

FINAL HIGHLINE FORUM AGENDA

Host - Normandy Park

Theme - Transportation

May 25, 2016 - Wednesday - 2:30 pm to 4:30 pm

Normandy Park Community Club

1500 SW Shorebrook Drive, Normandy Park

Directions to the Normandy Park Community Club (The Cove) - From SR-509: Take the Normandy Park exit that drops you onto Des Moines Memorial Drive and head west away from the airport. Make a left onto S. Normandy Road and cross over 1st Avenue S. heading into Normandy Park. S. Normandy Road becomes SW Normandy Terrace. Make a right onto Marine View Drive SW and then a quick left onto SW Shorebrook Drive. Turn right into the Normandy Park Community Club's parking lot.

2:30 pm	Convene Meeting/Introductions	<i>Forum Co-Chairs</i>
2:35 pm	Normandy Park Welcome	<i>Mayor Jonathan Chicquette, Normandy Park</i>
2:40 pm	Public Comments	<i>Audience</i>
2:45 pm	Normandy Park Update	<i>Mayor Jonathan Chicquette, Normandy Park</i>
3:10 pm	SR 509 Corridor Project Update	<i>Wendy Taylor, HNTB</i>
4:00 pm	Emerging Issues	<i>All</i>
4:30 pm	Adjourn Meeting	<i>Forum Co-chairs</i>

Puget Sound Gateway Program

SR 509

Highline Forum
May 25, 2016

WENDY TAYLOR SR509 GENERAL ENGINEERING CONSULTANT PROJECT MANAGER

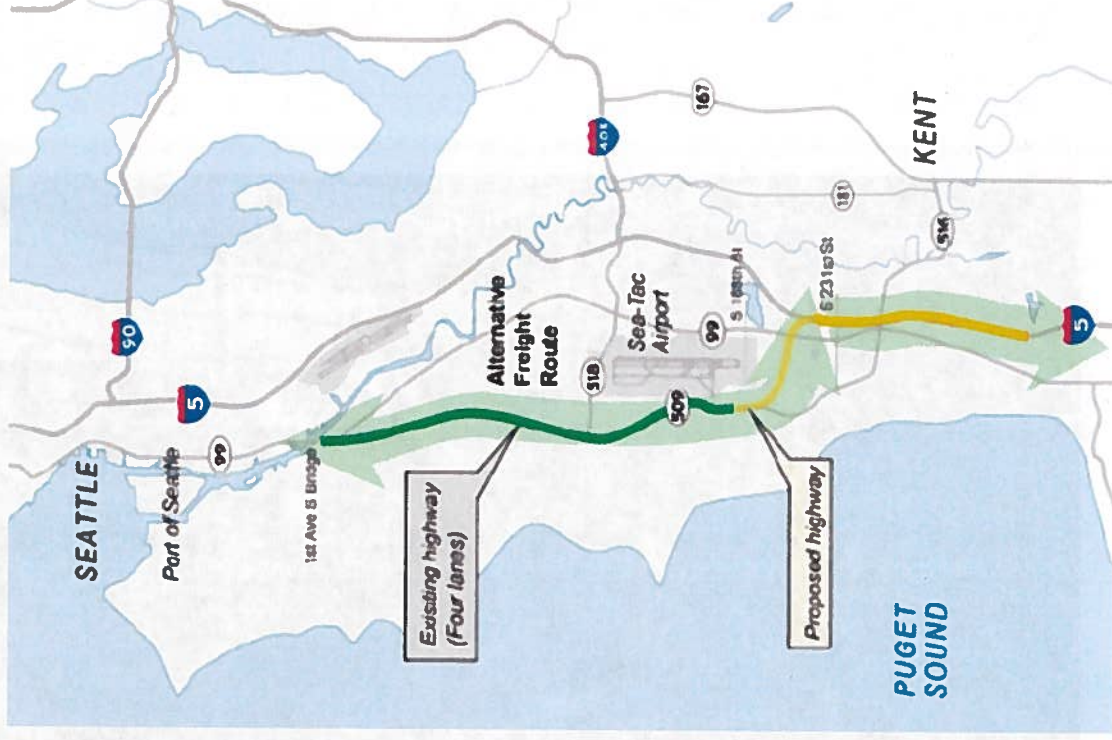


Agenda

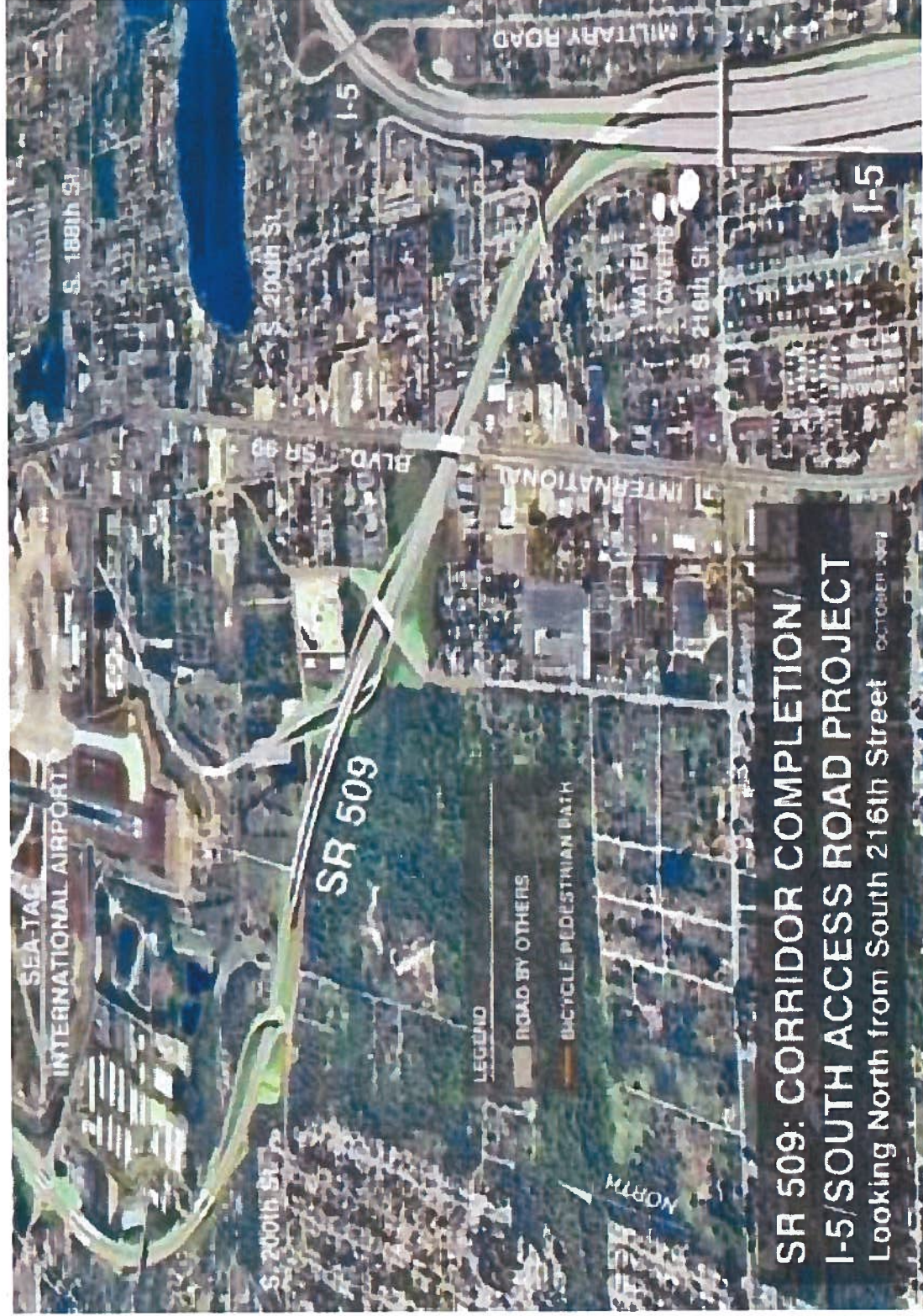
- SR 509 Overview
- Puget Sound Gateway Program Overview
- Practical Design Process
- Partnerships

SR 509 Overview

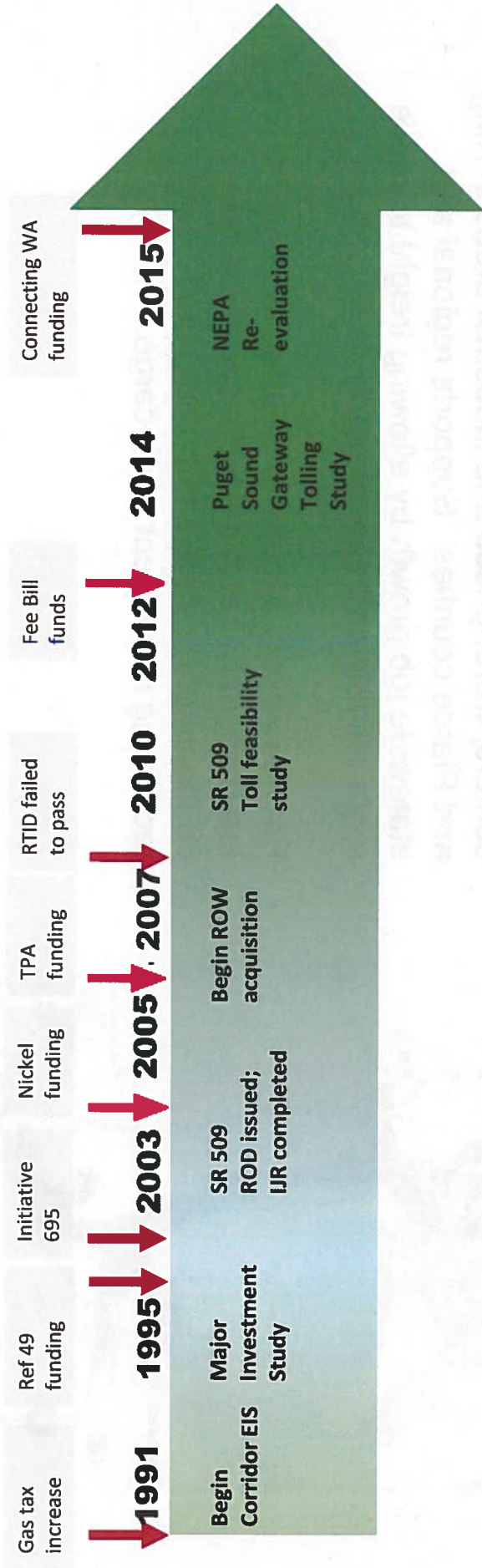
- SR 509 is a route that provides a better connection between the Port of Seattle and the Kent Valley for freight
- Provides south access to airport for passengers and air freight
- Supports local and regional comprehensive planning and development



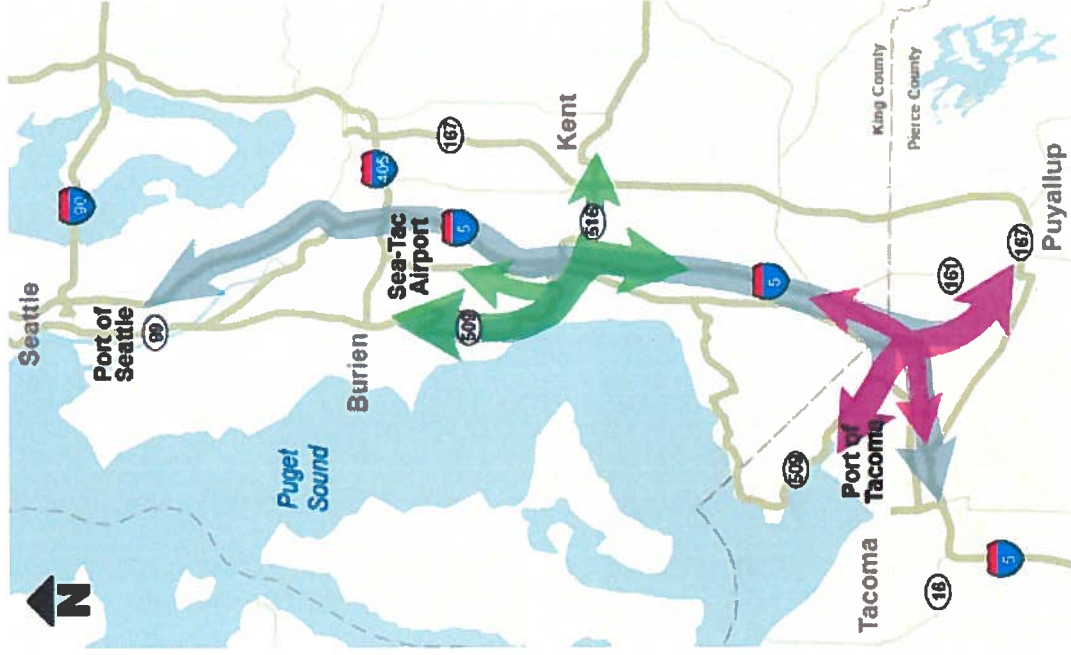
2003 SR 509 EIS



SR 509 History



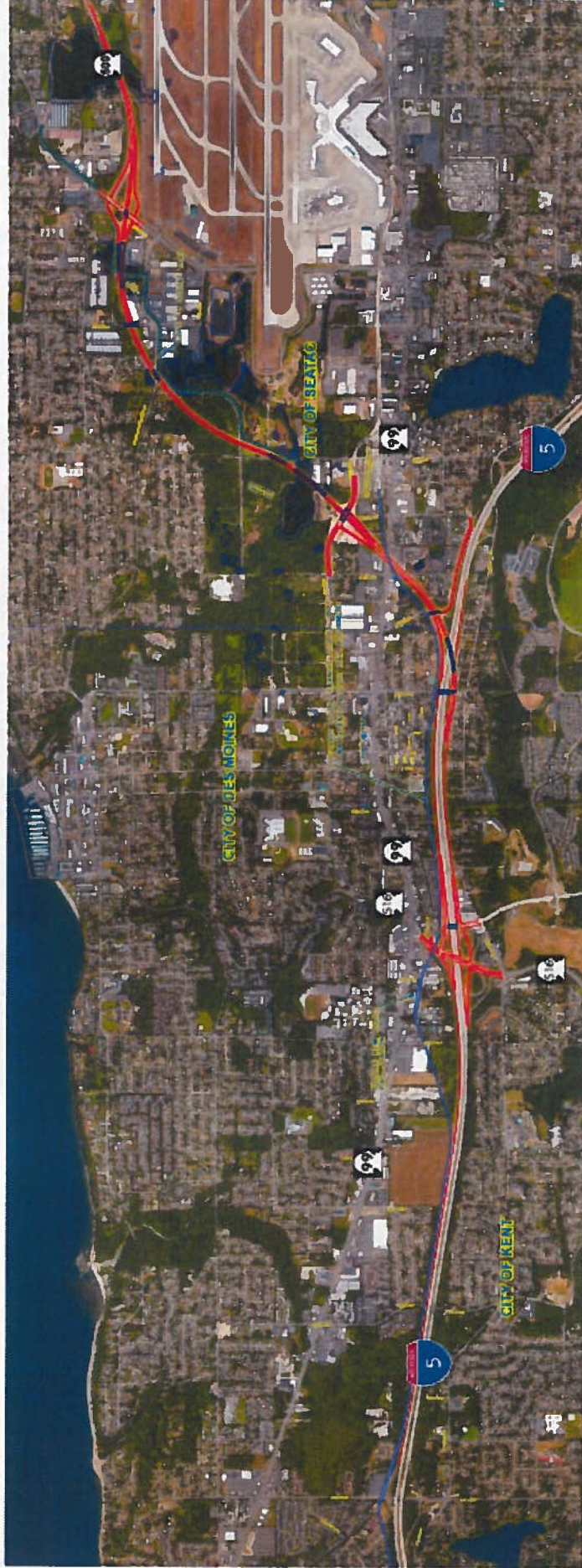
Puget Sound Gateway Program SR 509 & SR 167



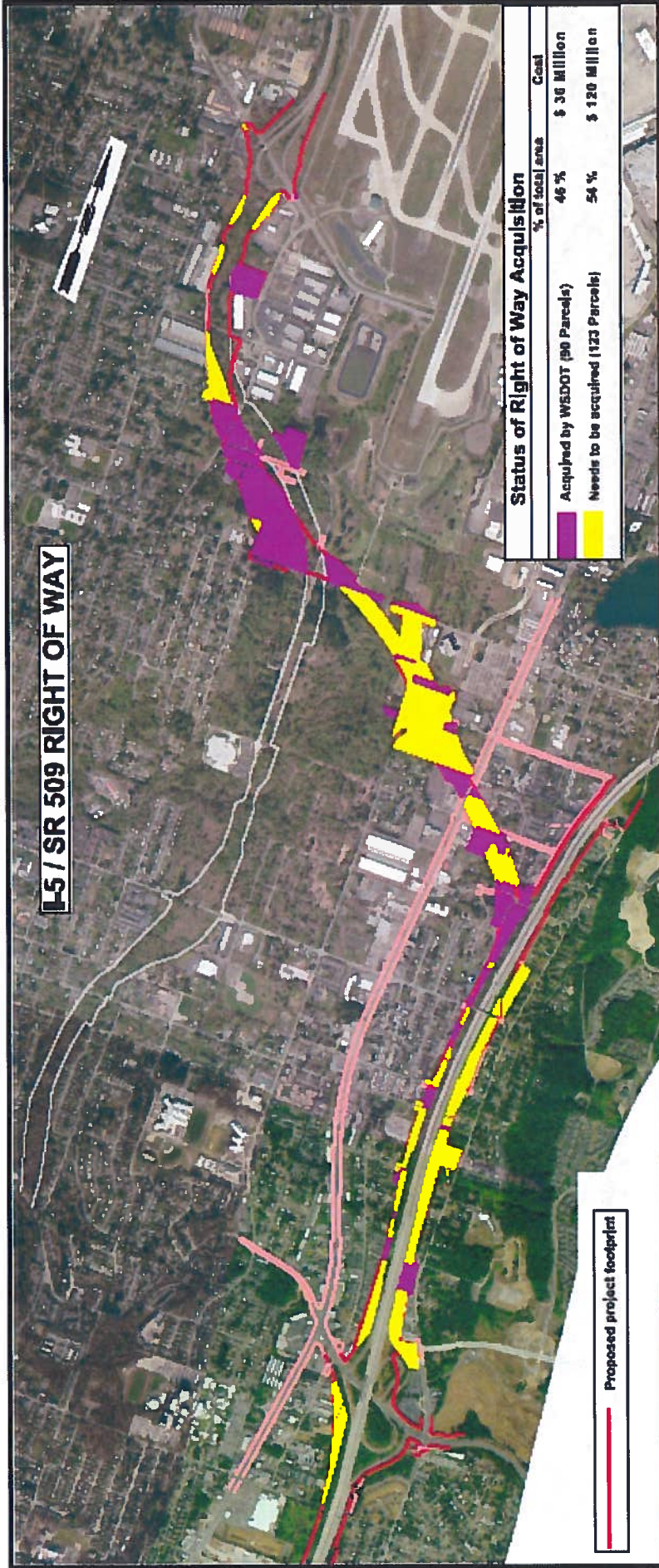
- Improves regional mobility and relieves traffic congestion on local roads and highways by providing new and more efficient travel options, improving overall system performance for freight, commuters and transit.
- Completes critical freight links between the ports of Seattle and Tacoma and key distribution centers, warehouses and industrial areas in King and Pierce counties. Supports regional and statewide job growth by allowing freight to move more reliably and economically.
- Provides direct access to Seattle-Tacoma International Airport from the south, better connecting the state's hub airport to I-5 and facilitating movement of air cargo.

SR 509 Gateway Concept (2013)

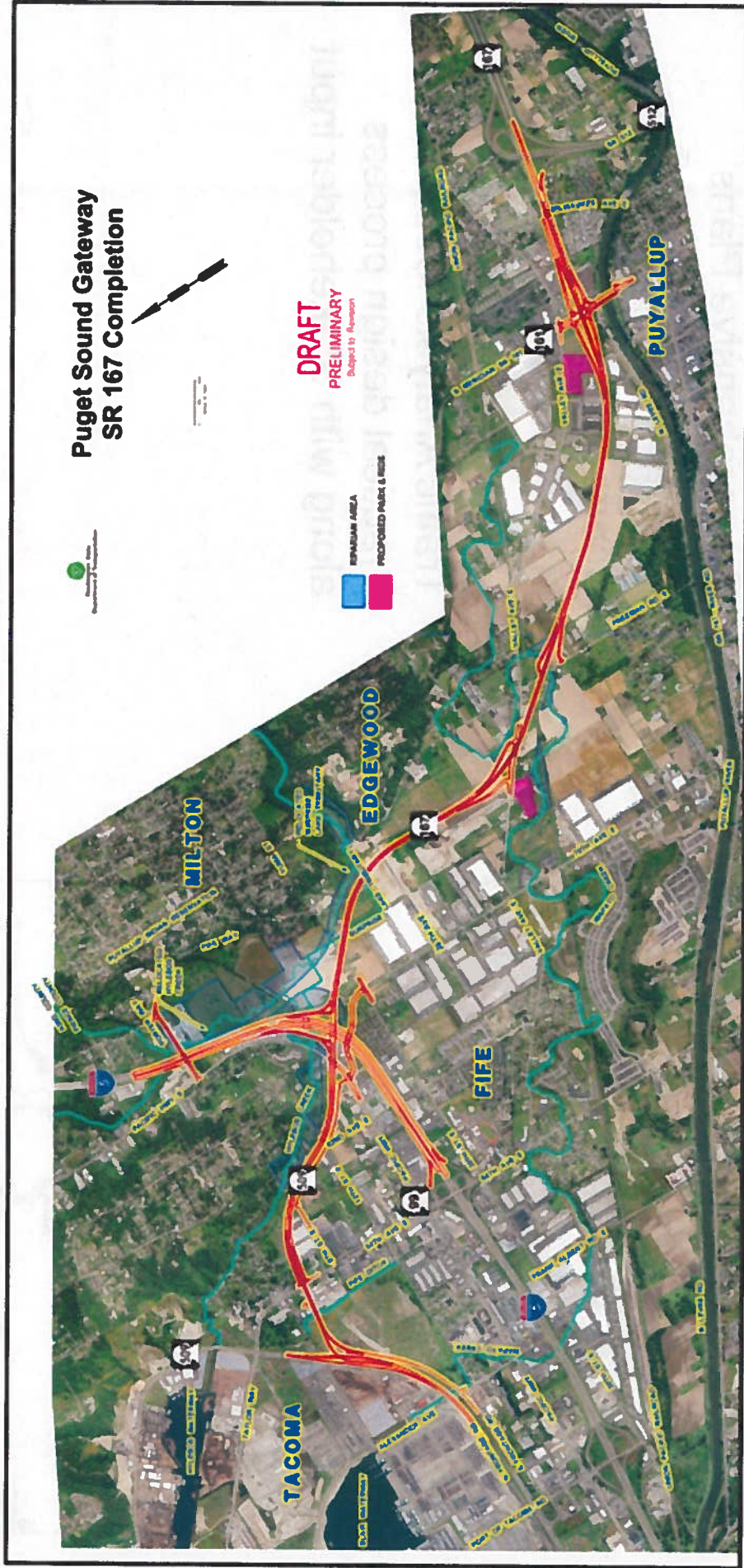
**PUGET SOUND GATEWAY
SR 509 COMPLETION**



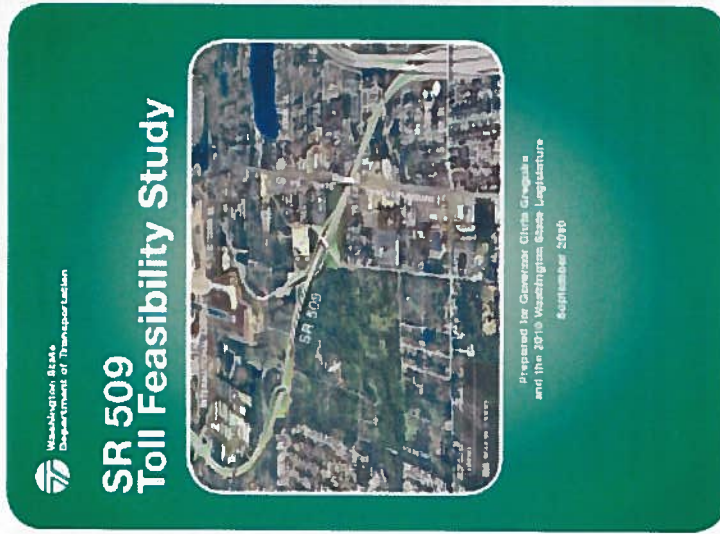
SR 509 Right of Way



SR 167 Gateway Concept (2013)



Tolling Reports



Key Gateway principles:

- Prioritize initial connections to address highest volume movements
- Add capacity strategically
- Meet the needs of freight and commuters
- Provide full freight connectivity

Gateway Report: Tolling is a regional tool to help manage demand and generate revenue

Exhibit 2: Gateway Project Toll Rate Summary
Passenger vehicles

Facility and Time Period	FY 2021 Toll Rate Ranges (in 2020 dollars) ¹		Truck Toll Multipliers		Number of Tolloed Segments
	Minimum Toll (1 Segment)	Maximum Toll (All Segments)	Medium Trucks	Large Trucks	
SR 167 ²					
Peak periods	\$0.50–\$1.45	\$2.05–\$2.75	1.5x	2.5x	3
Off-peak periods	\$0.45–\$0.85	\$1.40–\$2.05			
SR 509 ²					
Peak periods	\$0.35–\$1.60	\$0.75–\$2.05	1.5x	2.5x	2
Off-peak periods	\$0.35–\$0.75	\$0.75–\$1.15			

¹ Rates shown are for Good To Go! account holders, expressed in year-of-opening dollars; Pay By Mail rates are assumed to be \$1.70 higher, and all toll values would be less expressed in today's dollars.

² Rates were assumed to remain fixed over time and not escalate with inflation.

Exhibit 5: Potential Range of Toll Funding Contribution using NPV Analysis

	Potential Toll Funding - FY 2018		
	State-Backed Bonds	Non-Recourse Toll Bonds	Non-Recourse Toll Bonds
I-5	Two express toll lanes on I-5 between SR 167 and SR 509 and one lane each direction elsewhere	Two express toll lanes on I-5 between SR 167 and SR 509 and one lane each direction elsewhere	One express toll lane on I-5 between SR 16 and I-90
	\$165M - \$300M	\$200M - \$325M	\$150M
SR 509	\$110M - \$140M	\$70M - \$85M	\$85M
SR 167	\$125M - \$155M	\$75M - \$95M	\$95M
Total Potential Upfront Financing Capacity	\$700M - \$875M	\$405M - \$505M	\$330M*

2015 Legislature did not act on I-5

*The potential toll funding estimate for the I-5 express toll lanes assumes a two lane system in each direction from SR 167 to SR 509, with single lanes between SR 16 and SR 167 and between SR 509 and I-90. Reduced financial capacity has been estimated for an all single lane system at approximately \$150 million using interpolation techniques as detailed modeling of all single lane operators has not yet been conducted.

Tolling Responsibilities in Washington State

	Washington State Legislature	Transportation Commission	Department of Transportation	Office of the State Treasurer (OST)
Responsibility	Establish tolling, designate toll facilities and use of toll revenues	Set toll rates and related fees	Plan, analyze and construct facilities, collect tolls, build and operate toll collection systems	
Roles	<ul style="list-style-type: none"> • Establish legal toll framework • Authorize tolling in designated corridors • Approve financing plans • Enable tolling practices • Appropriate toll operation budget 	<ul style="list-style-type: none"> • Set toll rates within funding requirements • Set toll exemptions • Establish advisory committees 	<ul style="list-style-type: none"> • Develop toll collection systems and procedures • Collect tolls • Finance improvements • Operate tolled corridors • Assess financial feasibility of toll projects 	<ul style="list-style-type: none"> • Conducts all financings for the State of Washington • Responsible for the issuance of toll debt

2015 Connecting Washington 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.

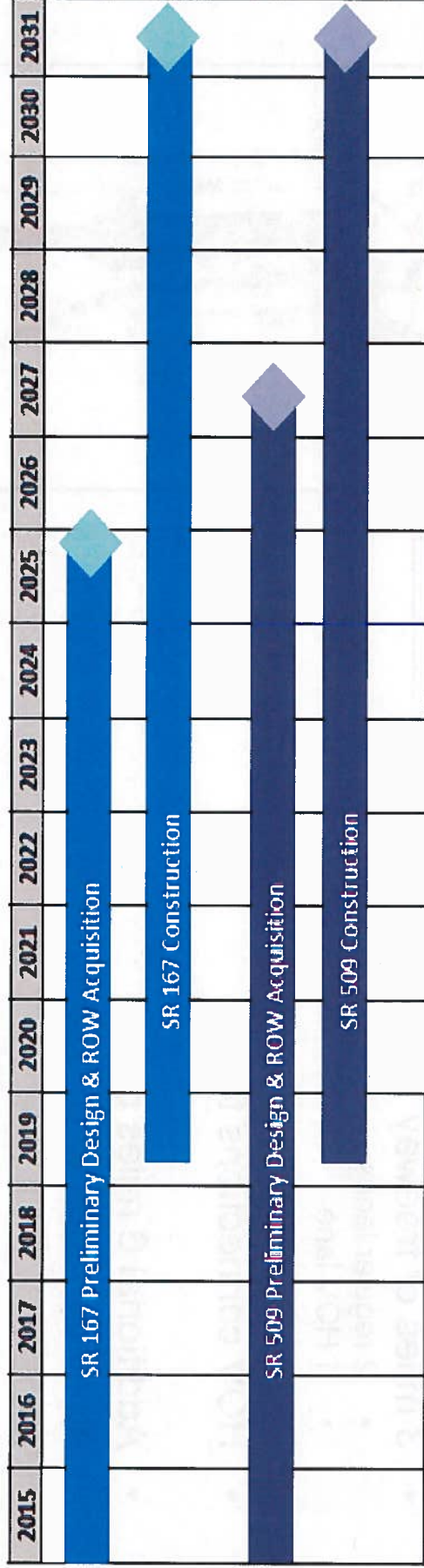
The department shall develop a coordinated corridor construction and implementation plan for SR 167 and SR 509 in collaboration with affected stakeholders.

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.

Connecting Washington Puget Sound Gateway Program

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

- Total cost of the Gateway proposal was approximately \$3 billion
- Total funding is \$1.87 billion; this amount assumes \$130 million local match and \$ 180 million tolling revenue

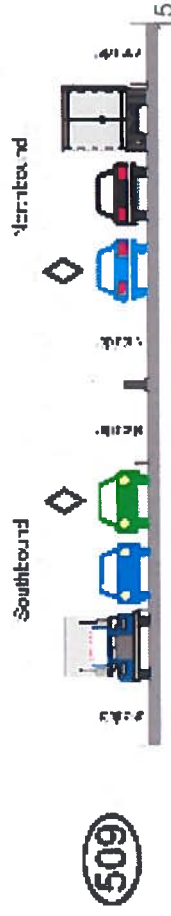
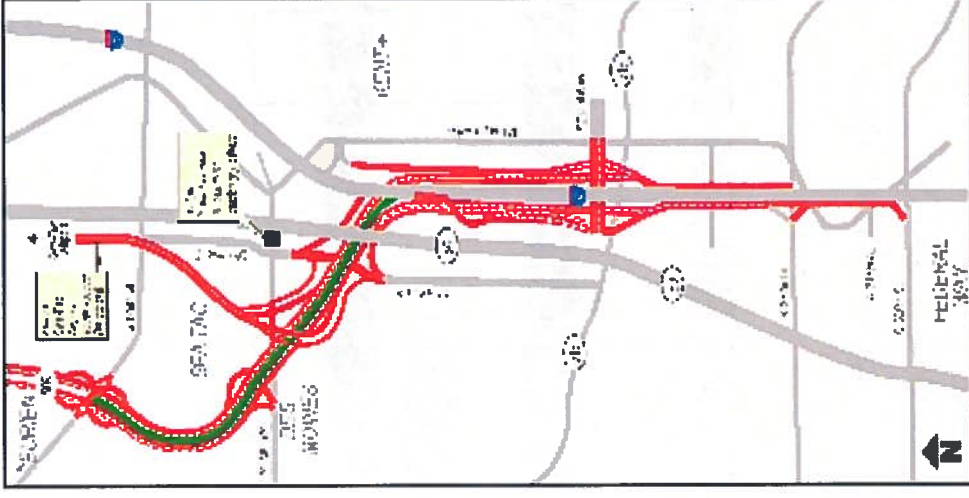


SR 509 EIS Concept (2003)

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)

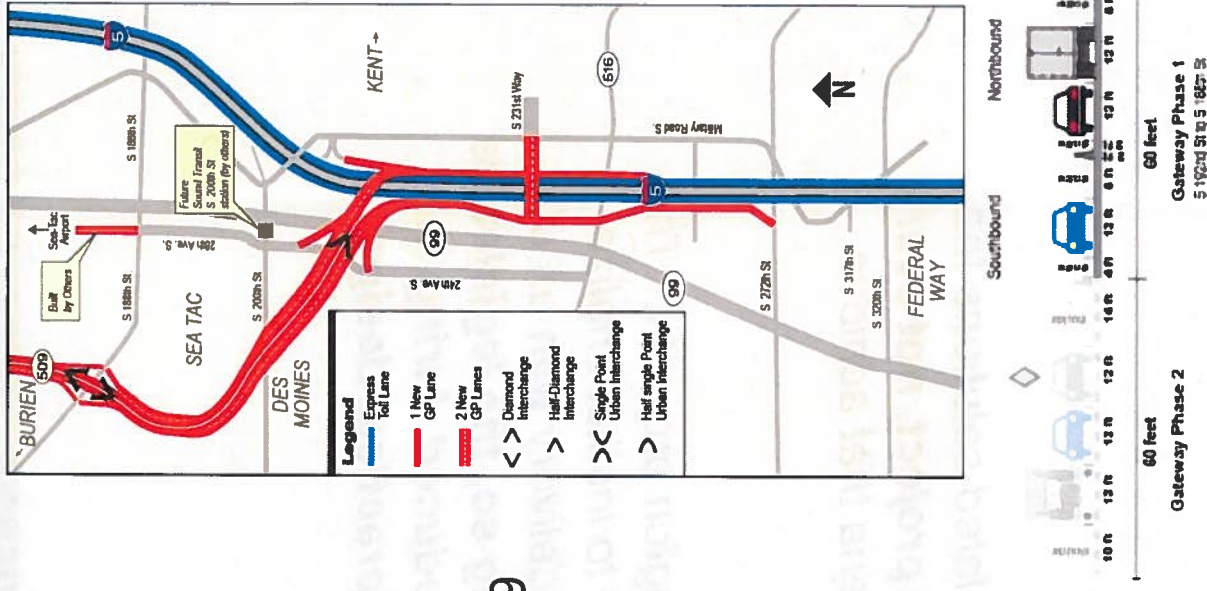
EIS (2003/2004 proposal)



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

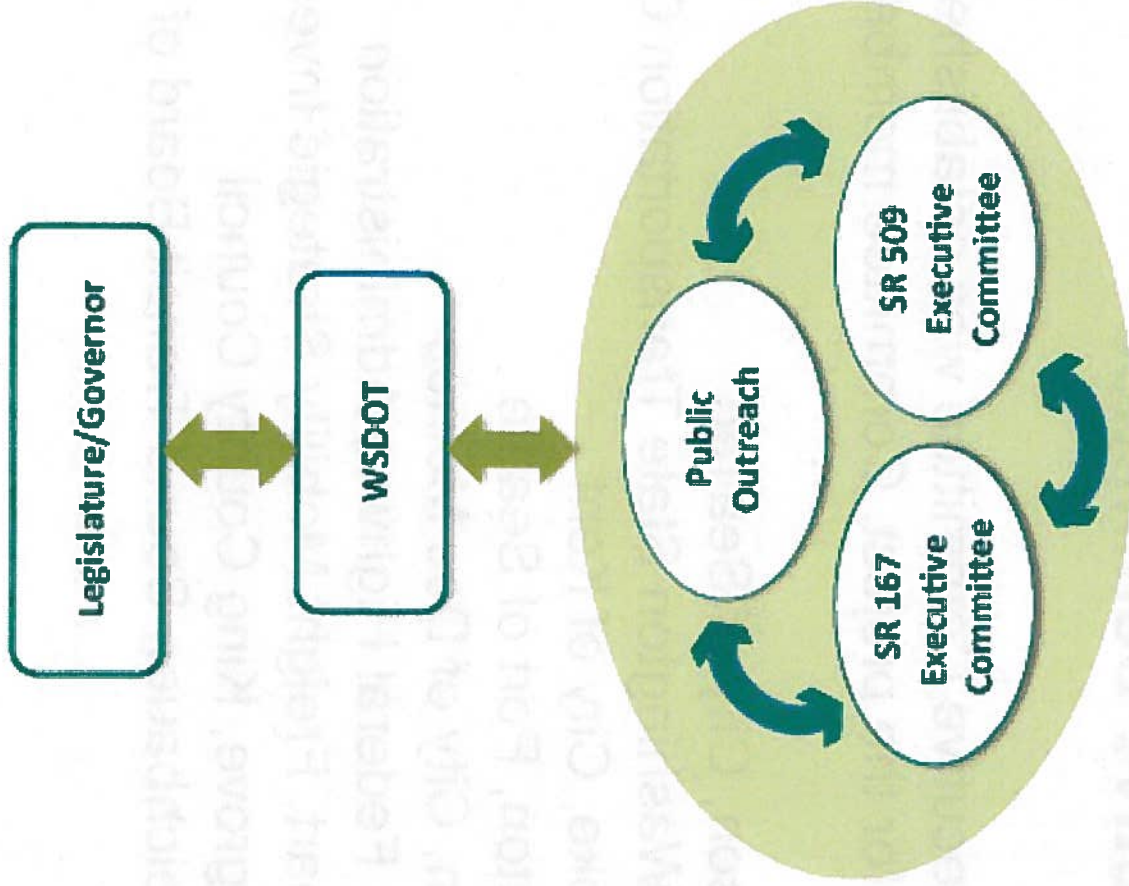


What has changed?

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***

Puget Sound Gateway Process



SR 509 Executive Committee

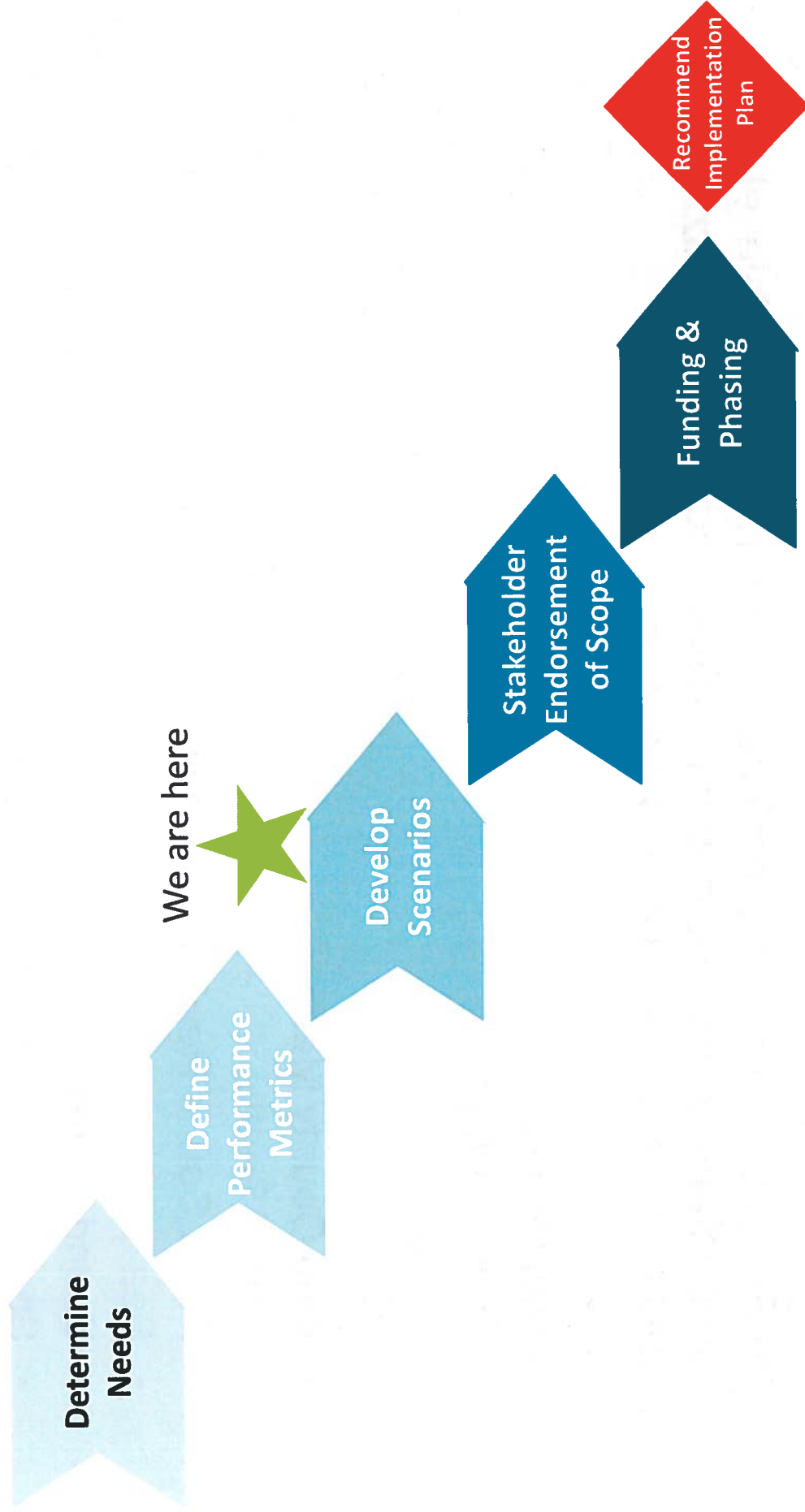
- The SR 509 Executive Committee was established to serve as an advising group for the project. Committee members include:
 - Tony Anderson, City of SeaTac
 - Shiv Batra, Washington State Transportation Commission
 - Suzette Cooke, City of Kent
 - John Creighton, Port of Seattle
 - Dave Kaplan, City of Des Moines
 - Dan Mathis, Federal Highway Administration
 - Ashley Probart, Freight Mobility Strategic Investment Board
 - Dave Upthegrove, King County Council
 - Pete Von Reichbauer, Sound Transit Board of Directors

SR 509 Steering Committee

- The SR 509 Steering Committee is comprised of staff-level representatives from neighboring cities and other organizations. Representative agencies/organizations include:

- Burien
- Des Moines
- Federal Way
- FHWA
- Kent
- King County Metro
- Port of Seattle
- Puget Sound Regional Council
- SeaTac
- Sound Transit
- South Sound Chambers of Commerce
- Washington Trucking Association

SR 509 2016 Practical Design



Review of Project Needs

2003 EIS Purpose and Need:

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.

- 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:

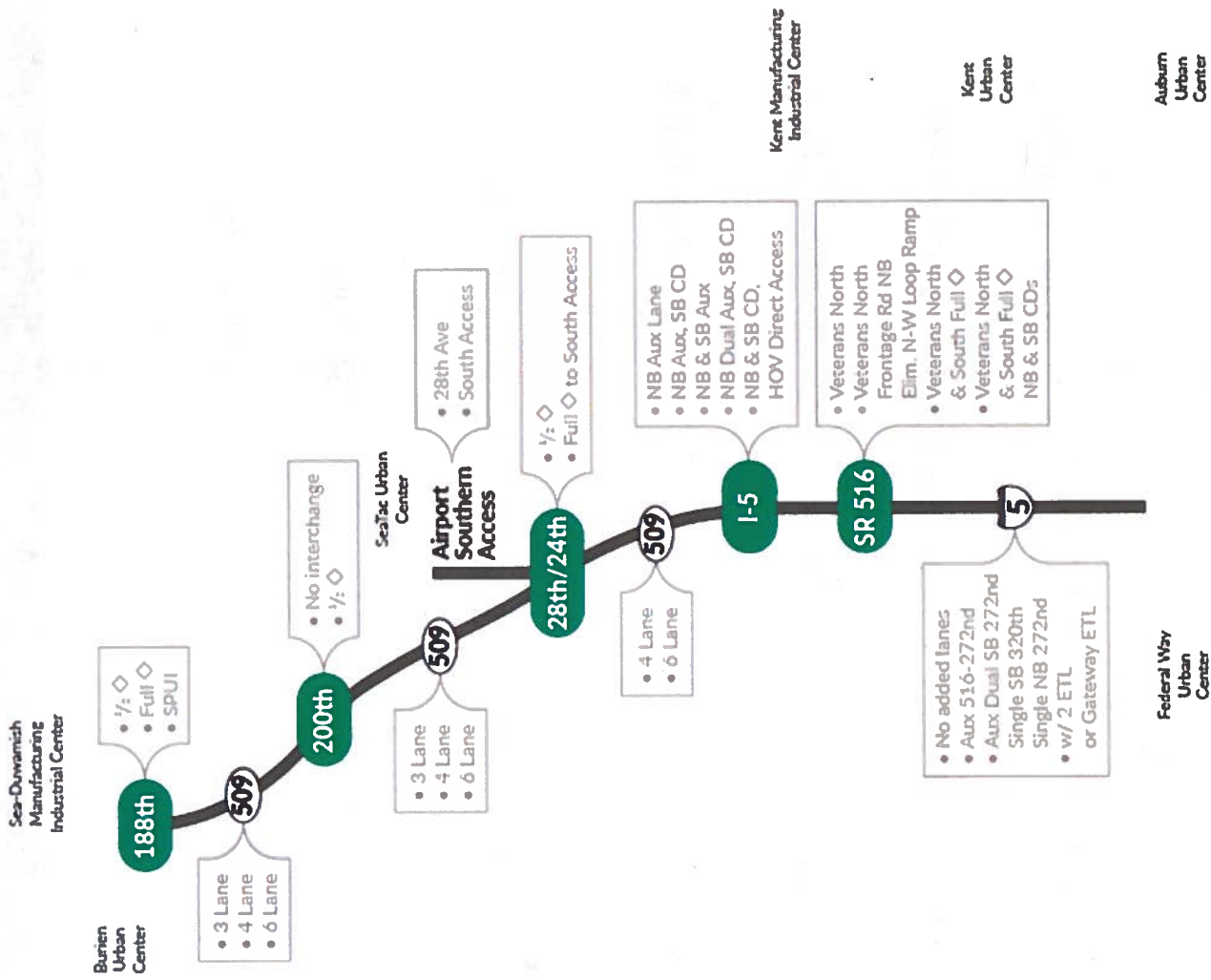
- Support local and regional comprehensive planning and development
- Maintain efficiency of existing roadways in the immediate vicinity of the airport terminals and parking garage
- Relieve local congestion
- Serve harbor freight operations
- Improve regional mobility and safety
- Be compatible with 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



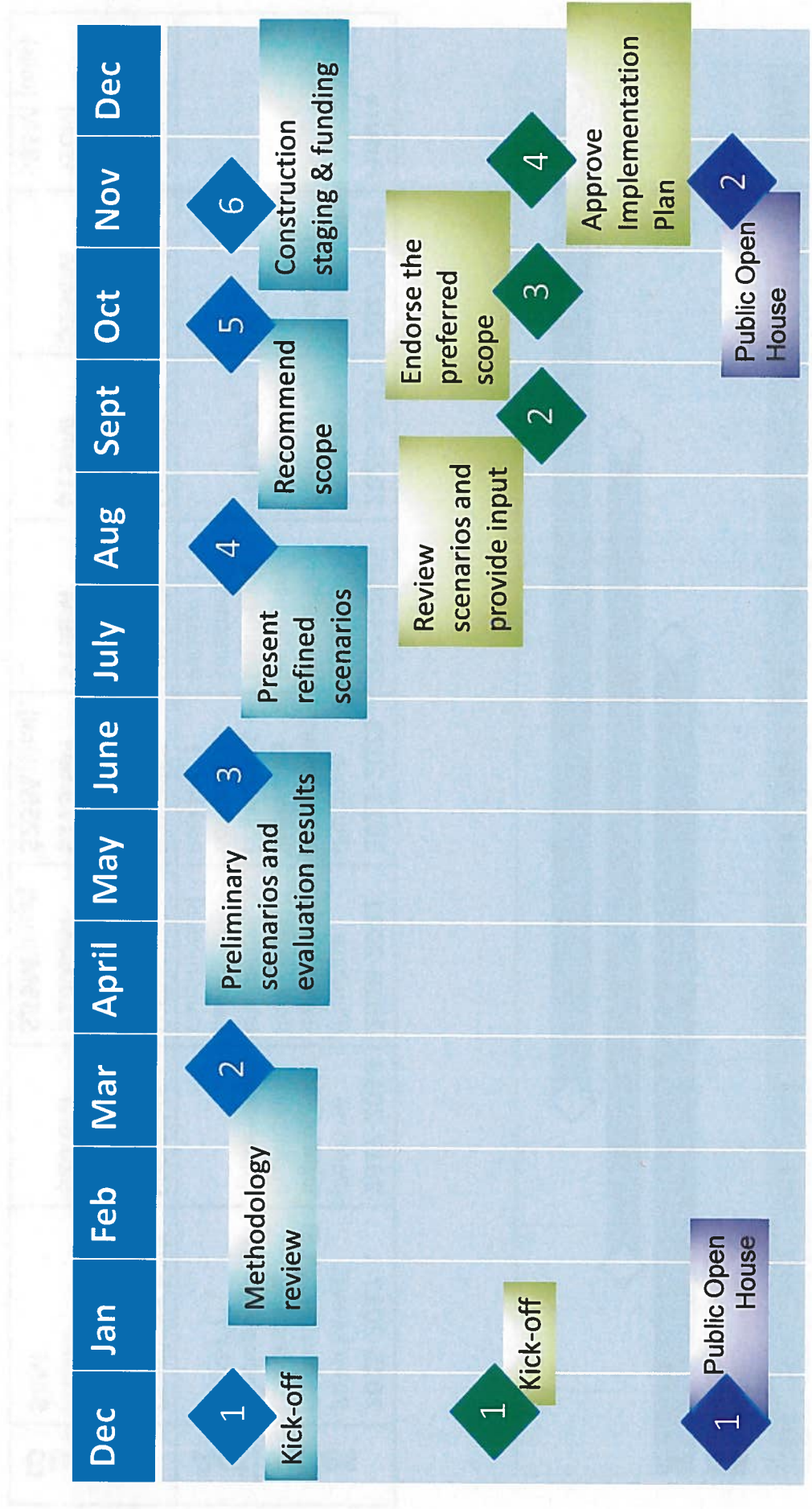
Essential Needs – 2016 Practical Design

- Reduce travel time between Urban Centers and Manufacturing Industrial Centers in South King County
- Improve travel time reliability between Urban Centers and Manufacturing Industrial Centers in South King County
- Reduce travel time between SeaTac Airport and the area south of S. 200th St.
- Improve travel time reliability between SeaTac Airport and the area south of S. 200th St.
- Reduce hours of delay in the project subarea network
- Maintain or improve I-5 operations between S. Spokane St and SR 18
- Improve economic vitality
- Support local and regional comprehensive land use planning and development
- Reduce number of serious injury and fatal crashes (I-5 and SR 509)

Next Step: Developing Scenarios

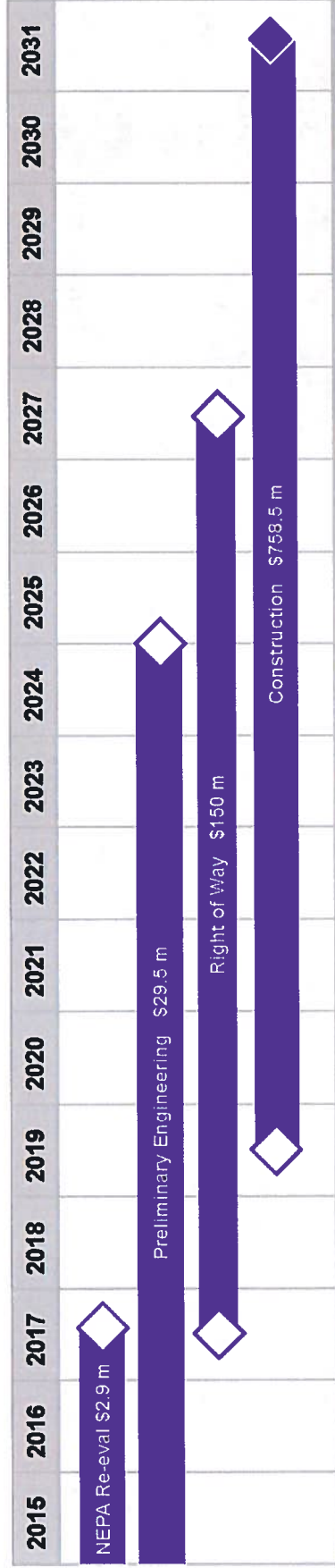


Project Schedule (SR 509)



-  Steering Committee Meeting
-  Executive Committee Meeting
-  Executive Committee Meeting

Preliminary SR 509 Schedule & Funding



Activities	2015-2017 (NEPA Re-eval, Practical Design, ST Coordination, Funding/Phasing, 28 th /24 th)	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)

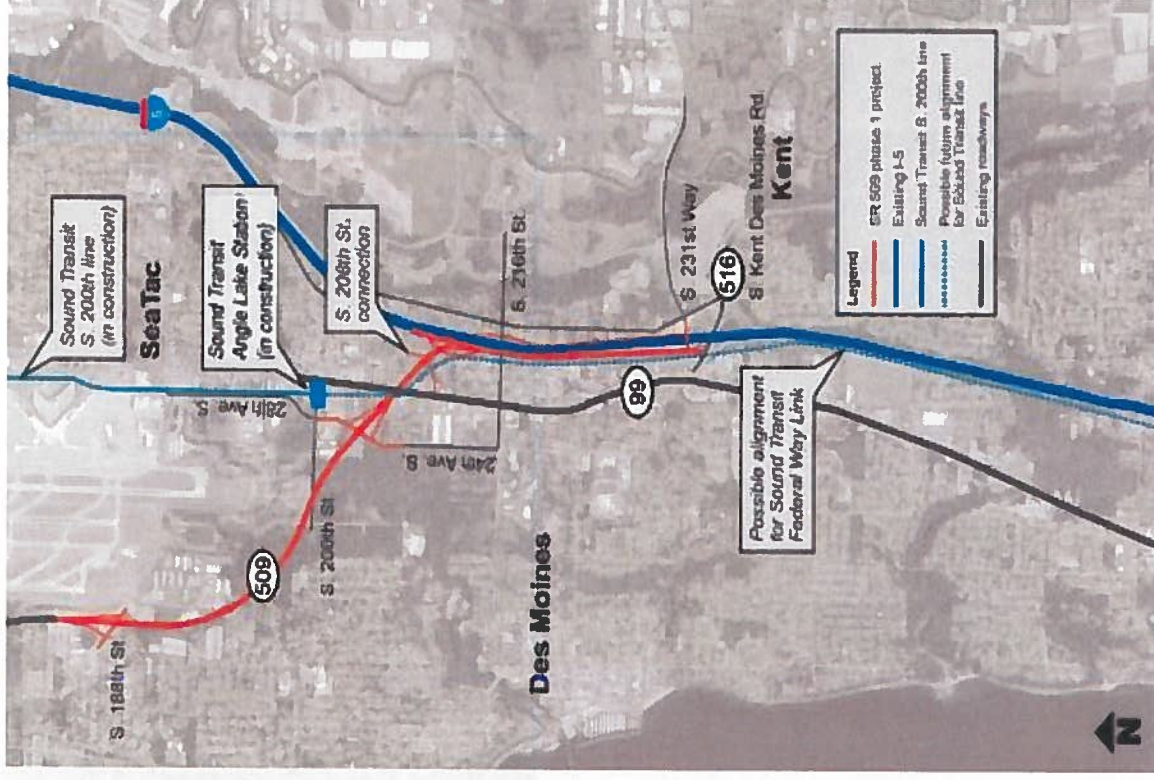
Partnership: Sound Transit

Timeline

- Federal Way Link Extension: July 2015: Preferred Alignment / Begin Preliminary Engineering
- December 2016: ROD
- 2016-2019: Final Design
- 2019-2023: Construction
- 2023: Begin Revenue Service

Opportunities

- During engineering, right-of-way, and construction, WSDOT and ST can work together to realize potential cost efficiencies

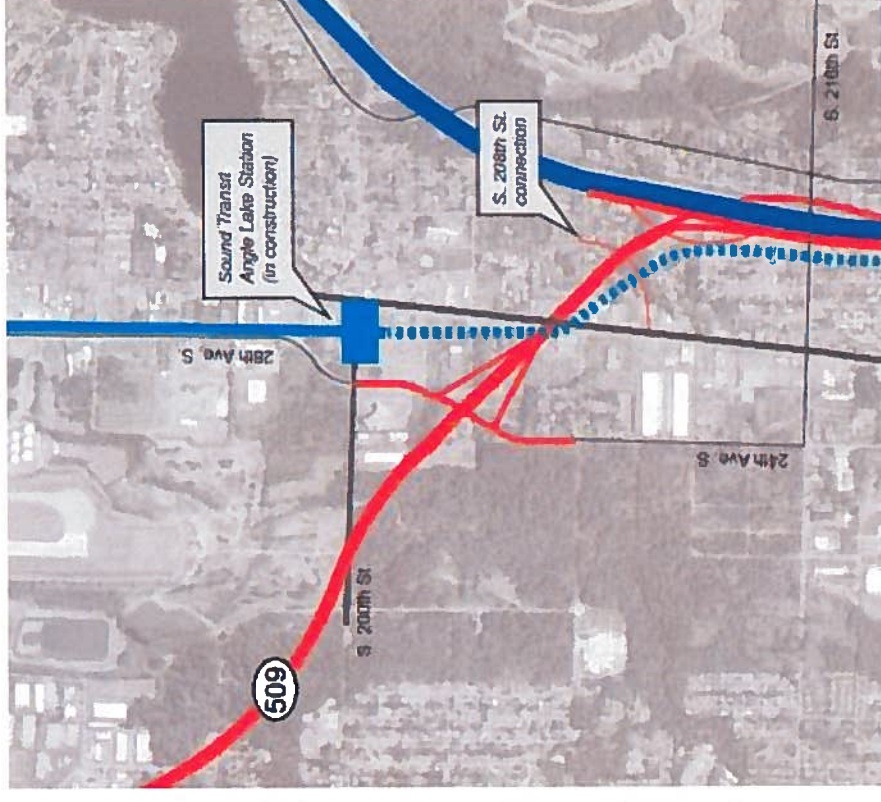


Partnership: City of SeaTac – Connecting 28th/24th Avenue South Project

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 CWA funding looked probable, SeaTac sought funding to build a structure over SR 509.
- SeaTac received \$2M in Connecting Washington local programs funding to build the structure, with the remainder to be reimbursed by Connecting Washington funds in the 2017-2019 biennium.



Partnership: King County - Lake to Sound Trail

Segment A:

- 2008: SR 509 helped fund 1 mile of trail as part of the Des Moines Creek Basin Plan

Segment B:

- Summer 2017: Construction complete



Preferred alignment for the 1.3 miles

More information:

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