

COMMISSION AGENDA

Item No: 5C

Meeting: 06/13/2019

DATE: May 31, 2019

TO: Port of Tacoma Commission

FROM: John Wolfe, Chief Executive Officer

Sponsor: Sean Eagan, Government Affairs Director

Project Manager: Evette Mason, Government Affairs Manager

SUBJECT: Interlocal Agreement with the City of Fife for a \$250,000 contribution for intersection improvements at SR 99 and 54th Avenue East

A. ACTION REQUESTED

Request authorization for the Port of Tacoma's Executive Director 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 54th Avenue East.

B. BACKGROUND

The Interstate-5/54th Avenue East interchange is part of a primary access corridor 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, and 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 54th 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 54th 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 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 Interstae-5/54th Avenue East Interchange Improvement Project.

In recognition of the project's benefits to the Port, the City of Fife asked the Port to contribute to the project's construction costs associated with adding the second left turn lane. The Port of Tacoma and City of Fife originally entered into an ILA for this project in December 2017 but due to a change in project element sequencing, that ILA expired prior to the start of the intersection improvements.

C. SCOPE OF WORK

With this action, the Port's Executive Director 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). The amount of the contribution has not changed.

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 on 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 54th Avenue East.

E. ECONOMIC INVESTMENT

The intersection improvements are designed to reduce congestion and improve freight mobility in the vicinity.

F. ENVIRONMENTAL BENEFITS

The intersection improvements will improve traffic congestion and reduce vehicle idle times by approximately 20 percent.

G. FINANCIAL SUMMARY

SR 99 - 54 th to 65 th Avenue East Improvement Project	
Funding Source	Contribution
WSDOT Pedestrian and Bicycle Safety Grant	\$1,660,800
Dept. of Ecology (DOE) Stormwater Grant & Loan	\$533,100
Tacoma Public Utility (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	500,000*
Total Funding	\$8,971,763

* 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.

Cost/Source of Funds – The \$250,000 was recorded as a non-operating expense in 2017 when the first Interlocal Agreement was signed.

The \$250,000 will only be paid when the Port receives proof of the performed work and an invoice.

H. NEXT STEPS UPON COMMISSION APPROVAL

1. The Fife City Council is scheduled to consider and approve the Interlocal Agreement at a future City Council Meeting.
2. 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.
3. The City of Fife expects to have the intersection improvements complete by the end of Summer 2019.

4. The ILA will be effective upon the signature of both parties and will terminate on December 31, 2020, or upon project completion, whichever comes first, unless mutually extended by the parties.

