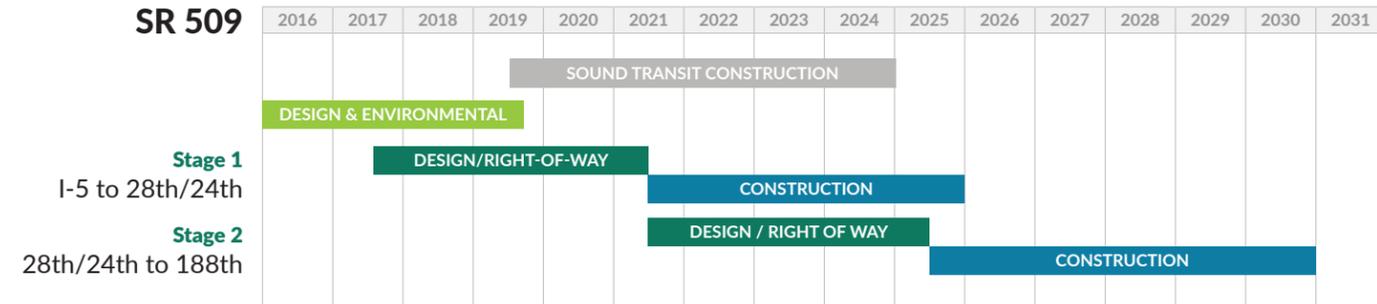


## Schedule

In the Connecting Washington revenue package, SR 509 was funded over a 16 year timeline. The schedule below illustrates the anticipated project design, right of way, and construction. Based on the funding plan under Connecting Washington, major construction for a first stage would likely occur in 2021-2025, and a second stage in 2025-2030. The first stage of construction on SR 509 will need to be closely coordinated with Sound Transit's Federal Way Link Extension project scheduled to open by 2024.



## Outreach

Since the SR 509 Completion Project was funded, WSDOT conducted multiple outreach and engagement activities, including:

- Three open houses with residents of the project area and property owners. Project staff provided information through PowerPoint presentations and answered questions throughout the evening.
- 25 briefings to councils, chambers and other interested groups.
- 10 stakeholder interviews with social service providers who serve low income, limited English proficient, and minority populations.
- 10 Steering Committee meetings with local stakeholders to solicit input on the project footprint and funding.
- Four Executive Committee meetings with local stakeholders to solicit input on the project footprint and funding.
- Funding and Phasing Subcommittee meetings to identify local resources available to fund the SR 509 and SR 167 Completion Projects.

## Gateway Funding (SR 167 and SR 509)

Funding for the Puget Sound Gateway Program (SR 167 and SR 509) will come from state gas tax, tolls, local contributions, and potential federal grants. Total funding for the project is \$1.87 billion; assuming \$1.565 billion from the Connecting Washington revenue package, \$180 million from tolling, and \$130 million from local contributions.

## Next Steps

To view the NEPA Re-Evaluation and provide comments by February 22, please visit the SR 509 Online Open House at:

[SR509OpenHouse.org](http://SR509OpenHouse.org)



## For More Information

[www.wsdot.wa.gov/projects/gateway](http://www.wsdot.wa.gov/projects/gateway)

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# Puget Sound Gateway Program

## SR 509 Completion Project Phase 1 Improvements Environmental Review

### Project Benefits

- **Freight connections.** Completes critical freight links between the Port of Seattle and key distribution, warehouse and industrial centers in King County.
- **Regional mobility.** Reduces traffic congestion on local roads and highways by completing connections between Seattle and the Kent Valley. Provides an alternate route to I-5 in south King County.
- **Airport access.** Provides a new connection between I-5 and Sea-Tac Airport from the south for both passengers and air cargo.
- **Congestion relief.** Improves safety and manages traffic, through tolling.
- **Advanced wetland mitigation.** Improves water quality and wildlife habitat by completing environmental improvements in advance of the project.

### Program Background

The SR 509 Completion Project completed a Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) in 2003 but did not have enough funding to construct the project. In July 2015, the Washington State Legislature and Governor Inslee funded the Puget Sound Gateway Program with the passage of the Connecting Washington funding package. The Puget Sound Gateway Program is comprised of two projects: completion of State Route (SR) 509 in King County, and completion of State Route (SR) 167 in Pierce County. These projects provide essential connections to the ports of Seattle and Tacoma and will help ensure people and goods move more reliably through the Puget Sound region for years to come.

### Project Overview

The project will extend SR 509, between where it currently terminates just south of Sea-Tac International Airport, to I-5 in Kent. Completing this missing link will also add a southern access point to Sea-Tac International Airport, and improve service between industrial districts by allowing drivers and trucks to bypass I-5, SR 99, and local streets.

WSDOT will complete SR 509 by building four new tolled lanes between South 188th Street and its connection with I-5 in the vicinity of South 211th Street.

### Environmental Re-Evaluation

WSDOT and the Federal Highway Administration have completed the National Environmental Policy Act (NEPA) Re-Evaluation and have found that there are no new significant effects comparing the 2003 FEIS/ROD to the 2018 Phase 1 improvements.



The Puget Sound Gateway Program benefits the movement of freight through the Ports of Tacoma and Seattle – the fourth largest gateway for containerized cargo in the United States

WSDOT and FHWA conducted a detailed review of the project, documented in the 2003 Final Environmental Impact Statement (EIS) and Record of Decision (ROD). Since 2003, some project elements have changed and WSDOT's Re-Evaluation analyzed whether there were any new or significant impacts. Overall, the Re-Evaluation finds that the 2003 Final EIS and ROD remain valid and no new significant adverse effects were identified.

To view the NEPA Re-Evaluation and provide comments by February 22, please visit the SR 509 Online Open House at : [SR509OpenHouse.org](http://SR509OpenHouse.org)

Key differences between what was studied in the 2003 Final EIS and ROD and the 2018 Phase 1 Improvements, include:

- The 2003 Final EIS and ROD for the SR 509 Completion Project identified a six-lane improvement that included two general purpose lanes and one high-occupancy vehicle (HOV) lane northbound and southbound on SR 509. It also included interchange connections at South 188th Street, South 200th Street, 24th/28th Avenue South, I-5, SR 516, Veterans Drive, and a new South Access Road to Sea-Tac International Airport.
- In this Re-Evaluation, the Phase 1 Improvements include four general purpose lanes on SR 509 (compared to six lanes as analyzed in the 2003 Final EIS), and assumes that all lanes will be tolled using one electronic toll point. Interchange connections would occur at five locations (compared to six locations as analyzed in the 2003 Final EIS): South 188th Street, 24th/28th Avenue South, I-5, SR 516 and Veterans Drive. Through a practical solutions approach, other components of the Selected Alternative may be built.

## Key Findings

Overall, the Re-Evaluation found that the findings in the 2003 Final EIS and ROD remain valid for the 2018 Phase 1 Improvements and no new significant adverse effects were identified.

- **Smaller project footprint.** The 2018 Phase 1 Improvements were developed through the environmental review process. The Phase 1 Improvements are 78-feet wide as compared to 120-feet wide in the 2003 Selected Alternative. Therefore, there are fewer impacts on vegetation, wildlife, fish, parks and recreational resources.
- **Addresses stormwater.** Phase 1 Improvements would result in less new impervious surface area, approximately 50 acres as compared to the 113 acres that was estimated in the Final EIS. Runoff from the new and replaced roadway surfaces would be detained and treated. This is better than the 2003 Final EIS.
- **Consistent with regional plans.** The improvements identified in the Phase 1 Improvements are consistent with current local comprehensive plans and policies which continue to identify the project as a key element in the transportation system. The Puget Sound Regional Council's (PSRC's) Transportation 2040 also identifies the project as a new tolled corridor that is key to enhancing freight mobility.
- **Improved traffic.** Traffic operations would improve with the Phase 1 Improvements. Both the 2003 Final EIS and the Re-Evaluation found that traffic congestion on I-5 would improve because traffic would shift to the new SR 509. However, the Phase 1 Improvements show a smaller shift in traffic compared to the 2003 Selected Alternative, because the Phase 1 Improvements includes tolling.
- **Less noise impacts.** The Phase 1 Improvements are expected to result in fewer noise impacts than the 2003 Selected Alternative.
- **Effects of tolling.** The Re-Evaluation considered the effect that tolling would have on low-income and minority populations. The analysis found that I-5 and surrounding arterials would remain accessible alternatives to the new tolled facility. The new SR 509 is expected to offer improved travel times, compared to if the Phase 1 Improvements were not built.
- **Fewer property acquisitions.** Phase 1 Improvements identify 88 parcels for acquisition in comparison to 133 parcels identified in the 2003 Final EIS.

## Overlay comparison of 2003 Selected Alternative and 2018 Phase 1 Improvements

