

Item No.: 5C
Date of Meeting: May 17, 2018

Puget Sound Gateway Local Match Memorandum of Understanding



Action requested



Request authorization for the Chief Executive Officer or his designee to sign a Memorandum of Understanding pertaining to local participation in the Puget Sound Gateway with the Washington State Department of Transportation and other local project stakeholders.

Background



Background (continued)

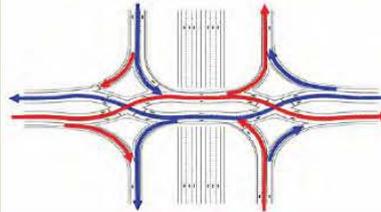


Working with Sound Transit

WSDOT is working closely with Sound Transit as both agencies work to build new major infrastructure projects in the area.

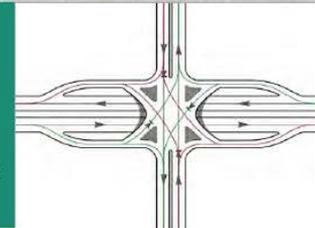
Diverging Diamond Interchange (DDI)

Through this project, WSDOT will implement the state's second Diverging Diamond Interchange. The DDI will function as an on and off ramp to I-5. The unique design will improve traffic safety by decreasing the amount of conflict points throughout the interchange.

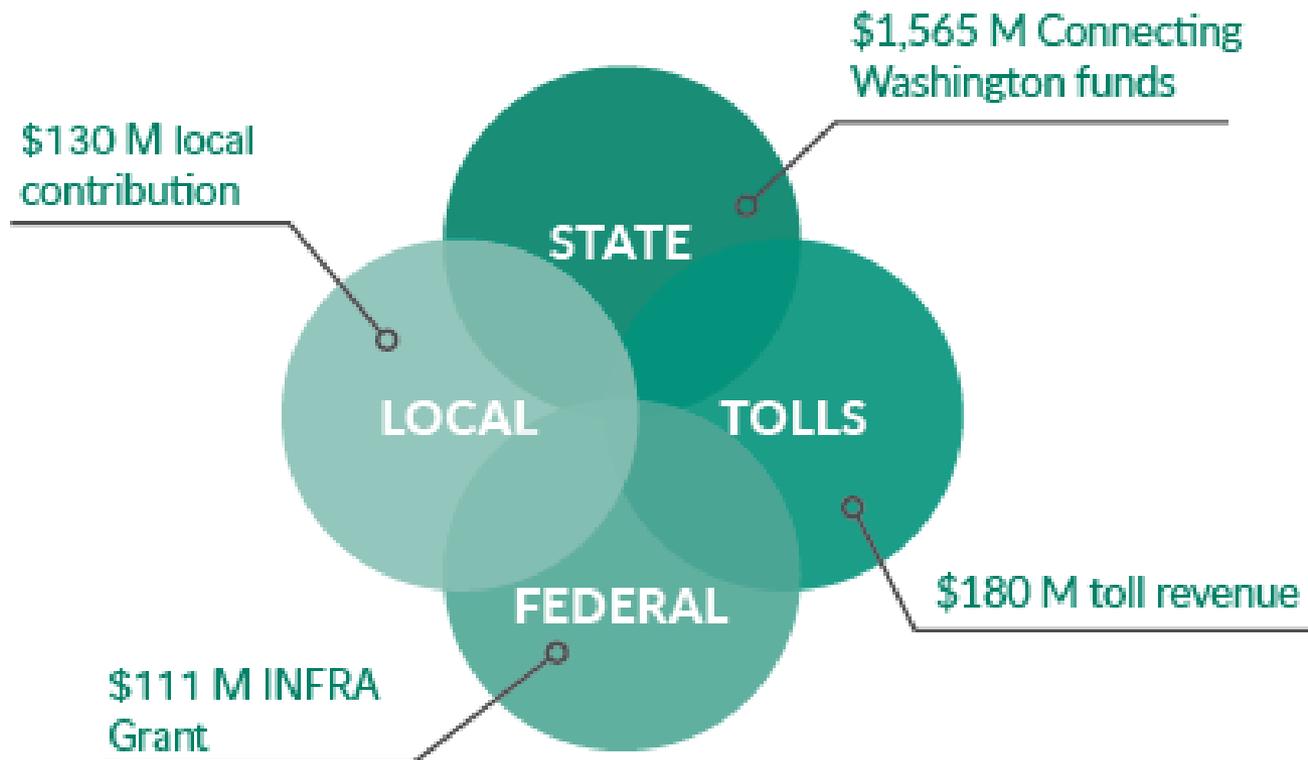


Single Point Urban Interchange (SPUI)

A single point urban Interchange, known as a SPUI, is planned to be constructed at the new interchange between SR 167 and SR 161. These interchanges are efficient and only utilize one traffic signal to control all the movements at the interchange.



Gateway Funding



Background (continued)



Engrossed Senate Bill 5096 § 306(20)(b))

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.

Scope



- Multi-lateral roadmap for how to provide the local match
- Not a legally-binding agreement
- Local Nexus Projects
- Grant funded strategy to buy-down local match
- Local contributions vary by benefit
- Bi-lateral ILAs required



Scope— Local Nexus Project example



Port of Tacoma Spur/SR-509 spur	
WSDOT	\$462.2 million
Port of Tacoma	\$3.0 million
City of Tacoma	\$1.5 million
City of Fife	\$0.8 million
Puget Sound Regional Council STP funds	\$4.5 million
TOTAL	\$472.0 million



Scope— Partner commitments and status



Partner Agency	Status	Amount	Total
City of Fife	Committed by Letter	\$1,800,000	
City of Tacoma	Committed by Resolution	\$2,000,000	
City of Kent	Committed \$1m by Letter	\$2,000,000	
City of SeaTac	Pending	\$2,000,000	
City of Puyallup	Concurred by City Manager	\$2,000,000	
City of Des Moines	Committed by Letter	\$500,000	
City of Edgewood	Concurred by Mayor	\$500,000	
City of Sumner	Requested		
Pierce County	Committed (Executive)	\$2,000,000	
King County	Requested		
Port of Seattle	Concurred pending MOU	\$30,000,000	
Port of Tacoma	Committed \$6m by Letter	\$30,000,000	
City of Pacific	Agreed to Sign	-	
City of Algona	Agreed to Sign	-	
City of Federal Way	Agreed to Sign	-	
City of Milton	Agreed to Sign	-	
Partner Total			\$72,800,000

Stage 1 Grant Assumptions

Federal INFRA	Application filed	\$20,000,000	
Interurban Trail	Awarded	\$1,400,000	
FMSIB 70 th Avenue E	Application filed	\$5,000,000	
FMSIB Port of Tacoma Spur	Apply 2020	\$5,000,000	
PSRC Veterans Extension	Application filed	\$4,500,000	
PSRC SeaTac Access (SR 509)	Application filed	\$4,500,000	
PSRC Port of Tacoma Spur	Application filed	\$4,500,000	
TIB 70 th Avenue E	Application due August 17	\$5,000,000	
TIB Veterans Extension	Apply 2020	\$5,000,000	
Stage 1 Grant Total			\$54,900,000

Stage 2 Grant Assumptions

SR 167/Valley Avenue	2022	\$3,000,000	
SR 167/Meridian Avenue	2022	\$3,000,000	
SR 167 Stage 2 Mainline	2022	\$4,000,000	
SR 509 Stage 2 Mainline	2024	\$4,000,000	
Stage 2 Grant Total			\$14,000,000
Total Financial Strategy			\$141,700,000



Project schedule



Project Development	
NEPA re-evaluation	2017-2018
Interchange Justification Report	2017-2018
Traffic and revenue analysis for tolling	2017-2018
Legislative authorization for tolling	2019
Stage 1A (70 th Avenue bridge replacement)	
Design	2017-2019
Right-of-way	2017-2019
Construction	2019-2021
Stage 1B (I-5 to SR-509)	
Design	2017-2021
Right-of-way	2017-2021
Construction	2021-2025
Stage 2 (I-5 to SR-167)	
Design	2020-2024
Right-of-way	2020-2024
Construction	2025-2030

Financial summary



Item	Budget Estimate	Expenditure to Date	Additional Future Expenditures	Anticipated Total Expenditures
70 th Avenue bridge replacement contribution	\$3 million	\$0	\$3 million	\$3 million
Port of Tacoma Spur right-of-way contribution	\$5 million	\$0	\$5 million	\$5 million
Other	\$22 million	\$0	\$22 million	\$22 million
TOTAL	\$30 million	\$0	\$30 million	\$30 million

Economic investment/job creation

- 44% truck trips bound to Kent/Puyallup valleys
- 15% travel time improvement
 - 14,000 hours
 - \$940 million
- \$10.1 billion in long-term payroll
- 2,437 construction jobs



Environmental impacts



- 26% reduction in air emissions
- 1,000 acres of contiguous habitat– 70% increase in ecological services
- 50% reduction in flooding along Hylebos Creek



Next steps



- July 1 MOU signed
- 2018 Q3 FMSIB grant decision
- 2018 Q4 70th Avenue Bridge relocation ILA
- 2018 Q4 PSRC grant decision
- 2018 Q4 POT Spur ILA
- 2019 70th Avenue Bridge relocation construction begins
- TBD Future ILAs for balance of POT anticipated contributions



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