Transportation & Public Works Special Committee Meeting

Thursday, March 15, 2018
3:00 pm to 4:30 pm
SeaTac City Hall – Riverton Room 128

Councilmembers:
Peter Kwon, Chair
Rick Forschler
Pam Fernald

A quorum of the Council may be present

Staff Coordinators: Will Appleton, Public Works Director; Florendo Cabudol, City Engineer

ITEM	TOPIC	PROCESS	WHO	TIME
1	Call to order		Chair	5
2	Public Comment	Please raise your hand if you'd like to speak. Public comments are limited to 10 minutes total, 3 minutes per individual. Time may be reduced for each speaker in order to stay within the overall 10 minute time limit.	Chair	5
3	Approval of Prior Meeting Minutes	Approval of Feb. 15 and March 7 Special T&PW Meetings	Chair	5
4	King County Solid Waste Draft Comp Plan	Discussion by Kevin Kelly, GM, Recology CleanScapes	Will Appleton	15
5	LID Infeasibility Study	Informational Update	Don Robinett	15
6	Detour of NB Intl Blvd during construction of WSDOT SR509 Bridge by Sound Transit and Update on SR509 Project – S 216th St Bridge	Informational Update	Florendo Cabudol	15
7	Adjourn			5

Approve previous minutes

Transportation & Public Works Committee Meeting

Thursday February 15, 2018
4:30 pm to 6:00 pm
SeaTac City Hall – Riverton Room 128

Commenced: 4:31 PM
Adjourned: 5:56 PM

Councilmembers:	Present	Absent
Peter Kwon, Chair	X	
Rick Forschler	X	
Pam Fernald	X	

Other Council members present: Clyde Hill; Joel Wachtel

Staff Coordinators: Will Appleton, Public Works Director; Florendo Cabudol, City Engineer
Other Staff Members Present: Steve Pilcher, Planning Manager; Mark Johnsen, Sr. Asst. City Attorney; Fire and Police Representatives; Janet Mayer, Asst. City Engineer

ITEM	TOPIC	PROCESS	Notes
1	Call to order		
2	Public Comment	No public comments	
3	Approval of Dec 2017 and January 2018 minutes	Minutes from two prior meetings were recommended for approval.	
4	SR 509/Mansion Hills Neighborhood Mitigation	Continued Discussion The owner, legal counsel, and other representatives from the Sandpiper Apartments presented their argument that 34th Ave South should not be a component of the mitigation for the SR 509 extension through S 208th/Mansion Hills neighborhood. They are asking for the other option, a S 206th cul-de-sac hammerhead turnaround instead. Their position and arguments are included in attachments to these minutes. The City, first responders, the school district, and WSDOT maintained their position that building 34th Ave S is the best decision for the City.	

		Councilmember Forschler asked WSDOT to further access roadway layout to ensure a "minimum" take and possibly allow the Sandpiper Apartments to retain their property setback in accordance with City of SeaTac Code. The Committee unanimously reaffirmed the City's commitment to move forward with the City of SeaTac/WSDOT Memo of Understanding dated June 26, 2017, outlining the building of 34th Ave S as the chosen mitigation for SR 509 Extension.	
5	Permit Parking Program	Due to time constraints, the Committee did not review the Permit Parking Program, and recommended that it be brought forward to the February 27 Council Study Session for review.	
6	Highline Water District Inter local Agreement for 12th Place S/13th Avenue South Overlay Project	The Committee recommended that this item be brought forward to the February 27 Council Study Session.	
7	Adjourn		

Approve Previous Minutes

Transportation & Public Works Special Committee Meeting

Wednesday, March 7, 2018
4:30 pm to 6:00 pm
SeaTac City Hall – Riverton Room 128

Commenced: 4:32 pm
Adjourn: 5:58 pm

Councilmembers:	Present	Absent
Peter Kwon, Chair	X	
Rick Forschler	X	
Pam Fernald	X	

Other Council members present: Clyde Hill

Staff Coordinators: Will Appleton, Public Works Director; Florendo Cabudol, City Engineer
Other Staff Members Present: Don Robinett, Stormwater Compliance Manager; Mark Johnsen, Sr. Assistant City Attorney; Jeff Robinson, Community & Economic Development Director; Police Chief Carl Cole; Aleksandr Yeremeyev, Economic Development Strategist

ITEM	TOPIC	PROCESS	Notes	
1	Call to order			
2	Public Comment	Please raise your hand if you'd like to speak. Public comments are limited to 10 minutes total and 3 minutes per individual speaker. Time may be reduced for each speaker in order to stay within the overall 10 minute time limit.	none	
3	Use Vehicle Trip Rates in Calculating Stormwater Fees (John Ghilarducci, FCS Group)	Introduction Staff introduced the topic and John Ghilarducci of FCS Group. John presented a strategy of considering vehicle trip rates as part of stormwater fee calculations. Currently this is in use only in Redmond, OR and is in the process of being reviewed by the City of Missoula, Montana. Presentation The City currently uses a traditional rate structure based on impervious surfaces to calculate stormwater fees. Regulatory requirements have driven up the cost of maintaining stormwater structures,		

		and have led to discussions of what basis stormwater rates should be developed from. It has been established that the biggest pollutant in the Puget Sound comes from stormwater runoff and vehicles produce the most pollutants. (Council asked for supporting data for this statement.) Since our stormwater rate study in 2013 determined what funds would be needed to maintain our stormwater structures, changing the rate structure to a trip-based structure would not necessarily increase revenue, but "slice the pie" differently as to which categories of citizens would pay what amounts within the city. The trip-based approach may be used to more equitably assess fees based on water quality impacts to the City storm system. Residents would most likely pay a smaller amount, and heavier trip-based businesses like a large discount store with high ADT counts would pay a larger portion than is currently assessed through our rate structure. Discussion Staff: SeaTac would be the first in Washington State to implement this style of fee structure. Council: Trip-based fees are where the industry is going, because it assigns fees based on water quality impacts. Several issues were raised by Council and staff, including: - Are there any legal issues with this approach? - A new SWM rate study would be required to develop this fee structure. - Trip-based fees would increase rates for commercial property owners such		

		as hotels, park and fly, and restaurants (high ADT). - There may be complications in applying trip-based fees to the Port. - Industrial SWM fees would likely go down using this approach; however, they are often sources of water quality violations. - Given the complexity of the trip-based fee structure, would King County be willing to continue to handle billing for the City. Next Steps if the Committee wants to pursue this approach: - A new SWM rate study - Council and budget approval would be needed to proceed with the project - A public involvement process is required to develop new SWM rates. Committee recommended that staff develop a scope of work to further study the potential for implementing trip-based stormwater fees and how the City might accomplish this switch.		
4	2019 Municipal Stormwater Conference	Discussion The City applied for and was awarded a $155,252 grant to host a 2019 Stormwater Municon to be held on April 24 & 25, 2019 at the Hilton Conference Center in SeaTac. Pursuant to the proposed interagency agreement, the City will administer the grant, but Washington State University will perform much of the work of developing the courses, advertising, booking the venue (the Airport Hilton), and handling conference logistics. This will be the third Municon in the state. The first was in Puyallup in 2014 – attendance capped at 400. The second was in Yakima County in 2017. Benefits of the event include:		

		- Approximately 400 attendees from around the state are expected to attend - Increase in revenues for the hotel/restaurant industry - Help the City meet its NPDES training requirements - Bring recognition to the City The Committee unanimously recommended that the interagency agreement be approved and forwarded to Council on March 27th.		
5	Through-Hauling and Weight Limits in Residential Areas	Discussion Large vehicles in excess of 20,000 lbs (essentially, bigger than a large UPS-type truck) should not be in the residential neighborhoods on local streets, unless actually delivering. Our residential streets are not designed to handle large tractor trucks. They degrade the road and curb/gutter. Safety of people on those streets is also a concern. The committee was shown a sample ordinance, and would like to develop a draft ordinance to take to council. If approved, next steps would entail Public Works installing weight limit signage on neighborhood roads, and Police enforcement. Our Police Chief assured the committee that he has been involved in other jurisdictions where this type of program was in place, and stated that our planned increase in police force would be adequate to perform this type of enforcement. The committee recommended staff to craft a draft ordinance.		
6	Adjourn			Chair

MEMORANDUM

To: Transportation and Public Works Committee
Through: William Appleton, Public Works Director
From: Don Robinett, Stormwater Compliance Manager
Date: March 7, 2018
Subject: LID Infeasibility Study Project Update

Purpose:

To provide an update on the progress of the LID Infeasibility Study Project, including a look at the Draft LID Infeasibility Maps and, if available, a demonstration of the draft outfacing web page.

Background:

In an effort to reduce the economic impacts of the LID requirements that went into effect in 2017, the City has hired a consultant to conduct an LID Infeasibility Study and develop LID Infeasibility Maps based on the LID infeasibility criteria contained in the City's adopted stormwater standards. The consultant has delivered the draft LID Infeasibility Maps for staff review and is working on integrating these maps into an outfacing web-based interface, so developers and property owners can readily access these maps once the project is complete.

Next Steps

- Delivery of final maps and final report — March 30, 2018
- Integration of maps into outfacing web page complete — April 16, 2018

MEMORANDUM

To: Transportation and Public Works Committee
Through: William Appleton, Public Works Director
From: Trudy Olson
Date: March 12, 2018
Subject: King County Solid Waste Comprehensive Plan

Purpose:

Kevin Kelly, General Manager, Recology CleanScapes, will be leading the discussion on the King County Solid Waste Comprehensive Plan.

Background:

King County has released the Draft Comprehensive Solid Waste Management Plan (Draft Plan) and a Draft Environmental Impact Statement (Draft EIS). The Draft Plan outlines innovative programs to prevent, recycle, and dispose of waste for the next 20 years in ways that help protect human health and the environment. The Draft EIS evaluates the potential environmental impacts of options in the Draft Plan.

Washington State law requires that each county prepare a coordinated, comprehensive solid waste plan.

MEMORANDUM

To: Transportation and Public Works Committee
Through: William Appleton, Public Works Director
From: Florendo Cabudol, City Engineer
Date: 03/09/18
Subject: SR509 Completion Project Briefing – Detour for SR99 Bridge Construction/S 216th St Bridge MOU/WSDOT Gateway Benefit Assessment

Purpose:

This topic is being brought before the T&PW committee to provide information and answer questions regarding elements of the future SR 509 project. Specifically, the following items will be discussed:

1. Letter of Concurrence (LOC) related to the proposed staging and traffic control approach to construct the SR509/International Blvd Bridge Crossing as part of the Sound Transit Federal Way Link Extension (FWLE).
2. Memorandum of Understanding (MOU) for the design and construction of the S 216th St Bridge as part of the SR509 Completion Project.
3. WSDOT Gateway Benefits Assessment and Local Funding Strategy

The overall project schedule will also be reviewed.

Background:

These items are related to WSDOT's SR509 Completion Project which will complete SR 509 by building four new lanes between the S 188th St interchange and connect with I-5 at S 221st St. The following information is a background for each item:

1. The LOC memorializes recent communications and agreement between WSDOT and SeaTac related to the proposed traffic control and staging approach to build the SR509/SR99 (International Blvd) Bridge. The bridge will carry SR99 over the future SR509. The construction of the bridge has been wrapped into Sound Transit's FWLE contract as their project will impact the bridge crossing site first. It was agreed to include the bridge in their contract to limit the impact to International Blvd to one disturbance. The proposed traffic control approach is outlined in the LOC and attached exhibits. Staff is seeking recommendation from Committee to proceed with executing the LOC.

2. The MOU documents an agreement between the cities of SeaTac, Kent, and Des Moines and WSDOT regarding the S 216th St Bridge that spans over I-5. The agreement pertains

to bridge dimensions and allowable roadway closures during construction of the bridge. This agreement is necessary to solidify the footprint of the proposed bridge prior to acquisition of right-of-way.

3. WSDOT commissioned a report identifying the benefits of the Puget Sound Gateway Program (includes both the SR509 and SR167 Completion Projects) to establish equitable funding responsibilities among stakeholders. The local funding requirement for the 509 portion of the project is $60M, half of which ($30M) the Port of Seattle has already committed to paying.

Attachments:

- LOC related to the proposed staging and traffic control approach to construct the SR509/SR99 (International Blvd) Bridge
- Construction Analysis Memo – Impacts on SR99/International Blvd
- Preferred detour map of SR99/International Blvd during construction
- MOU related to S 216th St Bridge design and construction
- Exhibits showing proposed S 216th St Bridge
- WSDOT Gateway Benefits Assessment Report
- SR509 Local Funding Presentation
- Gateway Project Schedule

SR 99
CONSTRUCTION – 1 PHASE
NB & SB – 25 MPH

FOR DISCUSSION PURPOSES ONLY

Washington State Department of Transportation

SR 509 COMPLETION PROJECT

DATE 10/30/2017 FILE NAME n:\SR 509 Project\CAD\WRK\SRD\Traffic Control\99 TC - Preferred Detour Current.dgn

January 29, 2018

Florendo Cabudol
City of SeaTac
4800 South 188th Street
SeaTac, WA 98188

Mike Swires
Washington State Department of Transportation
15700 Dayton Ave. N.
Seattle, WA 98133

Subject: SR 99 Bridge Construction Staging Letter of Concurrence

Dear Mr. Cabudol and Mr. Swires:

Following up on our recent communication regarding the SR 99 Bridge and related construction stating, we are writing to request concurrence on the proposed traffic control approach to construct the bridge.

Overview

The proposed SR 99 Bridge will be located in the City of SeaTac and will carry SR 99 over SR 509. At the bridge location, SR 99 has five lanes of traffic (two northbound and three southbound), a median, and sidewalks at both edges of the roadway. The proposed SR 99 Bridge is approximately 98-feet wide and 248-feet long (two spans: 148' and 100'), and will have full height pier and abutments founded on drilled shafts. There are several large utilities running parallel to the SR 99 alignment that need relocation during the bridge construction. Also at the SR 99 Bridge location, the Sound Transit FWLE elevated guideway will cross over the northeast corner of the SR 99 Bridge, with two of the FWLE elevated guideway piers approximately 30 to 32-feet from the proposed SR 99 Bridge.

Proposed Traffic Control Approach

The proposed traffic control concept for the SR 99 Bridge construction is to re-route all five lanes of traffic onto a new temporary roadway east of the bridge location. The temporary roadway would have regulatory speed reduction to 30mph with 25mph advisory for the curves, and would tie in to SR 99 at the S. 208th St and S. 204th St intersections (see SR 99 Bridge Construction Staging Layout). Temporary illumination will be required. A pedestrian path has to be provided along the bypass on one side and it will be protected from vehicle traffic. This traffic control concept provides an isolated work zone for constructing both the SR 99 Bridge and FWLE elevated guideway, and minimizes traffic disruptions on SR 99 by coordinating construction of both the light rail track and SR99 Bridge at the same time. It also gives design-builder flexibility and opportunity for innovation that may result in reduction of the construction impacts even further. Sound Transit hired CH2M Hill to perform construction traffic analysis for the traffic control concept. Their analysis concluded that impacts would be minimal: Travel speeds along the corridor are expected to be reduced slightly due to construction conditions but no other major impacts are expected at the intersections.

Concurrence

WSDOT and City of SeaTac concur with the proposed traffic control approach as presented in the attached SR 99 Bridge Construction Staging Layout.

The signatures below are the project record that WSDOT and City of SeaTac concur with the proposed traffic control approach as presented in the attached SR 99 Bridge Construction Staging Layout as defined in the attached exhibits.

Sincerely,

Omar Jepperson
Project Manager
Washington State Department of Transportation

Concurrence:

_____ _____
Florendo Cabudol, City of SeaTac Date

_____ _____
Mike Swires, WSDOT Date

Attachments:

- SR 99 Bridge Construction Staging Layout
- SR 99 Construction Traffic Analysis Technical Memorandum

Federal Way Link Extension – SR 99 Construction Traffic Analysis Technical Memorandum

PREPARED FOR: HDR

PREPARED BY: CH2M

DATE: September 10, 2017

This memo documents the potential construction impacts on the SR 99 corridor that would be caused by construction of the Sound Transit's Federal Way Link Extension (FWLE) project. The memo includes a description of the proposed changes to the corridor due to construction, traffic analysis methodology and assumptions, traffic analysis results, and conclusions. The traffic analysis summarizes SR 99 traffic operations with existing lane configuration and with the proposed construction lane configuration.

Study Area

The study corridor of SR 99 extends between S 200th and S 216th Street and currently has two General Purpose (GP) lanes in each direction with an additional southbound High-Occupancy Vehicle (HOV) lane. The existing posted speed limit along the corridor is 45 mph in the northbound direction and 40 mph in the southbound direction. The study intersections along the corridor included SR 99/S 200th Street, SR 99/S 204th Street, SR 99/S 208th Street, and SR 99/S 216th Street.

Project Description

The memo focuses on the preferred construction alternative though several alternatives including multiple phases were originally evaluated to minimize the construction impacts along SR 99. See **Appendix A** for a graphic showing the preferred construction alternative that proposes re-alignment in both directions of the corridor. As shown, the number of lanes along the corridor remain the same as existing conditions but with a shorter southbound left turn pocket at the intersection of SR 99 and S 208th Street. The corridor, between S 208th and S 204th Street, is re-aligned in both directions with temporary pavement and the design speeds are reduced to 25 mph in both directions.

Methodology and Assumptions

The study intersections were analyzed for construction year 2022 PM peak hour conditions, using Synchro 9.0 and SimTraffic traffic analysis software programs. Measures of effectiveness (MOE) for this analysis were focused on average intersection delay, queue lengths, and Level of Service (LOS) from SimTraffic and arterial average speeds from Synchro.

Traffic volumes at the intersection of SR 99 and S 208th Street were based on 2017 traffic counts and at the other study intersections, 2014 traffic counts from the FWLE Final Environmental Impact Statement (FEIS) were used. The future year volumes were estimated based on one percent growth rate per year, consistent with the FWLE Final EIS.

The signal timings for the analysis were obtained from the traffic operational analysis completed for the FWLE FEIS. No additional signal phasing changes were assumed for this analysis. It is also assumed that the ideal saturation flow rate along the corridor would be reduced by 10 percent due to work zone conditions.

Traffic Analysis Results

As shown in **Table 1**, with the existing lane configuration along SR 99, all the study intersections are expected to operate at LOS E or better during the future PM peak hour conditions. The average arterial LOS is expected to be LOS D in the northbound direction and LOS E in the southbound direction.

As shown in **Table 2**, with the proposed construction lane configuration along SR 99, the study intersections are expected to continue to operate at LOS E or better during the future PM peak hour conditions. However, minor increases in intersection delays and queue lengths are expected during the construction. The average arterial speeds along the corridor are also expected to reduce slightly in both directions though arterial LOS would remain the same compared to the existing lane configuration scenario. See **Appendix B** for detailed information on these results.

Conclusions

The results indicate that the construction impacts are minimal along the SR 99 corridor between S 200th and S 204th Streets. Travel speeds along the corridor are expected to be reduced slightly due to construction conditions but no other major impacts are expected at the study intersections. Other than proper signage, striping, and safety measures in the construction zone, no additional mitigation is needed to maintain acceptable traffic operations along the corridor.

TABLE 1
Year 2022 SR 99 Traffic Operations with existing lane configuration

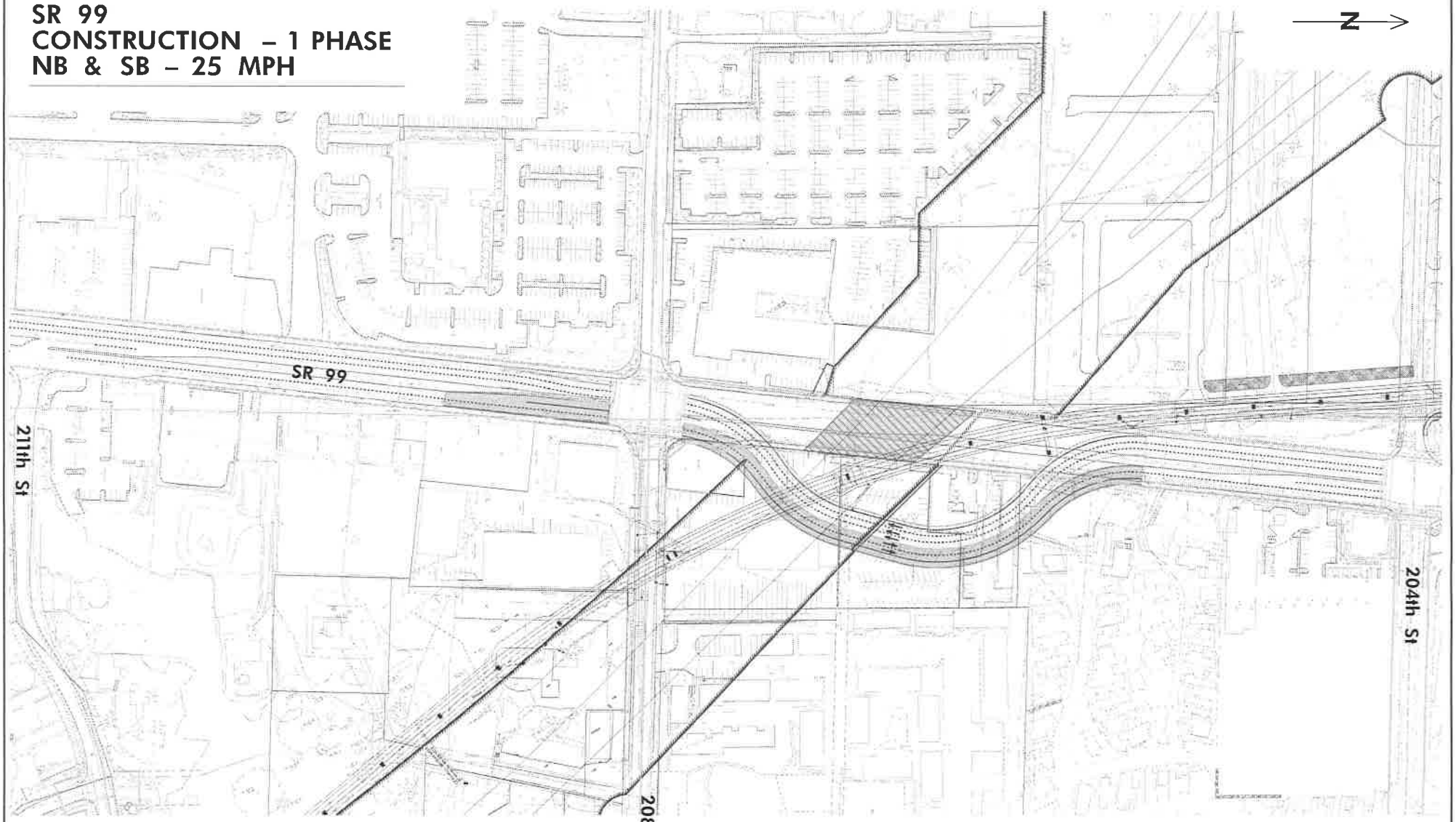
Intersection	Delay (sec/veh)	LOS	95th Percentile Queue length (ft)		Arterial Average Speed (mph) (LOS)	
			NB	SB	NB	SB
SR 99/S 200th St	38.6	D	300	400	20.2 (LOS D)	14.8 (LOS E)
SR 99/S 204th St	9.6	A	200	120		
SR 99/S 208th St	10.9	B	120	160		
SR 99/S 216th St	66.9	E	530	520		

TABLE 2
Year 2022 SR 99 Traffic Operations with proposed construction lane configuration

Intersection	Delay (sec/veh)	LOS	95th Percentile Queue length (ft)		Arterial Average Speed (mph) (LOS)	
			NB	SB	NB	SB
SR 99/S 200th St	39.1	D	300	460	17.9 (LOS D)	13.4 (LOS E)
SR 99/S 204th St	11.0	B	250	140		
SR 99/S 208th St	10.8	B	130	170		
SR 99/S 216th St	71.3	E	640	540		

Appendix A
SR 99 Construction Plan

SR 99
CONSTRUCTION – 1 PHASE
NB & SB – 25 MPH



FOR DISCUSSION PURPOSES ONLY

Washington State Department of Transportation

SR 509 COMPLETION PROJECT

DATE 6/9/2017 FILE NAME i:\SR 509 Project\CAD\Working File_SRB\Traffic Control\99 TC.dgn

Appendix B
Synchro and SimTraffic Results

Arterial Level of Service: NB SR99

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
S 216TH ST	II	45	31.7	50.7	82.4	0.33	14.4	E
S 208TH ST	II	45	44.3	7.7	52.0	0.50	34.8	B
S 204TH ST	II	45	26.2	3.8	30.0	0.25	30.2	B
S 200TH ST	II	45	26.1	47.8	73.9	0.25	12.2	F
Total	II		128.3	110.0	238.3	1.34	20.2	D

Arterial Level of Service: SB SR99

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
S 200th	II	40	14.4	38.5	52.9	0.13	8.5	F
	II	40	27.6	9.7	37.3	0.25	24.2	C
S 208TH ST	II	40	27.7	5.4	33.1	0.25	27.4	C
S 216TH ST	II	40	46.8	105.1	151.9	0.50	11.9	F
Total	II		116.5	158.7	275.2	1.13	14.8	E

1: SR99 & S 200th/S 200TH ST Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Denied Del/Veh (s)	4.0	1.1	1.3	3.0	0.2	0.2	0.0	0.0	0.0	0.0	2.2	2.1
Total Del/Veh (s)	85.1	46.2	33.0	66.2	33.6	19.7	73.2	75.0	34.6	11.9	61.7	65.1

1: SR99 & S 200th/S 200TH ST Performance by movement

Movement	SBT	SBR	All
Denied Del/Veh (s)	0.3	0.4	0.7
Total Del/Veh (s)	31.4	20.0	38.6

5: 24TH AVE S & S 216TH ST Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.5	0.6	0.7	0.2	0.1	0.0	3.8	0.4	0.4	4.0	0.2	0.2
Total Del/Veh (s)	14.1	14.8	9.7	17.7	11.3	8.8	24.6	21.1	10.2	24.9	18.4	8.4

5: 24TH AVE S & S 216TH ST Performance by movement

Movement	All
Denied Del/Veh (s)	0.6
Total Del/Veh (s)	13.9

6: SR99 & S 204TH ST Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Denied Del/Veh (s)	1.4	1.5	4.1	3.9	0.4	0.3	0.1	0.1	0.0	0.0	0.0	0.1
Total Del/Veh (s)	44.7	51.6	20.4	52.6	44.9	8.7	19.8	21.8	12.0	8.8	7.3	7.9

6: SR99 & S 204TH ST Performance by movement

Movement	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.5
Total Del/Veh (s)	4.2	2.9	9.6

25: SR99 & S 208TH ST Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Denied Del/Veh (s)	3.9	0.4	0.5	3.9	0.4	0.3	0.1	0.4	0.0	0.1	0.0	0.0
Total Del/Veh (s)	51.9	42.1	19.9	50.6	44.0	12.6	25.1	28.6	7.0	4.5	14.1	15.3

25: SR99 & S 208TH ST Performance by movement

Movement	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.2
Total Del/Veh (s)	7.7	6.8	10.9

30: SR99 & S 216TH ST Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Denied Del/Veh (s)	0.1	0.0	0.1	4.8	4.5	7.4	2.6	2.7	0.3	2.8	0.0	0.2
Total Del/Veh (s)	81.6	43.2	18.8	173.5	114.2	85.3	120.8	123.0	48.2	12.4	53.7	57.2

30: SR99 & S 216TH ST Performance by movement

Movement	SBT	SBR	All
Denied Del/Veh (s)	0.3	0.9	1.3
Total Del/Veh (s)	50.5	51.2	66.9

64: SR99 & S 202ND ST Performance by movement

Movement	WBR	NBT	NBR	SBU	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.1	0.0	0.0
Total Del/Veh (s)	5.8	2.7	2.0	10.5	11.0	4.1	3.7

102: MILITARY RD S & S 216TH ST Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	2.0	4.7	3.4	15.3	14.2	11.2	17.5	13.9	13.3	5.8	3.2	3.4
Total Del/Veh (s)	87.0	73.1	63.8	63.8	61.3	51.9	48.8	24.9	20.9	28.1	35.9	27.7

102: MILITARY RD S & S 216TH ST Performance by movement

Movement	All
Denied Del/Veh (s)	8.4
Total Del/Veh (s)	52.0

133: SR99 & S 211TH ST Performance by movement

Movement	WBR	NBT	NBR	SBU	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.1	0.1	0.0	0.0
Total Del/Veh (s)	6.2	0.4	0.1	6.4	7.2	2.4	1.9

135: SR99 & S 212TH ST Performance by movement

Movement	EBR	NBU	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	17.8	31.4	24.5	1.4	0.5	0.1	1.3

Total Network Performance

Denied Del/Veh (s)	3.9
Total Del/Veh (s)	91.7

Arterial Level of Service: NB SR99

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
S 216TH ST	III	45	31.7	50.7	82.4	0.33	14.4	D
S 208TH ST	III	34	60.4	8.8	69.2	0.50	26.2	B
S 204TH ST	III	25	39.6	11.3	50.9	0.26	18.3	C
S 200TH ST	III	45	26.1	42.2	68.3	0.25	13.2	E
Total	III		157.8	113.0	270.8	1.34	17.9	D

Arterial Level of Service: SB SR99

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
S 200th	III	40	14.4	38.5	52.9	0.13	8.5	F
	III	40	27.6	12.6	40.2	0.25	22.4	C
S 208TH ST	III	25	39.6	7.5	47.1	0.26	19.8	C
S 216TH ST	III	32	63.9	102.5	166.4	0.50	10.9	E
Total	III		145.5	161.1	306.6	1.14	13.4	E

1: SR99 & S 200th/S 200TH ST Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Denied Del/Veh (s)	4.5	1.3	1.7	3.0	0.1	0.2	0.0	0.0	0.0	0.0	2.1	2.1
Total Del/Veh (s)	87.3	46.4	32.9	67.1	34.9	21.4	80.4	67.3	36.7	13.4	60.2	65.3

1: SR99 & S 200th/S 200TH ST Performance by movement

Movement	SBT	SBR	All
Denied Del/Veh (s)	0.3	0.4	0.7
Total Del/Veh (s)	31.4	17.7	39.1

5: 24TH AVE S & S 216TH ST Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.3	0.6	0.6	0.2	0.0	0.0	3.7	0.3	0.4	4.0	0.2	0.2
Total Del/Veh (s)	13.0	14.3	9.6	19.1	11.9	9.8	22.6	19.9	10.4	26.8	20.9	8.2

5: 24TH AVE S & S 216TH ST Performance by movement

Movement	All
Denied Del/Veh (s)	0.5
Total Del/Veh (s)	14.1

6: SR99 & S 204TH ST Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Denied Del/Veh (s)	1.6	1.5	4.3	4.0	0.2	0.4	0.0	0.1	0.0	0.0	0.1	0.2
Total Del/Veh (s)	48.0	41.6	27.5	50.9	39.6	8.9	27.2	30.5	11.2	9.5	10.0	11.4

6: SR99 & S 204TH ST Performance by movement

Movement	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.5
Total Del/Veh (s)	6.0	2.8	11.0

25: SR99 & S 208TH ST Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Denied Del/Veh (s)	3.9	0.5	0.5	3.9	0.4	0.3	0.1	0.3	0.0	0.0	0.0	0.0
Total Del/Veh (s)	51.7	39.2	18.7	49.0	39.4	11.3	29.9	30.8	6.1	5.4	17.0	16.9

25: SR99 & S 208TH ST Performance by movement

Movement	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.2
Total Del/Veh (s)	7.8	7.7	10.8

30: SR99 & S 216TH ST Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Denied Del/Veh (s)	0.2	0.0	0.1	9.5	9.8	13.3	2.7	2.7	0.3	2.7	0.0	0.1
Total Del/Veh (s)	100.4	45.2	21.6	204.1	146.0	116.8	152.7	155.0	50.5	12.6	45.6	47.1

30: SR99 & S 216TH ST Performance by movement

Movement	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.7	2.2
Total Del/Veh (s)	41.8	42.5	71.3

64: SR99 & S 202ND ST Performance by movement

Movement	WBR	NBT	NBR	SBU	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.3	1.9	1.5	8.7	10.8	4.4	3.6

102: MILITARY RD S & S 216TH ST Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.7	5.2	2.0	30.7	26.1	29.3	13.5	10.1	9.4	5.4	3.0	3.1
Total Del/Veh (s)	83.9	72.5	62.6	67.3	66.2	59.8	49.6	24.9	17.7	28.0	36.4	29.0

102: MILITARY RD S & S 216TH ST Performance by movement

Movement	All
Denied Del/Veh (s)	10.1
Total Del/Veh (s)	52.4

133: SR99 & S 211TH ST Performance by movement

Movement	WBR	NBT	NBR	SBU	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.1	0.0	0.0
Total Del/Veh (s)	8.4	1.7	0.1	6.7	7.1	2.4	2.3

135: SR99 & S 212TH ST Performance by movement

Movement	EBR	NBU	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	16.9	23.7	18.9	1.9	0.6	0.3	1.4

Total Network Performance

Denied Del/Veh (s)	4.9
Total Del/Veh (s)	96.2

Washington State Department of Transportation (WSDOT) and the Cities of Des Moines, Kent and SeaTac

MEMORANDUM OF UNDERSTANDING (MOU)

For

DESIGN and CONSTRUCTION of the SR 509 Completion Project: S 216th Street Bridge Dimensions and Construction Staging

This MOU documents agreement between the cities of Kent, Des Moines and SeaTac (the CITIES), and the Washington State Department of Transportation (WSDOT/STATE), hereafter known as the "Parties" or individually as the "Party", on the bridge dimensions and on the allowable closures during construction of the S 216th Street Bridge (the PROJECT) in Des Moines, Washington. This MOU agreement is necessary at this point in WSDOT's project delivery schedule because the PROJECT footprint needs to be solidified prior to right of way acquisition.

WSDOT will construct the PROJECT improvements as described in this MOU and shown in Exhibit A.

1. Background

The Parties have had ongoing discussions that have resulted in design decisions by the STATE for elements within the PROJECT. Those decisions and elements are incorporated into this MOU and are specifically identified in Exhibit A, attached hereto and by this reference made part of this MOU. It is anticipated by the Parties that these decisions and elements will be incorporated into designs, contracts and/or other related agreements, supplements, and/or amendments, for this PROJECT.

The CITIES and the STATE agree on the new S 216th Street Bridge design that will have a total roadway width of 57 feet, including:

- One 12-foot center turn lane
- Two 11-foot wide through lanes (one EB, one WB)
- Two 5-foot bike lanes (one EB, one WB)
- Two 6.5-foot sidewalks (including 0.5 foot curb, one EB, one WB)

Once constructed, the new bridge centerline will be shifted south approximately 12 feet. The northern edge of the new S 216th Street Bridge will approximately match the northern edge of current bridge. The S 216th Street Bridge is being shifted south to minimize impact to Puget Sound Energy's (PSE) electrical transmission line and its right of way (ROW) north of the current S 216th Street Bridge. The S 216th Street Bridge right of way width will be 60 feet.

2. Construction Approach

To accommodate the design and construction of PROJECT, the Parties agree on the following temporary lane and shoulder widths during construction:

Eleven (11) foot travel lanes with two (2) foot shoulders adjacent to barrier (edge of lane to barrier), and zero (0) foot shoulder when adjacent to curb, typical for all CN phases.

After analyzing impacts to the traveling public of several options, the Parties have agreed on a preferred conceptual construction approach for the PROJECT will consist of three (3) stages as shown on Exhibit B:

- Stage 1 – Close the East Bound (EB) lane and restrict S 216th Street Bridge traffic to the West Bound (WB) lane only so the southern half of the existing bridge can be removed, and the southern half (approximately) of new the bridge can be built. Pedestrian access across the bridge will be on the north side on the existing sidewalk width. **Construction duration – Approximately one (1) year**

- Stage 2 – Shift traffic to the new bridge segment built in Stage 1, opening the S 216th Street Bridge to two lanes of traffic. Remove the remaining portion of the existing bridge, and construct the remaining width of new bridge (incl. sidewalk). There will be no pedestrian access across bridge during Stage 2.
Construction duration – Approximately one (1) year

- Stage 3 – Shift traffic north to construct the south sidewalk, then re-stripe to final configuration. Pedestrian access will be across the north (new) sidewalk.
Construction duration – Approximately three (3) months

Based on this conceptual construction approach, WSDOT agrees to include the following requirements in the S 216th Street Bridge Design-Build contract:

- Two lanes of traffic shall be maintained at all times during construction of the new bridge with the exception of a one (1) lane east bound closure for a maximum duration of one (1) year.

- Pedestrian connectivity shall be maintained during bridge construction with the exception of a one (1) year duration where widths and bridge widening activities prevent pedestrian access.

3. Endorsement

IN WITNESS WHEREOF, the undersigned Parties have executed this MOU as of the last date written.

CITY OF KENT

_____
By:

_____
Date

WASHINGTON STATE
DEPARTMENT OF TRANSPORTATION

_____
By: Craig Stone
Puget Sound Gateway Program Administrator

_____
Date

CITY OF DES MOINES

_____
By:

_____
Date

CITY OF SEATAC

_____
By:

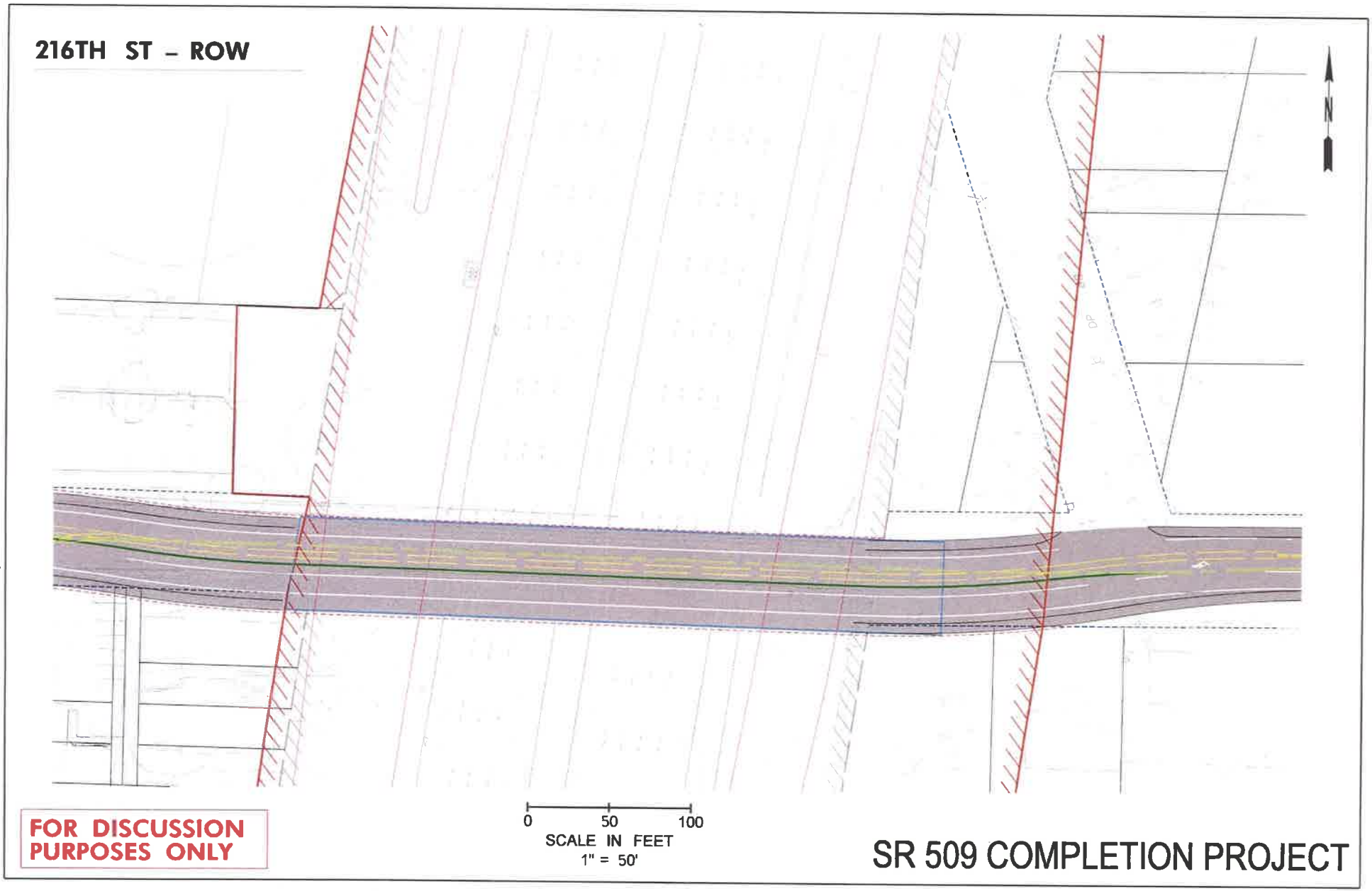
_____
Date

MEMORANDUM OF UNDERSTANDING (MOU)

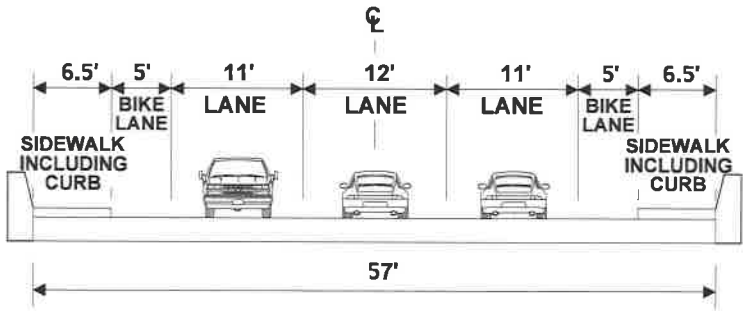
For DESIGN and CONSTRUCTION of the SR 509 Completion Project: S 216th Street Bridge Dimensions and Construction Staging

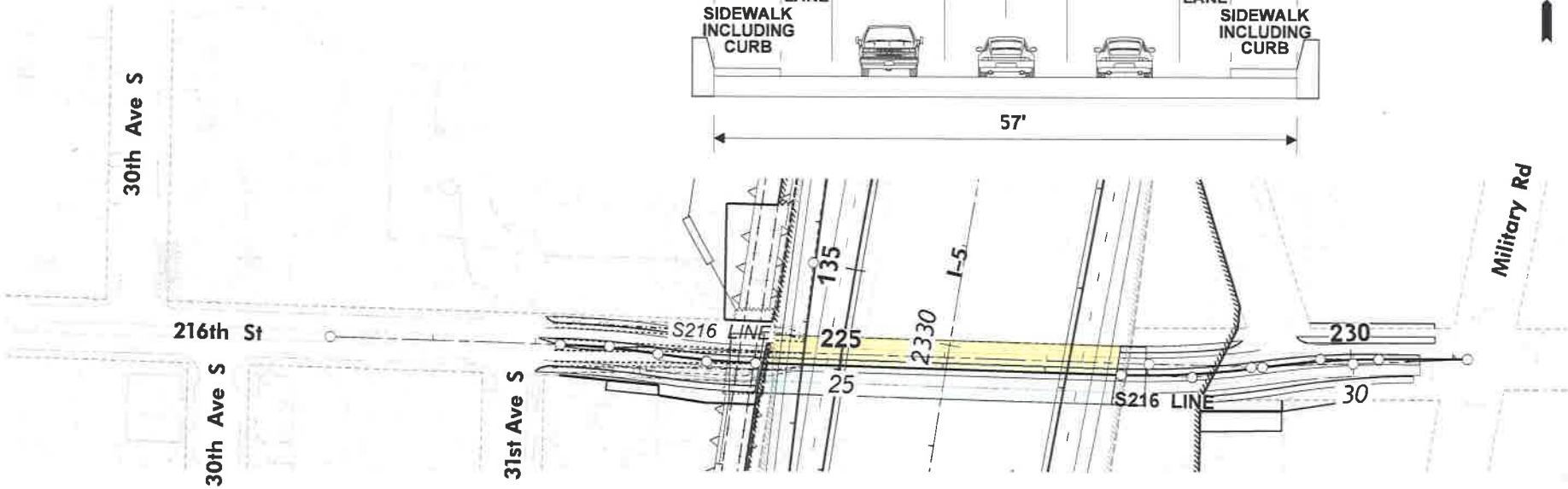
Exhibit A

S 216th Bridge Construction Staging and Final Cross-Section

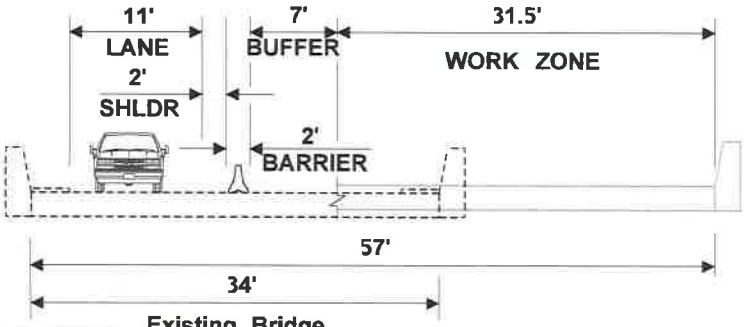

216TH ST – ROW
N
0
50
100
SCALE IN FEET
1" = 50'
FOR DISCUSSION PURPOSES ONLY
SR 509 COMPLETION PROJECT
DATE 11/6/2017 FILE NAME N:\SR 509 Project\CAD\Exhibits\206\SR6.dgn

216TH ST
TRAFFIC CONTROL STAGING

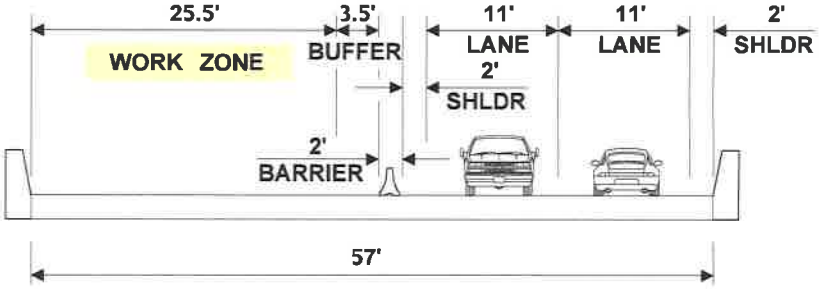




STAGE 1



STAGE 2



FOR DISCUSSION PURPOSES ONLY

Washington State Department of Transportation

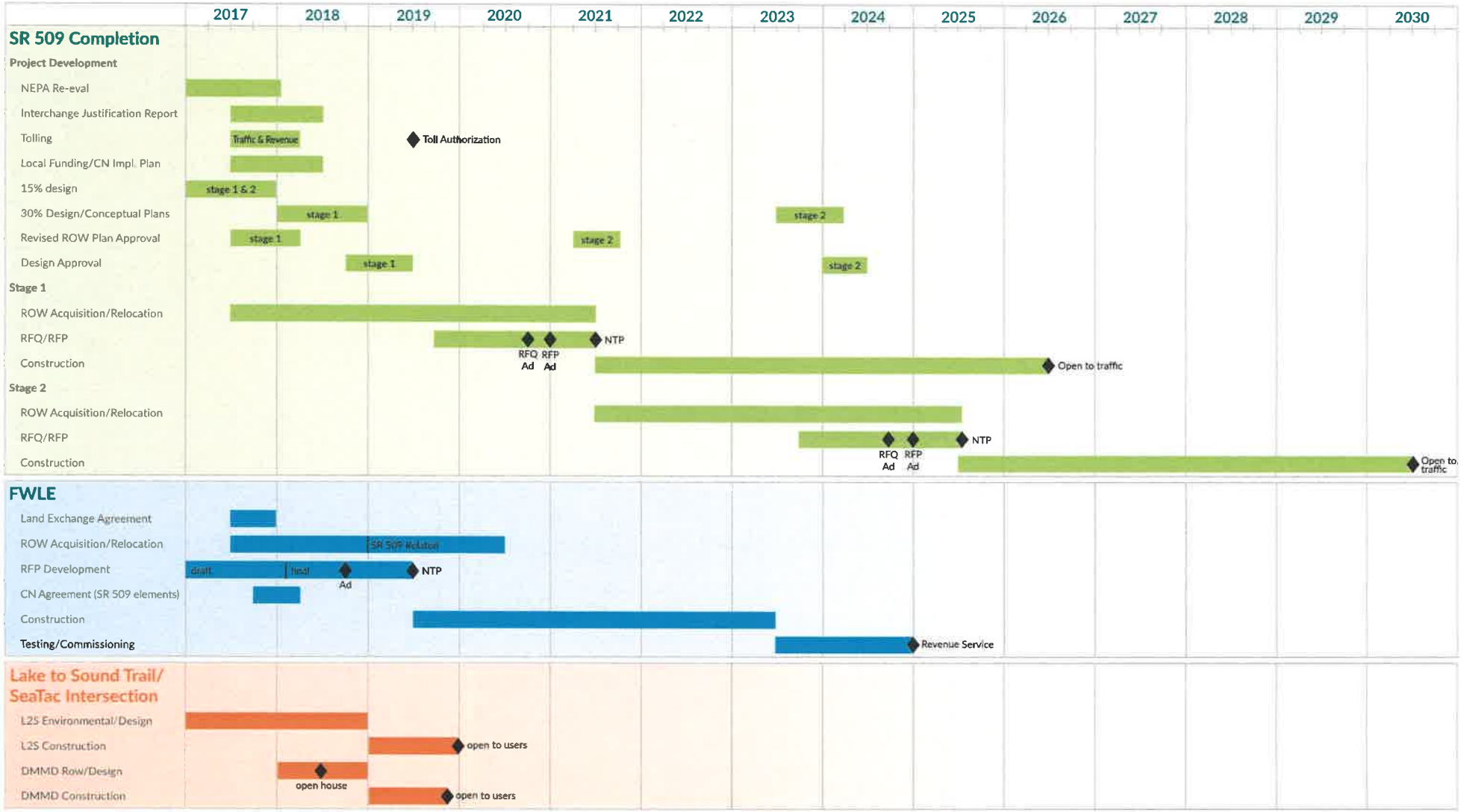
SR 509 COMPLETION PROJECT

DATE 2/8/2018 FILE NAME c:\users\berrizs\pw_wsdot\d0155681\216th TC.dgn

SR 509 and Adjacent Projects Milestones

DRAFT 11/07/17

WSDOT



Puget Sound Gateway Program

SR 167 and SR 509 Completion Projects

Funding and Phasing Subcommittee
March 8, 2018

STEVE GORCESTER — INDEPENDENT GRANT STRATEGIST
RITA BROGAN — INDEPENDENT FACILITATOR
ANDREW BJORN — ECONOMIC CONSULTANT, BERK

WSDOT

Agenda

- Welcome and Introductions
  - Introductions
  - Welcome new members
  - Legislative update
  - Grant update
- Benefit Assessments
- Funding and Phasing
- Memorandum of Understanding
- Coalition Strategy
- Next Steps

Grant Strategy: The Concept

- Fundraising partnership
- Leverage up partner match with grants
- Provide benefit assessments to partners
- Scale match contributions to benefit
- Pursue grants and apply toward local share

- **Keep the project on schedule!**

Grant Strategy: The numbers

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

need to find 30M.

Grant Update

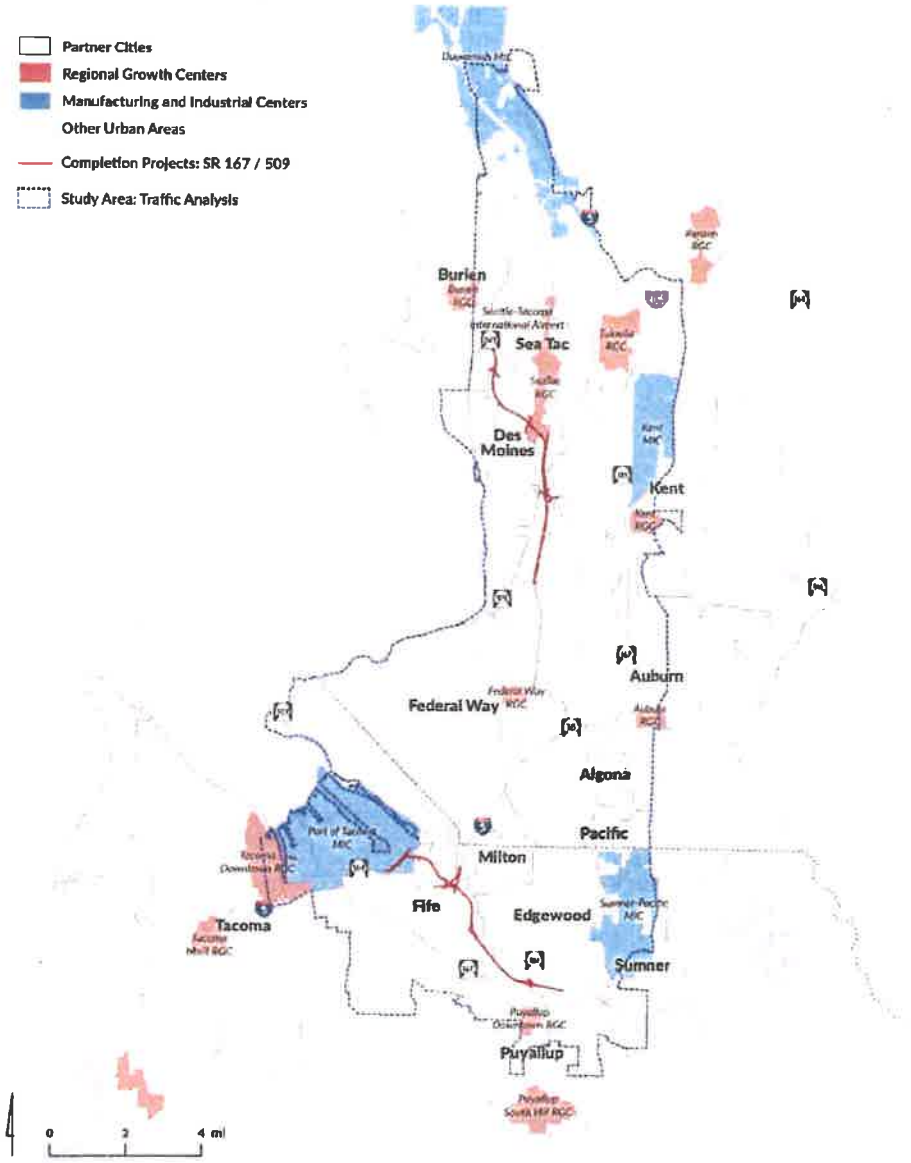
thru

- Fife Interurban Trail, Capital Budget
  - $1,200,000
- Fife 70th Avenue E Bottleneck, FMSIB
  - $5,000,000
  - Application due March 30
- Kent Veterans Drive West Corridor Completion, PSRC
  - $4,500,000
  - Cleared SCATBrd
  - Due March 9 and April 19
- ✳ SeaTac Access (SR 509 Stage 1), PSRC
  - $4,500,000
  - Due April 19
- Port of Tacoma Spur, I-5/SR 167 to SR 509, PSRC
  - $4,500,000
  - Cleared Pierce County TCC, PSRC
  - Due April 19

Local Benefit Assessments

Overview

- Assessments of local net benefits provided for cities and counties in the study area
- Not an "invoice", but an overall evaluation of net benefits to support MOU development
- Based on "Build" versus "No Build" scenarios



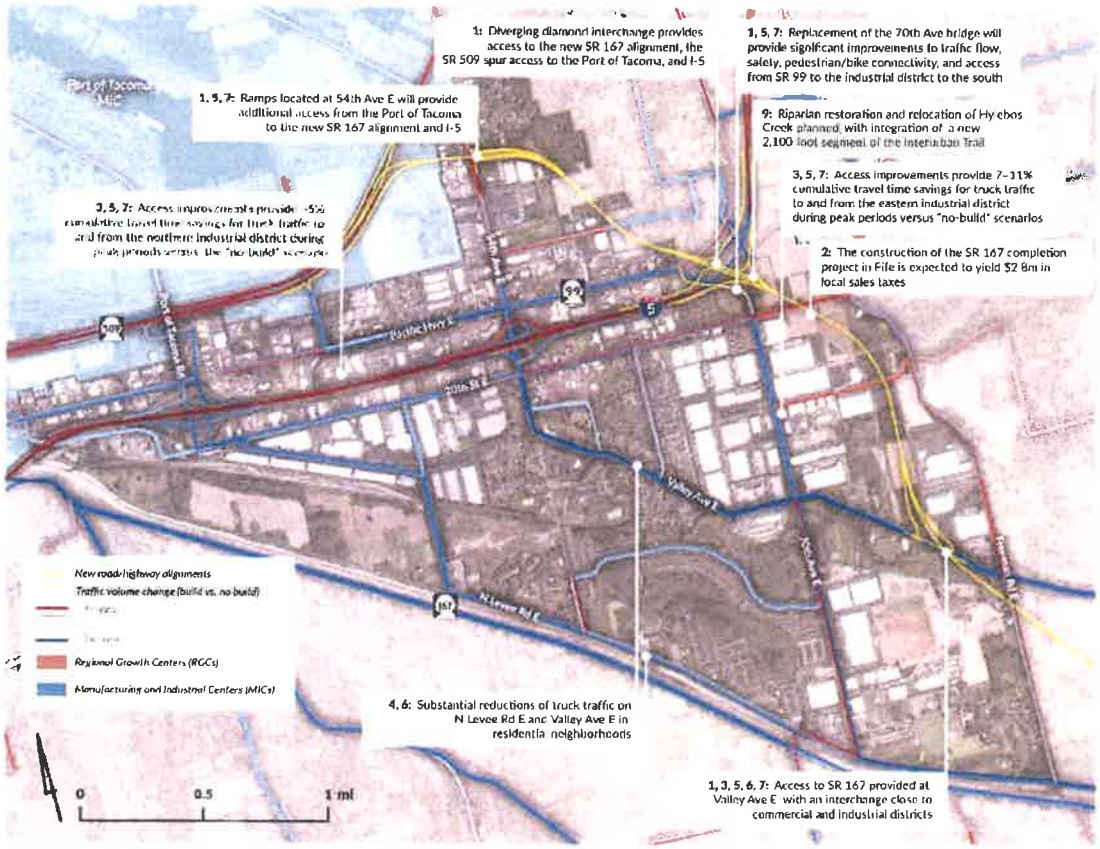
Categories of Local Net Benefits

1. Direct **transportation linkages**
2. Effects on **local sales taxes**
3. **Travel time savings**
4. **Traffic diversion** from local streets
5. Effects on **local employment**
6. Effects on **developable residential lands**
7. Effects on **developable employment lands**
8. Achievement of **local policy goals**
9. **Environmental and social benefits**

EXAMPLE

Overview of Assessments

Puget Sound Gateway Partner Assessment



DRAFT: 23 February 2018

City of Fife

Overview

Population:	10,100 (2016 est.)
Employment:	13,321 (2016)
Operating Budget:	$98.8 million (2017)

The City of Fife is expected to receive **high** net local benefits under the Puget Sound Gateway Program, based on the characteristics summarized below:

- ●●●● 1. Direct transportation linkages
- ●●●● 2. Effects on local sales taxes
- ●●● 3. Travel time savings
- ●●●● 4. Traffic diversion from local streets
- ●●●● 5. Effects on local employment
- ●●● 6. Effects on developable residential lands
- ●● 7. Effects on developable employment lands
- ●●●● 8. Achievement of local policy goals
- ●●● 9. Environmental and social benefits

Fife includes approximately 2.7 miles of the planned SR 167 Completion Project and the I-5 to SR 509 Port of Tacoma Access spur. The 70th Ave E bridge replacement project is also sited on the northern boundary of the City, which incorporates supporting projects to extend the Interurban Trail and restoration of surrounding wetlands.

The completion of these projects will provide substantial improvements to traffic flow and safety within the area. The realignment of SR 167 will divert a significant amount of regional traffic from Valley Ave E and other surface streets in the City, onto the new limited access highway. This will provide substantial benefits to safety and maintenance of local streets. The replacement of the 70th Ave E bridge will also increase the capacity of this connection and enhance safety at the intersection with SR 99, reducing bottlenecks for local traffic from Fife.

For More Information
www.wsdot.wa.gov/projects/gateway

Andrew Bjorn, BERK Consulting
andrew@berkconsulting.com
(206) 493-2384

EXAMPLE

Overview of Assessments

Proposed Participation Level: Tier One

Per the Policy adopted by the Puget Sound Gateway Funding and Phasing Subcommittee outlining three tiers of participation, the City of Fife commits to the following responsibilities as a **Tier 1** partner:

- **Contribute to local nexus projects.** The City would commit to providing funding and rights-of-way (if applicable) to local nexus projects that would constitute part of the SR 167 completion program. This would include the 70th Avenue Bridge Relocation, Interurban Trail, and I-5 to SR 509 Port of Tacoma Access projects
- **Sponsor, initiate and help write grants.** The City would commit to sponsoring grants for local nexus projects and overall project development, and provide staff support for grant writing as required.
- **Support project and grant requests.** The City would commit to supporting project and grant requests that are included under the Gateway Program. This includes providing letters of support to grant applications as necessary, and coordinating applications for other transportation funding to reduce conflicts.
- **Participate in project meetings and reviews.** The City would commit to participating in project meetings and project development reviews for the Puget Sound Gateway Program and allocate sufficient staff time for attendance and participation.

What Tiers are included under the assessments?

The Partner Assessments are structured around three Tiers that classify the levels of benefit received by each community along a continuum, and define the resource commitments to the Puget Sound Gateway Project.

- **Tier 1** communities are serviced directly by the new highway alignments, and receive significant direct benefits due to improved accessibility.
- **Tier 2** communities are located close to the new highway alignments, and receive moderate to high benefits due to improved accessibility.
- **Tier 3** communities receive overall benefits from improvements to regional accessibility, but only receive nominal benefits directly.

DRAFT: 23 February 2018

What Are the Net Benefits to the City of Fife?

The Puget Sound Gateway Program is expected to provide the following net benefits to the City of Fife:

Direct Effects

- **New linkages are created to regional and local transportation networks.** These include multiple connections between the new SR 167 alignment to the City of Fife at Valley Ave E and 54th Ave E. Additionally, the relocated 70th Ave E bridge and associated changes to the street configuration address bottlenecked traffic and improve local connections across I-5. **(1,3)**
- **Both single and high-occupancy vehicles will experience moderate to high overall travel time savings.** Compared to the no-build scenario, there will be moderate improvements in commuting travel time, primarily during AM peak hours, because of improved access to I-5 and the Port of Tacoma. On average, expect total travel time savings to range from 3% for northern residential neighborhoods, 6% for central residential neighborhoods and almost 10% for communities in the southwest of the city. **(3)**
- **There will be moderate to high overall travel time savings for truck traffic due to improvements to the 70th Ave E Bridge and Valley Ave E access.** Modeling indicates that 7–11% overall time savings versus the "no build" scenario are expected for the eastern portion of the city, and 4–6% savings for other areas of the city. **(3)**
- **Significant truck traffic will be diverted from city streets onto the new SR 167 alignment.** Expect a 44% reduction in truck traffic VMT on local streets during AM peak periods and 42% during PM peaks, especially on Valley Ave E, 54th Ave, and N Levee Rd E close to residential neighborhoods. Other significant benefits include reduced maintenance, capacity improvements, and local safety. **(4)**
- **Fife will receive significant sales tax revenue from project construction.** Based on a preliminary assessment of the SR 167 and SR 509 Spur/Port of Tacoma access elements, Fife should receive about $2.8 million in local sales tax from construction activities alone. This is about 54% of the total sales taxes generated by cities from the SR 167 Completion Project. About 69% of this total is expected from Stage 1A/1B. **(2)**

Indirect Effects

- **Good local and regional transportation connections will maintain Fife's economic competitiveness.** About half of Fife's local employment comes from trade, warehousing and transportation. Fife's industries require strong transportation access with I-5 and the Port of Tacoma. PSRC 2016 employment data indicate that Fife has 4,288 employees in "Wholesale Trade" and "Transportation and Warehousing", or over 32% of total covered employment. Retail Trade, which also depends on strong regional and local transportation connections accounts for an additional 15% of local employment. **(5)**
- **Addressing future traffic congestion may improve conditions for local residential development.** There will be moderate improvements to commute time and accessibility for developable and underutilized residential areas along Valley Ave E in central and southeastern Fife. In addition, vacant residential sites along N Levee Rd E and in the mixed-use zones along Valley Ave E would be well-positioned for additional residential development after the completion of Stage 2. **(6)**
- **Improving accessibility can support the development of vacant and underutilized employment lands.** New linkages in the city will improve accessibility to I-5 and the Port of Tacoma from vacant and underdeveloped properties, especially those lands on the Pacific Hwy E and 20 St E corridors and mixed-use lands close to the proposed Valley Ave E access to SR 167. Larger scale development on vacant industrial sites may require coordination with railroad companies (primarily Union Pacific) and the Puyallup Tribe. **(7)**
- **Impacts on retail sales taxes may be possible, depending on mitigation to affected land and business owners.** There may be temporary impacts on retail sales resulting from acquisition of right-of-way between 4th St E and 8th St E in northern Fife, which includes several wholesale and retail businesses. The SR 167 and I-5 interchange construction may disrupt businesses and require relocation for properties. The ultimate impacts will depend on where these businesses relocate. **(2)**

Social and Policy Effects

- **Several policies in the City Comprehensive Plan support development of the SR 167 project.** Fife's 2015 Comprehensive Plan cites actions related to SR 167 to relieve regional and local traffic congestion (Policy Implementation 4.1.1, pg. 3-38), and spur private investment in the community by increasing public investment in transportation infrastructure (Policy Implementation 6.3, pg. 8-7). **(8)**
- **The City Transportation Improvement Program incorporates SR 167 project elements.** The 2017-2022 Transportation Improvement Program includes the replacement of the 70th Ave E Bridge and associated widening and reconstruction of the roadway. **(8)**
- **Riparian and wetlands mitigation and restoration at the I-5 Interchange will be incorporated into the Program.** The Program includes significant riparian and wetlands restoration as part of the development of the interchange between SR 167 and I-5 to mitigate flooding and improve degraded habitats in this area. **(9)**
- **The development of the Interurban Trail will be integrated with the Program.** A segment of the Interurban Trail planned near the proposed I-5/SR 167 interchange provides for a 2,100-foot segment of non-motorized trail and a permanent trail-head parking facility, as well as ongoing bicycle and pedestrian improvements in the city. Additional extensions of the trail system will connect the network with trails in the Milgard and Hylebos Creek Nature Areas. **(9)**

Local Benefit Summary

		1 Direct transportation linkages	2 Impacts to local sales taxes	3 Travel time savings	4 Traffic diversion from local streets	5 Impacts to local employment	6 Impacts to developable residential lands	7 Impacts to developable employment lands	8 Achievement of local policy goals	9 Environmental and social benefits
TIER 1	Flfe	●●●●	●●●●	○●●●	●●●●	●●●●	○○●●	○○●●	●●●●	○●●●
	Puyallup	●●●●	○●●●	●●●●	○●●●	●●●●	●●●●	○●●●	●●●●	○○●●
	Kent	●●●●	○●●●	○●●●	○●●●	●●●●	●●●●	●●●●	○●●●	○○●●
	SeaTac	●●●●	●●●●	○●●●	○●●●	●●●●	○○●●	○●●●	●●●●	○○●●
	Tacoma	●●●●	○○●●	○●●●	○○●●	●●●●	○○●●	○●●●	●●●●	○○●●
TIER 2	Des Moines	○●●●	○○●●	○●●●	●●●●	○○●●	○●●●	○○●●	●●●●	○●●●
	Sumner	○●●●	○○○●	●●●●	○○○●	●●●●	○●●●	●●●●	○●●●	○○○●
	Pacific	○●●●	○○○●	○●●●	○●●●	●●●●	○○●●	●●●●	○●●●	○○○●
TIER 3	Federal Way	○○○●	○○○●	○●●●	○○●●	○●●●	○●●●	○●●●	○○●●	○○○●
	Milton	○○●●	○○○●	○○●●	●●●●	○○○●	○●●●	○○○●	○●●●	○○●●
	Edgewood	○○●●	○○○●	○●●●	●●●●	○○.○●	○●●●	○○○●	○○○●	○○○●
	Algona	○○○●	○○○●	○○●●	○○●●	○○●●	○○●●	○○●●	○○●●	○○○●
	Auburn	○○○●	○○○●	○○●●	○○●●	○○●●	○○●●	○○●●	○○●●	○○○●
	Burien	○○●●	○○○●	○○●●	○○○●	○○○●	○○●●	○○●●	○○●●	○○●●

Regional Benefit Summary

		1 Direct transportation linkages	2 Impacts to local sales taxes	3 Travel time savings	4 Traffic diversion from local streets	5 Impacts to local employment	6 Impacts to developable residential lands	7 Impacts to developable employment lands	8 Achievement of local policy goals	9 Environmental and social benefits
TIER 1	Port of Tacoma	●●●●	N/A	●●●●	●●●●	●●●●	N/A	●●●●	●●●●	○○○●
	Port of Seattle	●●●●	N/A	●●●●	○●●●	●●●●	N/A	○●●●	○●●●	○○○●
TIER 2	Pierce County	○○●●	●●●●	○●●●	○●●●	○●●●	○○●●	○●●●	●●●●	○○●●
	King County	○○●●	○●●●	○○●●	○○●●	○●●●	○○●●	○●●●	○●●●	○○●●

Findings / Next Steps

- **Each community has a different business case:**
  - Reductions in travel time
  - Reduced cut-through of truck traffic
  - Improved access for commercial/industrial activities
  - Direct sales tax receipts

- We will be engaging in dialogue to ensure each community has the information needed to move forward with the process

Funding and Phasing Mechanism in MOU

Local Funding and Phasing Assumptions

- Gateway continues to be of benefit to all partners
- Grant focused strategy will leverage local match funds with grants to provide a portion of the $130 million required by ESB 5096
- MOU will require commitments to match, but funds are paid in the future during project construction
- We must have a strategy to seek other fund sources should we not achieve 100% success in our submittals.
- Grants for Stage 1 in 2018-19, Stage 2 in 2020-22

RECAP: Accomplishments to Date

- ✓ Concurrence on subcommittee principles
- ✓ Grant Focused Strategy is the path to obtain local match
- ✓ Briefings with most local partners
- ✓ Completed draft Local Benefit Assessments
- ✓ Concurrence on funding and phasing policy
- ✓ Concurrence on elements of MOU
- ✓ Currently seeking 5 grants for nearly $20,000,000

Grant and Match Financial Plan: Stage 1 and Ports

Local Nexus Project	Program	Target	Target Amt	Match	Partner
70th Ave E	FMSIB	Mar 2018	$5M	$1.6M	Fife
	TIB	Aug 2018	$5M	$.5M	Tacoma
				$3M	Port of Tacoma
Veterans Dr	PSRC	Apr 2018	$4.5M	$1M	Kent
	TIB	Aug 2020	$5M		
Sea Tac Access	PSRC	Apr 2018	$4.5M	$1M	Kent
				$2M	SeaTac (ROW)
Port of Tacoma Spur	PSRC	Apr 2018	$4.5M	$1.5M	Tacoma
				$3M	Port of Tacoma
All Gateway	INFRA	Nov 2017	$20M	$24M	Port of Tacoma
				$30M	Port of Seattle
STAGE 1 TOTAL			$48.5M	$67.6M	$116.1M

Grant and Match Financial Plan: Stage 2

Local Nexus Project	Target	Target Amt	Match	Partner
SR 167/ Meridian W	2023	$3M	$2M	Puyallup
SR 167/Valley Ave	2023	$3M	$2M	Pierce County
SR 509/188th IC	2023			SeaTac
SR 167 Stage 2	2023	$4M	$.5M	Edgewood Sumner
SR 509 Stage 2	2023	$4M		Des Moines
STAGE 2 TOTAL		**$14M**	**$4.5M**	**$18,500,000**
PROGRAM TOTAL		**$62.5M**	**$72.1M**	**$134,600,000**

Grant Strategy Balance Sheet

Source	Planned Revenue	Notes
City/County Match	$12.1M	Some potential partners unresolved
Port Match	$60M	
Grants	$62.5M	May not receive all planned grants
TOTAL	$134.6M	

Grant Strategy Status

- Strength of the partnership is growing.
- Large amount of funding continues to be challenging to obtain.
- Financial Plan is optimistic, but within program capabilities.
- Unlikely that all grant funding will be obtained, particularly in round one, must keep cycling.
- INFRA remains a key risk, future INFRA rounds, TIGER rounds or new national funding may be necessary.

Memorandum of Understanding Process

MOU Development Process

Concur on goals, partnership principles and responsibilities
- October 4, 2017

Approach to Benefit Framework and Partner Roles
- December 13, 2017

Partner Concurrence on MOU
- January-March 2018

Ratify MOU
- April – June 2018

Substantive Elements of MOU

1. Participating parties
   - Signatories will be partners that provide a local commitment to Gateway
2. Background and purpose of MOU
   - Connecting Washington revenue package
   - Role of WSDOT
   - Role of Executive Committee
   - Funding overview
   - Legislative requirement for local match
   - Role of Funding and Phasing Subcommittee

Substantive elements of MOU, cont'd

3. Local Funding Strategy
   - Introduces the concept of Local Nexus projects
   - Describes projects
4. Local Participation Policy
5. Benefit Assessment methodology
6. Local Jurisdiction Contributions
   - By Project
   - By Stage
7. Conditions and process for amending the MOU

Substantive elements of MOU, cont'd

7. Conditions and process for amending the MOU
   - Amendment process
   - Dispute resolution
   - Conditions for termination
   - Period of agreement
8. Signatories

Next Steps

- **Draft language sent to F&P members for review**
  - **Comments provided to Rita by March 30**
- **Review Draft MOU at April 5 Executive Committee meeting**

Discussion

Mobilizing Our Coalition: What will it take to get there?

Next Steps

- Send partner assessments and draft MOU to stakeholders for review
- Meetings:
  - Steering Committee – March 28
  - Executive Committee – April 5
  - Funding & Phasing Subcommittee – first week of May
  - Funding & Phasing Subcommittee – first week of June
  - Steering Committee – last week of June
  - Executive Committee – second week of July

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Puget Sound Gateway Partner Assessments

DRAFT: February 23, 2018

Introduction and Purpose

In July 2015, the Washington State Legislature and Governor Inslee acted to fund the Puget Sound Gateway Program through the Connecting Washington revenue package. The Puget Sound Gateway Program is comprised of two projects: completion of State Route (SR) 167 in Pierce County, and completion of State Route (SR) 509 in King County.

In funding the Puget Sound Gateway Program, the Legislature directed that $130 million of the $1.9 billion is to come through local funding sources. In the 2017 session, they directed the Secretary of Transportation to 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.

This series of Partner Assessments is intended to provide an overview of the economic and transportation benefits that will accrue to the local jurisdictions due to the Gateway Program. These packages of benefits are provided to assist in the development of the Memorandum of Understanding with local project partners.

Content

The Partner Assessments include descriptions of overall net benefits to individual communities on folio sheets, with one summary sheet provided for each community. These sheets include the following:

Overview Map

An overview map is provided at the beginning of the folio sheet, which highlights the community and locations of interest with the project. These maps include the following elements:

- Local alignments of the SR 167 and SR 509 Completion Projects at full construction of Phase 1
- Changes in traffic volumes between the "build" and "no build" scenarios for 2025 at the completion of the projects, with blue colors representing decreased volumes of traffic for the combined AM/PM peak periods, and red colors representing increases in traffic volume
- Designated Regional Growth Centers (RGCs) and Manufacturing and Industrial Centers (MICs)
- Call-outs highlighting major elements of the assessment on the map

Note that the representation of traffic volume changes is intended to highlight major changes in regional traffic. These indicators are general metrics that do not show whether local street / highway capacity is exceeded, or if there are impacts to levels of service in the study area. Specific information on the results of regional traffic modeling should be reviewed for areas of interest.

Overview

An overview of the community is provided, with population, local government budget, and employment statistics provided. For cities, a series of benefit categories evaluated under the assessment are also included, with general qualitative scores indicating the relative benefits provided to the community in these groups. These categories include:

1. **Direct transportation linkages.** This category evaluates whether the location of direct access points for new limited access highways or other transportation infrastructure benefits the community.
2. **Effects on local sales taxes.** In this category, the impacts of the projects to sales tax receipts are evaluated, both in terms of one-time construction sales taxes for the project, and ongoing sales taxes from impacts to commercial uses.
3. **Travel time savings.** This category provides an assessment of the travel time savings for car and truck traffic associated with constructing the SR 167 and SR 509 Completion Projects.
4. **Traffic diversion from local streets.** Traffic volumes are evaluated between the "build" and "no-build" scenarios, and the diversion of traffic from local arterials is highlighted due to the positive impacts to traffic safety and local road maintenance.
5. **Effects on local employment.** The possible effects of improved accessibility are reviewed, particularly in the context of access to new or potential employment uses.
6. **Effects on developable residential lands.** This category indicates 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.
7. **Effects on developable employment lands.** This category indicates the potential impacts of changes in traffic flow and accessibility on the development or redevelopment of commercial and industrial lands.
8. **Achievement of local policy goals.** The alignment of the WSDOT Gateway Program with local plans and policies is highlighted with this indicator, noting cases where these projects are considered by the jurisdiction in their own operations.
9. **Environmental and social benefits.** Finally, there are certain environmental and social benefits specifically linked to these projects, including upgrades to pedestrian and cycling infrastructure, and wetlands and riparian restoration. These elements are highlighted as part of this category.

Each of these categories is provided with a qualitative ranking as follows:

- ●●●● **High benefits**, which typically include the primary considerations for the jurisdiction with the Completion Projects
- ○●●● **Moderate benefits**, which include significant benefits important to consider by the community with the Completion Projects
- ○○●● **Low benefits**, which typically include minor benefits that will affect the community, but are not likely large enough to be a main consideration
- ○○○● **Negligible benefits** which indicate low or no benefit in this category; note that this also includes cases where **net costs** are experienced by the community

A roll-up summary of the rankings for all the cities in the study area is provided in this document for reference, with each community generally ordered by the benefits received from the Program.

Proposed Participation Level

A summary of the relationship between identified community benefits and participation under the Puget Sound Gateway Program Memorandum of Understanding (MOU) is provided. "Tiers" classify the levels of benefit received by each community and define the resource commitments to the Puget Sound Gateway Project. These Tiers include the following:

- **Tier 1** communities, which are serviced directly by the new highway alignments and receive significant direct benefits due to improved accessibility.
- **Tier 2** communities, which are located close to the new highway alignments and receive moderate to high benefits due to improved accessibility.
- **Tier 3** communities, which receive overall benefits from improvements to regional accessibility, but only receive nominal direct benefit.

For each community, the responsibilities in the Program associated with their Tier are also identified, ranging from direct contribution of matching funds to projects, to participation in project meetings and reviews. Note that these responsibilities are not final and may be revised based on the content of the MOU.

Note that the classification of the cities involved in the Program are also provided in the roll-up in this section.

Description of Net Benefits

A more detailed explanation of the net benefits received from the projects of the Gateway Program are provided in this section. The identified characteristics are typically the most significant for a community and provide an understanding of both the costs and benefits associated with projects under the Program.

These descriptions are divided into three main categories:

- **Direct effects** include the outcomes of these projects that are directly related to the transportation network. This can include regional travel times to major destinations, overall travel time savings, changes in traffic flow, and diversion of traffic volumes.
- **Indirect effects** include project outcomes that are linked to transportation but are not directly related to changes in the transportation system. This includes the effects of changes in accessibility on economic activity, residential and commercial development, and retail sales receipts.
- **Social and policy effects** include two distinct categories of outcomes. Social effects describe elements of the project that are not related to motorized transportation but will have an impact on the community, such as wetlands restoration or development of sidewalks and cycling trails. Policy effects indicate how projects under the Gateway Program will fulfill the objectives and goals of community plans, policies, and programs.

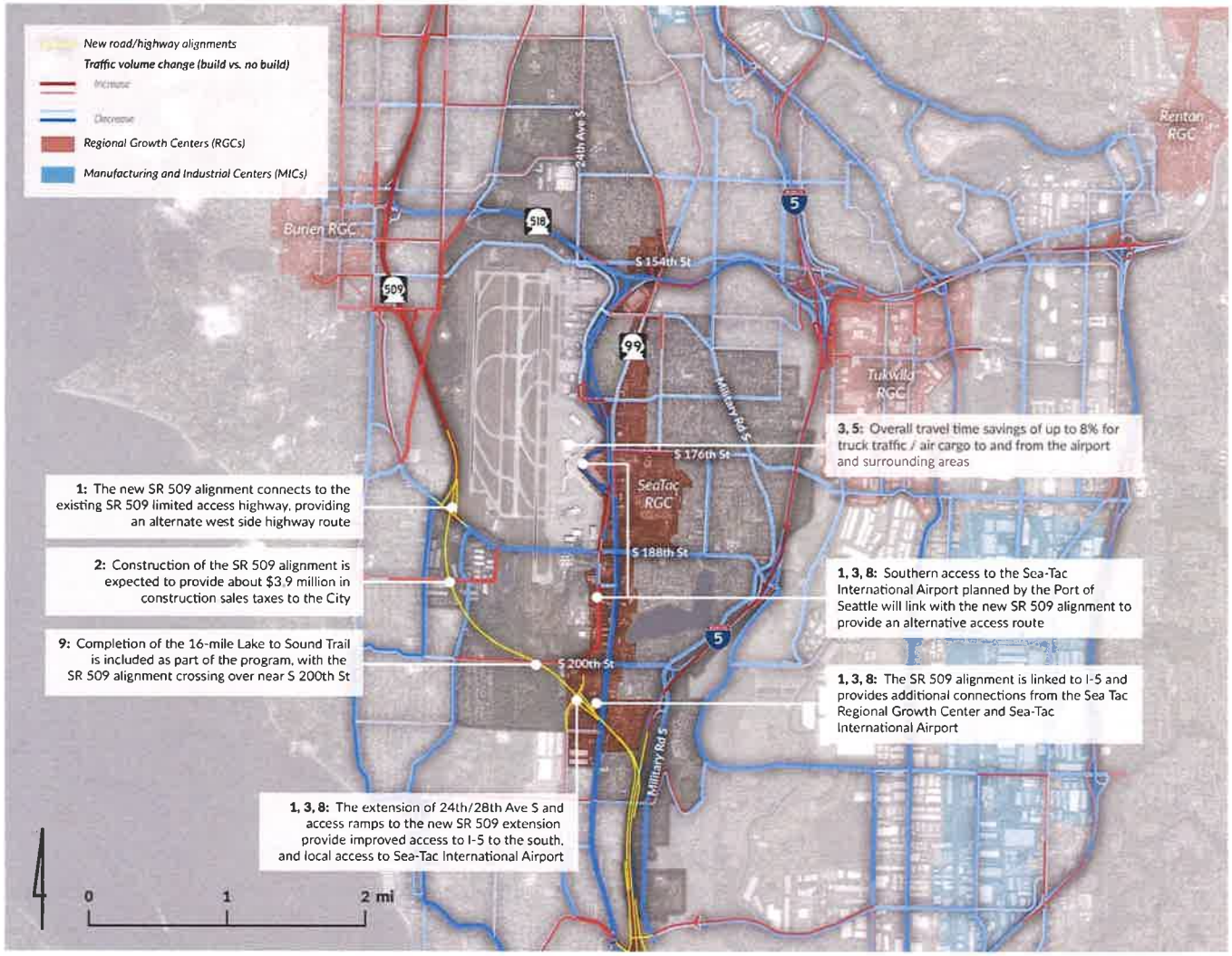
For cities, each of these descriptions are also classified according to the nine categories used in the Overview on the first page of the assessment. The category numbers are provided as end notes for reference.

Partner Benefit Assessment Summary: WSDOT Gateway Program

		1 Direct transportation linkages	2 Impacts to local sales taxes	3 Travel time savings	4 Traffic diversion from local streets	5 Impacts to local employment	6 Impacts to developable residential lands	7 Impacts to developable employment lands	8 Achievement of local policy goals	9 Environmental and social benefits
TIER 1	Fife	●●●●	●●●●	○●●●	●●●●	●●●●	○○●●	○○●●	●●●●	○●●●
	Puyallup	●●●●	○●●●	●●●●	○●●●	●●●●	●●●●	○●●●	●●●●	○○●●
	Kent	●●●●	○●●●	○●●●	○●●●	●●●●	●●●●	●●●●	○●●●	○○●●
	SeaTac	●●●●	●●●●	○●●●	○●●●	●●●●	○○●●	○●●●	●●●●	○○●●
	Tacoma	●●●●	○○●●	○●●●	○○●●	●●●●	○○●●	○●●●	●●●●	○○●●
TIER 2	Des Moines	○●●●	○○●●	○●●●	●●●●	○○●●	○●●●	○○●●	●●●●	○●●●
	Sumner	○●●●	○○○●	●●●●	○○○●	●●●●	○●●●	●●●●	○●●●	○○○●
	Pacific	○●●●	○○○●	○●●●	○●●●	●●●●	○○●●	●●●●	○●●●	○○○●
TIER 3	Federal Way	○○○●	○○○●	○●●●	○○●●	○●●●	○●●●	○●●●	○○●●	○○○●
	Milton	○○●●	○○○●	○○●●	●●●●	○○○●	○●●●	○○○●	○●●●	○○●●
	Edgewood	○○●●	○○○●	○●●●	●●●●	○○○●	○●●●	○○○●	○○○●	○○○●
	Algona	○○○●	○○○●	○○●●	○○●●	○○●●	○○●●	○○●●	○○●●	○○○●
	Auburn	○○○●	○○○●	○○●●	○○●●	○○●●	○○●●	○○●●	○○●●	○○○●
	Burien	○○●●	○○○●	○○●●	○○○●	○○○●	○○●●	○○●●	○○●●	○○●●

Puget Sound Gateway Partner Assessment

City of SeaTac



DRAFT: 23 February 2018

Overview

Population: 28,850 (2017 est.)
Employment: 30,937 (2016)
Operating Budget: $132.7 million (2017)

The City of SeaTac is expected to receive **high** net local benefits under the Puget Sound Gateway Program, based on the characteristics summarized below:

- ●●●● **1.** Direct transportation linkages
- ●●●● **2.** Effects on local sales taxes
- ○●●● **3.** Travel time savings
- ○●●● **4.** Traffic diversion from local streets
- ●●●● **5.** Effects on local employment
- ○○●● **6.** Effects on developable residential lands
- ○●●● **7.** Effects on developable employment lands
- ●●●● **8.** Achievement of local policy goals
- ○○●● **9.** Environmental and social benefits

SeaTac includes almost all of the new SR 509 alignment linking the current terminus of the limited access highway at S 188th St with I-5. The project also includes the recently completed connection between 24th and 28th Ave S, providing more direct access to Sea-Tac International Airport, as well as improvements to the Lake to Sound Trail.

The benefits of the new SR 509 segment and related improvements are significant. Enhanced airport access and road capacity will decrease travel times and traffic congestion from the "as built" scenario, primarily in the south of the city.

For More Information

www.wsdot.wa.gov/projects/gateway

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Proposed Participation Level: Tier One

Per the Policy adopted by the Puget Sound Gateway Funding and Phasing Subcommittee outlining three tiers of participation, the City of SeaTac commits to the following responsibilities as a **Tier 1** partner:

- **Contribute to local nexus projects.** The City would commit to providing funding and rights-of-way to local nexus projects that would constitute part of the SR 509 Completion Project. This would focus on the new alignment of SR 509 within the city, as well as associated improvements to the Lake to Sound Trail.
- **Sponsor, initiate and help write grants.** The City would commit to sponsoring grants for local nexus projects and overall project development, and provide staff support for grant writing as required.
- **Support project and grant requests.** The City would commit to supporting project and grant requests that are included under the Gateway Program. This includes providing letters of support to grant applications as necessary, and coordinating applications for other transportation funding to reduce conflicts.
- **Participate in project meetings and reviews.** The City would commit to participating in project meetings and project development reviews for the Puget Sound Gateway Program and allocate sufficient staff time for attendance and participation.

What Tiers are included under the assessments?

The Partner Assessments are structured around three Tiers that classify the levels of benefit received by each community along a continuum, and define the resource commitments to the Puget Sound Gateway Project:

- **Tier 1** communities are serviced directly by the new highway alignments, and receive significant direct benefits due to improved accessibility.
- **Tier 2** communities are located close to the new highway alignments, and receive moderate to high benefits due to improved accessibility.
- **Tier 3** communities receive overall benefits from improvements to regional accessibility, but only receive nominal benefits directly.

DRAFT: 23 February 2018

What Are the Net Benefits to the City of SeaTac?

The Puget Sound Gateway Program is expected to provide the following net benefits to the City of SeaTac:

Direct Effects

- **New linkages are created to regional and local transportation networks.** The new SR 509 alignment provides improved access between the airport and locations in the city from the north, and the 24th/28th Ave S connection improves local access to the airport from the south. This will also support access to the City's Regional Growth Center, and may be linked with the planned South Access Expressway in the future. **(1,3)**
- **Single and high-occupancy vehicles will experience low to moderate overall travel time savings.** Compared to the no-build scenario, there will be low improvements in commuting travel time. On average expect total travel time savings to range from negligible in the northern part of the city, to 2–5% in areas to the south served directly by new improvements. **(3)**
- **Moderate to high overall travel time savings for truck traffic due to local and regional network improvements.** Expect to see 4–8% overall time savings for the western portion of the city close to the Airport, with total time savings of less than 3% in other areas. **(3)**
- **Moderate truck traffic will be diverted from city streets onto new routes.** Expect a 15% reduction in truck traffic VMT for on local streets during AM peak periods and 22% during PM peaks, especially on SR 99 / International Blvd. Other significant benefits include reduced maintenance, capacity improvements, and local safety. **(4)**
- **SeaTac will receive significant sales tax revenue from project construction.** Based on a preliminary assessment of the new SR 509 alignment, SeaTac should receive about $3.9 million in local sales tax from construction activities. This is about 80% of the total sales taxes generated by cities from the SR 509 Completion Project, and 56% of this total will be received in Stage 1. **(2)**

Indirect Effects

- **SeaTac is highly dependent on maintaining regional connections, particularly with Sea-Tac International Airport.** The economy of SeaTac is strongly tied to the Airport, as 16,270 jobs, or 54% of local employment, are in the transportation and warehousing sector. This is related not only to the direct employment at the airport, but also related businesses that are dependent on access to the airport. Improving the travel times of truck transportation by up to 7% in the area can help to support the ongoing operation of these businesses. **(5)**
- **Improving accessibility and traffic congestion can promote development of vacant and underutilized lands.** Both improvements in accessibility and the management of congestion in the area can improve the attractiveness of residential and commercial development in the city, including areas in the current SeaTac Regional Growth Center **(5, 6, 7)**
- **Impacts on retail sales and associated taxes may be possible in certain locations due to the diversion of traffic.** For SR 99 / International Blvd, the diversion of traffic towards the southern access to the airport may reduce the customer draw for auto-oriented uses on this corridor when compared to the "no build" scenario. This may, in turn, impact retail sales, development, and City revenue from taxes. **(2, 4, 5)**

Social and Policy Effects

- **The 2015 Comprehensive Plan supports completing the SR 509 project by 2040.** The City has reinforced the need to complete the first phase of the SR 509 Completion Project prior to 2025 to facilitate the South Access Expressway for access to Sea-Tac International Airport. (Policy 4.1A, 4.2C) The full alignment is expected to be complete by 2040. (Policy 4.2F) **(8)**
- **The City's land use plan is dependent on the new SR 509 alignment.** Long-range land use planning in SeaTac is dependent on the completion of the new SR 509 alignment, and incorporates assumptions from this planning. (Policy 2.7D) **(8)**
- **Development of the 24th/28th Ave S extension as an arterial.** The City has worked to provide the 24th/28th Ave S extension to reduce congestion and delays related to airport traffic in the area. This project has been integrated with planning for the SR 509 alignment, and the new highway will include ramps to connect to this extension. (Policy 4.2D) **(8)**
- **Mitigation of impacts.** The Comprehensive Plan includes policies to consider the impacts of the SR 509 alignment and related projects on pedestrian infrastructure, residential streets, and bicycle routes. **(8)**
- **Riparian and wetlands mitigation and restoration in Des Moines Creek will be incorporated into the Program.** The Program includes significant restoration as part of the new SR 509 alignment to mitigate impacts of the project and restore wetlands and riparian areas in Des Moines Creek and its Park. **(9)**
- **The development of the final segment Lake to Sound Trail will be integrated with the construction of the new SR 509 alignment.** The final segment of the Lake to Sound Trail is planned as part of the SR 509 Completion Project. This project will complete the 16-mile non-motorized trail from Lake Washington to Puget Sound, which passes through Des Moines and will support regional pedestrian and cycling. **(9)**