highway connections with an extension of SR 509 to serve current and future transportation needs in southwest King County and to enhance southern access to Sea-Tac International Airport.

- **Need:**
  - Create system linkages, accommodate travel demand and capacity needs, and improve intermodal relationships.
  - Close the gap between existing SR 509 and I-5
  - Ease capacity and travel demands on local streets and major transportation routes, like I-5



Review of Project Needs

2003 EIS Objectives:

- Support local and regional comprehensive planning and development
- Maintain efficiency of existing roadways in the immediate vicinity of the airport terminals and parking garage
- Relieve local congestion
- Serve harbor freight operations
- Improve regional mobility and safety
- Be compatible with connections to High Capacity Transit
- Develop broad public and political support for the preferred alternative
- Design project in an environmentally responsible manner
- Provide cost-effective alternatives and solutions

Practical Design: Defining Essential Needs

Essential Need: Why we need the project.

SR 509 Essential Needs:

- Complete freeway network (close the gap)
- Ease congestion between Seattle and Tacoma by utilizing unused capacity on SR 509
- Improve southern connection to Sea-Tac Airport for people and goods
- Support Regional Growth Centers for Burien, SeaTac, Kent and Federal Way, and Industrial Centers for Duwamish and Kent
- Improve freight travel time and reliability
- Improve transit operations and connections to transit

Key Question: Do we have the right essential needs?

Practical Design: Defining Contextual Needs

Contextual Need: External elements that need to be considered as the essential project travels through the surrounding communities.

SR 509 Contextual Needs:

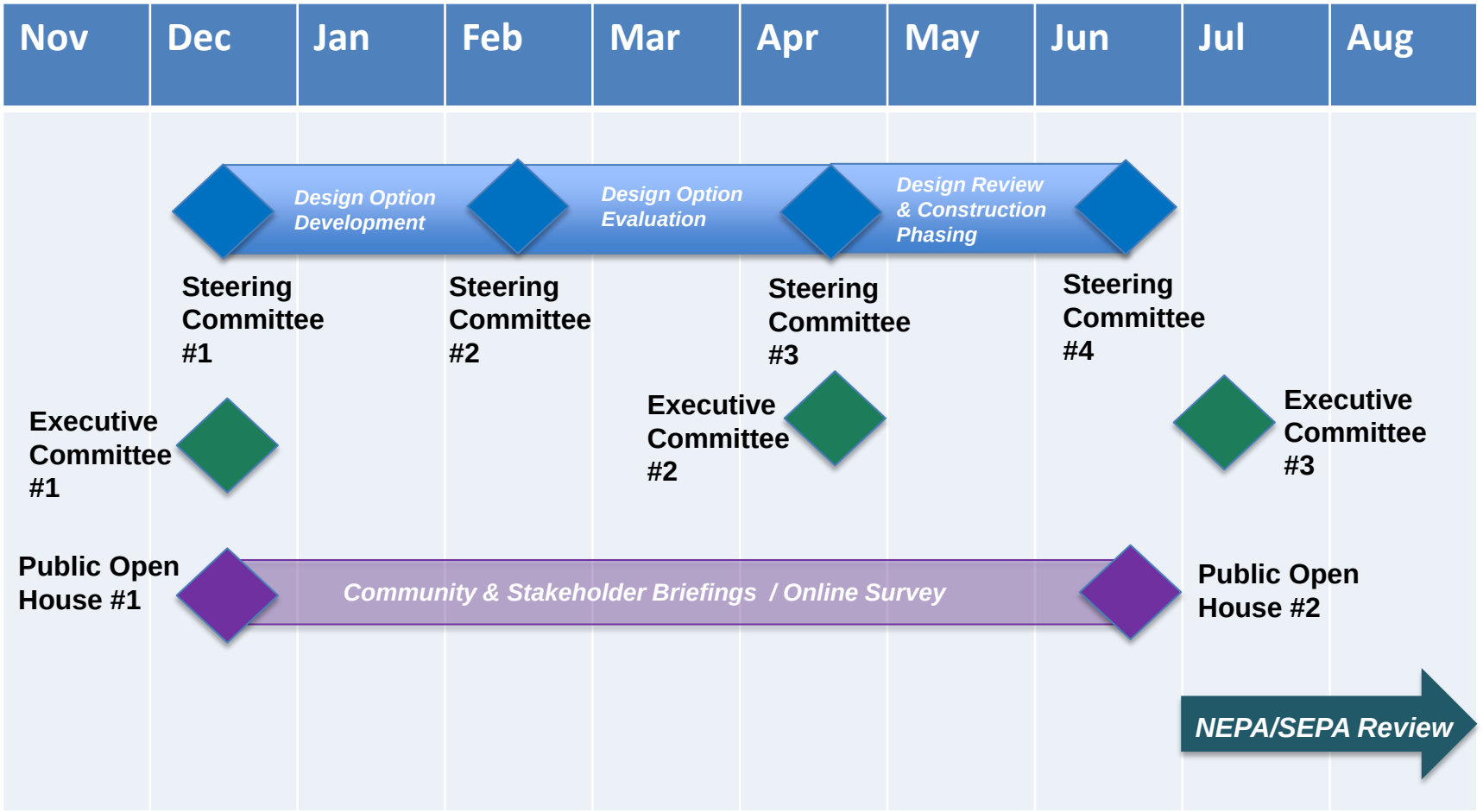
- Support local and regional comprehensive planning and economic development
- Improve mobility and safety between the state's largest cities and counties
  - Improve mobility and safety in the I-5 corridor north of SR 516
  - Improve mobility and safety in the I-5 corridor south of SR 516
- Improve east-west connectivity across the Kent Valley Manufacturing/Industrial Center
- Decrease demand on local arterials, decreasing delay and increasing safety
- Provide pedestrian connectivity
- Provide bicycle connectivity

- ***Key Question: Do we have the right contextual needs?***

Project Schedule

Part 1: Implementation Plan

Part 2: Environmental & Design Review



SR 509 – Partnership Projects

- The SR 509 project connects to, and passes through, active communities, freight corridors and major transit investments.
  - Sound Transit Federal Way Link Extension
  - SeaTac 28th/24th project
  - King County Lake to Sound Trail

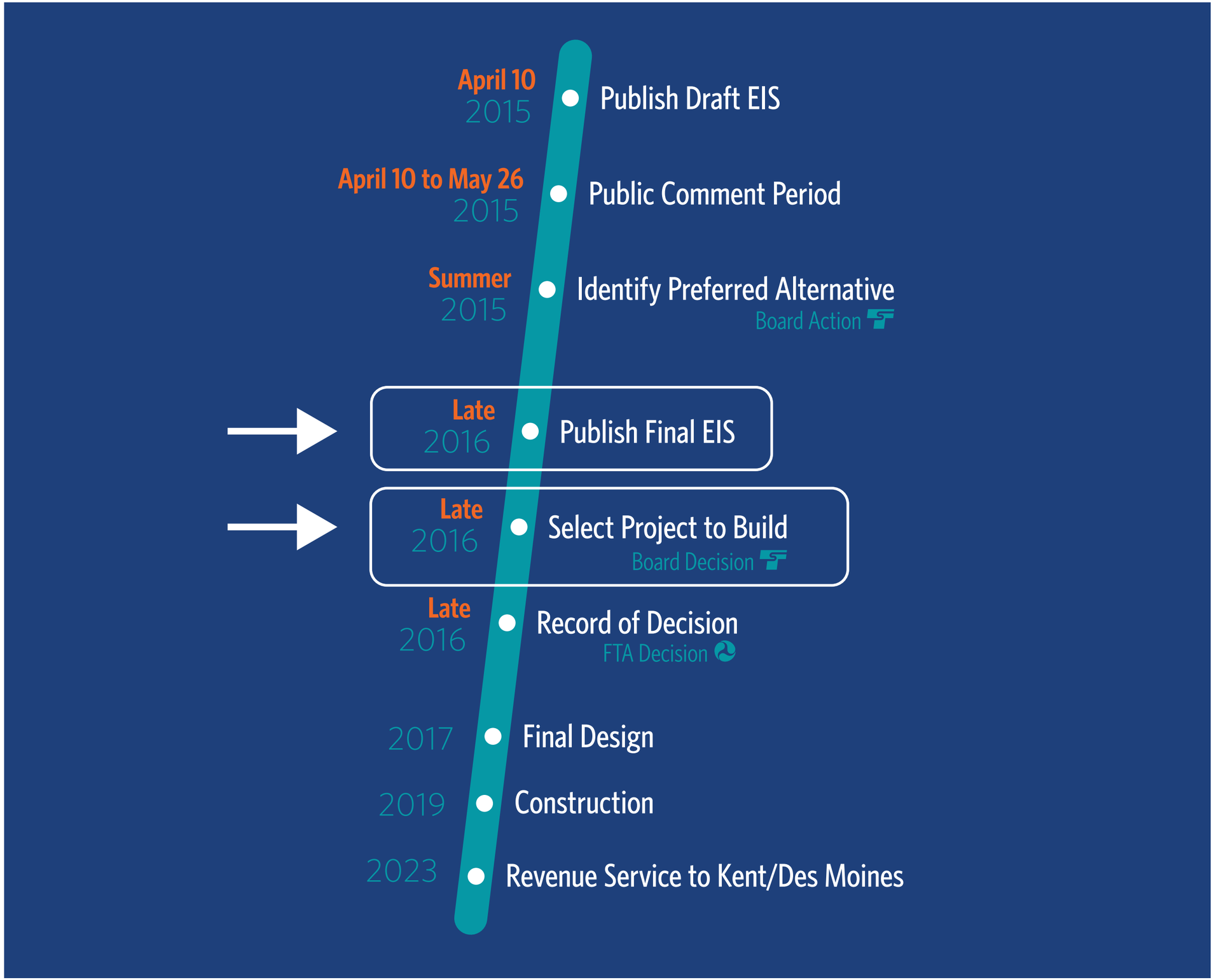
- We are working closely with cities, agencies and organizations along the alignment to maximize efficiencies, minimize costs and protect project schedules, where possible.

Federal Way Link Extension

SR 509 Executive Committee Presentation

Federal Way Link Extension
SR 509 Executive Committee Presentation

Timeline

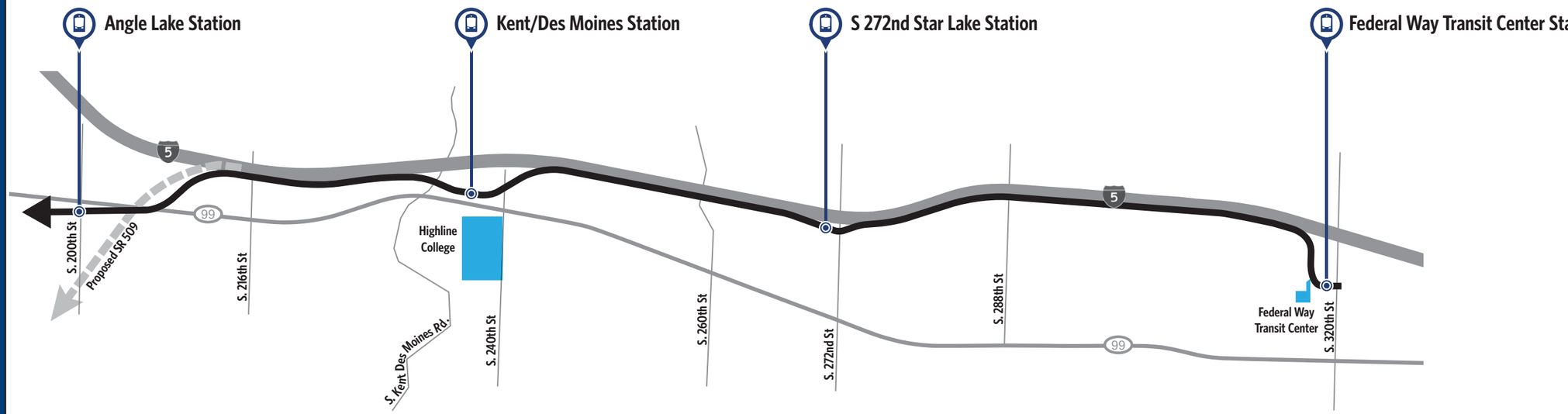


SOUNDTRANSIT

Federal Way Link Extension

SR 509 Executive Committee Presentation

Preferred Alternative



SoundTransit

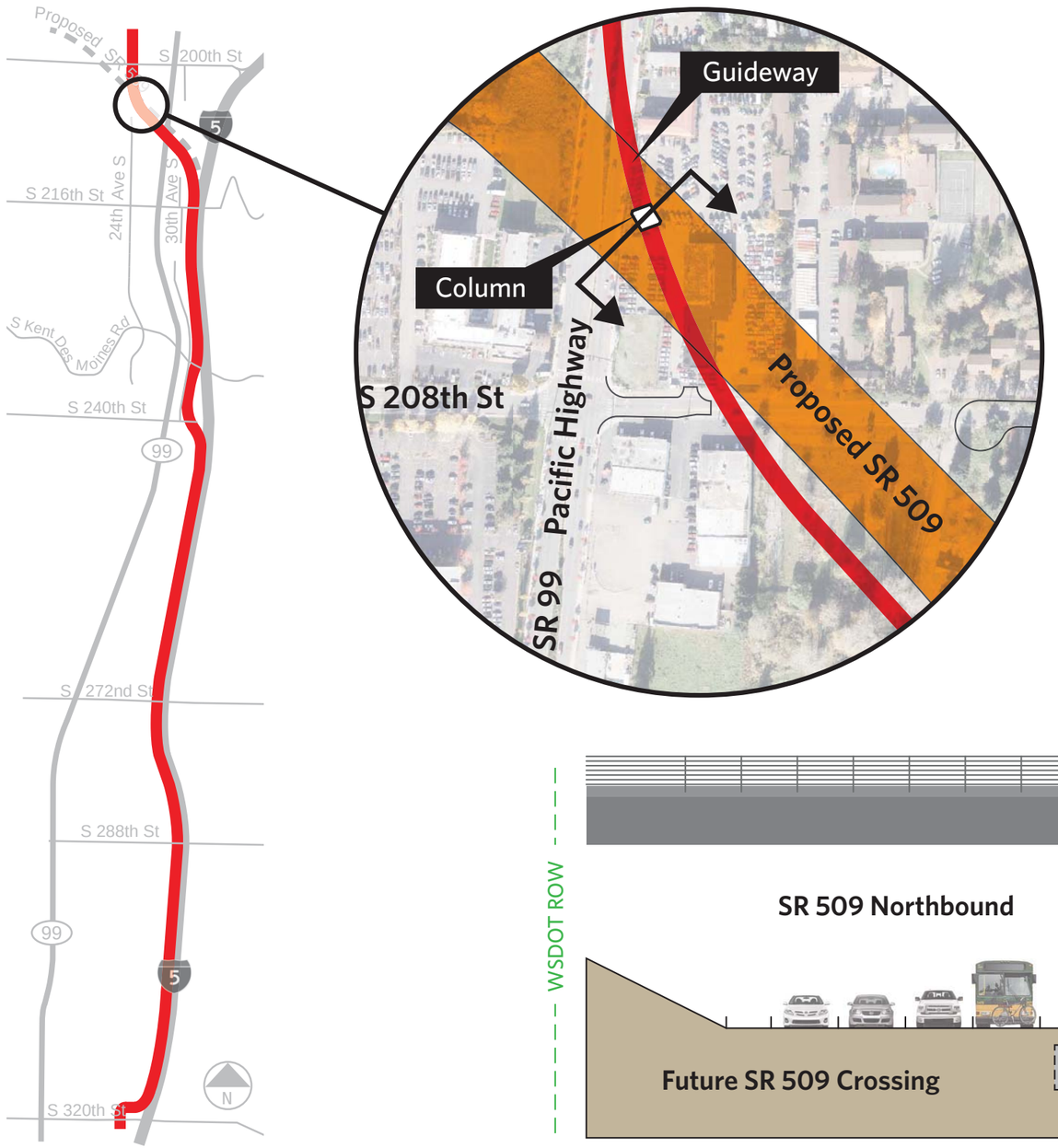
Federal Way Link Extension
SR 509 Executive Committee Presentation

Kent/Des Moines Station Concept Plan

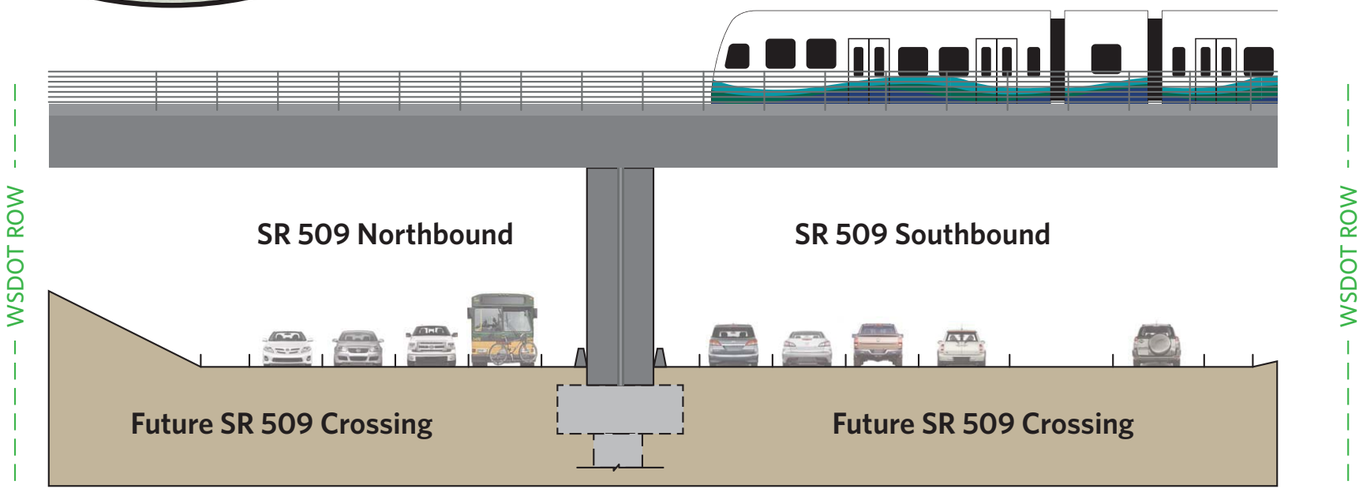
SoundTransit

Federal Way Link Extension
SR 509 Executive Committee Presentation

LRT Design with Future SR 509



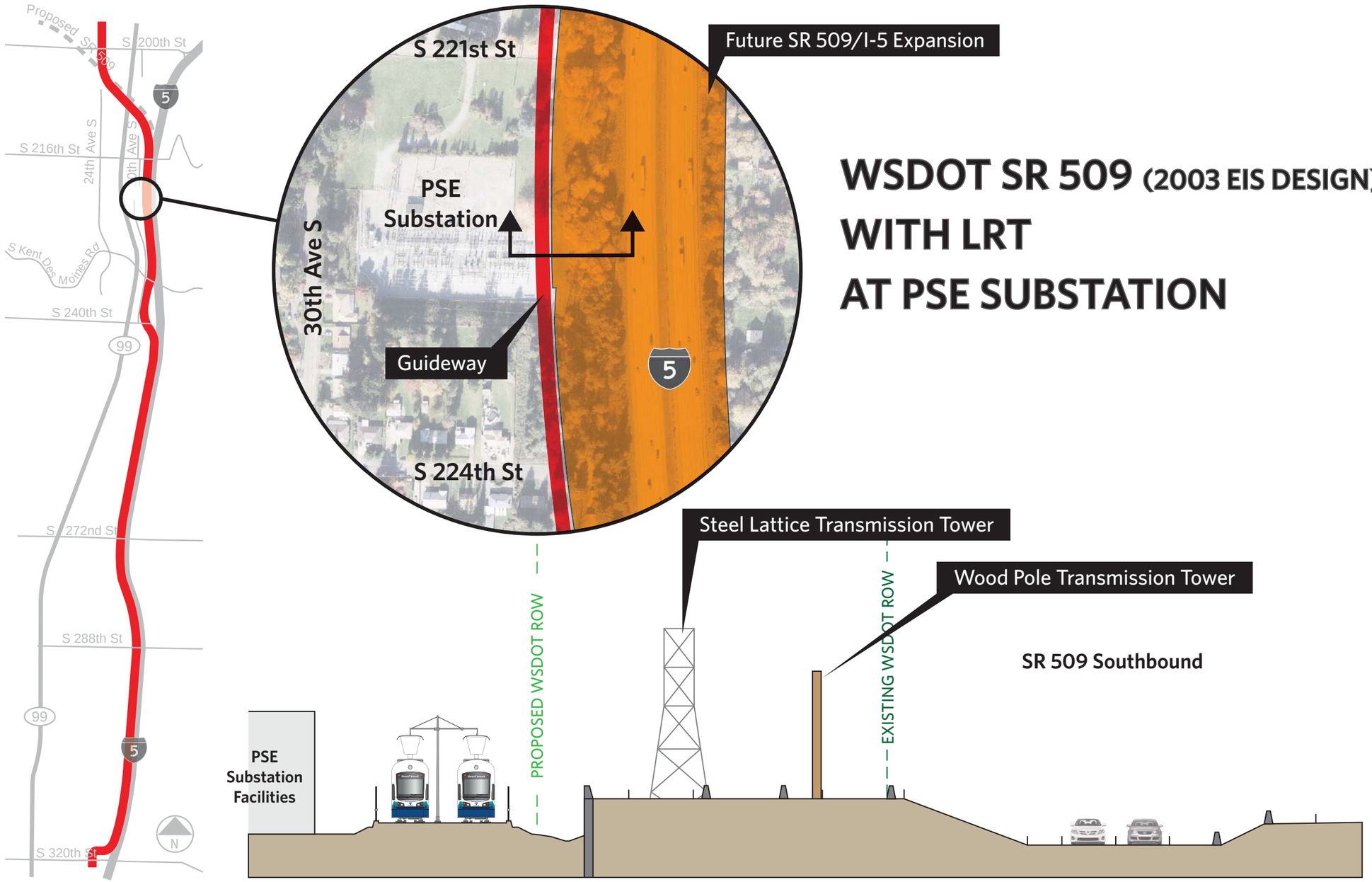
LRT DESIGN WITH COLUMN IN MEDIAN OF FUTURE SR 509 CROSSING



SOUNDTRANSIT

Federal Way Link Extension
SR 509 Executive Committee Presentation

LRT Design with Future SR 509



WSDOT SR 509 (2003 EIS DESIGN) WITH LRT AT PSE SUBSTATION

SOUNDTRANSIT

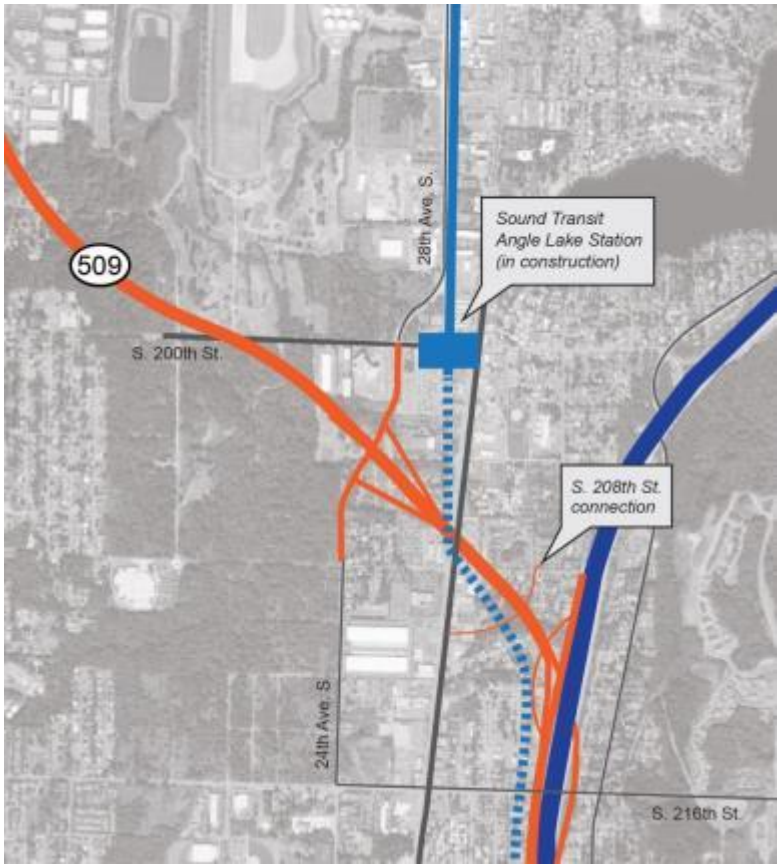
SOUNDTRANSIT
RIDE THE WAVE

Partnership: City of SeaTac – Connecting 28th/24th Avenue South Project

In 2013, the City of SeaTac received funding from Sound Transit to connect 28th and 24th streets. This connection provides:

- A vital north-south arterial
- Mitigation for the Angle Lake Station
- Economic benefit to the City of SeaTac
- An improved connection to the airport

- In late 2014, SeaTac planned to build a 45' embankment across the future SR 509 alignment
- In early 2015, when state funding looked probable, SeaTac sought funding to build a structure over SR 509.
- SeaTac received $2M in Connecting Washington funding through local programs to build the structure, with the remainder to be reimbursed by SR 509 funds in the 2017-2019 biennium.

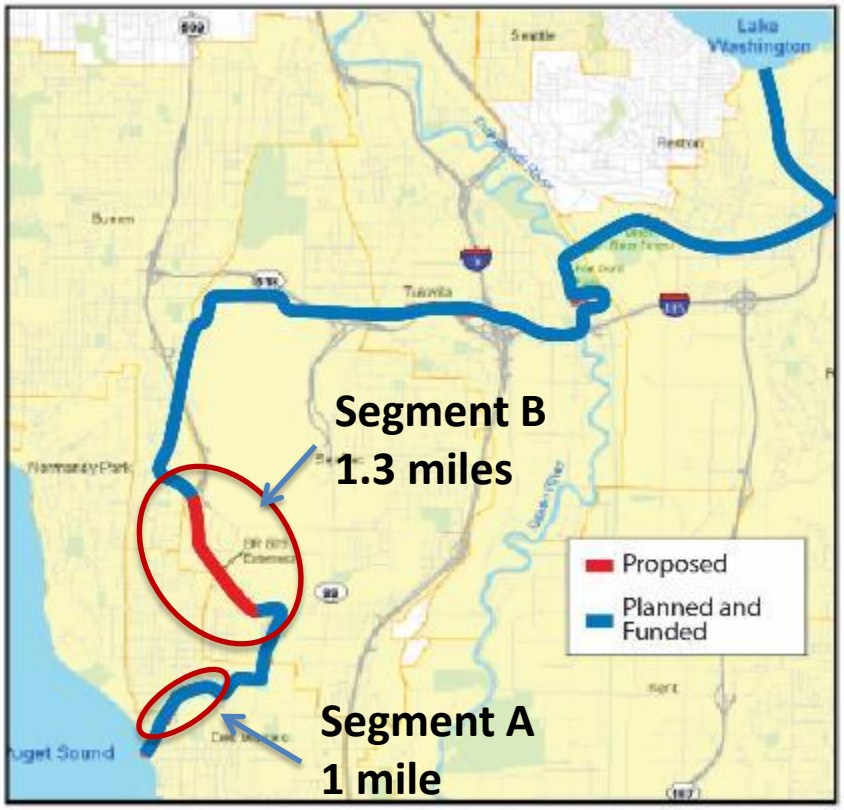


The new connection is scheduled to open January 2017 to align with the Angle Lake Station opening at the end of 2016

Partnership: King County - Lake to Sound Trail

Segment A:
- SR 509 helped fund 1 mile of trail as part of the Des Moines Creek Basin Plan

Segment B:
- SR 509 will construct 1.3 miles of trail ($3.7 – 4.7 million) with expected opening in 2017



Preferred alignment for the 1.3 miles

Next Steps

Executive Committee

- Today: Provide a project overview and hear thoughts regarding essential needs and contextual concerns
- April: Present the work of the project team and Steering Committee and review input from the public
- July: Endorse implementation and phasing plan

Steering Committee

- Today: Develop an understanding of the project needs, review contextual opportunities and constraints, and review design concepts
- February: Traffic analysis, performance targets, project need prioritization, and options refinement
- April: Present evaluation results and recommendations
- June: Review design options and construction phasing

Public

- Tomorrow: Open house to share project information and solicit feedback on community priorities, essential needs, and design options
- January – March: Engage with communities and service providers along the alignment
- June: Host an open house to review Steering committee findings and recommendations

Environmental

- Mid-2016: Begin our NEPA review process

Key Questions & Discussion During Practical Solutions

- What are the SR509 Project Essential Needs to move forward to NEPA review?
- What are the key design features to be implemented?
- What is the construction phasing of the SR509 Project?
- Do we have the right essential needs?
- Do we have the right contextual needs?

More information:

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