

Date of Meeting: January 3, 2017
Item No. 6B



**THE NORTHWEST
SEAPORT ALLIANCE**
Gateway to Solutions

Staff Briefing: Puget Sound Gateway

January 3, 2017

Briefing Purpose

- Prepare for the January 11, 2017 Executive Committee meeting
- Executive Committee meeting agenda
 - Review updated analysis results
 - Endorse preliminary preferred scenario



Puget Sound Gateway Program

Includes SR 509 and SR 167

Benefits:

- Improves regional mobility and relieves congestion on local roads and freeways
- Completes critical freight links between the North and South Harbors
- Supports regional job and economic growth
- Supports master land use and economic development plans



Key Questions

Program Level	<ol style="list-style-type: none">1. How many lanes are included on SR 167 and SR 509?2. What level of tolling is considered?3. How are lanes managed?
Project Level	<ol style="list-style-type: none">4. What degree of forward compatibility should be included in the design?5. Degree of potential impact to I-5?6. Where are connections most important?7. How is south access to the airport accommodated? (SR 509)8. How is access to the Port of Tacoma best accommodated? (SR 167)

SR 167 Scenario Comparison

Legend:

Scenario 2C

Cost:

\$1,065 m

Scenario 2D

\$1,045 m

Scenario 4A

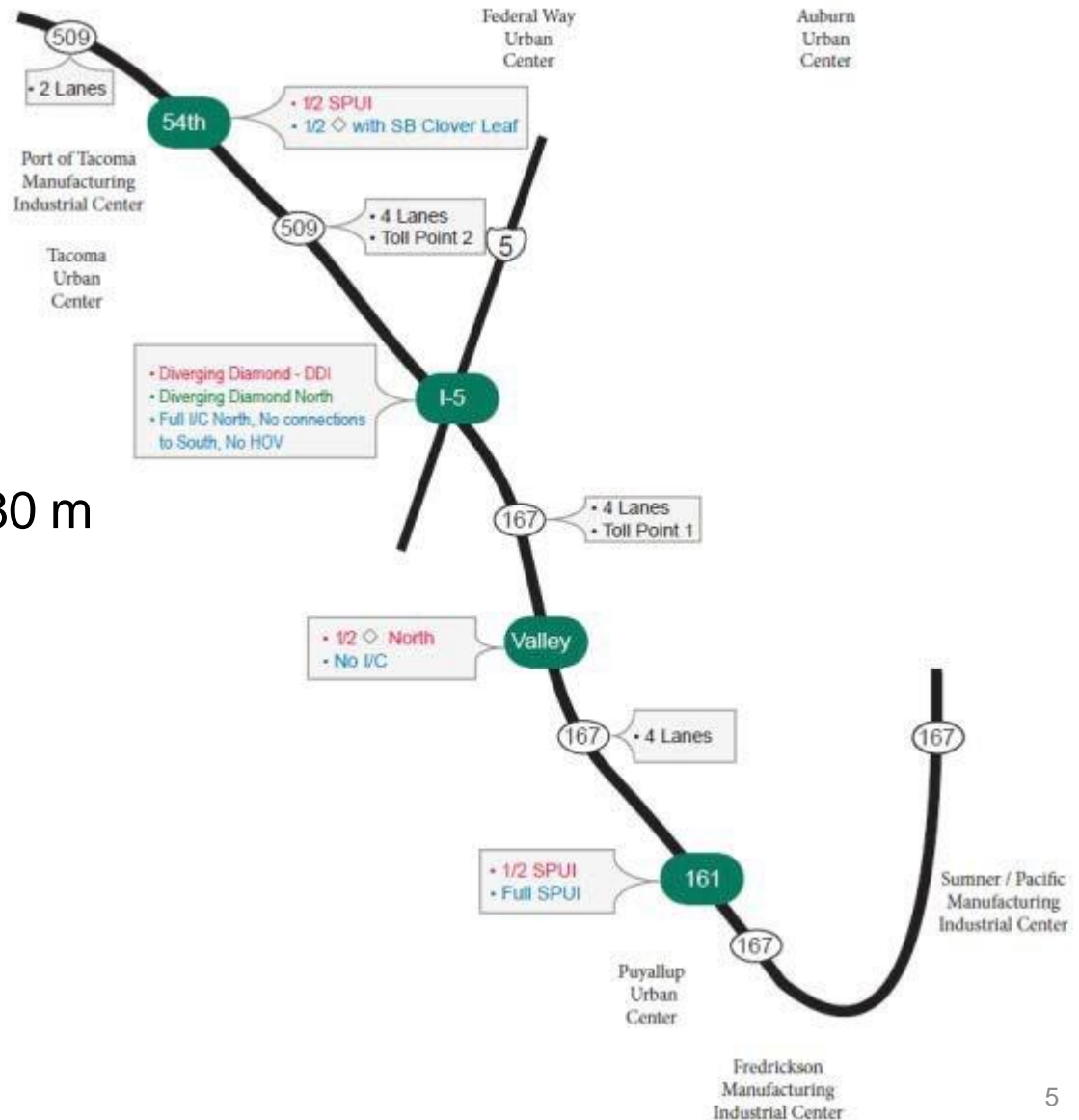
\$1,512 m

Shared components (\$ incl.)

Additional common items: \$180 m

Differences at interchanges:

- 54th
- I-5
- Valley
- Meridian



SR 509 Scenario Comparison

Scenario 3a
Scenario 4a
Shared Components

Legend:

Scenario 3A

Scenario 4A

Cost:

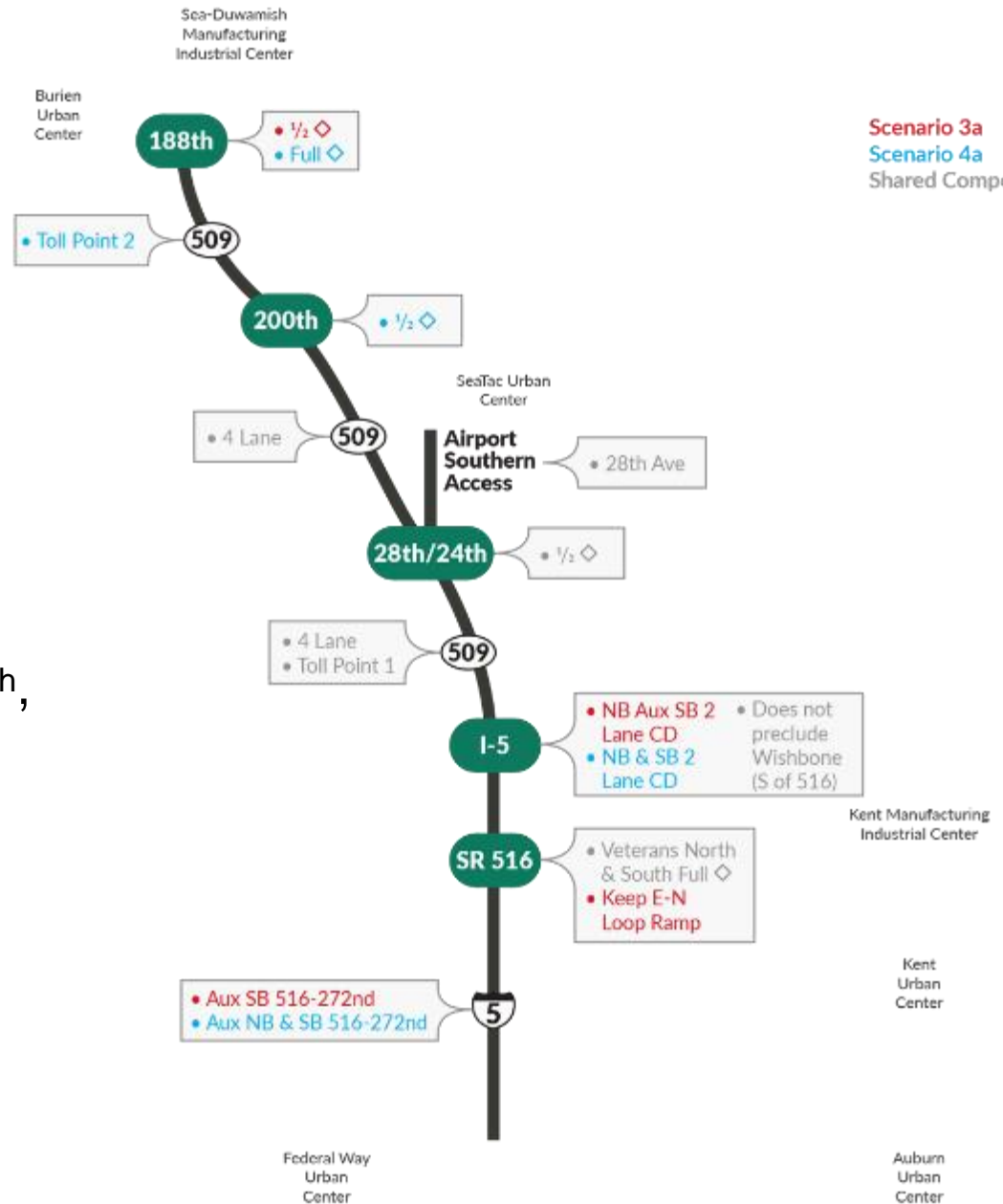
\$921 m

\$1,095 m

Shared Components (\$ incl.)

Differences:

- Interchanges at 188th, 200th, SR-516
- Auxiliary lanes
- 2nd toll point



SR 509 Performance Evaluation Results

Scenario Comparison Table - SR 509 Completion Project

Date: 12/07/16

Performance Category	Essential Performance Metrics									Contextual Performance Metrics						Cost		
	Mobility								Economic Vitality	Safety	Safety	Mobility			Env't		Other	
Mode	Air: Flight	HOV: BUS	Freight: Auto / Transit	Freight: Auto / Transit	Freight: Auto / Transit	Freight: Auto / Transit	Freight: Auto / Transit	Freight: Auto / Transit	Freight: Auto / Transit				Feet	Per & Btts				
Performance METRIC	SR 509 Performance									Safety	Safety	Mobility			Env't	Other		
SCENARIO	Improve throughput and lower levels of congestion on new SR 509 facility									Reduce serious injury and fatal crashes on the roads	Support multimodal choices to SeaTac Airport and RDM Line Light Rail Station	Improve intermodal relationships between the SeaPort, Airport, and Manufacturing/Industrial Centers	Number and location of Crossings	Continuity and Consistency of Pedestrian and Bicycle facilities	Sensitive Area Impact	Forward Compatibility with Future Highway widening	Right of Way Impact	Sound Transit FWLE Project
	Improve travel time between SeaTac Airport and the area south of S 200th St.									Reduce travel time between Urban Centers/Manufacturing/Industrial Centers in South King County	Economic Benefit	Local and Regional Comprehensive Plan	Safety	Reduce area of impact to sensitive areas	Reduce Right of Way impact	Reduce Right of Way impact	Sound Transit FWLE Project	
No Build	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Scenario 3A - Moderate Connectivity	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Scenario 4A - Full Connectivity	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	PRELIMINARY COST REVIEW																	
	\$ 921 M																	
	\$ 1095 M																	

Key Takeaways

SR 167:

- Scenarios 2C & 2D operate well, slightly better NB I-5 performance with 2C, slightly better SB I-5 performance with 2D
 - Need further analysis to understand best overall performance between the two scenarios
- Scenario 4A operates well but is cost prohibitive

SR 509:

- Scenarios 3A and 4A function and rates similarly
- Scenario 4A is cost prohibitive

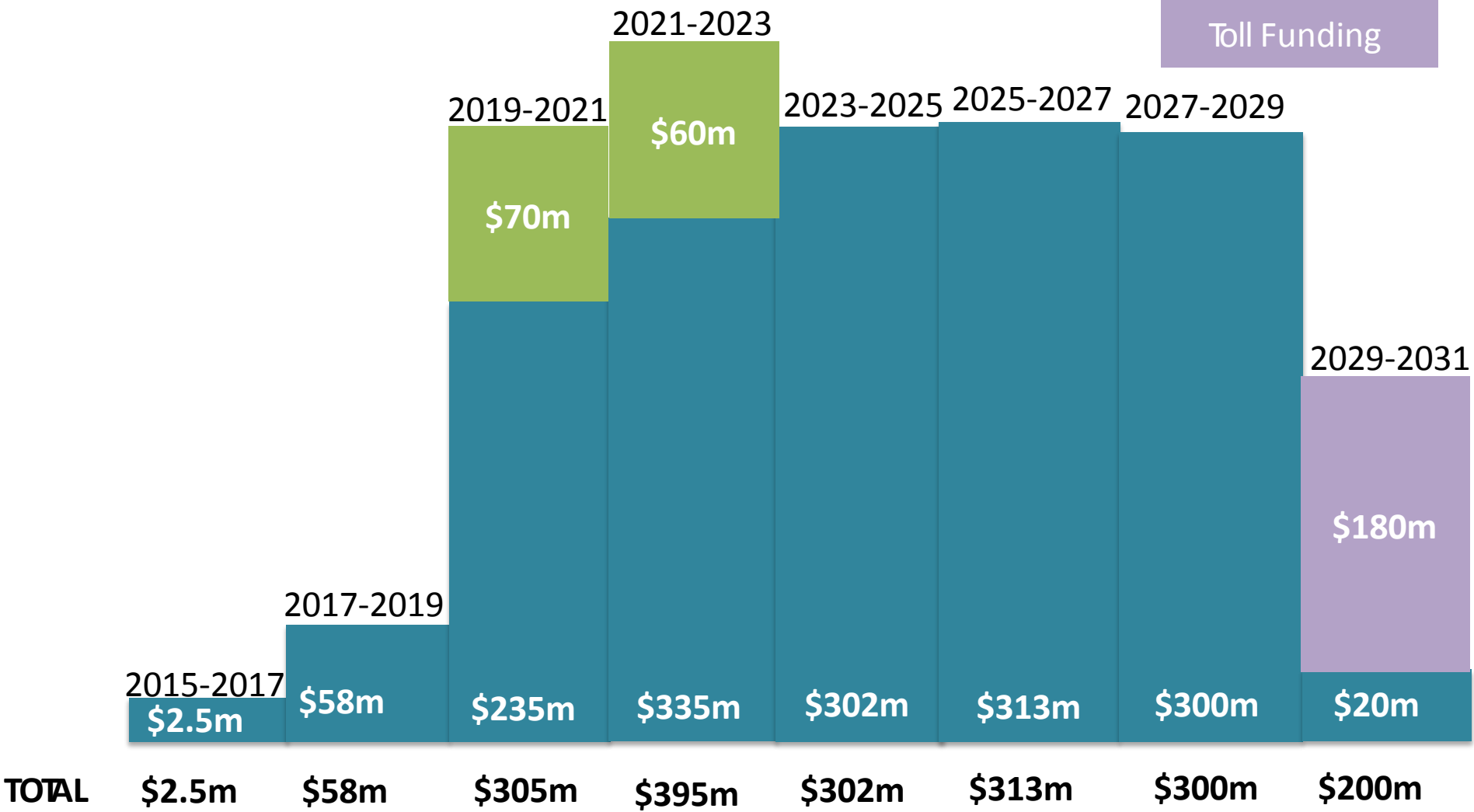
I-5

- NB I-5 improvements will be carried forward for further analysis

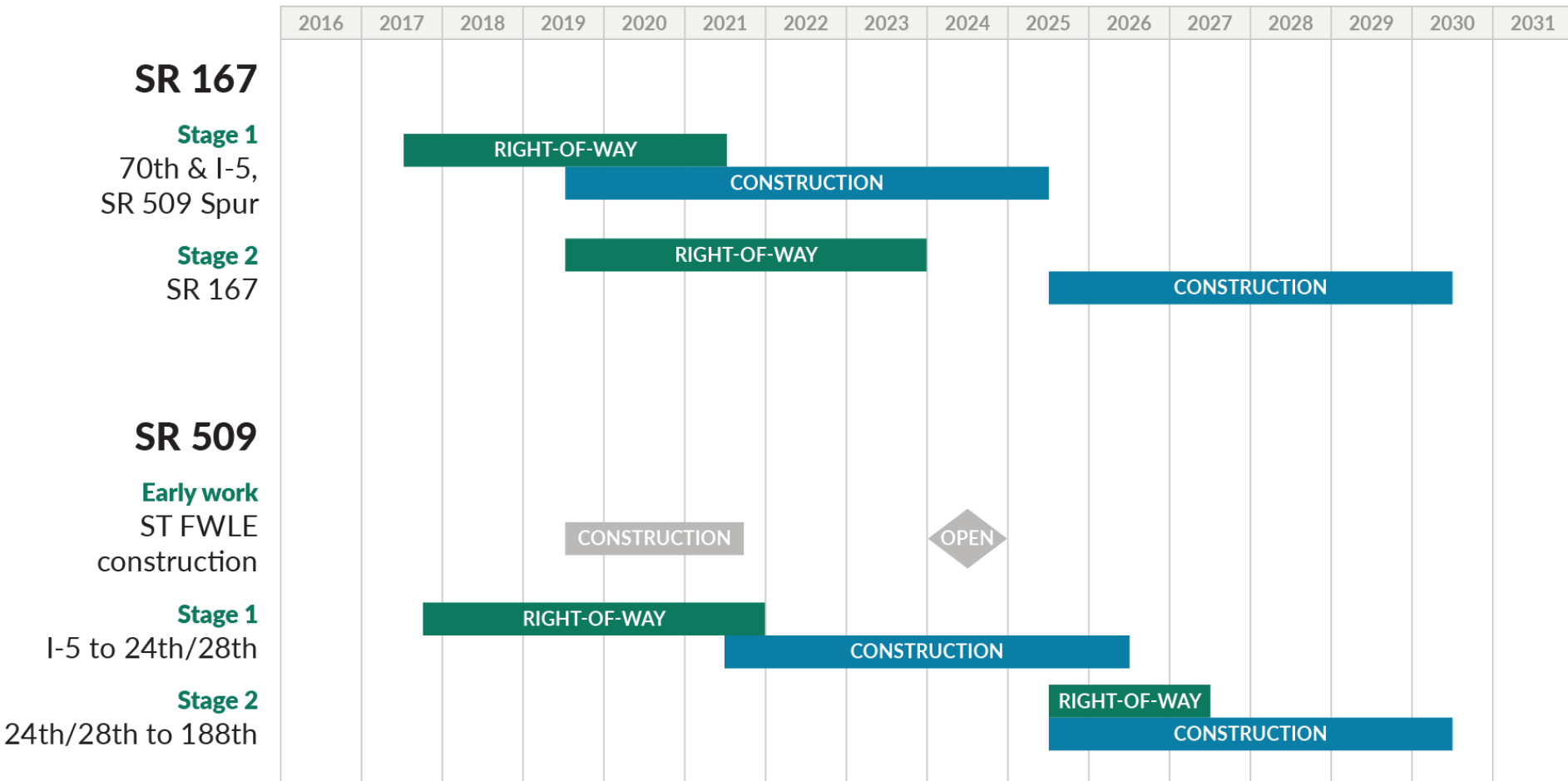
Current Funding and Cost Estimates with Additional Project Elements



Gateway Funding



Preliminary Gateway Construction Staging



Discussion