

# COMMISSION AGENDA

Item No: 4C

Meeting: 12/21/17

**DATE:** December 6, 2017

**TO:** Port of Tacoma Commission

**FROM:** John Wolfe, Chief Executive Officer

Sponsor: Evette Mason, Manager Government Affairs

Project Manager: Deirdre Wilson, Senior Planning Manager

**SUBJECT:** Authorize the Port CEO to enter into an Interlocal Agreement for a \$250,000 contribution to the City of Fife for intersection improvements at SR 99 and 54<sup>th</sup> Avenue East

## **A. ACTION REQUESTED**

Request authorization for the Port of Tacoma's CEO or his designee to enter into an Interlocal Agreement (ILA) with the City of Fife to contribute \$250,000 for intersection improvements at State Route 99 (Pacific Highway East) and 54<sup>th</sup> Avenue East.

## **B. BACKGROUND**

The Interstate-5 54th Avenue East interchange is a primary access to the Port of Tacoma and the surrounding shipping and warehousing businesses. Interstate-5, 54th Avenue East, and Pacific Highway East (SR 99) are all classified as T-1 freight corridors, the highest designation for Truck Freight Economic Corridors that are part of Washington's Freight and Goods Transportation System. The Interstate-5 54th Avenue East interchange and the adjacent intersection of State Route-99 54th Avenue East are significantly over capacity and operate at failing conditions. This project will construct the first phase of improvements to the north half of the interchange. This first phase addresses the most important operations and safety issues.

The Interstate-5 interchange with 54th Avenue East experiences congestion for a significant portion of the day. During the afternoon peak travel time, the average intersection delay is 96 seconds, or Level of Service F. It is common for 54<sup>th</sup> Avenue East ramp congestion to impact through traffic on the Interstate-5 mainline. The planned interchange capacity improvements are designed to reduce congestion for local traffic crossing Interstate-5 and traffic moving between Interstate-5 and the local roadway system, and to better serve the City of Fife, the Port of Tacoma, other nearby destinations, and all users of Interstate-5.

In 2013, the City of Fife started working with WSDOT, Federal Highway Administration, Port of Tacoma, Puyallup Tribe of Indians, and other stakeholders to analyze improvement alternatives for the interchange. The current design is the result of that joint effort.

The second left turn lane at SR 99 and 54<sup>th</sup> Avenue East will increase the capacity of the intersection, reducing the time necessary to clear queues for this busy movement—over 400 vehicles during the afternoon peak hour. The project also improves curb radii at two corners of the intersection, making it easier for large trucks to turn. During the afternoon peak hour,

these two improvements combined reduce overall intersection delay from 96 to 78 seconds. The decreases in congestion at the intersection, and on Interstate-5 southbound, also improve safety by reducing congestion-related collisions and emergency vehicle response times. This project is designed to support the larger Interstate-5 54<sup>th</sup> Avenue East Interchange Improvement Project.

In recognition of the Project's benefits to the Port, the Port has been requested to contribute to the Project's construction costs associated with adding the second left turn lane.

### C. SCOPE OF WORK

With this action, the Port's CEO will enter into an Interlocal Agreement (ILA) with the City of Fife for a Port of Tacoma contribution of \$250,000 toward the total project cost of \$8,971,761 (approximately \$3,200,000 for this intersection).

### D. ALTERNATIVES SCREENING ANALYSIS

A screening analysis for the intersection improvements identified nine improvement alternatives as having the potential to meet the project's Purpose and Need Statement. The alternatives were evaluated based a set of criteria that included transportation operations, safety, community and environmental impacts, cost, constructability and potential for constructing the project in phases. Five alternatives ranked the highest and were evaluated in greater detail with the goal of selecting a preferred alternative for the interchange. The selected alternative includes the second left turn lane at SR 99 and 54<sup>th</sup> Avenue East.

### E. FINANCIAL SUMMARY

<b>SR 99 – 54<sup>th</sup> to 65<sup>th</sup> Avenue East Improvement Project</b>	
<b>Funding Source</b>	<b>Contribution</b>
WSDOT Pedestrian and Bicycle Safety Grant	\$1,660,800
Dept. of Ecology Stormwater Grant & Loan	\$533,100
Tacoma Public Utilities (estimated)	\$560,000
WA State Legislature	\$500,000
City of Fife	\$2,100,000*
Pierce County – Flood Control Zone District (Estimated 2018)	117,863
Puyallup Tribe of Indians	\$750,000
Port of Tacoma	\$250,000*
FHWA – National Highway Freight Program	2,000,000*
Freight Mobility Strategic Investment Board (FMSIB)	500,000*
<b>Total Funding</b>	<b>\$8,971,763</b>

\* Funding for intersection work comes from this source.

Master Identification Number 101212.01 has been assigned to the Port of Tacoma contribution to the City of Fife.

**F. NEXT STEPS**

1. The funds will be paid by the Port within thirty days of receiving the City's invoice for payment, which the City will provide to the Port with evidence that payment of at least \$250,000 has been made by the City for the construction.
2. The City of Fife expects to have the intersection improvements complete by the end of 2018. The related SR 99 and Interstate 5 improvements are expected to be complete in 2020.
3. The ILA will be effective upon the signature of both Parties and will terminate on December 31, 2018, or upon Project completion, whichever comes first, unless mutually extended by the Parties.

Map of SR99 and 54<sup>th</sup> Avenue East Intersection

