Puget Sound GATEWAY Program

509 5 167

Construction and Implementation Plan

September 2018

Prepared by:
Washington State Department of Transportation
Puget Sound Gateway Program

WSDOT

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Background

In July 2015, the Washington State Legislature and Governor Jay Inslee acted to fund the Puget Sound Gateway Program through the Connecting Washington Account. The Puget Sound Gateway Program completes two freight routes in Washington: State Route 167 in Pierce County and State Route 509 in King County. These projects provide essential connections to the ports of Tacoma and Seattle and will help ensure people and goods move more reliably through the Puget Sound region.

Funding for the total Puget Sound Gateway Program will come from the state gas tax, tolls, local contributions, and potential federal grants. Total funding for the project is $1.88 billion; $1.57 billion will come from the Connecting Washington Account, tolling will contribute $180 million, and local contributions and grants will total $130 million. WSDOT is also seeking federal grants.

The Puget Sound Gateway Program will improve mobility for drivers throughout the region.

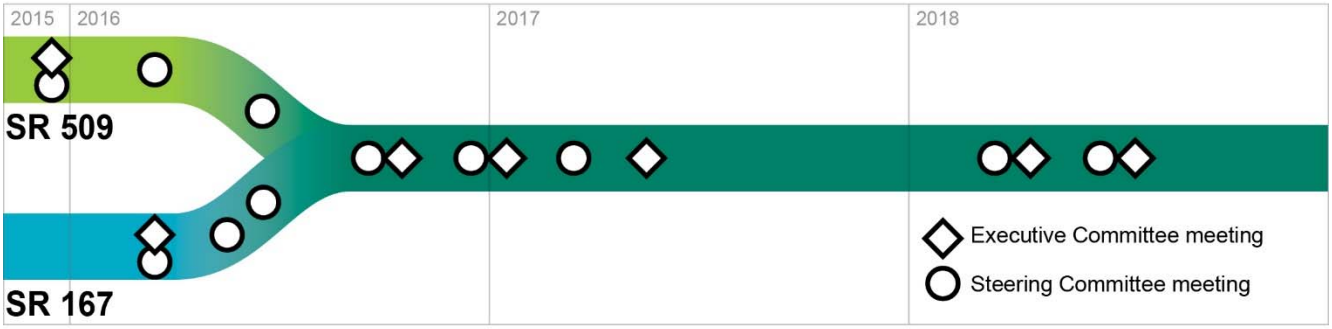
Legislative Directive

When the Gateway Program was funded through the Connecting Washington Account, the Legislature directed WSDOT to complete a Construction and Implementation Plan in collaboration with affected stakeholders. The bill proviso states:

[(20)(a)] 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 state route number 167 and state route number 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.*

Construction and Implementation Planning Process

Collaboration with affected stakeholders began in 2015 through the joining of the SR 167 and SR 509 Executive and Steering Committees. Since then, the Joint Executive Committee and the Joint Steering Committee have met five times each. In May 2018, the Executive Committee reached full consensus on the agreed-upon project scope for both the SR 167 and SR 509 corridors.



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Key Plan Elements

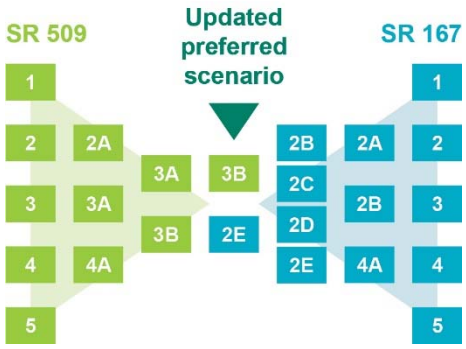
Project Definition

WSDOT, in coordination with 25 agencies and jurisdictions, worked through a practical design process to select the scope for both of the projects. Full descriptions of each scenario can be found in the Steering Committee presentations, www.wsdot.wa.gov/projects/gateway/program-library.

Selection of Preferred Scenario

WSDOT followed a practical design process for the Gateway Program. This process allowed WSDOT and affected stakeholders to evaluate the previous project plans and confirm that the design meets the current demand and needs. Part of the practical design process included WSDOT engaging stakeholders in both the SR 167 and SR 509 corridors to review project needs, develop and prioritize solutions, and agree on a preferred option.

The stakeholder engagement process started in December 2015 with five scenarios ranging from minimal improvements to full build out and narrowed them down to two scenarios through the Executive and Steering Committee meetings. The final scenarios that were unanimously endorsed are SR 167 Scenario 2E and SR 509 Scenario 3B. These scenarios represent the Phase 1 scope for the Gateway Program. Remaining scope elements contained in the SR 167 Federal Environmental Impact Statement (FEIS) and the SR 509 FEIS, above and beyond Phase 1, are part of Phase 2 and are unfunded.



Both projects will continue through the practical design process to determine the specific design dimensions, lane configuration and geometry that will be carried forward to the WSDOT design approval process.

Program Cost Estimate

In order to determine whether the scope was feasible with the budget provided by the Legislature, WSDOT conducted a Cost Estimate Validation Process (CEVP®). The CEVP® is conducted through workshops in which transportation projects are examined by subject-matter experts to identify the likelihood and the magnitude of project risks and opportunities. The subject matter experts use a probabilistic model, with 5,000 iterations, to determine a range of expected costs.

The CEVP® includes consideration of how risks can be managed or reduced. The CEVP® includes a complete historic, bid-based base cost estimate in current dollars, risk assessment, and escalation to the year of expenditure for each phase. The CEVP® results provide WSDOT with actionable information on risk events and allow the department to manage the risks on an ongoing basis to better control project cost and schedule. WSDOT policy is to report out at the 50th percentile on the project risk profile, as shown below.

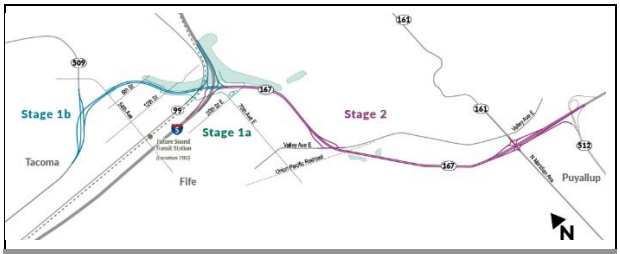
Cost estimate summary *(year of expenditure, in millions)*

	Scenario	2018 Update
Gateway Program Total	2E & 3B	$1,983.3
SR 167 Phase 1	2E	$1,015.7
SR 509 Phase 1	3B	$967.6

What is the scope for the preferred scenarios?

SR 167 Project Scope Phase 1

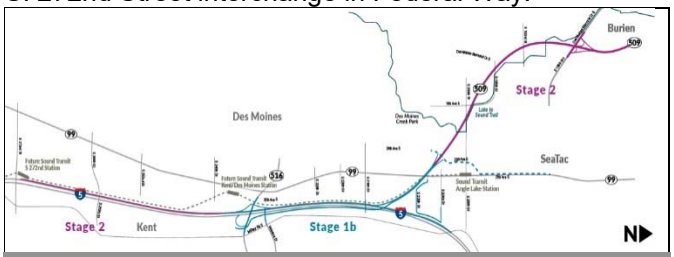
Improvements extend the existing four-lane SR 167 freeway from the Meridian interchange in Puyallup to connect with I-5 in Fife, and also include a new spur connection from I-5 to SR 509 near the Port of Tacoma.



SR 167 Scenario 2E

SR 509 Project Scope Phase 1

Improvements extend the existing four-lane SR 509 freeway from the SR 509/South 188th Street interchange in SeaTac to connect with I-5 in the vicinity of South 212th Street, and adds capacity to I-5 south to S. 272nd Street interchange in Federal Way.



SR 509 Scenario 3B

Delivery Plan

The delivery plan further defines Phase 1 into stages that implement key elements identified through stakeholder involvement, which can be advanced concurrently, using funding efficiently.

Construction Stages – SR 167 Scenario 2E

Stage 1a:

- Reconstructs 70th Avenue bridge
- Builds new connections at SR 99 and 20th Street East
- Builds new Interurban Trailhead

Stage 1b:

- Builds new SR 509, Port of Tacoma Spur, from I-5 to SR 509
- Builds 54th Avenue/SR 509 Spur interchange
- Builds I-5 Diverging Diamond Interchange (DDI)
- Constructs Riparian Restoration Program
- Constructs wetland mitigation sites
- Builds toll point (8th Street East vicinity)

Stage 2:

- Builds southern ramps at I-5 DDI
- Builds Valley and Meridian interchanges
- Builds four-lane limited access highway between I-5 and N. Meridian Ave
- Builds toll point (26th Street East vicinity)

Construction Stages – SR 509 Scenario 3B

Stage 1a (built by Sound Transit through the Federal Way Link Extension project):

- Builds new SR 99 Bridge
- Builds retaining walls along I-5 between the guideway and the southbound collector/distributor

Stage 1a (built by King County through the Lake to Sound Trail project):

- Lake to Sound Trail

Stage 1b:

- Reconstructs the I-5/SR 516 interchange including the connection to Veterans Drive
- Reconstructs the South 216th Street bridge
- Builds new northbound I-5 auxiliary lane and southbound I-5 collector/distributor between SR 509 and SR 516
- Reconnects South 208th Street to SR 99
- Builds four-lane limited access highway between 28th/24th Avenue South and a new I-5/SR 509 interchange
- Builds toll point (South 210th Street vicinity)

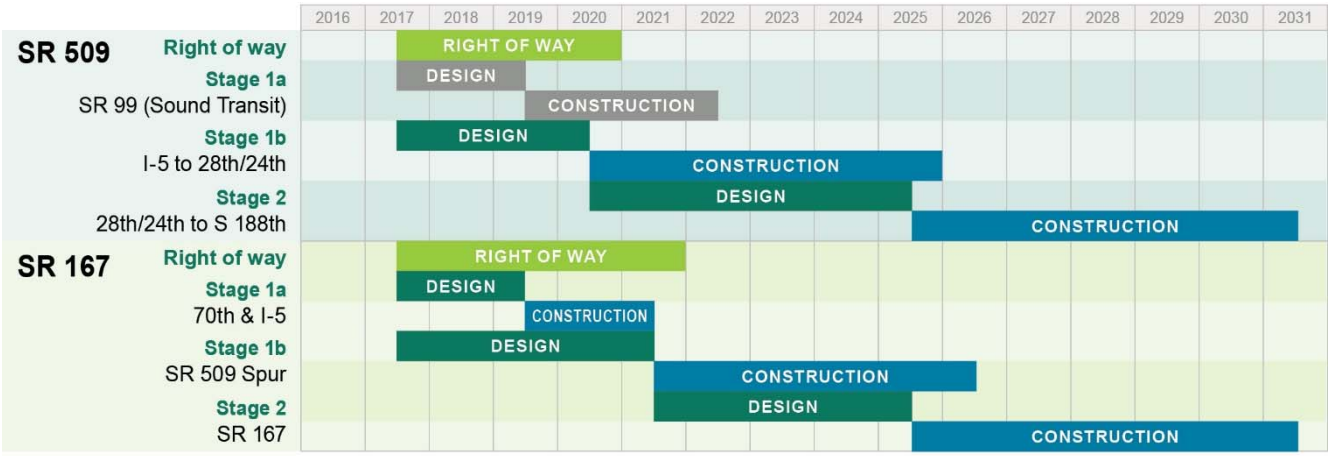
Stage 2:

- Builds four-lane limited access highway between 28th/24th Avenue South and South 188th Street
- Builds folded diamond interchange at South 188th Street
- Builds southbound auxiliary lane on I-5 between SR 516 and South 272nd Street

Schedule and Phasing

The Legislature provided Connecting Washington Account funds over a 16-year program delivery schedule. The program schedule is based on the existing funding allocation.

Program Schedule (funding based)



Next steps

The Gateway Program will be delivered as staged construction projects over the next 13 years. Both projects are broken into stages that will be delivered in parallel within the available funding.

In the near term, the projects have the following next steps, followed by additional work to release the staged design-build construction projects:

- Continue right of way acquisition process for both projects, and complete access hearing process for SR 167
- Complete National Environmental Policy Act Re-Evaluation for SR 167
- Continue coordination with local agencies for stage 1a and 1b design and construction elements
- Coordination with Sound Transit regarding Federal Way and Tacoma Dome Link Extensions
- Develop 30% design and design approval in late 2018
- Update the Federal Interchange Justification Reports for both projects

For More Information

www.wsdot.wa.gov/projects/gateway

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Introduction

In July 2015, the Washington State Legislature approved the Connecting Washington Account (CWA), prioritizing the Puget Sound Gateway Program (Gateway Program) providing funding and requiring that the Washington State Department of Transportation (WSDOT) "implement the project's construction as a single corridor investment" and "develop a coordinated corridor construction and implementation plan for State Route (SR) 167 and SR 509 in collaboration with affected stakeholders." This Construction and Implementation Plan will summarize the legislative direction, project definition and scope, cost and delivery plan, public inclusion, and funding sources.

Legislative Direction

The Gateway Program is funded through the CWA. The Washington State Legislature attached proviso language to the completion of the Gateway Program that states:

> *[2ESSB 5988 Sec 305 (4)] 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 state route number 167 and state route number 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.*

Based on the proviso language, this Construction and Implementation Plan will describe how WSDOT will deliver the SR 167 Completion Project and the SR 509 Completion Project, implementing the following requirements:

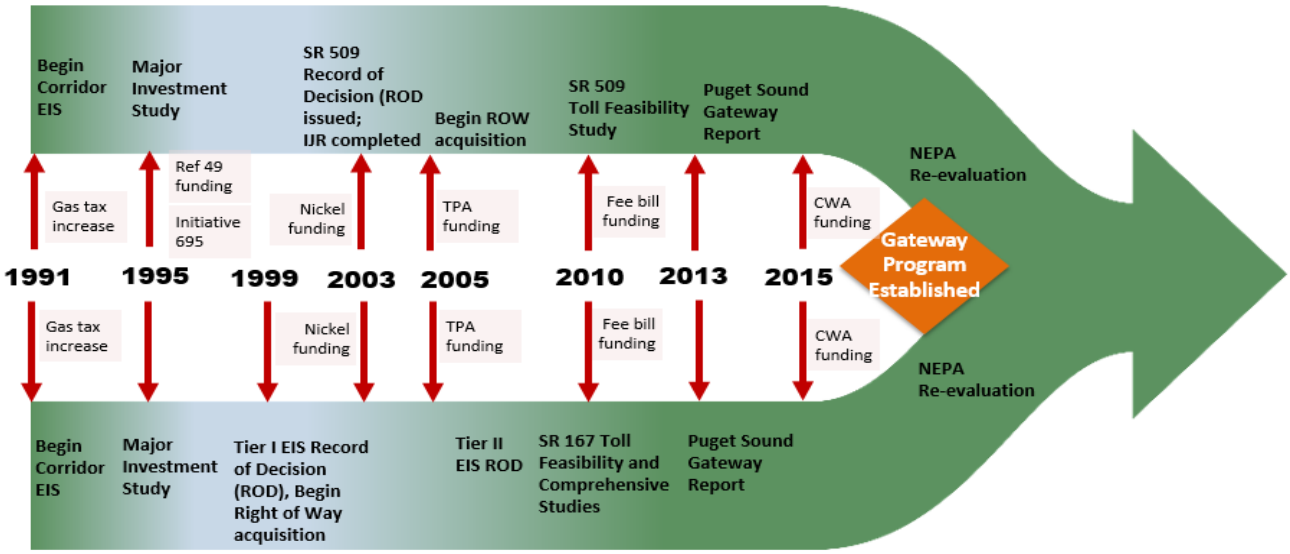
- Complete the corridors by building logical project segments that advance concurrently.
- Use funding efficiently and deliver projects on schedule.
- Develop the project scopes in collaboration with affected stakeholders.

Project Definition

The Federal Highway Administration (FHWA) approved the SR 167 Completion Project's Tier I Final Environmental Impact Statement (FEIS) with a Record of Decision (ROD) in 1999 and Tier II Environmental Impact Statement (EIS) with a ROD in 2007. The SR 509 Completion Project's FEIS was approved with a ROD in 2003. The timeline in Figure 1 shows the development of the SR 509 and SR 167 Completion Projects. Appendix C includes brief histories of both projects leading up to the CWA legislation. Through these documents the original corridor and project definitions were established.

Figure 1: SR 167 and SR 509 Completion Projects' History

SR 509 History



SR 167 History

The 2018 supplemental transportation budget provides clarifying direction to include full interchanges at SR 161 (Meridian Ave) on SR 167 and at S188th St on SR 509 in the current project plans. The legislation also identifies the preference for the "4B" design of the SR 516 interchange on Interstate 5 (I-5).

> *[ESSB 6106 Sec 306 (21)(c)] During the course of developing the memorandum of understanding, the department must evaluate the project schedules to determine if there are any benefits to be gained by moving the project schedule forward. It is the legislature's intent that if the department identifies any savings after the funding gap on the base project is closed as part of the proposal to expedite the project, that these cost savings shall go toward construction of a full single-point urban interchange at the junction of state route number 161 (Meridian avenue) and state route number 167 and a full single-point urban interchange at the junction of state route number 509 and 188th Street. If the department receives additional funds from an outside source for this project after the funding gap on the base project is closed, the funds must be applied toward the completion of these two full single-point urban interchanges.*
>
> And,
>
> *[ESSB 6106 Sec 306 (21)(e)] In designing the state route number 509/state route number 516 interchange component of the SR 167/SR 509 Puget Sound Gateway project (M00600R), the department shall make every effort to utilize the preferred "4B" design.*

Phasing

Considering available funding provided through the CWA, WSDOT, in coordination with the stakeholders, worked through a Practical Design process to select the scope for both of the projects. During this process, less costly scenarios that met the essential and contextual needs were identified, but it was also recognized that the FEIS preferred alternative was still valid as the long-term future plan. In alignment with this decision, the selected scenarios for each project are each known as Phase 1 of their respective FEIS designs. Remaining FEIS scope that is not included in Phase 1 is called Phase 2. As part of the phased approach, the project footprints are being optimized and impacts are being reduced where appropriate. This allows the available funding to be focused on the current projects, maximizing what can be delivered. Detailed tables in Appendix C summarize the FEIS and Phase 1 project components and indicate forward compatibility with key items of Phase 2.

Community and Stakeholder Engagement

The SR 167 and SR 509 Executive and Steering Committees are currently collaborating with WSDOT and advising WSDOT on policy and design decisions related to the Gateway Program. The Steering Committees are comprised of senior staff from the local agencies and jurisdictions represented on the Executive Committee, as well as representatives from the business and freight community. The Executive Committees are comprised primarily of elected officials representing affected project stakeholders. The decision-making process by the Executive and Steering Committees summarized in Figure 2 has resulted in collaboration and buy-in from a diverse group of stakeholders. Since the Program was funded, WSDOT has met with the committees 14 times, resulting in a collaborative refinement of Gateway Program design options based on the WSDOT Practical Design process. Documents presented at Executive and Steering Committee meetings, as well as meeting summaries, are available on the Gateway Program website: www.wsdot.wa.gov/projects/gateway/default.htm.

Figure 2: Gateway Program Decision- Making Process

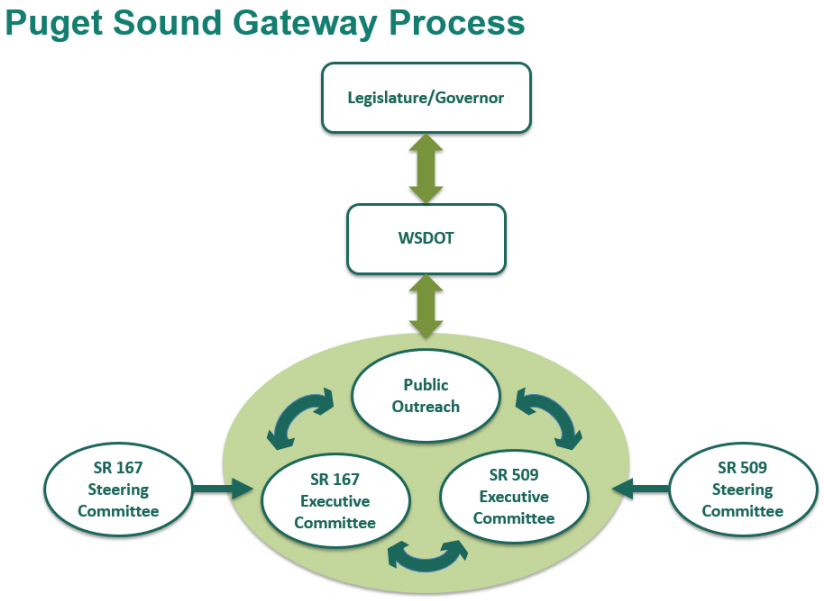


Table 1 lists the members of the Executive Committees who meet jointly on the Gateway Program.

Table 1: Gateway Program Executive Committees

SR 167 Executive Committee		SR 509 Executive Committee	
Commissioner Dick Marzano	Port of Tacoma	Commissioner Peter Steinbrueck	Port of Seattle
Mayor Victoria Woodards	City of Tacoma	Mayor Michael Siefkes	City of SeaTac
Mayor Dana Ralph	City of Kent	Mayor Dana Ralph	City of Kent
Mayor Nancy Backus	City of Auburn	Councilmember Matt Mahoney	City of Des Moines
Councilmember Pat Hulcey	City of Fife	Mayor Jimmy Matta	City of Burien
Mayor Leanne Guier	City of Pacific	Mayor Jim Ferrell	City of Federal Way
Mayor Shanna Styron-Sherrell	City of Milton		
Mayor Dave Hill	City of Algona		
Mayor Bill Pugh	City of Sumner		
Mayor Daryl Eidinger	City of Edgewood		
Kevin Yamamoto, City Manager	City of Puyallup		
Chairman Bill Sterud (i)	Puyallup Tribe of Indians		
Executive Bruce Dammeier	Pierce County	Councilmember Dave Upthegrove	King County Council
Sue Dreier, CEO	Pierce Transit		
Dan Mathis, Division Administrator	Federal Highway Administration	Dan Mathis, Division Administrator	Federal Highway Administration
Commissioner Shiv Batra	Washington State Transportation Commission	Commissioner Shiv Batra	Washington State Transportation Commission
Brian Ziegler, Executive Director	Freight Mobility Strategic Investment Board	Brian Ziegler, Executive Director	Freight Mobility Strategic Investment Board
Craig Stone, Program Administrator	Washington State Department of Transportation	Craig Stone, Program Administrator	Washington State Department of Transportation
Josh Brown, Director of Planning	Puget Sound Regional Council	Josh Brown, Director of Planning	Puget Sound Regional Council
Boardmember Peter von Reichbauer (i)	Sound Transit Board of Directors	Boardmember Peter Von Reichbauer (i)	Sound Transit Board of Directors

(i) invited

Public Outreach

Since introducing the Gateway Program and the individual projects in 2015, WSDOT has held six public open houses (three for SR 509 and three for SR 167) and one online open house. In addition, WSDOT scheduled and conducted stakeholder interviews with community-based

organizations and social service providers to consult with environmental justice communities on both projects as part of the National Environmental Policy Act (NEPA) Re-Evaluations.

Following approval of the NEPA Re-Evaluation for SR 509, WSDOT and FHWA chose to provide an online open house, where the SR 509 NEPA Re-Evaluation and attachments were placed on a WSDOT website at www.sr509openhouse.org/. Interested parties had the ability to explore this website, which included a project overview, funding, and schedule information to learn about the SR 509 Completion Project Phase 1 improvements as well as to review the NEPA Re-Evaluation. A comment page was also included on the website allowing viewers to provide feedback on the project. A similar online open house will be created in coordination with the completion of the SR 167 NEPA Re-Evaluation process, which is anticipated in the fall of 2018.

Practical Design Considerations

WSDOT is following a Practical Design process for the Gateway Program. This process allows WSDOT and affected stakeholders to evaluate the previous project plans and confirm that the design meets the current demand and needs. Part of the Practical Design process includes WSDOT engaging stakeholders in both of these corridors to review project needs, develop and prioritize solutions, and agree on a preferred option.

As part of initiating the Practical Design process, WSDOT worked with the Executive and Steering Committees to develop guiding principles that establish parameters for the Gateway Program's decision-making process. The guiding principles are as follows:

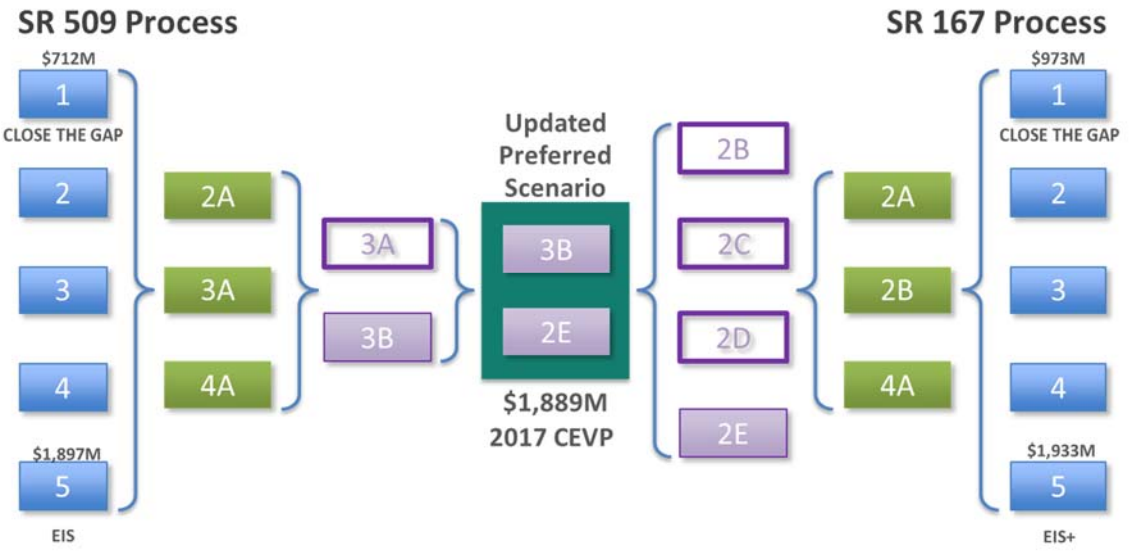
1. Support regional mobility to provide efficient movement of freight and people.
2. Improve local, regional, state and national economic vitality.
3. Provide a high level of safety.
4. Support local and regional comprehensive land-use plans.
5. Minimize environmental impacts and seek opportunities for meaningful improvements.
6. Create solutions that are equitable, fiscally responsible and allow for implementation over time.
7. Support thoughtful community engagement and transparency.

Based on the guiding principles and each project's NEPA Purpose and Need, WSDOT and the stakeholders developed a uniform set of essential and contextual needs to use as criteria to evaluate and screen the scenarios. WSDOT presented and discussed the ratings of the scenarios in the committee meetings, where WSDOT and the stakeholders confirmed general consensus on the preferred scope and determined next steps.

The refinement process started in December 2015 with five scenarios ranging from minimal improvements of *Close the Gap* for each corridor to full build out as presented in the *EIS* for each corridor. These scenarios were narrowed down to two preliminary preferred scenarios, SR 167 Scenario 2C and SR 509 Scenario 3A, through the Steering and Executive Committee meetings in 2017. In committee meetings in March and April 2018, WSDOT and the Steering and Executive Committees further refined the scenarios and selected a final scenario for each corridor. The final scenarios are SR 167 Scenario 2E and SR 509 Scenario 3B, which include the scope for the SR 161 (Meridian Avenue) interchange in Puyallup and the S. 188th Street interchange in SeaTac.

These additional interchanges aligned the scope of the projects with the original 2013 Gateway report recommendations from which the CWA legislative intent were based, and also aligned the scopes with the 2017 and 2018 transportation budget provisos. The committees provided full consensus for these scenarios to be include in this Construction and Implementation Plan as the agreed upon scope for Phase 1. Specific descriptions of SR 167 Scenario 2E and SR 509 Scenario 3B are included in the Project Scope section of this plan. Figure 3 summarizes the selection of the preferred scenarios, SR 167 Scenario 2E and SR 509 Scenario 3B.

Figure 3: Selection of Preferred Scenarios



Both projects will continue through the Practical Design process to determine the specific design dimensions, lane configuration and geometry that will be carried forward to the WSDOT Design Approval process.

Project Scope

SR 167 Completion Project

The SR 167 Completion Project is located in Pierce County in the cities of Puyallup, Fife, Milton, Edgewood, Tacoma and portions of unincorporated Pierce County. In addition, the majority of the project falls within the Puyallup Tribe of Indians (PTOI) reservation boundary. The current project footprint remains mostly within the limits of the preferred build alternative documented in the 2006 NEPA FEIS.

The Phase 1 improvements will extend the existing SR 167 highway by building approximately four miles of new four-lane (two lanes in each direction), limited-access facility from its current terminus in Puyallup at the SR 161 (Meridian Avenue) interchange, through the Puyallup River Valley and connecting to I-5 near the 70th Avenue E. overcrossing. The project also builds approximately two miles of new highway from SR 509 near the Port of Tacoma to the I-5/SR 167 interchange near 70th Avenue E. Phase 1 of the SR 167 Completion Project is proposed as a

fully tolled facility based on legislative direction. See Figure 4, SR 167 Completion Phase 1 (Scenario 2E) for an overview. (A larger scale version is included in Appendix A.)

Figure 4: SR 167 Completion Phase 1 (Scenario 2E)

SR 167 will connect to I-5 with a new diverging diamond interchange (DDI) with ramps to/from the north and south. WSDOT will reconstruct 70th Avenue E. overcrossing to the west of the current location to make room for the new I-5/SR 167 DDI.

The new limited-access highway segments of SR 167 will have interchanges at SR 161 (Meridian Avenue), Valley Avenue, I-5, 54th Avenue E. and SR 509. WSDOT will reconstruct the SR 161 (Meridian Avenue) interchange to allow for the new SR 167 to be built above a new full single point urban interchange (SPUI). The new half-diamond interchange at Valley Avenue will include ramps to/from the west. West of I-5, a new half-SPUI with ramps to/from the east will be constructed at 54th Avenue E.

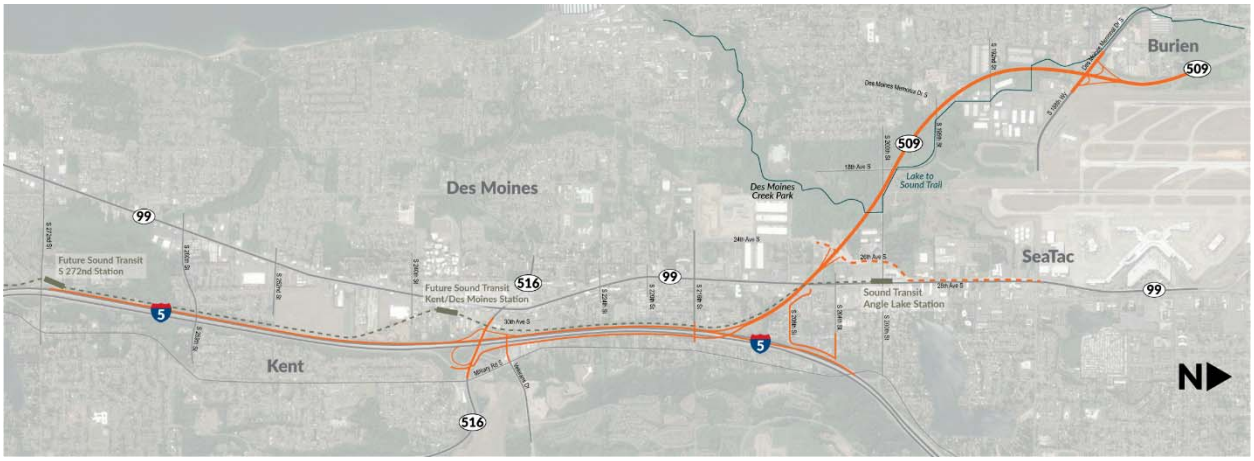
The SR 167 Completion Project also includes wetland mitigation and a riparian restoration program (RRP) for Hylebos Creek, Surprise Lake Tributary and Wapato Creek.

SR 509 Completion Project

The SR 509 Completion Project is located in King County in the cities of Des Moines, Kent and SeaTac. The current project footprint remains mostly within the limits of the preferred build alternative documented in the 2003 FEIS. The NEPA Re-Evaluation was completed in January 2018.

Phase 1 improvements will extend the existing SR 509 highway southeasterly from its current terminus at S. 188th Street to I-5 and will add capacity to I-5 south of the SR 509 connection. The extension of SR 509 will be a new four-lane highway (two lanes in each direction), from S. 188th Street to I-5. Phase 1 of the SR 509 Completion Project is proposed as a fully tolled facility based on legislative direction. See Figure 5, SR 509 Completion Phase 1 (Scenario 3B) for an overview. (A larger scale version is included in Appendix B.)

Figure 5: SR 509 Completion Phase 1 (Scenario 3B)



WSDOT will reconstruct the existing SR 509/S. 188th Street interchange into a folded full-diamond interchange on the north side of S. 188th Street. At 28th Avenue S./24th Avenue S, WSDOT will construct a new half-diamond interchange to the south which will serve as a new connection to the Angle Lake light rail station, Lake to Sound Trailhead, Des Moines Creek Business Park and Seattle-Tacoma International Airport (Sea-Tac Airport). East of 28th Avenue S./24th Avenue S., SR 509 will pass under SR 99 and an elevated section of Sound Transit Federal Way Link Extension (FWLE) light rail guideway. East of SR 99, WSDOT will reconnect S. 208th Street to maintain neighborhood connectivity to SR 99.

SR 509 will intersect I-5 at a new interchange near S. 212th Street, connecting directly to a southbound collector distributor (CD) running parallel to I-5 and a northbound auxiliary lane from the SR 516 interchange to a new I-5 undercrossing. The SR 509 southbound CD will be a separate, two-lane roadway system that connects to southbound I-5 just north of the SR 516 bridge, after providing an off-ramp connection to SR 516 and the new Veterans Drive connection. North of the S. 212th Street vicinity, WSDOT will construct a southbound auxiliary lane from the S. 200th St Interchange ramp to a new off-ramp to SR 516 over the SR 509 southbound CD (a braided ramp structure) that connects to the SR 509 southbound CD.

WSDOT will reconstruct the SR 516 interchange into a diamond interchange retaining the southeast quadrant loop ramp. A new undercrossing of I-5 will connect Veterans Drive to the southbound I-5 off-ramp and northbound on-ramp, providing a direct connection to the manufacturing and warehousing area in the Kent Valley. WSDOT will also make pedestrian, bicycle and transit improvements to this interchange. Multi-use paths will be constructed on the north and south sides of SR 516 between Military Road and 30th Avenue S. Bus pullouts will support a new east-west RapidRide line. A multi-use path will connect Veterans Drive to the multi-use path on the north side of SR 516. South of the SR 516 interchange, a southbound auxiliary lane will continue south from SR 516 to S. 272nd Street.

Construction Stages

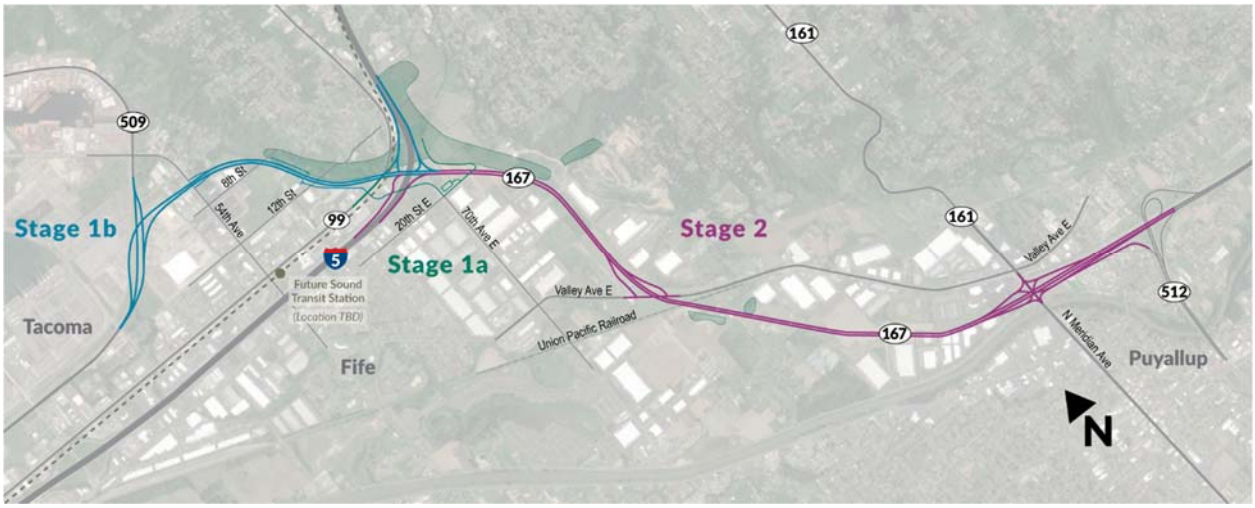
Based on available funding and the expenditure plans provided by the Legislature, WSDOT divided Phase 1 projects into construction stages. The stage compositions were developed to provide a logical construction sequence and early benefits to the public. The following goals guided the stage development:

- Provide interim independent utility, delivering functional segments.
- Maintain largest projects to deliver benefits in large blocks and reduce repeat construction impacts and administrative costs.
- Size the packages to align with available funding, promoting concurrent advancement of both the SR 167 and SR 509 Completion Projects.

SR 167 Construction Stages

WSDOT expects the SR 167 Completion Project to be constructed in three stages over an 11-year period based on current CWA funding. Those stages and anticipated construction timeframes are shown in Figure 6 and explained in the description that follows.

Figure 6: SR 167 Completion Phase 1 (Scenario 2E)



Stage 1a – 70th Avenue E. Reconstruction (2019-2021)

SR 167 Stage 1a includes reconstructing the 70th Avenue E. overcrossing, which is key to the I-5 interchange construction in subsequent stages. Construction of Stage 1 removes a constraint on the widening of I-5, and replaces a narrow roadway segment on 70th Avenue E with a new, wider roadway over I-5. This work also includes widening SR 99 for left turn channelization and a new traffic signal, a new waterline funded by the city of Fife, constructing a new trailhead parking facility for the Interurban trail along with several hundred feet of new trail.

Stage 1b – I-5 to SR 509 (2021-2025)

Stage 1b includes constructing the new SR 509 spur mainline from I-5 to SR 509, including the interchanges with I-5, 54th Avenue, and SR 509. This stage also includes construction of the Hylebos Creek RRP, new Hylebos Creek bridges on I-5, wetland mitigation, and one toll point.

SR 509 Spur will connect to I-5 at a new DDI with ramps to/from the north (southern ramps will be completed in Stage 2).

Constructing Stage 1b will add the SR 509 Spur, providing a more direct link from the Port of Tacoma to I-5 and the distribution centers in the region thus improving system continuity and regional mobility. Stage 1b should relieve congestion on the local system and improve safety while also supporting local and regional comprehensive planning.

Stage 2 – I-5 to SR 161 (2025-2031)

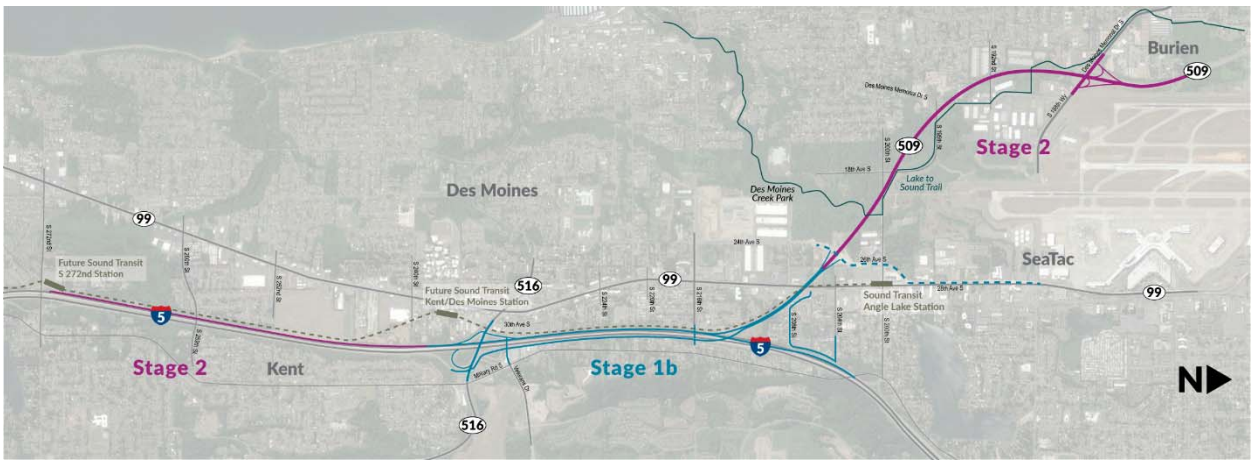
Stage 2 includes constructing the new SR 167 mainline from I-5 to SR 161, interchange work at the I-5 DDI to construct ramps to and from the south, a half-interchange at Valley Avenue and a full interchange at SR 161 (Meridian Avenue). This stage also includes additional RRP work at Wapato Creek and the second toll point.

Constructing Stage 2, constructs a new four lane highway segment between I-5 in Tacoma and SR 161 in Puyallup to complete the final segment of this regionally significant freeway. Completion of this project will provide a direct link between distribution centers in the region thus improving economic vitality, system continuity, and regional mobility.

SR 509 Construction Stages

WSDOT expects the SR 509 Completion Project to be constructed in three stages over an 11-year period. Those stages and anticipated construction timeframes are shown in Figure 7 and explained in the description that follows.

Figure 7: SR 509 Completion Phase 1 (Scenario 3B)



Stage 1a – SR 99 Bridge, Southbound I-5 Walls, and Preliminary Grading (2019-2022)

The Sound Transit Federal Way Link Extension (FWLE) design-build contract will include the advanced construction of the SR 99 bridge over SR 509 and two retaining walls with the associated grading for the SR 509 Completion Project. This work will be consolidated into one contract to reduce risks and the overall construction impact to SR 99 related to the two projects. The FWLE contract will have notice to proceed approximately one year in advance of the SR 509 Stage 1b, and combining these structures into one contract creates one work zone to be managed

by a single entity, shortening the overall impact to SR 99 traffic in that vicinity by approximately two years.

The northeast corner of the SR 99 bridge is located beneath the Sound Transit elevated guideway. The elevated light rail guideway structure in the vicinity of the SR 99 crossing of SR 509 is a critical path item in the FWLE contract that must occur early to meet the contract completion date. Including the SR 99 bridge in the Sound Transit contract allows construction of the SR 99 bridge and Sound Transit guideway to occur concurrently in a bottoms-up sequence, reducing risk to both agencies related to SR 99 bridge construction. This also places the design and construction risk with the designers and construction engineers best suited to manage the risk.

Stage 1b – I-5: SR 516 to 212th Vicinity and SR 509: I-5 to 28th/24th (2020-2025)

This stage includes reconstructing the SR 516 interchange, constructing the northbound auxiliary lane, constructing a southbound auxiliary lane from the S. 200th St Interchange ramp to a new southbound CD road along I-5 and the southbound braided ramps. The project will construct the SR 509 mainline from I-5 to the 28th/24th Avenue S. interchange, including the ramps to 28th/24th Avenue S. Stage 1b also will include reconstruction of the 216th Street bridge, construction of one toll point, and restoration of S. 208th Street's connection to SR 99.

Constructing Stage 1b will add a new route to access Sea-Tac Airport from the south via the new 28th/24th Avenue S. interchange. This southern connection to Sea-Tac Airport is forecasted to reduce demand on SR 518 and northern access to the airport. The reconstruction of the SR 516 interchange and new Veterans Drive undercrossing will provide an early benefit to the SR 516 corridor for vehicles, bicycles and pedestrians. The Veterans Drive undercrossing will alleviate demands on SR 516 by diverting freight and other vehicles off SR 516, providing better access to the Kent Valley. The new multi-use paths on each side of SR 516 will improve connectivity between the existing park and ride, the bus stops and the new Kent Des Moines light rail station. The project will also consolidate pedestrian crossings, reducing and providing better control over pedestrian/vehicle conflict points.

Stage 2 – SR 509: 28th/24th to S. 188th, and the I-5 Southbound Auxiliary Lane from SR 516 to S. 272nd Street (2025-2031)

This stage will include constructing the new SR 509 mainline from the 28th/24th Avenue S. interchange to the S. 188th Street interchange, including reconstructing the S. 188th Street interchange to a folded diamond full interchange. Stage 2 will construct a new segment of the SR 509 corridor, making the final connection to the existing terminus at S. 188th Street. It will also add capacity on I-5 by constructing a SB auxiliary lane from SR 516 to the S. 272nd Street interchange.

Coordination with Other Transportation Investments

Throughout the life of the Gateway Program, WSDOT will coordinate with adjacent projects to provide smooth interfaces where projects have a physical or schedule overlap. Currently, WSDOT is coordinating with stakeholders to identify key interfaces. Table 2 identifies some of the known project interfaces that are being coordinated with the Gateway Program.

Table 2: Agency and Project Interfaces

Agency	Project	Status
City of SeaTac	28th/24th Connection 200th/Des Moines Mem. Dr.	Completed Construction 2019
City of Des Moines	S. 216th St. Gateway	Construction 2019
City of Kent	Veterans Drive	Completed
City of Fife	Port of Tacoma Interchange 54th Interchange Improvements Inter-Urban Trail	Construction 2018 (Phase 1) Planning
City of Tacoma	Taylor Way	Construction 2020
King County	Lake to Sound Trail – Seg. C	Construction 2019-2020
Pierce County	Canyon Road	Planning
Port of Seattle	Interim So. Access/South Link South Access Expressway	Planning re-starts in Q4 2018
Sound Transit	Federal Way Link Extension Tacoma Dome Link Extension	Construction 2019-2024
WSDOT	SR 18,Triangle Project SR 518 Planning Study SR 518 des Moines Memorial Dr. – Interchange Improvements I-405/SR 167	Design 2021-2023 Planning 2018 Construction 2017-2018 Construction 2016-2019

Costs

WSDOT conducts probabilistic, risk-based cost-estimating processes using the statewide Cost Estimate Validation Process (CEVP®). The CEVP® is conducted through workshops in which transportation projects are examined by a team of subject-matter experts to identify the likelihood and the magnitude of project risks and opportunities. The CEVP® team uses systematic project review and risk assessment methods to identify and describe costs and schedule risks and evaluate the quality of the information. The CEVP® includes consideration of how risks can be reduced and which cost vulnerabilities and/or uncertainties can be managed or reduced. The CEVP® includes a complete historic, bid-based base cost estimate in current dollars, risk assignment at the 50 percent confidence level (per WSDOT Policy Statement P 2047.00 *Estimating Project Budget and Uncertainty*, dated March 20, 2017), and escalation to the year of expenditure for each phase. The CEVP® results provide WSDOT with actionable information on risk events and allow them to manage the risks on an ongoing basis to better control project cost and schedule.

For the purpose of developing a cost-loaded schedule model for the risk assessment, the team develops a project schedule as a set of key project activities and milestones with their precedence relationships. WSDOT uses a cost-loaded project activity schedule as the basis for modeling the project schedule (including delays or accelerations due to risk events) and to calculate inflated (year-of-expenditure or YOE) cost for each activity. The most recent CEVP® schedule covered the past year, 2017, through the Gateway Program completion in 2030.

For the Gateway Program, the top cost and schedule risks identified during the 2017 CEVP® are included in Table 3 and Table 4. For each risk the mitigation strategy is summarized in the table.

Table 3: 2017 Top 8 Program Cost Risks and Mitigation

Cost Risk	**Value (2017$)**	**Mitigation**
Porter Way/Hylebos Ck. North structure replacement (SR 167)	$13M	Resolve design questions through further geometric and structural development and clarify if the replacements are required
Changed seismic design criteria for new structures (SR 167)	$9M	Utilize improved analysis & predictive tools that are now available to better analyze the failure potential under a larger acceleration, if necessary. DB will attempt to design around any future code changes.
Additional ROW settlement costs (SR 167)	$8M	Advance funding to the early years of the project to acquire property sooner to avoid inflation costs
Additional mitigation for local impacts during construction (SR 167)	$7M	Include local agencies in project design development reviews and coordinate with local agencies through the Steering and Executive Committees to help identify issues early
Extended overhead costs of project delays (agency and contractor, SR 509)	$6M	Actively manage the project risks, identify and resolve issues early to prevent project delays
Cost premium for Stage 1a construction (SR 509)	$5M	Coordinate with Sound Transit on applicable cost for work included for WSDOT in the FWLE contract
Uncertain mainline pavement thickness (SR 509)	$5M	Complete geotechnical recommendations and pavement design in advance of contract to confirm pavement depth changes since 2002 pavement design
Additional mitigation for local impacts during construction (SR 509)	$4M	Include local agencies in project design development reviews and coordinate with local agencies through the Steering and Executive Committees on project progress to identify issues early

Table 4: 2017 Top 8 Program Schedule Risks

Schedule Risk	Duration (months)	Mitigation
Completion of tribal agreements (SR 167)	9.5	Begin work on the tribal agreements early, focusing on resolving issues well in advance of the contract RFP release
Sound Transit guideway procurement/construction delays (SR 509)	3.9	Support resolution of agreement with Sound Transit for Land Exchange, Construction, and Leases to allow the FWLE contract to hold schedule
Delayed completion of parcel acquisitions due to resource limitations (SR 167)	2.9	Add and retain the resources necessary to meet the timeline and acquisition demand
Delayed completion of Sound Transit land transfer agreement (SR 509)	2.5	Support development of Land Exchange agreement through regular coordination meetings and document development with Sound Transit
Acquisition of tribal property rights (SR 167)	1.9	Start early on identifying and negotiating for rights on tribal property
Sound Transit ROW acquisition issues (SR 509)	1	Conduct regular coordination with Sound Transit for the necessary parcel acquisition to identify issues early
High-pressure gas line relocations (SR 167)	0.5	Early coordination with Olympic Pipeline. Reach out to other projects for lessons learned from prior experiences with Olympic Pipeline.
Inverse condemnation (SR 167)	0.4	Continue to openly share information with property owners regarding the status of the project, potential impacts to their property, and the timing for property acquisition

The historic bid-based cost estimates developed for SR 167 and SR 509 were built upon the findings of previous CEVP® evaluations and the most recent CEVP® in 2017. The base cost estimates are all-inclusive, including program management/preliminary engineering, right-of-way, and construction. The report categorizes and allocates estimated base costs among the flowchart activities.

The inputs developed in the workshop (including base cost, schedule, risks and uncertainties) were loaded into a probabilistic, integrated (i.e., cost-loaded schedule) model, which incorporated

Monte Carlo simulation techniques to generate probability distributions of key performance measures related to cost and schedule, along with prioritized risk rankings. The results of the CEVP® completed in the winter of 2017/2018 are summarized in Table 5. The 50th percentile YOE cost has been established by WSDOT as the basis for project budget establishment or evaluation (Policy Statement P 2047.00, dated March 20, 2017).

Table 5: 2017 CEVP® summary

	Base (2017$)	Base + Risk (2017$)	Base + Risk (YOE$)
Program	$1574.2M	$1648.4M	$1888.9M
SR 167 Completion Phase 1	$804.6M	$843.7M	$963.9M
SR 509 Completion Phase 1	$769.6M	$804.7M	$925.0M

The cost escalation included in the CEVP® relies on the current statewide cost indices for preliminary engineering (PE), right-of-way (ROW) and construction (CN). Separate rates were defined by fiscal year for construction (including commodities), right-of-way and engineering costs using WSDOT standard Cost Indices (CI)/Capital Program Management System (CPMS) rates. For the 2017 to 2030 timeframe covered in the most recent CEVP®, based on the Dec. 2016 WSDOT standard Cost Indices (CI)/Capital Program Management System (CPMS) rates, the average annual escalation rates for PE, ROW and CN are 2.0 percent, 5.0 percent, and 2.0 percent, respectively. Utilizing these rates, the 2017 CEVP® results forecast that at YOE the project will cost approximately $14 million more than is provided in the 2015 CWA.

Since the completion of the 2017 CEVP®, WSDOT has adopted new standard Cost Indices (CI)/Capital Program Management System (CPMS) rates. For the 2017 to 2030 timeframe, based on the new June 2018 WSDOT standard Cost Indices (CI)/Capital Program Management System (CPMS) rates, the average annual escalation rates for PE, ROW and CN are 2.1 percent, 5.2 percent, and 2.4 percent, respectively. The increases in the escalation rates result in approximately a $94 million increase to the 2017 CEVP® cost, raising the forecasted total project cost to approximately $1,983 million or $108 million more than the 2015 CWA as summarized in Table 6. The new forecasted total project cost is based on holding the Phase 1 scope for each project, and limiting project expenditures to the CWA biennial totals up to the last biennium. This leaves the total cost increase, $108 million, to the last biennium.

Table 6: Program Cost Summary (Year of Expenditure, millions)

	Scope	2018 CI Update (YOE$)
Program	2E & 3B	$1983.3M
SR 167 Completion Phase 1	2E	$1015.7M
SR 509 Completion Phase 1	3B	$967.6M

Delivery Plan

The delivery plan details the staging, sequencing and expenditure plan for the SR 167 and SR 509 Completion Projects. The delivery plan focuses on providing logical segments without gaps in the completion, providing efficient use of money to deliver the projects in a timely fashion, and implementing the key elements identified through stakeholder involvement.

The delivery plan focuses on the construction staging and schedule of the projects. While this is the largest component of the program ($1.575 billion), the PE and ROW acquisition are also key components within the Gateway Program.

The PE is estimated to be approximately $120.5 million (YOE$, 2017 CEVP®) and will include funding for the program administration, preliminary design, development of construction contract packages and contract closeouts for the duration of the program. As part of the PE, WSDOT will complete the NEPA Re-Evaluations, Phase II planning, update design documentation, and support the Practical Design coordination with affected stakeholders.

The total remaining ROW is estimated to cost $192.5 million (YOE$, 2017 CEVP®). Through the PE, the project designs have been developed to approximately a 20 percent level. Based on the current design level, approximately 80 percent of the SR 167 Completion Project ROW and 50 percent of the SR 509 Completion Project ROW has been acquired. Currently, WSDOT is acquiring the remaining parcels and completing as many acquisitions as possible with the advancement of the ROW funds provided by the Legislature. The goal is to have all ROW acquisition completed by 2021.

Delivery Method

WSDOT has developed and implemented project delivery method selection guidance (PDMSG) to determine the most appropriate project delivery method (PDM) based on each project's attributes, opportunities and risks that results in the most cost effective and best value project delivery. PDMSG provides a scalable and systematic process to determine the PDM. The process provides the documentation needed to support the PDM selection and gain approval. The approval process and timing is clearly identified and is integrated within the existing project development process.

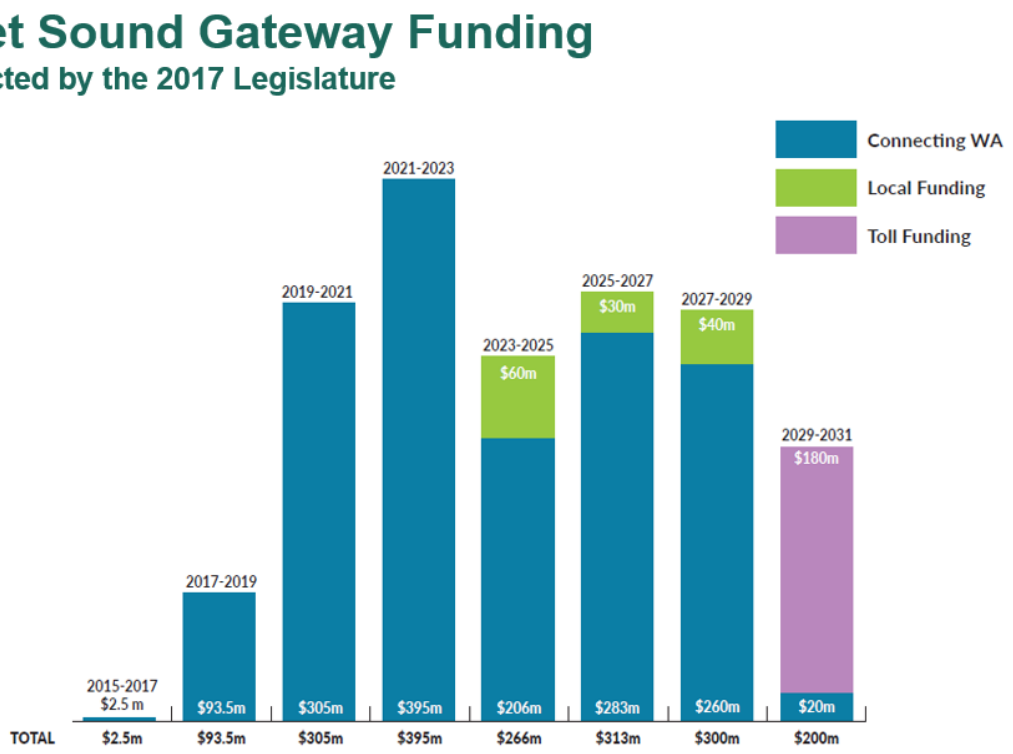
Currently SR 167 Stage 1a has completed the PDM selection process and will be procured using the design-build delivery method. In the future, SR 167 Stages 1b and 2 will complete a similar process, but it is anticipated that these projects will also be procured as design-build contracts.

The project includes SR 509 Stage 1a under the Sound Transit FWLE that is being procured using the design-build delivery method. For SR 509 Stages 1b and 2, WSDOT has completed the PDM selection process, and both will be procured using the design-build delivery method.

Funding Sources

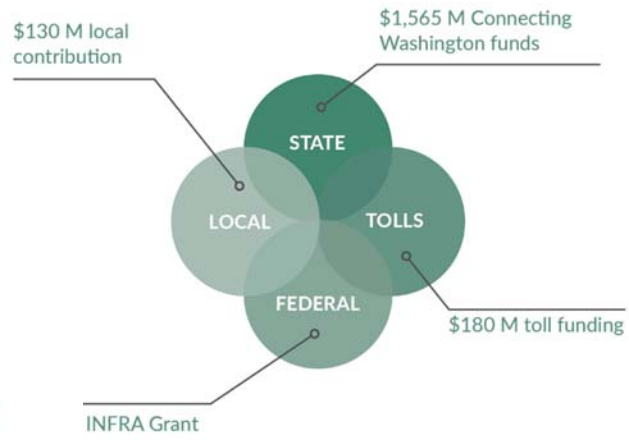
The 2015 CWA legislative and Governor's action created the $16 billion, 16-year infrastructure program, funded primarily by an 11.9-cent gas tax increase that was fully implemented on July 1, 2016. The CWA funding direction provides $1.875 billion into the Gateway Program, most of which will come from state gas tax revenue.

Figure 8: 2017 Legislative Gateway Program Funding by Biennium



Under the Gateway Program, the SR 509 Completion and the SR 167 Completion Projects are funded on the same 16-year timeline that began in 2015 and will end in 2031. Total funding for the Gateway Program is $1.875 billion; this amount assumes $1.565 billion in state gas tax funding, $130 million in local funding and $180 million in toll funding. Additional funding from future legislative action or grants (e.g., INFRA) would be necessary to cover any costs beyond the $1.875 billion CWA funding for the scope of the Gateway Program described herein, this includes $100 million in federal funds needed to complete the project.

Figure 9: 2017 Target Gateway Program Funding by Source



Toll Funding

The legislative funding plan includes $180 million in toll funding. In 2010, WSDOT completed toll feasibility studies for the SR 167 and SR 509 Completion Projects. Through these studies, WSDOT established the ability of toll revenues to fund a portion of the Gateway Program. WSDOT examined the potential for variable tolling to generate revenue for transportation facilities within the corridors, maximizing efficient corridor operations, and considered future and system investments. Both the SR 167 Extension Toll Feasibility Study and the SR 509 Extension Toll Feasibility Study found that tolling would generate revenue and also help manage travel demand, creating an opportunity to phase construction and reduce project costs.

In 2013, WSDOT completed an additional SR 167 Corridor Completion Comprehensive Tolling Study to examine:

- The level of public support for tolls as a means to help fund the project.
- The effect of tolling on potential travel demand.
- Possible incremental construction scenarios that could be completed as funding became available.

The 2013 tolling study found that toll operation provides some funding capacity for construction and is expected to generate the revenue needed for ongoing facility maintenance. Furthermore, tolling helps manage traffic demand and makes a phased approach (or incremental project implementation) more viable from both a traffic operations and a financial capacity standpoint. These results confirmed the findings of the 2010 SR 167 Toll Feasibility Study.

Next steps for both SR 167 and SR 509 Completion Projects include completing the Traffic and Revenue Study which is now underway, then submitting for toll authorization from the Legislature. The Legislature provided direction in CWA that both corridors will be tolled, but they must formally vote to authorize tolls in order for the project to move forward. If the Legislature authorizes tolling for the Gateway Program, WSDOT will undertake an investment-grade traffic and revenue study. The investment-grade study will inform the Washington State Transportation Commission

(WSTC) rate setting process. The WSTC will set toll rates that manage the traffic demand and raise the required $180 million to help pay for the Gateway Program.

Local Funding and Grants

The CWA legislation includes $130 million in local funding, with the intent that local agencies help secure a portion of the overall funding for the project. To secure the local funding, the Funding and Phasing Subcommittee of the Gateway Program Executive Committee developed a grant-based approach which was memorialized in the Local Funding and Phasing Memorandum of Understanding (MOU).

The strategy in the grant-based approach is to identify local connection components of the project for which local partner agencies can apply for grant funding. Through this approach, local agencies can leverage local funds and real estate donations as a match to secure grant funding and fulfill the local funding required in the 2015 CWA legislation. If the $130 million local funding cannot be achieved through the grant-based approach, the Executive Committee will need to resolve how to meet the legislatively directed local funding requirement or otherwise modify the scopes of the projects to deliver the projects within budget.

The MOU identifies the potential grant funding requests, local matching funds, and total contribution into the local funding requirements. The MOU was completed, and signed by 18 affected jurisdictions in June of 2018. The signed version of the MOU is included in Appendix D.

Schedule

The CWA legislation allocated $1.875 billion in funding throughout a 16-year program delivery plan. Figure 10 presents the project development and delivery schedules based on that funding and the allocation to the preliminary engineering, right-of-way and construction for both projects.

Figure 10: Program Schedule (Funding Based)

Accelerated Schedule

In the 2017 Legislative session, WSDOT was directed to evaluate the benefits of accelerating the project schedules.

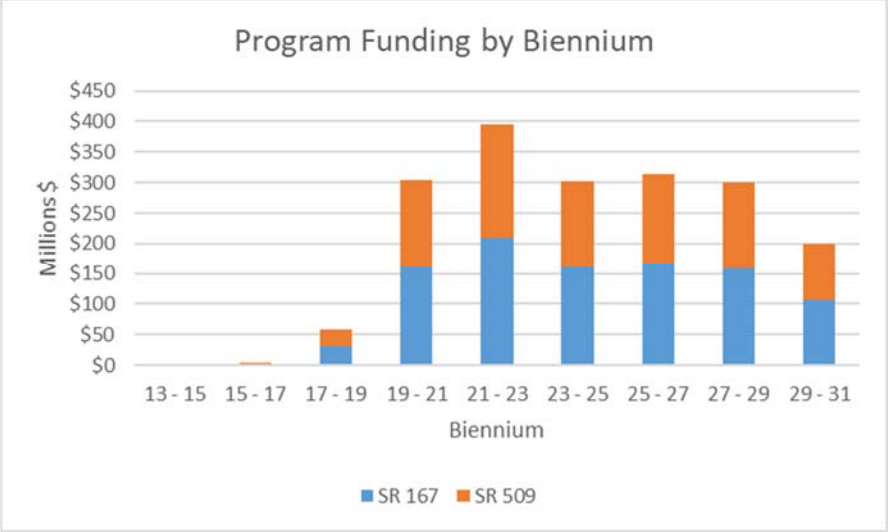
> *[ESB 5096 Sec 306 (20)(c)] During the course of developing the memorandum of understanding, the department must evaluate the project schedules to determine if there are any benefits to be gained by moving the project schedule forward.*

In October 2017, WSDOT began a stakeholder process to review funding and phasing for the Program. The resulting Funding and Phasing Subcommittee, made up of 18 affected jurisdictions from the Executive Committee, reviewed potential options for schedule acceleration. WSDOT developed the Funding Constrained Baseline construction schedules and expenditure plan, combining the project scope and estimated cost with the legislative funding allocation plan. Additionally, WSDOT identified three acceleration cases to evaluate: modest, medium, and maximum. The results of the analysis is detailed in the Benefits of Program Acceleration Report.

Expenditure and Sequencing Plan

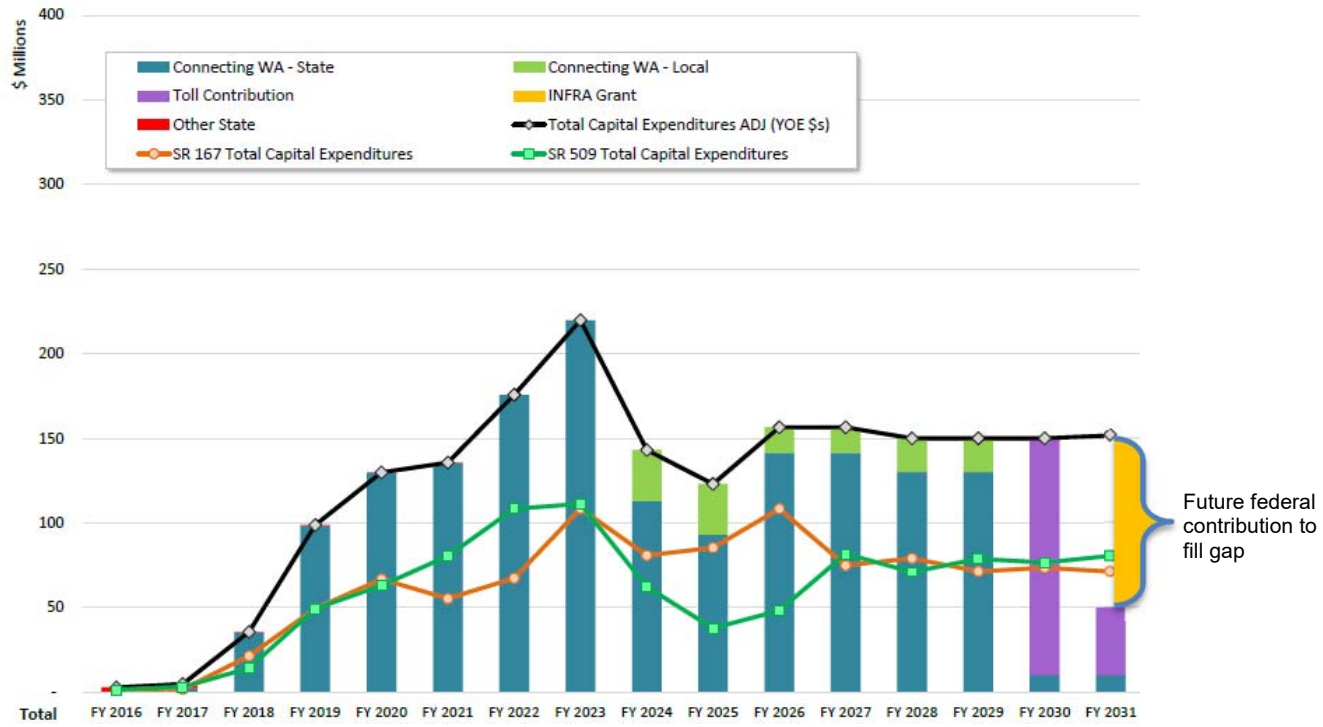
The 2015 CWA legislation provided $1.875 billion over 16 years for the Gateway Program to construct both the SR 509 Completion and SR 167 Completion Projects. Based on past estimates that helped inform the Legislature, an approximate split of the program funding was developed to inform the allocation to each project. As a guide, 53 percent of the funding is allocated to the SR 167 Completion Project and 47 percent is allocated to SR 509 Completion Project. Figure 11 shows the initial allocation that provided the framework for a preliminary expenditure plan that guided the definition of the individual project stages.

Figure 11: Initial Funding Allocation



WSDOT developed the preliminary project stages to provide logical segments without gaps in completion while efficiently using the funding to deliver the projects in a timely fashion. Subsequent to development of the preliminary project stages, WSDOT and the Steering and Executive Committees further refined the scenarios and stages, selecting the final scenarios SR 167 Scenario 2E and SR 509 Scenario 3B. Figure 12 shows the Funding Constrained Baseline which incorporates the total cost of each project and the Gateway Program funding for each fiscal year, including PE, ROW and CN.

Figure 12: Project and Program Expenditure



The Funding Constrained Baseline schedule, detailing the delivery timeline for each project are shown in Figure 13 and listed in Table 7. These schedules have been reviewed by a team of discipline-specific subject-matter experts, including cost and risk experts, assembled for the CEVP® review.

Figure 13: SR 167 and SR 509 Completion Projects' Stages

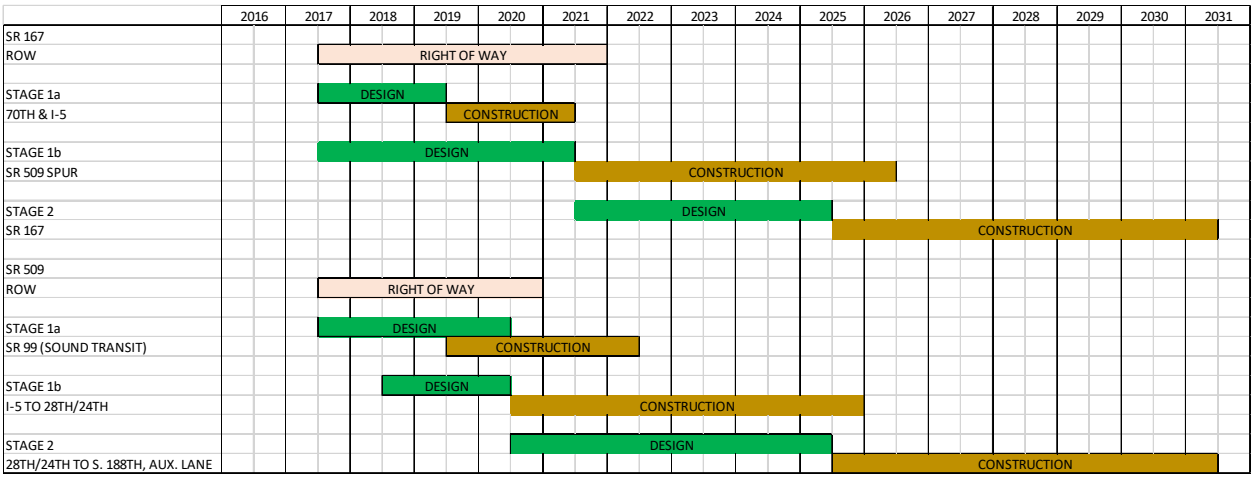


Table 7: Project Schedules

Key Project Milestone	SR 167 Anticipated Completion	SR 509 Anticipated Completion
NEPA Re-Evaluation	Q3 2018	Complete
Interchange Justification Report	Q1 2019	Q1 2019
30% Design	Q4 2018	Q4 2018
Design Approval	Q4 2018	Q4 2018
ROW Acquisition Complete	Q3 2020	Q4 2020
Stage 1a RFQ Ad	Q4 2018	Complete (1)
Stage 1a RFP Ad	Q1 2019	Q3 2018 (1)
Stage 1a Issue NTP for Construction Contract	Q3 2019	Q3 2019(1)
Stage 1a End Construction and Closeout	Q2 2021	Q4 2022 (2)
Stage 1b RFQ Ad	Q3 2020	Q3 2019
Stage 1b RFP Ad	Q4 2020	Q4 2019
Stage 1b Issue NTP for Construction Contract	Q3 2021	Q3 2020
Stage 1b End Construction and Closeout	Q2 2026	Q4 2025
Stage 2 RFQ Ad	Q4 2024	Q3 2024
Stage 2 RFP Ad	Q1 2025	Q4 2024
Stage 2 Issue NTP for Construction Contract	Q3 2025	Q3 2025
Stage 2 End Construction and Closeout	Q2 2031	Q2 2031

(1) Issued by Sound Transit
(2) Transfer site to WSDOT for construction of SR 509 Stage 1b

Summary

WSDOT has developed the scope, schedule, costs, and construction sequencing with full consensus of the stakeholder Executive Committee. Over the next 13 years, WSDOT will deliver the Gateway Program projects as staged construction projects. Both projects will be broken into three stages, 1a, 1b, and 2 that WSDOT will deliver in parallel within the available funding, which may be accelerated with future legislative direction.

Summary of the elements included in SR 167 Scenario 2E:

- Two lanes in each direction from the SR 161 (Meridian Avenue) interchange to the proposed 54th Avenue interchange on the SR 509 spur. A single lane in each direction from the 54th Avenue interchange to SR 509 near the Port of Tacoma
- Hylebos Creek bridges on I-5
- Half SPUI with the ramps to and from the east at 54th Avenue
- Diverging Diamond Interchange (DDI) at I-5
- Replacement of 70th Avenue overcrossing at I-5

- Half-diamond interchange with the ramps to and from the west at Valley Avenue
- Full SPUI at SR 161 (Meridian Avenue)
- RRP and wetland mitigation

Summary of the elements included in SR 509 Scenario 3B:

- Two lanes in each direction from I-5 to S. 188th Street
- Full folded-diamond interchange (to/from North) at S. 188th Street
- Half-diamond interchange (to/from south) at 28th Ave S./24th Ave S.
- Add braided ramp to southbound I-5 for access to SR 516 over a new southbound two-lane CD
- I-5/SR 509 interchange
- Add an northbound auxiliary lane to I-5 from SR 516 to SR 509
- Reconstruct the I-5/SR 516 interchange
- Add a southbound auxiliary lane to I-5 south of SR 516 to S. 272nd Street

APPENDIX A: SR 167 Scenario 2E

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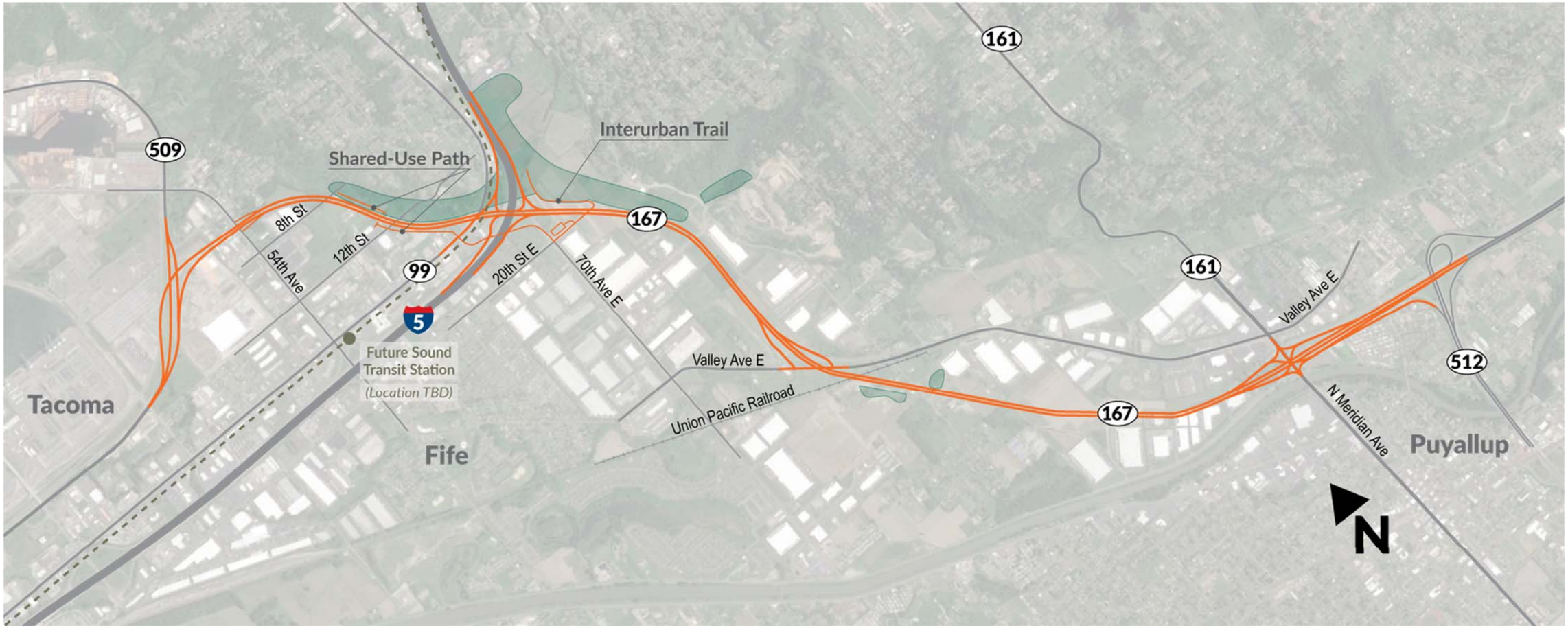
SR 167 SCENARIO 2E



LEGEND

New construction

Sound Transit

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APPENDIX B: SR 509 Scenario 3B

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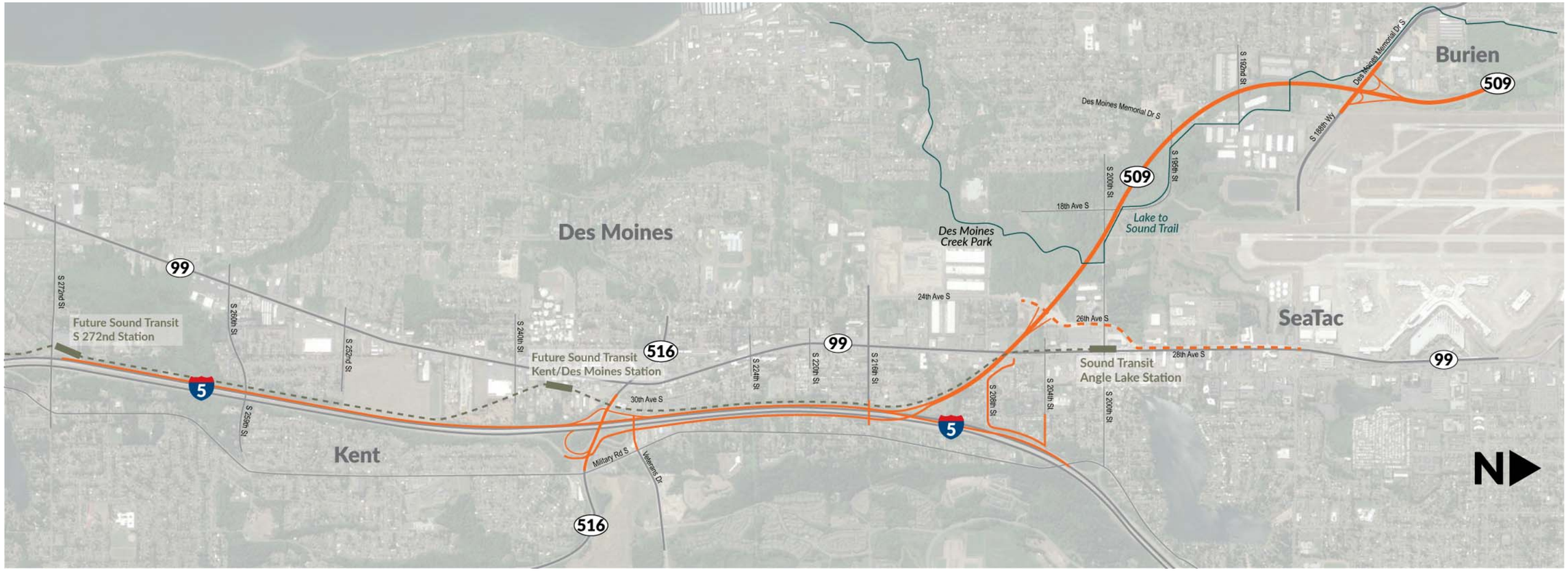
SR 509 SCENARIO 3B



LEGEND

- New construction
- Sea-Tac Airport access
- Lake to Sound Trail
- Sound Transit

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APPENDIX C: PROGRAM AND PROJECT HISTORY

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Appendix C includes brief histories of the SR 167 Completion Project and SR 509 Completion Project up to the CWA legislation.

Puget Sound Gateway Program

Prior to fall 2012, the SR 167 and SR 509 Completion Projects were developed in parallel. In October 2012, WSDOT initiated a strategic corridor design review for the Puget Sound Gateway (Gateway) Project. The Gateway Project integrates three corridor projects that had previously been studied independently:

- SR 167 Completion Project
- I-5 Express Toll Lanes (ETL) Project
- I-5/SR 509 Corridor Completion and Freight Improvement Project

WSDOT initiated the study to identify integrated, sustainable approaches to completing the critical SR 167 and SR 509 connections to I-5 while relieving congestion and improving mobility between Tacoma and Seattle. The resulting Puget Sound Gateway Project, SR 509, I-5 and SR 167 Funding and Phasing Study: Strategic Corridor Design Review was issued in September 2013.

Following issuance of the Strategic Corridor Design Review in September 2013, the Gateway Project evolved to become the Gateway Program. The Gateway Program is comprised of the SR 509 Completion and SR 167 Completion Projects, which together make major improvements to relieve traffic congestion and improve freight mobility. The I-5 component of the Gateway Project was not pursued by the legislature.

SR 167 Completion Project

The SR 167 Completion Project is based on nearly three decades of project planning and development. The current SR 167 highway corridor from Renton to Puyallup was completed in the late 1980s. Since that time, additional engineering, right of way acquisition, and construction occurred in an effort to complete the corridor connections between Puyallup and I-5.

The use of a tiered environmental documentation process was determined to be appropriate at project inception in 1990. In 1993, WSDOT released the SR 167 Corridor Adoption Puyallup to SR 509 Tier I Draft Environmental Impact Statement (DEIS). The DEIS identified and analyzed impacts along several proposed corridors and a preferred corridor. Subsequent to release of the DEIS, FHWA determined that the project required a Major Metropolitan Transportation Investment Study (MIS). A steering committee of interested agencies was established, and through a public involvement process, evaluated a no action alternative, a transportation demand management/transportation system management (TDM/TSM) alternative, the preferred highway corridor alternative (corridor 2 from the DEIS), and a strategic arterial alternative. After extensive evaluation of the cost-effectiveness of a wide array of alternatives, the MIS concluded that construction of a highway to complete SR 167 would remove one of the major missing links in the highway system in the region. Considering the findings of the MIS, and following distribution of the Tier I FEIS in April 1999 and consideration of further comments, the FHWA issued a ROD in June 1999 documenting the selection of corridor 2 as the least environmentally damaging practicable alternative.

Based on the Tier I EIS, an access point decision report (APDR) was developed and issued in 2005. Following the Tier I EIS and APDR, the preferred, six-lane roadway section and alignment were developed and set in the Tier II EIS and ROD completed in 2007. The Tier II preferred roadway section included two general-purpose (GP) lanes and one high occupancy vehicle (HOV) lane northbound and southbound, for a six-lane basic roadway section between I-5 and SR 161. Late in 2007, after the Tier II ROD was issued, the preferred alignment was further refined to reduce project complexity, costs, right-of-way impacts, risks and environmental impacts. The resultant alignment and roadway sections are the refined alignment, which were developed to approximately a 20 percent level of design. An APDR amendment was issued in 2009 based on the alignment revisions.

As directed by the 2009 Washington State Legislature, WSDOT conducted a SR 167 toll feasibility study that concluded in 2010. Subsequent to the 2010 study, the Legislature directed WSDOT to prepare a comprehensive tolling study for SR 167, which was completed in January 2013. Both of these studies are based on tolling all lanes of the new roadway segments.

Since the 2010 and 2013 Tolling Studies, and the 2013 Puget Sound Gateway Project SR 509, I-5, SR 167 Funding and Phasing Study, the SR 167 Completion Project has been further refined. The current Phase 1 project design does not include the center-to-center HOV direct connections between I-5 and SR 167, but will not preclude it. Future HOV direct connections could be accommodated using a flyover type configuration for the proposed I-5/SR 167/SR 509 spur Diverging Diamond Interchange (DDI). Also, neither of the two park and ride lots, nor the two Washington State Patrol weigh stations that were included in the 2006 build alternative are included as part of the Phase 1 elements.

Changes that have been included in the SR 167 project are shown in Table C-1 (table from FEIS Re-Evaluation).

Other Studies Completed for SR 167:

- SR 167 Extension Project, Traffic Analysis Report, May 2007
- SR 167 Extension Project Refinement, Traffic Analysis Report, February 2008
- APDR I-5 and SR 167 Interchange, July 2005
- APDR Amendment I-5 and SR 167 Interchange, December 2009
- SR 167 Toll Feasibility Study, September 2010
- SR 167 Corridor Completion Comprehensive Tolling Study Report, February 2013
- Puget Sound Gateway Project SR 509, I-5, SR 167 Funding and Phasing Study, September 2013

Table C-1. Comparison of Design Components (from Re-Eval. doc.)

Project Elements	Build Alternative (2006 FEIS and ROD)	Phase 1 Improvements (Re-Evaluation)
SR 509 Connection	Direct connection, single lane in each direction, grade separated at Alexander Ave.	Direct connection, single lane in each direction, at grade connection east of Alexander Ave.
54th Avenue E. Interchange	Southbound diamond off-ramp and a northbound loop on-ramp (single lane ramps)	½ SPUI to the east
SR 509 54th Avenue E. to I-5	Four lanes (90-ft), 60 MPH posted speed	Four lanes (78-ft), 50 MPH posted speed
I-5/SR 167/SR 509 Interchange	System level interchange, including direct connect HOV ramps	DDI. No direct connect HOV ramps.
SR 167 I-5 to Valley Avenue	Six lanes (152-ft): Two GP lanes + HOV lane in each direction, 60 MPH posted speed	Four lanes (78-ft): Two GP lanes in each direction, 60 MPH posted speed
Valley Avenue Interchange	Southbound right hand loop off-ramp and southbound on-ramp (single lane ramps), northbound diamond off-ramp and on-ramp.	½ diamond interchange to the north
SR 167 Valley Avenue to SR 161	Six lanes: (152-ft): Two GP lanes + HOV lane in each direction, 60 MPH posted speed	Four lanes (78-ft): Two GP lanes in each direction, 60 MPH posted speed
SR 161 (Meridian Avenue) Interchange	Full SPUI	Full SPUI (Keep existing Levee Road connection)
Replacement of steel bridge and widening of the existing concrete bridge over the Puyallup River	Yes	No
North Levee Road to Valley Avenue Connector	Yes	No
70th Avenue E. Reconstruction	Yes, including two new roundabouts; one at 70th Avenue E. and 20th Street E., and one on the new aligned 20th Street E.	Yes, but no roundabouts
Weigh station facilities per each direction of travel	Yes	No
Toll points	None	Two total: The first located east of the ramps for the 54th Avenue E. interchange; the second located west of the ramps from Valley Avenue
SR 161 and Valley Avenue Park & Ride Lots (two total)	Yes	No
ROW	Purchase necessary ROW to complete footprint for full build	Purchase necessary ROW to complete footprint for full build
Riparian Restoration Program (RRP)	Yes	Yes

SR 509 Completion Project

The SR 509 Completion Project is based on nearly three decades of project planning and development. The current SR 509 corridor that extends from south Seattle to the city of SeaTac was completed in 1979. Since that time, additional engineering, right-of-way acquisition, and construction occurred in an effort to complete the original corridor connections to I-5.

The SR 509 corridor alignment from S. 188th Street to I-5 was recommended in the Tier I Corridor DEIS released in 1995. The DEIS recommended extending SR 509 to connect with I-5 and adding a spur roadway, the South Access Road, connecting to Sea-Tac Airport. Within this corridor, three routes and a no-build alternative were evaluated in a project level Supplemental Draft EIS (SDEIS) issued in 1998.

Under federal guidelines, a Major Investment Study (MIS) was issued in 1995. The MIS concluded that even with the planned large investments in rail and bus transit for the region, the completion of the SR 509 corridor was the only alternative that could solve the areas transportation needs.

The FEIS and ROD issued in 2003 identified a six-lane preferred alternative that included two GP lanes and one HOV lane northbound and southbound on SR 509. The related federal Access Point Decision Report to connect with Interstate 5 (APDR) was completed in 2003.

At the 2009 Washington State Legislature's direction, WSDOT conducted a toll feasibility study that examined a fully tolled SR 509 extension as a first phase of the preferred alternative roadway configuration. Completed in 2010, this study examined an initial phase of construction for a two-lane roadway with one lane northbound and one lane southbound. The alignment would follow the southbound SR 509 alignment, with auxiliary lanes between the I-5 interchange and the new 28th/24th Avenue S. undercrossing. Subsequent to the tolling study, WSDOT completed a scoping study that included further refinements to the roadway geometry resulting in SR 509 Option C, which was endorsed by the corridor SR 509 Executive and Steering Committees. The scoping study developed approximately a 30 percent design for SR 509 Option C, which became the basis for SR 509 in the 2013 Puget Sound Gateway Project SR 509, I-5, SR 167 Funding and Phasing Study.

Since the 2010 tolling studies, through the Gateway Project Study, the SR 509 Completion Project has been further refined. The current Phase 1 project design does not include the center-to-center HOV direct connections between I-5 and SR 509, but will not preclude it. Future HOV direct connections could be accommodated by shifting northbound I-5 east, and modifying the northbound CD undercrossing constructed in Phase1.

Changes that have been included in the SR 509 Completion Project are shown in Table C-2 (table from FEIS Re-Evaluation).

Table C-2. Comparison of Design Components (from Re-Eval. doc.)

SR 509	Alternative C2 (2003 FEIS and ROD)	Phase 1 Improvements (Re-Evaluation)
SR 509: I-5 to S. 188th Street	Six lanes (120 feet), 60 mph – two GP + one HOV lane both directions	Four lanes (78 feet), 60 mph – two GP both directions
S. 188th Street	Full Single Point Urban Interchange (SPUI)	1/2 diamond (ramps to/from north) – but doesn't preclude future construction of full diamond with additional funding.
S. 200th Street	1/2 diamond (to/from north)	No Access – but doesn't preclude future construction with additional funding
South Access Expressway	Four-lane Limited Access facility to S. 200th Street	No Access – but doesn't preclude future construction with additional funding
28th Ave S./24th Ave S.	1/2 diamond (to/from south)	1/2 diamond (ramps to/from south)
Toll Points	None	One south of 28th Avenue S./24th Avenue S.
Interstate 5	**Alternative C2 (2003 FEIS and ROD)**	**Phase 1 Improvements (Re-Evaluation)**
I-5/SR 509 GP connection	60 mph	50 mph
I-5 SB: SR 516 to SR 509	Southern braid – three-lane CD	Northern braid and two-lane CD
I-5 NB: SR 516 to SR 509	two-lane CD	Auxiliary lane
I-5/SR 509 HOV Direct Connection	I-5/SR 509 center-to-center HOV direct access roadway	Could be constructed in the future
I-5/SR 516 Interchange	Full diamond and at grade intersection with Veterans Drive connector	Full diamond and at-grade intersection with Veterans Drive connector
I-5 SB Auxiliary Lanes (south of SR 516)	Two lanes to S. 272nd Street interchange, one lane to S. 320th Street interchange	One lane to S. 272nd Street
I-5 NB Auxiliary Lanes (south of SR 516)	One lane S. 272nd Street to SR 516	None

Other Studies completed for SR 509:

- APDR SR 509/South Access Road, November 2002
- I-5/SR 509 Corridor Completion and Freight Improvement Project, Traffic Operation Analysis, September 2008
- SR 509 Toll Feasibility Study, September 2010
- Access Hearing, November 2003
- SR 509 Visual Guidelines, May 2003
- Puget Sound Gateway Project SR 509, I-5, SR 167 Funding and Phasing Study, September 2013

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APPENDIX D: Gateway Local Funding and Phasing MOU

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Washington State Department of Transportation

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June 28, 2018

The Honorable Steve Hobbs
Chair
Senate Transportation Committee
P.O. Box 40444
Olympia, WA 98504-0444

The Honorable Judy Clibborn
Chair
House Transportation Committee
P.O. Box 40600
Olympia, WA 98504-0600

The Honorable Curtis King
Ranking Member
Senate Transportation Committee
P.O. Box 40414
Olympia, WA 98504-0414

The Honorable Mark Harmsworth
Ranking Member
House Transportation Committee
P.O. Box 40600
Olympia, WA 98504-0600

In the 2017 Legislative session, Engrossed Senate Bill 5096 Section 306(20)(b) directed WSDOT to develop a Memorandum of Understanding (MOU) to fund the $130 million from local agency partners for the Puget Sound Gateway Program included in the 2015 Connecting Washington transportation revenue package. Engrossed Senate Bill 5096 stated that:

> *The secretary of transportation must develop a memorandum of understanding with local project stakeholders that identifies a schedule for stakeholders to provide local matching funds for the Puget Sound Gateway project. Criteria for eligibility of local match includes matching funds and equivalent in-kind contributions including, but not limited to, land donations. The memorandum of understanding must be finalized by July 1, 2018. The department must submit a copy of the memorandum of understanding to the transportation committees of the legislature and report regularly on the status.*

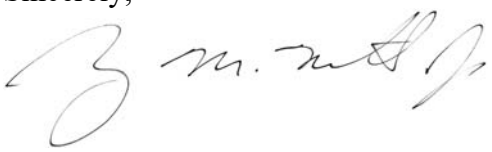
In October 2017, WSDOT began a stakeholder process to help establish the local contributions necessary to achieve the $130 million in local funding. The resulting Funding and Phasing Subcommittee, made up of 18 affected jurisdictions, has met five times. From this group, a grant-focused strategy emerged as the most feasible way to fund the $130 million. A key element of the grant-focused strategy was to identify smaller project elements within the Gateway Program that provide clear and measurable benefits to local jurisdictions, called “Local Nexus Projects.” The Funding and Phasing Subcommittee met regularly to establish a process for determining benefits derived from the Local Nexus Projects, align on contributions, and develop the MOU.

All 18 jurisdictions have endorsed and signed the attached Local Funding MOU.

Additionally, WSDOT and our local agency partners have already submitted four grant applications this spring for the Local Nexus Projects. We submitted three applications with the Puget Sound Regional Council (PSRC) and one with the Freight Mobility Strategic Investment Board (FMSIB). We received the FMSIB grant and two PSRC grants, totaling $13 million, which combined with local match funding, brings the local contribution amount to over $26 million for this initial grant cycle.

If you have any questions or would like to meet for an update on the Puget Sound Gateway Program, please feel free to contact me.

Sincerely,



Roger Millar, PE, FASCE, FAICP
Secretary of Transportation

Puget Sound Gateway Program
SR 167 and SR 509 Completion Projects

Local Funding and Phasing
Memorandum of Understanding

1. Participating Parties

In addition to the Washington State Department of Transportation (WSDOT), the following Local Agency Partners constitute those parties currently participating in this Memorandum of Understanding pertaining to the local contribution requirement for the Puget Sound Gateway Program (Gateway Program):

- Port of Seattle
- Port of Tacoma
- King County
- Pierce County
- City of Algona
- City of Auburn
- City of Burien
- City of Des Moines
- City of Edgewood
- City of Federal Way
- City of Fife
- City of Kent
- City of Milton
- City of Pacific
- City of Puyallup
- City of SeaTac
- City of Sumner
- City of Tacoma

2. Background and Purpose of MOU

In July 2015, the Washington State Legislature and Governor Inslee acted to fund the Gateway Program through the Connecting Washington revenue package. The Gateway Program is comprised of two projects: the State Route 167 Completion Project and the State Route 509 Completion Project. These projects provide essential connections to the ports of Tacoma and Seattle and will help ensure that people and goods move more reliably through the Puget Sound region.

WSDOT is the lead project sponsor and is responsible for the planning, design and construction of the Gateway Program, as well as for its overall financial management. The program has been guided from its beginning by a Joint SR 167/SR 509 Executive Committee (Executive Committee), comprised of elected and appointed representatives of local jurisdictions served by the Gateway Program (Algona, Auburn, Burien, Des Moines, Edgewood, Federal Way, Fife, Kent, Milton, Pacific, Puyallup, SeaTac, Sumner, Tacoma, King County, Pierce County, Port of Seattle, and Port of Tacoma) as well as Federal Highway Administration, Washington State Transportation Commission, Washington State Department of Transportation, Puget Sound Regional Council, Sound Transit, Pierce Transit, and the Freight Mobility Strategic Investment Board.

Funding for the Gateway Program has been approved to come from the state gas tax, tolls, local contributions, and potential federal and state grants. Total funding for the Gateway Program, from the 2015 Connecting Washington transportation funding package, is $1.875 billion, which includes local contributions of $130 million. The program has been funded over a 16-year

timeline. Based on the legislative funding plan, major construction for a first stage would occur from 2019 through 2025, and a second stage from 2026 through 2030. Local contributions will be needed to construct both stage one and stage two projects.

In the 2017 Legislative session new language was enacted (Engrossed Senate Bill 5096 § 306(20)(b)) requiring development of a Memorandum of Understanding (MOU) between the Local Agency Partners and WSDOT. The legislature directed that:

> *The secretary of transportation must develop a memorandum of understanding with local project stakeholders that identifies a schedule for stakeholders to provide local matching funds for the Puget Sound Gateway project. Criteria for eligibility of local match includes matching funds and equivalent in-kind contributions including, but not limited to, land donations. The memorandum of understanding must be finalized by July 1, 2018. The department must submit a copy of the memorandum of understanding to the transportation committees of the legislature and report regularly on the status.*

To this end, the Executive Committee of the Gateway Program convened a Funding and Phasing Subcommittee (Subcommittee) to develop a MOU that summarizes their planned future commitments and planned timing of those commitments to contribute to the SR 167 and SR 509 projects.

The Subcommittee goals include:

- Support efforts to build the Gateway projects on or ahead of schedule
- Create successful local partnerships
- Obtain sufficient local funding to build the Puget Sound Gateway projects
- Time grant-funding projects to support the project delivery schedule

The construct of local funding participation, when authorized by the legislative bodies of the relevant agencies through a series of forthcoming interlocal agreements, is based on the following projections:

	SR 167	SR 509	TOTAL
Port contributions	$30 million	$30 million	**$60 million**
Federal INFRA grant	$10 million	$10 million	**$20 million**
Local agency partner match	$10 million	$10 million	**$20 million**
Other Grants (PSRC, FMSIB, TIB)	$20 million	$10 million	**$30 million**
Total	**$70 million**	**$60 million**	**$130 million**

3. Local Funding Strategy

A key element of the local funding strategy is to identify projects within the Gateway Program that provide clear and measurable benefits to local jurisdictions. In the Gateway Program, these are called "Local Nexus Projects," are designed to:

- Create a positive business case for Local Agency Partners by focusing on the parts of the program that are most relevant and important to local jurisdictions
- Leverage the potential to access significant grant funding to support local funding assumptions

In support of the local funding strategy, Local Agency Partners shall:

- Participate, co-fund match, and submit grant applications with support from Subcommittee staff, as identified in Section 6 of this MOU
- Combine local monetary and in-kind contributions and project funds to ensure fully-funded applications, as identified in Section 6 of this MOU
- Support the grant effort and avoid competition with the local projects in the year of application

The following Local Nexus Projects have been identified within the north (SR 509) and south (SR 167) segments of the Gateway Program:

Gateway North (SR 509)	Gateway South (SR 167)
188th South Ramps	Meridian West Ramps
SeaTac Access, with Ramps to 28th/24th Avenue South	54th Avenue East Ramps
Veterans Drive Extension	Interurban Trail
Lake to Sound Trail	Valley Avenue West Ramps
	Port of Tacoma Access/SR 509 Spur
	70th Avenue E Bridge Relocation

If Local Nexus, INFRA, and any other pending grant projects become fully funded, these projects will contribute substantially toward the Legislative requirement for local match. Funding commitments will be achieved via an interlocal agreement from each signing party up to the amounts presented in this MOU. Local Agency Partner signatories to this MOU understand that once the local contribution requirements set forth in ESB 5096 ($130 million) is achieved, that Local Agency Partners will not be required to commit to additional funds beyond what is outlined in this MOU. If additional grant funding or additional funds from other sources are obtained that fulfill the $130 million local contribution requirement, the Secretary of Transportation and the Executive Committee will review and determine to either reduce local agency partner match payments, or recommend expanding scope of the Gateway Program, and amend each signing party's interlocal agreement accordingly.

4. Local Participation Policy

The Joint Executive Committee has agreed to a funding and phasing policy that structures local agency partner match requirements to be commensurate with the benefits accrued from the project at a local level. This policy states that:

All local agency partners accrue some benefit from the Puget Sound Gateway Program. Partners receiving fewer benefits, however, are not expected to contribute as much as partners who receive more benefits. Direct benefits are those that are most quantifiable, but there are other components of value that include indirect, strategic and policy/social benefits. Both direct and indirect benefits will be assessed as part of the consideration of local contributions, because they are more easily quantifiable than strategic and policy/social benefits.

All Local Agency Partner signatories of this MOU expect to seek approval of interlocal agreements to contribute a match to be applied to Local Nexus Projects at a level that reflects their respective anticipated level of benefit, as identified in Section 6 of this MOU.

5. Benefit Assessment Methodology

The proposed financial participation by each partner is based on a general, qualitative assessment of the net benefits expected to be received by full completion of the Gateway Program. The assessment includes the following metrics, based on available project data and transportation modeling outputs:

- **Direct transportation linkages.** The location of direct access points for new limited access highways or other transportation infrastructure that benefits the community.
- **Effects on local sales taxes.** The impacts of the projects to sales tax receipts, both in terms of one-time construction sales taxes for the project, and ongoing sales taxes from impacts to commercial uses.
- **Travel time savings.** Overall travel time savings for local car and truck traffic associated with the projects.
- **Traffic diversion from local streets.** The diversion of, or increase in, traffic on local arterials due to the project, with associated positive impacts to traffic safety and local road maintenance.
- **Effects on local employment.** The potential effects of improved accessibility are reviewed, particularly in the context of access to new or potential employment uses.
- **Effects on developable residential lands.** The potential impacts of changes in traffic flow and accessibility on residential land development, with a focus on areas within the jurisdiction that are available for redevelopment.
- **Effects on developable employment lands.** The potential impacts of changes in traffic flow and accessibility on the development or redevelopment of commercial and industrial lands.
- **Achievement of local policy goals.** The alignment of the WSDOT Gateway Program with local plans and policies.
- **Environmental and social benefits.** Environmental and social benefits specifically linked to these projects, including upgrades to pedestrian and cycling infrastructure, and wetlands and riparian restoration.

The approach and findings of the benefits assessments have been provided to the Local Agency Partners.

6. Local Jurisdiction Anticipated Contributions to the Program

Based on results from the benefit assessment described in Section 5, contributions for each of the Local Agency Partners were determined by project stage in the tables below. Following execution of this MOU, interlocal agreements will be drafted for subsequent approval. Anticipated contributions only become binding commitments when embedded in interlocal agreements, and the conditions therein are approved by the proposed funding entity. Interlocal agreements between WSDOT and the respective Local Agency Partner must be in place for a project prior to issuance of the Request for Proposals (RFP) for any proposed construction contract. The interlocal agreements will become binding commitments, within the statutory authority of the Local Agency Partner, and will define the schedule of local match payments expected over the duration of each construction project stage.

WSDOT will exercise due diligence to develop and construct each project on schedule within the Gateway Program to the best of its abilities. Local Agency Partners will participate in project development reviews and project meetings in support of the Gateway Program.

If grant pursuits identified in the Stage 1 and Stage 2 tables below are not achieved sufficient to meet the $130 million local contribution, additional grants will be pursued from the funding programs listed or from other funding programs that may become available over the life of the Gateway Program. If Local Nexus Projects go to construction without planned grants, the Local Agency Partner match funds will still be provided by agreement with WSDOT. If it is determined that a Local Nexus Project cannot be fully funded, WSDOT will review options with the Executive Committee. If an official decision is determined by the Executive Committee and the Secretary of Transportation that the Local Nexus Project is not to be included in a construction project, the Local Agency Partner match may be withdrawn.

Stage 1 Grant Pursuits for Local Nexus Projects

Project	Estimated Construction Cost	Funding Program	Grant Target Amount	Target Due Mo/Year	Anticipated Construction Expenditure	Local Agency Partner Match	Partner Nexus
70th Avenue E/Interurban Trail	$32,245,600	FMSIB	$5,000,000	Mar 2018	2019-2021	$800,000 $500,000 $3,000,000	Fife Tacoma Port of Tacoma
		TIB	$5,000,000	Aug 2018	2019-2021		
		State Capital & Transportation	$1,400,000	Mar 2018	2019-2021		Fife
Veterans Drive/ SR516 Interchange	$33,800,000	PSRC	$4,500,000	Apr 2018	2021-2025	$1,000,000	Kent
		TIB	$5,000,000	Aug 2020	2021-2025	$1,000,000	Kent
SeaTac Access	$176,883,500	PSRC	$4,500,000	Apr 2018	2021-2025	$2,000,000 $500,000	SeaTac (ROW in lieu) Des Moines

Port of Tacoma Access/509 Spur	$323,042,000	PSRC	$4,500,000	Apr 2018	2021-2025	$1,500,000 $3,000,000 $800,000	Tacoma Port of Tacoma Fife
		FMSIB	$5,000,000	Mar 2020	2021-2025		
All Gateway Program		INFRA	$20,000,000*	Nov 2017	2019-2021		
SR 167 Stage 1		Port of Tacoma		Jan 2021	2021-2025	$9,000,000	Port of Tacoma
SR 509 Stage 1		Port of Seattle		Jan 2021	2021-2025	$15,000,000	Port of Seattle (expected in 2023-2025)
Total Stage 1			**$54,900,000**			**$38,100,000**	**$93,000,000**

Stage 2 Future Grant Pursuits for Local Nexus Projects

Project	Estimated Construction Cost	Funding Program	Grant Target Amount	Target Due Mo/Year	Anticipated Construction Expenditure	Local Agency Partner Match	Partner Nexus
Meridian Avenue Interchange		TBD	$3,000,000	2022	2026-2030	$2,000,000	Puyallup
Valley Avenue Interchange		TBD	$3,000,000	2022	2026-2030	$2,000,000	Pierce County
188th Street Interchange improvements		TBD	TBD	2023	2026-2030	TBD	SeaTac
SR 167 Stage 2		TBD	$4,000,000	2022	2026-2030	$500,000 $500,000	Edgewood (ROW in lieu) Sumner
		Port of Tacoma		Jan 2026	2026-2030	$15,000,000	Port of Tacoma
SR 509 Stage 2		TBD	$4,000,000	2024	2026-2030		
		Port of Seattle		Jan 2026	2026-2030	$15,000,000	Port of Seattle
Total Stage 2			**$14,000,000**			**$35,000,000**	**$49,000,000**
Total Stages 1 & 2			**$68,900,000**			**$73,100,000**	**$142,000,000**

* – If no INFRA, apply for FHWA BUILD grant for Port of Tacoma Access (SR 509 Spur)

TBD – grant funding program pursuit to be determined in future

7. Terms and Termination

7.1. Amendments

This MOU shall be periodically reviewed and evaluated regarding the need for modifications or amendments by mutual determination of WSDOT and Local Agency Partners. Amendments to the MOU shall be required if program funding assumptions need to be adjusted that affect the ability to construct the identified Local Nexus Projects or the ability to achieve the $130 million local contribution. Such amendments shall only be binding if they are in writing and signed by authorized personnel from all of the Local Agency Partners. Except as set forth in an amendment, the MOU will be unaffected and shall continue in full force and effect in accordance with its terms. If there is conflict

between an amendment and the MOU or any earlier amendment, the terms of the most recent amendment will prevail.

If there is a conflict between subsequent interlocal agreements and the MOU or any earlier amendments, the terms of the interlocal agreements will prevail.

Changes that do not affect the ability to construct the identified Local Nexus Project or achieve the $130 million local contribution shall be addressed through the interlocal agreement between WSDOT and the relevant Local Agency Partner.

7.2. Dispute Resolution

Should any signatory to this MOU object at any time to any actions proposed or the manner in which the terms of this MOU are implemented, the Executive Committee shall hear the dispute first and if the disputant(s) is/are not satisfied with the Committee's proposed decision, the Committee will send to the Secretary of Transportation its proposed solution and all documentation relevant to the dispute. The Secretary of Transportation shall provide the Executive Committee with his/her advice on how to resolve the dispute within thirty (30) calendar days of receiving adequate documentation. Prior to reaching a final decision on the dispute, the Executive Committee shall prepare a written response that considers any timely advice or comments regarding the dispute from the Secretary of Transportation, signatories and other interested parties, and provide them with a copy of this written response. WSDOT will then proceed according to this final decision.

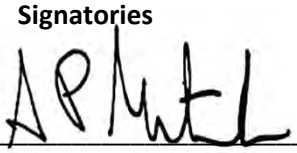
7.3 Conditions for Termination of Participation

Subject to legislative appropriation and all applicable laws, each signatory shall ensure that the Gateway Program is carried out in accordance with the terms of the MOU and subsequent interlocal agreements. A signatory may terminate its participation in this MOU if its terms cannot be met and by providing written notice to the Secretary of Transportation and the Executive Committee a minimum of 180 calendar days before a project issues an RFP that relies on that local agency partner funding. Prior to providing written notice terminating participation, however, the signatories shall consult with WSDOT to determine whether an amendment to the MOU might be feasible. If a signatory terminates its participation, WSDOT will then consult with the Executive Committee to determine if project scope elements need to be removed if contributions are not realized in accordance with this understanding.

8. Period of Agreement.

This MOU will commence on July 1, 2018 and will dissolve when the $130 million of local contribution have been secured, or when the Local Nexus Projects have been constructed and are complete.

9. Signatories



6/21/18

Stephen P. Metruck
Executive Director
Port of Seattle

Date

5/30/18

John Wolfe
Chief Executive Officer
Port of Tacoma

Date

6/22/18

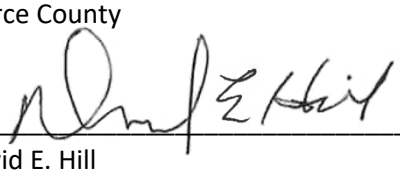
Dow Constantine
County Executive
King County

Date

5/30/18

Bruce Dammeier
County Executive
Pierce County

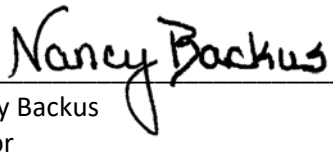
Date



6/25/18

David E. Hill
Mayor
City of Algona

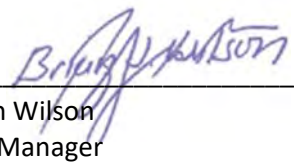
Date



6/11/18

Nancy Backus
Mayor
City of Auburn

Date



6/17/18

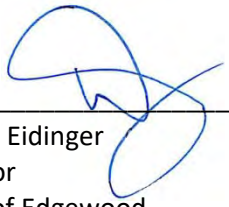
Brian Wilson
City Manager
City of Burien

Date

6/26/18

Michael Matthias
City Manager
City of Des Moines

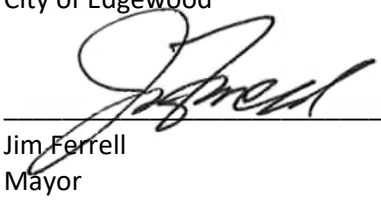
Date



6/13/18

Daryl Eidinger
Mayor
City of Edgewood

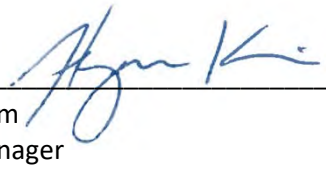
Date



6/20/18

Jim Ferrell
Mayor
City of Federal Way

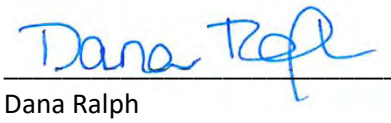
Date



6/20/18

Hyun Kim
City Manager
City of Fife

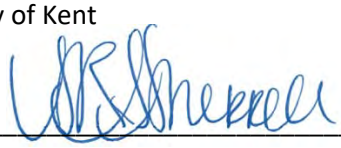
Date



6/26/18

Dana Ralph
Mayor
City of Kent

Date



6/21/18

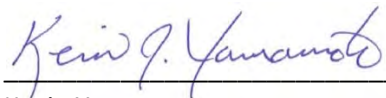
Shanna Styron-Sherrell
Mayor
City of Milton

Date

6/21/18

Leanne Guier
Mayor
City of Pacific

Date



6/12/18

Kevin Yamamoto
City Manager
City of Puyallup

Date

Approved as to form:
Mary Mirante Bartolo, SeaTac

6/28/18

Joseph Scorcio
City Manager
City of SeaTac

6/8/18

William L. Pugh
Mayor
City of Sumner

6/27/18

Elizabeth A. Pauli
City Manager
Approved as to form

Date

City of Tacoma

6/27/18

Roger Millar
Secretary of Transportation
Washington State Department of Transportation

Date