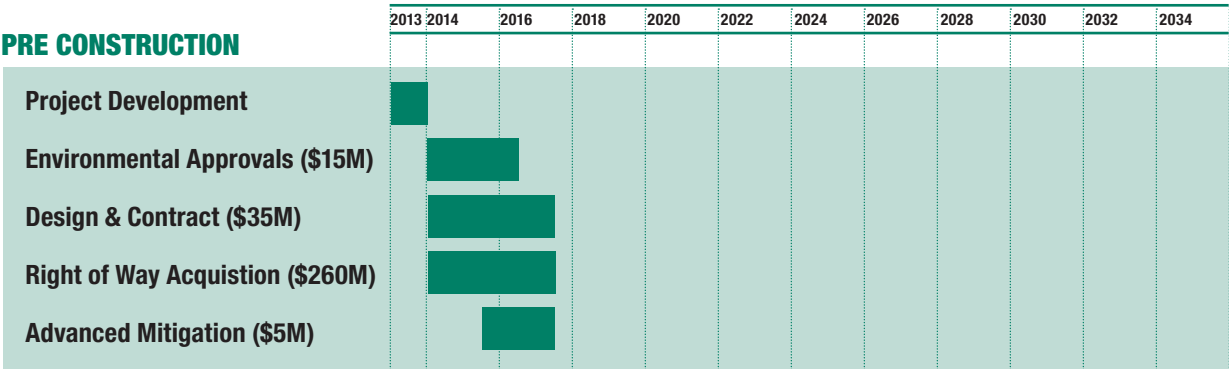


What are the next steps to move the Gateway project forward?

Several steps are necessary to continue the momentum and stakeholder support while advancing the development of the Gateway project toward construction. These include:

- **Review and develop environmental documents** – Complete environmental updates and approvals for all three corridors, adopting current environmental policies, tolling and a phased construction approach.
- **Finalize project development** – Continue preliminary design refinements and complete an updated cost estimate validation process for all corridors. Develop design-build procurement documents based on the preliminary design.
- **Complete right of way acquisition** – While a great deal of right of way has been acquired, we still need approximately 30 percent right of way on SR 167 and about 50 percent right of way on SR 509. An updated right of way acquisition strategy will be developed that defines the needs and sequence of parcel acquisition. The strategy will reflect the right of way funding required to construct Phase 1 as well as property needed for future phases.
- **Complete the next phase of traffic and revenue tolling studies** – Conduct more detailed traffic, revenue and tolling studies for the three Gateway corridors.
- **Early mitigation** – Identify opportunities for early mitigation projects that would streamline and further expedite the construction schedule.



Puget Sound Gateway Project



Executive Summary

In 2012, following two decades of project development, the Washington State Department of Transportation began an effort to develop an integrated, sustainable approach to completing the State Route 167 and State Route 509 corridor connections to Interstate 5 while relieving congestion and improving mobility between Tacoma and Seattle. Specifically, the Puget Sound Gateway Project study:

- Developed a program approach that efficiently integrates the SR 167 and SR 509 completion projects, along with I-5 express toll lanes.
- Built stakeholder support by identifying a phased approach that met regional and statewide priorities and needs.
- Included national and local experts who developed phasing concepts, cost estimates, project delivery and financing strategies.
- Created an implementation plan to guide the Gateway project forward.

Benefits of completing the Puget Sound Gateway Project

The Gateway project completes SR 167 and SR 509 which are critical freight routes and provides new regional connections to I-5. The Gateway project:

- 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 improving movement of air cargo.
- Leverages the opportunity to build an integrated system by constructing SR 509, SR 167 and I-5 together, using design-build to accelerate construction and capitalize on economies of scale.

As seen in the map on this page, completing SR 167 and SR 509 as part of the Gateway project, completes the I-5 "commerce corridor" known for its freight movement and port connectivity. Express toll lanes on I-5, between Tacoma and Seattle, would improve mobility and could contribute revenue toward completing SR 167 and SR 509 while also creating a revenue stream to help fund I-5 maintenance and preservation or other transportation improvements.

Building critical freight connections

The value of Washington state imports and exports was \$111.5 billion in 2011, placing Washington in the top five most trade-dependent states in the nation. Our state's efficient movement of freight and goods relies on an integrated transportation system, with the Gateway project key to enhancing the state's economic competitiveness as global trade expands.



Completing the Gateway project provides more direct links from the state's largest ports to distribution centers in the South Sound and to Eastern Washington.



Completing the Gateway Vision:
A phased approach to corridor completion

In alignment with regional planning, SR 167 and SR 509 will be fully tolled corridors. Traffic analyses show that tolling the new SR 167 and SR 509 corridors will help relieve congestion by encouraging drivers to use the freeway during non-peak hours, take other routes, or make other travel choices. WSDOT propoese to build 1-2 additional lanes in each direction of SR 167 and SR 509, in Phase 1 to accommodate traffic volumes and freight movement. Additional lanes will be added over time to accommodate regional growth.

SR 509 Phase 1 (Cost: \$708 million - \$784 million)

- One lane in each direction between S. 188th St. and I-5
- Second lane in each direction between S. 200th St. and I-5
- Truck climbing lanes as needed where steep grades exist
- New or improved interchanges at S. 188th St., 28th/24th Avenues S., I-5, S. 231st St., SR 516

I-5 Express Toll Lanes (Cost: \$131 million to \$145 million)

- Existing HOV lane to express toll lane from SR 16 to I-90

SR 167 Phase 1 (Cost: \$770 million - \$852 million)

- One lane in each direction between SR 161 and SR 509
- Second lane in each direction between Valley Avenue and 54th Avenue East
- New or improved interchanges at I-5, 54th Ave E., Valley Ave, Freeman Rd., SR 161

If funding is received in 2014, WSDOT can utilize an integrated development and delivery approach to accelerate design and begin construction by 2017 and open to traffic by 2021. WSDOT intends to use the design-build delivery method to complete the project within the accelerated schedule.

Future phases of the Gateway project would build upon the initial investments in Phase 1, ultimately expanding SR 167 and SR 509 to two lanes in each direction while completing all planned connections. Timing of future phases is based on the needs of corridor users and the capacity needed to support regional growth.

Gateway Funding	Phase 1
Potential toll funding	\$330 million
Total Cost of Phase 1	\$1.6 billion - \$1.8 billion*

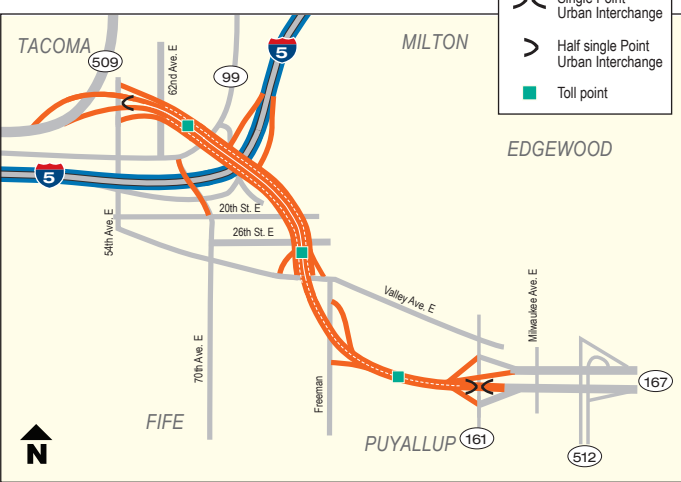
*Cost estimates, presented in year of expenditure dollars, include risk.

Future expansion of the Gateway project is estimated to be an additional \$1.2 billion to \$1.3 billion, bringing the total cost to complete all phases of the Gateway vision to \$2.8 billion to \$3.1 billion.

SR 509 Phase 1



SR 167 Phase 1



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

Supporting stakeholders for the Gateway Project

SR 167 Executive Committee:

Bill Anderson, Citizens for a Healthy Bay
Denny Heck, Congressman, 10th District
Glen Hull, Mayor Pro-tem, City of Fife
Pete Lewis, Mayor, City of Auburn
Dick Marzano, Commissioner, Port of Tacoma
Scott Mason, International Longshore and Warehouse Union Local 23
Pat McCarthy, Executive, Pierce County
Toby Murray, Murray Pacific Corporation
John Parrot, Totem Ocean Trailer Express
Tom Pierson, Tacoma-Pierce County Chamber
Bill Sterud, Puyallup Tribe of Indians
Marilyn Strickland, Mayor, City of Tacoma

SR 509 Executive Committee:

Elizabeth Albertson, Councilmember, City of Kent
Tony Anderson, Mayor, City of SeaTac
Bill Bryant, Commissioner, Port of Seattle
Suzette Cooke, Mayor, City of Kent
John Creighton, Commissioner, Port of Seattle
Rick Forschler, Councilmember, City of SeaTac
Dave Kaplan, Mayor, City of Des Moines
Julia Patterson, Councilmember, King County
Dana Ralph, Councilmember, City of Kent
South County Area Transportation Board
Regional Access Mobility Partnership
Valley Cities Association

Support building among stakeholders

In October 2012, WSDOT briefed legislators, transportation committee members, local elected officials from south King and Pierce counties and the ports of Seattle and Tacoma to gather input in developing the approach to the Gateway study.

In spring 2013, WSDOT assembled a stakeholder committee consisting of representatives from local jurisdictions along the SR 167 and SR 509 corridors to share technical information and solicit their input on corridor priorities related to phasing. The stakeholder committee endorsed the key study principles: add capacity strategically, meet the needs of both freight and commuters, provide full freight connectivity and prioritize initial connections to address the highest demand movements.

Using these principles, the stakeholders agreed upon a phased approach to completing the SR 167 and SR 509 corridors that offers commuter and freight mobility benefits through added capacity and improved connectivity.

A united coalition behind the Gateway

As a result of stakeholder meetings and coordination, the SR 167 and SR 509 coalitions became unified in their support of funding the Gateway project. Leaders from the state Legislature and Congress, King and Pierce counties, cities, and ports of Seattle and Tacoma have also rallied behind the proposed project.

The SR 167 and SR 509 executive committees and other corridor stakeholders have documented their public support for the Gateway project in various ways, including formal resolutions, advocacy letters and editorials.



In April 2013, Governor Inslee and representatives from the ports of Tacoma and Seattle, area legislators and SR 509 and SR 167 stakeholders convened at the Port of Tacoma in support of the Gateway project. Pictured here: WSDOT Secretary Lynn Peterson, Governor Jay Inslee, King County Executive Dow Constantine, Port of Tacoma Commissioner Don Meyer and Port of Seattle's Commissioner Courtney Gregoire.