Puget Sound Regional Council

Funding Application

Competition	Regional FHWA
Application Type	Corridors Serving Centers
Status	submitted
Submitted:	April 8th, 2024 3:56 PM
Prepopulated with screening form?	Yes

Project Information

1. **Project Title**
   I-5/Port of Tacoma Road Interchange Improvement Project
2. **Regional Transportation Plan ID**
   5575
3. **Sponsoring Agency**
   Fife
4. **Cosponsors**
   N/A
5. **Does the sponsoring agency have "Certification Acceptance" status from WSDOT?**
   No
6. **If not, which agency will serve as your CA sponsor?**
   WSDOT Olympic Region in Pierce County

Contact Information

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Project Description

1. **Project Scope**
   The I-5/Port of Tacoma Road Interchange Improvement Project will retain the existing Port of Tacoma Road overcrossing of I-5 and construct a new overcrossing of I-5 at 34th Avenue E. The interchange will be reconstructed to create a split diamond couplet interchange with Port of Tacoma Road (southbound) and 34th Avenue E (northbound) paired as one-way couplets between 20th Street E and 12th Street E.

   Phase 1 of the project (completed) constructed the new 34th Avenue E between I-5 and 12th Street E and reconstructed the I-5 southbound ramps.

Phase 2a is a shovel-ready (Spring 2024) phase that will construct the new 34th Avenue E overcrossing of I-5 between 20th Street E and Pacific Highway E, add sidewalks and illumination, reconstruct the I-5 northbound ramps, and convert Port of Tacoma Road to one-way southbound traffic.

In addition to the original planned improvements for Phase 2a described above, we have to consult with the FHWA and NMFS on our stormwater design. This is because of recent science around the chemical N-(1,3-dimethylbutyl)-N'-phenyl-p-phenylenediamine, also known as 6PPD. 6PPD is lethal to Coho salmon and can contaminate water systems.

A future Phase 2b (expected 2026) will complete improvements along 20th Street E, including installing new traffic signals at Port of Tacoma Road, 34th Avenue E, and Industry Drive E. This phase will add sidewalks and illumination and construct related improvements.

2. **Project Justification, Need, or Purpose**
   The interchange is the primary connection between I-5 and the Port of Tacoma Manufacturing and Industrial Center and nearby businesses. Four of the six container terminals in the Port have access off Port of Tacoma Road. The Port of Tacoma is the busiest port in Washington State with $3 billion generated in economic activity. It provides 14,500 direct jobs and supports over 42,000 total jobs.

   The interchange is over capacity and operates at LOS F during peak travel times. Interchange off ramp queues extend back onto the I-5 mainline leading to mainline congestion and potential safety issues. Pierce Transit Route 500 travels along Pacific Highway E through Fife and uses the interchange to access the I-5 mainline. Similarly, Route 501 travels along 20th Street E through Fife and uses the interchange to access the I-5 mainline. Interchange congestion and queueing negatively affect transit operations.

   The interchange does not include pedestrian facilities across I-5, causing I-5 to act as a barrier to travel. The lack of pedestrian facilities makes it challenging to access bus service. Pedestrians still cross I-5 at the interchange, which is a safety issue.

   The project improves traffic operations at the interchange from LOS F to D under future conditions. The improvements are forecast to reduce queues on Port of Tacoma Road from 4,000 feet to 900 feet. With the project, off ramp queues will not extend onto the I-5 mainline, improving mainline operations and safety. The project will improve overall interchange safety and pedestrian safety by adding sidewalks across I-5.

   The project connects the Port of Tacoma and nearby businesses to I-5 and Pacific Highway E (both T1 freight corridors). Via I-5 and other limited access highways, the project connects to most regional and state metropolitan centers, and almost every Regional Growth Center or Manufacturing and Industrial Center.

   In March 2024, the city was in the process of obligating construction funding for this phase through WSDOT Local Programs. FHWA is part of the final approval process. During their review, FHWA determined that additional biological review was needed to address the 6PPD concerns. The obligation process is on hold while we consult with FHWA and NMFS, which is expected to take several months or more. With this delay, coupled with the amount of time and effort it has taken to gain PS&E approval from WSDOT, project costs are increasing. This includes paying the design team to prepare documents for the biological review, as well as for the PS&E review. As time passes, construction costs are anticipated to increase. There may be costs associated with redesigning the drainage system to meet FHWA/NMFS requirements, as yet to be determined.

Project Location

1. **Project Location**
   I-5/Port of Tacoma Road Interchange
2. **Please identify the county(ies) in which the project is located. (Select all that apply.)**
   Pierce
3. **Crossroad/landmark nearest the beginning of the project**
   12th Street E
4. **Crossroad/landmark nearest the end of the project**
   20th Street E
5. **Map and project graphics**

Regional_Vicinity_Map_-_Port_of_Tacoma_Road_Interchange.pdf, Port_of_Tacoma_Road_Interchange_Phasing.jpg

Local Plan Consistency

1. **Is the project specifically identified in a local comprehensive plan?**
   Yes
2. **If yes, please indicate the (1) plan name(s), (2) relevant section(s), and (3) page number(s) where the relevant information can be found.**
   (1) Fife Comprehensive Plan
   (2) Transportation Element
   (3) Project R-1 on page 3-27
   https://www.cityoffife.org/DocumentCenter/View/1216/Element-3-Transportation-Element--PDF
3. **If no, please describe how the project is consistent with the applicable local comprehensive plan(s), including specific local policies and provisions the project supports. In addition, for a transit project please describe how the project is consistent with a transit agency plan or state plan.**
   N/A

Federal Functional Classification

1. **Functional class name**
   16 Urban Minor Arterial

Support for Centers

1. **Describe the relationship of the project to the center(s) it is intended to support. Identify the designated regional growth or manufacturing/industrial center(s) and whether or not the project is located within the center or along a corridor connecting to the center(s).**
   The I-5/Port of Tacoma Road Interchange is the primary connection between I-5 and the Port of Tacoma Manufacturing and Industrial Center (MIC). Four of the six container terminals at the Port of Tacoma are accessed off of Port of Tacoma Road.

   The project connects the Port of Tacoma MIC and nearby businesses to I-5. Via I-5 and other limited access highways, the project connects to many of the metropolitan centers in the region and the state, and almost every Regional Growth Center or Manufacturing and Industrial Center in the region. The interchange also connects the Port to the rest of the state.

   Tacoma Rail’s Port of Tacoma yard, and the Union Pacific Railroad’s (UPRR's) Fife yard, are most directly reached from I-5 via the I-5/Port of Tacoma Road interchange.

   The project will further improve multimodal transportation by constructing sidewalks along 34th Avenue E, which crosses I-5 as a new overpass. The closure of sidewalk gaps will improve access to the Pierce Transit bus stops along Pacific Highway E and 20th Street E. This will also enhance access to the employment opportunities in the vicinity of the stops. This project will improve the access for businesses and enhance Fife’s industrial support of the Port of Tacoma MIC.

Identification of Population Groups

1. **Using the resources provided in the Call for Projects, identify the equity populations (i.e. Equity Focus Areas (EFAs)) to be served by the project with supportive data. PSRC’s defined equity populations are: people of color, people with low incomes, older adults, youth, people with disabilities, and people with Limited English Proficiency.**
   The project is located within a census tract that covers all of Fife north of I-5, the western half of Fife south of I-5, and parts of northeast Tacoma.

The census tract is higher than PSRC's regional thresholds for all equity populations with the exception of older adults. The tract has 45% people of color, 23% people with low incomes, 12% people with disabilities, 11% people with limited English proficiency, and 17% youth.

2. **Further identify the MOST impacted or marginalized populations within the project area. For example, areas with a higher percentage of both people of color and people with low incomes, and/or other areas of intersectionality across equity populations. These intersections with equity populations may also include areas with low access to opportunity, areas disproportionately impacted by pollution, etc.**

   In addition to the PSRC equity populations, the project's census tract is defined by PSRC as an Air Quality Focus Community. The Washington State Department of Health's 'Tracking Network' map tool identifies the tract as scored 9 out of 10 for environmental health disparities, 10 out of 10 for diesel pollution and disproportionate impact, and 9 out of 10 for social vulnerability. Within social vulnerability, the tract is scored 7 out of 10 for no access to a private vehicle (roughly 6% of people do not have access).

   The equity analysis identified the intersection of people of color and people with low incomes as the most impacted/marginalized population in the project's census tract. This is due to the relatively high percentage for each category compared to the regional threshold percentages.

Criteria: Development of Regional Growth and/or Manufacturing / Industrial Centers

1. **Describe how this project will support the existing and planned housing and/or employment densities in one or more regional growth and/or manufacturing/industrial centers.**

   The Tacoma Tideflats Subarea Plan and EIS identifies the PSRC employment growth target as 10,000 new jobs in the Port of Tacoma.

   This project is the primary connection point between the Port of Tacoma Manufacturing and Industrial Center and I-5. Via I-5, the project directly connects the Port of Tacoma MIC to the Metropolitan Centers of Tacoma, Seattle, and Everett. Via I-5 and other limited access highways, the project connects the Port of Tacoma MIC to the Metropolitan Centers of Bremerton and Bellevue, and many other Regional Growth Centers and Manufacturing and Industrial Centers in the Puget Sound region.

   The project as a whole will reduce congestion and delay for traffic into and out of the Port of Tacoma MIC, improving peak hour level of service from "F" to "D" and reducing peak hour queue lengths on Port of Tacoma Road from 4,000 feet to 900 feet.

   The project as a whole, and this phase of the project, will improve pedestrian access for employees at the Port of Tacoma MIC by improving pedestrian access between Pierce Transit's Routes 500 and 501, which each have termini at the Tacoma Dome and Federal Way transit centers. Route 500 travels through Fife on Pacific Highway E and Route 501 travels along 20th Street E.

   Fife’s industrial-zoned area adjacent to the project provides important support to the Port of Tacoma MIC. The Union Pacific Railroad’s Fife yard is critical for the assembly of trains shunted in from the Port of Tacoma MIC and is used by businesses abutting the yard to trans-load goods from seagoing containers to rail containers. Dray trucks from the Port of Tacoma MIC cross the interchange to access Industry Drive; all buildings on the south side of Industry Drive E have direct access to rail service at the UPRR Fife yard.

2. **Describe how the project will support the development/redevelopment plans and activities of the center.**

   The Tacoma Tideflats Subarea Plan and EIS identifies potential zoning changes that are expected to result in redevelopment and increased employment density. The PSRC employment growth target for the Port of Tacoma is 10,000 new jobs. The Tideflats Area Transportation Study" (TATS) jointly funded by Washington State's Freight Mobility Strategic Investment Board (FMSIB); Marine View Ventures, the development arm of the Puyallup Tribe of Indians; the Port of Tacoma; the City of Tacoma; Pierce County; the Washington State Department of Transportation; SSA Marine, a private port terminal operator; and the City of Fife. The TATS partners Memorandum of Understanding identified the partners as “highly dependent upon freight mobility and the capacity of the surface transportation infrastructure to accommodate growth in the tideflats” (the Port of Tacoma MIC and surrounding area). The TATS study was adopted by the Fife City Council and most of the other project partners. The funds sought through this application will help the multi-agency partnership check off one of

its key goals.

3. **Describe how the project will expand access to high, middle and/or living wage jobs for the Equity Focus Areas (EFAs) identified above.**
   The Equity Focus Area (EFA) population identified for this project is the intersection of people of color and people with low incomes. The interchange project will add vehicle and freight capacity to enable the Port of Tacoma to reach their target of 10,000 new jobs.

   The project will benefit the identified EFA by improving access to public transit and improving pedestrian connections to employment opportunities in the Port of Tacoma Manufacturing and Industrial Center and the adjacent and supporting Fife commercial and industrial zones. Non-white and low-income populations in the project's vicinity are more often users of public transit and are the majority of long-distance pedestrian commuters.

   The project will construct an ADA-compliant crossing of I-5 and will fill gaps in the sidewalk network between Pierce Transit bus stops and employment opportunities. The project area is identified in census data as having a high percentage of people without access to a private vehicle. This could be due to low incomes, disabilities, age, or other factors. The new sidewalks will connect to many destinations providing essential services. The project terminates on or near city streets in Fife and Tacoma which have sidewalks, so this connection has significant potential to help people reach their destinations.

4. **Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses including those in the industry clusters identified in the adopted regional economic strategy. In addition, describe how the project supports a diversity of business types and sizes within the community.**
   The primary purpose of the interchange project is support of the Port of Tacoma MIC and the Maritime, Transportation and Logistics, Business Services, and Tourism and Visitors industry clusters that are the focus of the Port of Tacoma MIC and Fife's adjacent commercial and industrial zones. This project will support those industry clusters by improving traffic operations, safety, pedestrian facilities, and access to transit service at the interchange.

   The project will improve movement between marine terminals and trans-shipment businesses that re-containerize goods or load them into trucks, thereby reducing four seagoing 40-foot containers to three 53-foot domestic containers or trucks. This effort not only provides employment to workers in the Puget Sound region, but reduces congestion on our highways by reducing long-haul trips by 25 percent from the levels that would be required if these businesses did not exist.

   Businesses of all sizes and types throughout the region rely on the Port of Tacoma MIC, whether directly or indirectly. The Port of Tacoma generated $3 billion in economic activity and provides 14,500 direct jobs and supports over 42,000 total jobs. The Port is ranked third among west coast foreign trade zones (FTZs).

5. **Describe how the project will benefit a variety of user groups, including commuters, residents, and/or commercial users and the movement of freight.**
   The project area is served by Pierce Transit Routes 500 and 501 service between Tacoma and the Federal Way Transit Center in the Federal Way Regional Growth Center. The sidewalks and I-5 overcrossing being built by this project will close gaps in the existing pedestrian network and will allow residents of those centers to access employment opportunities in the Port of Tacoma Manufacturing and Industrial Center and in Fife's adjacent industrial and commercial zones which support the MIC.

   The project will be traversed by many dray trucks, carrying seagoing containers from the Port of Tacoma MIC to trans-load facilities along Industry Drive E, and the UPRR Fife yard, and elsewhere in the vicinity. Trans-load businesses take full 40-foot containers of a single product and either re-containerize them into 53-foot containers for rail shipment or re-load them into 53-foot trucks for long-haul trucking shipment. In this way, four seagoing containers can be converted into three over-the-road truckloads, or rail containers. This project's support of the short-haul dray trucking from the Port of Tacoma MIC thereby reduces the traffic on I-5 and throughout the region.

Criteria: Mobility and Accessibility

1. **Describe how the project improves mobility and access to the center(s), such as completing a physical gap, providing an essential link in the transportation network for people and/or goods, or providing a range of travel modes or a missing mode.**
   The project directly links the Port of Tacoma MIC with I-5 and improves mobility for freight,

transit, pedestrians, and private vehicles. Four of the six container terminals in the Port of Tacoma have access off Port of Tacoma Road, and the project interchange serves as the primary connection between the Port of Tacoma MIC and the other regional growth centers or manufacturing/industrial centers in the state. The project completes a physical gap in the sidewalk network by constructing the new 34th Avenue E overpass of I-5, which will include a sidewalk. The project also improves mobility for freight and transit by reducing delays and queueing on all four I-5 ramps.

2. **Describe how this project supports a long-term strategy to maximize the efficiency of the corridor. This may include, for example, TDM activities, ITS improvements, improved public transit speed and reliability, etc.**

   The existing interchange has ramp spacing that produces intersections that are too close together. The close intersection spacing causes inefficient traffic flow between intersections and queues from one intersection regularly block traffic at the upstream intersection. The close intersection also does not to allow vehicles to properly align themselves in lanes for turning movements. Signal phasing must therefore provide very long phase durations to allow extended clearance time for the heavy trucks that comprise over 60 percent of some movements during select hours. The new interchange configuration spaces out the intersections, and by adding another bridge over I-5 and converting Port of Tacoma Road and 34th Avenue East to a one-way couplet with “square-a-bout’ at the center of the interchange, the project substantially improves traffic flow efficiency and reduces congestion at a moderate cost and with re-use of most of the existing infrastructure.

   The overall interchange project will include the interconnection of 10 traffic signals for coordinated operation of the four ramp terminals, intersections along Port of Tacoma Road, intersections along 34th Avenue E, and three intersections along 20th Street East (phase 2b) at Port of Tacoma Road, 34th Avenue E, and Industry Drive E. Collectively, the roadway construction and signal coordination will improve traffic level of service from “F” to “D” and reduce queue lengths on Port of Tacoma Road from 4,000 feet to 900 feet.

   Pierce Transit Route 500 travels along Pacific Highway E through Fife and uses the interchange to access the I-5 mainline and travel to and from Tacoma. Similarly, Pierce Transit Route 501 travels along 20th Street E through Fife and uses the interchange to access the I-5 mainline and travel to and from Tacoma. The improved traffic operations at the interchange will enhance efficiency and reduce transit travel times for these two bus routes.

3. **Describe how the project remedies a current or anticipated problem (e.g., addressing incomplete networks, inadequate transit service/facilities, modal conflicts, the preservation of essential freight movement, addressing bottlenecks, removal of barriers, addressing redundancies in the system, and/or improving individual resilience and adaptability to changes or issues with the transportation system).**

   The interchange is over capacity and experiences congestion and significant queuing for several hours each weekday. Interchange off ramp queues currently extend onto the I-5 mainline causing mainline delays and safety issues. The interchange off ramps queues are forecast to grow with no action.

   The project improves traffic operations at the interchange which remedies the current and future freight bottleneck and operational delay. The interchange project will improve level of service from F to D and reduce queue lengths on Port of Tacoma Road from 4,000 feet to 900 feet. With the project, interchange off ramp queues are not forecast to extend onto the I-5 mainline. The project will increase average speeds on the I-5 mainline from 10 to 11 mph in the project vicinity during the peak period. This may be a small improvement, but it is significant that the project will enable vehicles to exit I-5 without overloading the I-5 main line. Addressing the anticipated queueing issues will also improve the safety of the interchange and I-5 mainline by reducing rear-end crashes.

   Bus Routes 500 and 501 both travel through the interchange to access I-5. The project will reduce transit travel times for both routes.

   The project also addresses a gap in the sidewalk network and inadequate connections between transit facilities and the surrounding employment opportunities. There is no way for pedestrians to safely cross I-5 in the project vicinity. The project will construct a sidewalk on the east side of 34th Avenue E between 20th Street E and 12th Street E.

4. **Describe how the project provides opportunities for active transportation that can lead to public health benefits.**

   The project will provide opportunities for pedestrians, transit users, and bicyclists, as it will include additional sidewalks that close system gaps and improve access bus stops for Routes 500 and 501. These improvements will improve safety for these users as soon as they are built. With safer conditions, more people are expected to choose to walk or bicycle

within the corridor, thereby improving their health. The CDC says that physical inactivity is a contributing factor in increased rates of obesity, diabetes, heart disease, stroke, and other chronic health conditions in the United States, and the CDC promotes active transportation as a tool for healthy living.

The Tacoma to Puyallup Trail will travel along the south side of Pacific Highway E through the interchange. Providing sidewalks across I-5 at the interchange will improve active transportation options for the community.

5. **Identify the existing disparities or gaps in the transportation system or services for the Equity Focus Areas (EFAs) identified above that need to be addressed. Describe how the project is addressing those disparities or gaps and will provide benefits or positive impacts to these equity populations by improving their mobility.**

   The EFA of people of color and people with low incomes are more likely to not have access to a private vehicle, as reflected in census data which ranks the project area as 7 out of 10 (% with no access to private vehicle). The EFA population group is more likely to walk, bike, or take transit to work, and the Port of Tacoma and surrounding freight-related businesses are the primary employment center for both the City and region. The existing conditions do not provide a safe way for pedestrian, bicyclists, or transit-users to cross I-5 in the project's vicinity. The closest of crossing of I-5 with pedestrian facilities is more than 2 miles to the east at Wapato Way.

   The primary benefits that the project provides to the EFA population group are safety (details in the Safety and Security section) and mobility to economic opportunities. The project constructs a sidewalk across I-5 at 34th Avenue E, allowing transit-dependent residents to access Pierce Transit routes 500 and 501 and economic centers served by both bus routes (Tacoma, Federal Way). The sidewalk also allows workers to safely use active transportation modes to access jobs at the Port of Tacoma and surrounding industrial and commercial areas in Fife. Access to economic opportunity is a key factor in social mobility and breaking poverty cycles.

Criteria: Outreach and Displacement

1. **Describe the public outreach process that led to the development of the project.**

   The City hosted two local open house meetings in 2012. The City also sent out mailers to all the property owners within 300 feet of the project limits. During this time, the City conducted limited access hearings to give impacted property owners the opportunity to share feedback and concerns about the I-5/Port of Tacoma Road Interchange Project.

   The City has continued to provide public outreach and project updates as the I-5/Port of Tacoma Road Interchange Project has progressed. The City has provided the Regional Access and Mobility Partnership with ongoing project updates and continues to provide project updates as needed to the Regional Access and Mobility Partnership.

2. **Describe how this outreach influenced the development of the project.**

   The public outreach efforts were done early in the planning phase and comments were incorporated into the design.

3. **Using PSRC's Housing Opportunities by Place (HOP) tool, identify the typology associated with the location of the project and identify the strategies the jurisdiction uses to reduce the risk of displacement that are aligned with those listed for the typology.**

   The project's census tract is identified in the HOP tool as a "Promote Investment & Opportunity" community. PSRC lists 11 tools and actions that cities can take to address displacement in communities with this typology, including those listed below employed by the City of Fife:

   Reevaluate Parking Requirements: The Land Use Element of the City's Comprehensive Plan includes policies directed towards the creation of a City Center (Goal 14). The City Center is envisioned to be a mixed-use pedestrian and transit-oriented community. Policies to encourage this include 14.6 (parking management, reducing minimums, establishing maximums). As part of the 2024 zoning code update, the City is also developing a new parking management strategy for the City Center.

   Encourage Middle Density Housing: The Housing Element of the Comprehensive Plan prioritizes diverse housing densities and types, including middle density and affordable housing (Policy 4.4).

   Protect Manufactured Homes: Policy 1.1 of the Housing Element allows manufactured homes in all areas zoned for residential in the City, along with other policies that encourage the

provision and preservation of a variety of housing types to increase affordable housing options.

Criteria: Safety and Security

1. **Describe how the project addresses safety and security. Identify if the project incorporates one or more of FHWA's Proven Safety Countermeasures, and specifically address the following:**
   The project includes multiple FHWA Proven Safety Countermeasures, such as pedestrian walkways, dedicated left- and right-turn lanes at intersections, signal head backplates with retroreflective borders, and reduced left-turn conflict intersections.

   The project will eliminate the existing off ramp queuing onto the I-5 mainline. This queueing onto the mainline is a significant hazard and has led to dozens of crashes over the past five years. By improving interchange operations and reducing queue lengths, queue ends will be much closer to signals, where drivers expect them, and rear-end crashes are expected to be reduced.

   Project studies have shown that the project is expected to improve traffic operations and reduce potential crashes within the study area in the design year of the project. The project will reduce the number of conflict points for potential crashes by simplifying geometrics and signal phasing.
2. **Specific to the Equity Focus Areas (EFAs) identified above, describe how the project will improve safety and/or address safety issues currently being experienced by these communities.**
   The EFA of people of color and people with low incomes are more likely to not have access to a private vehicle, as reflected in census data which ranks the project area as 7 out of 10 (% with no access to private vehicle). The EFA population group is more likely to walk, bike, or take transit to work, and the Port of Tacoma and surrounding freight-related businesses are the primary employment center for both the City and region.

   Research from the National Complete Streets Association shows that Black pedestrians are more than twice as likely to be killed while walking as white pedestrians, and Native people are more than three times as likely to be fatally hit. Research also shows that low-income neighborhoods experience greater numbers of pedestrian deaths.

   The project will construct a sidewalk across I-5 at 34th Avenue E and ADA-compliant connections to the existing sidewalk networks. The connection will allow the EFA population to access transit services and jobs.
3. **Does your agency have an adopted safety policy? How did the policy/policies inform the development of the project?**
   The City of Fife has an updated 2024 Local Road Safety Plan, has a Complete Streets Policy, and is planning on adopting a Vision Zero goal as part of it's 2024 Comprehensive Plan update (aligned with the State's Target Zero goal of zero serious and fatal crashes by 2030). The project included a comprehensive safety analysis, including historical and predictive crash analyses, as part of the Interchange Justification Report (IJR).
4. **(not scored) USDOT is developing a framework for assessing how projects align with the Safe System Approach, and PSRC is developing a Regional Safety Action Plan due in early 2025. Does your agency commit to adhering to the forthcoming guidance and continuing to work towards planning and implementation actions under a Safe System Approach to reduce fatalities and serious injuries?**
   Yes, the City commits to continuing to prioritize safety and adhering to PRSC guidance on the implementation of the Safe System Approach. The City has completed Local Road Safety Plans in 2018, 2020, 2022, 2024, and is incorporating the State's Target Zero commitment into its Comprehensive Plan update. The City has also won funding to complete a Safety Action Plan for the federal Safe Streets and Roads for All grant.

Criteria: Air Quality and Climate Change

1. **Please select one or more elements in the list below that are included in the project's scope of work, and provide the requested information in the pages to follow.**
   Roadway / Intersection / ITS, Bicycle and Pedestrian Facilities

Air Quality and Climate Change: Roadway / Intersection / ITS

1. **What is the length of the project?**
   The project will construct multiple segments of roadway, freeway ramps, and an overpass bridge. The length of the improvements to the northbound I-5 off-ramp and on-ramp is over 4,000 feet (3/4 mile). The portion of 34th Avenue E that will be constructed (including the I-5 overpass) is approximately 940 feet long.
2. **What is the average daily traffic before the project?**
   The project constructs a new roadway segment over I-5 (34th Avenue E) with no previous ADT. Adjacent roadway ADT has been provided for context. For more information see the IJR traffic study.
   20th Street E at Port of Tacoma Road: 11,000
   Pacific Highway E east of Port of Tacoma Road: 18,000
3. **What is the average daily traffic after the project?**
   The project constructs a new road (34th Avenue E) with no previous ADT. Adjacent roadway ADT has been provided for context. For more information see the IJR traffic study.
   20th Street E at Port of Tacoma Road (2040): 11,390
   Pacific Highway E east of 34th Avenue E (2040): 37,270
4. **What is the average speed before the project?**
   This data is not readily available for the project, for which traffic flow is controlled by multiple intersections. Therefore, Level of Service (LOS) and queueing lengths are the measurement parameters of interest.
5. **What is the average speed after the project?**
   This data is not readily available for the project, for which traffic flow is controlled by multiple intersections. Therefore, Level of Service (LOS) and queueing lengths are the measurement parameters of interest.
6. **What is the level of service before the project?**
   LOS F for Port of Tacoma Rd with 4000 foot queue during AM peak.
7. **What is the level of service after the project?**
   LOS D for Port of Tacoma Rd with 900 foot queue during AM peak.
8. **What are the existing number of lanes (total, both directions)?**
   Regarding north/south capacity crossing I-5, there is 1 through-lane in each direction and 1 northbound-left turn lane, for a total of 3 lanes.
9. **How many lanes are being added (total, both directions)?**
   With the project, the north/south capacity crossing I-5 will be 6 lanes total. The project constructs the one-way northbound 34th Avenue E overcrossing, which includes 2 through lanes and 1 left turn lane. Port of Tacoma Rd will become one-way southbound and include 2 through lanes and 1 left turn lane.
10. **How many intersections are along the length of the project?**
    There are 10 intersections fully within the project limits, and 1 adjacent intersection that will be improved as part of phase 2b.
11. **How many intersections are being improved?**
    This project phase will construct 3 new intersections and make improvements to 6 existing intersections.
12. **What is the percentage of freight truck traffic on the facility?**
    Up to 60 percent, during the late morning truck peak.
13. **Will the project result in shorter trips and reduced VMT? If so, please explain.**
    The project's formal Benefit Cost Analysis (BCA) identifies a reduction in VMT of 61,640,898 over the life of the project. The BCA category "State of Good Repair" identified $12 million saved due to reduced damage to roads from reduced VMT.
14. **Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.).**
    Interchange Justification Report (IJR), available at the following link:

    https://www.cityoffife.org/451/I5---Port-of-Tacoma-Interchange-Improvem
15. **What is the average daily transit ridership along the corridor?**

Route 501 - 425 riders

16. **How many daily peak period transit trips service the corridor?**
    Route 501 - 4 transit trips
17. **What is the expected increase in transit speed due to the BAT/HOV lanes?**
    N/A
18. **What is the expected increase in transit ridership due to the BAT/HOV lanes?**
    N/A
19. **Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.).**
    Interchange Justification Report (IJR), available from the following link:

    https://www.cityoffife.org/451/I5---Port-of-Tacoma-Interchange-Improvem
20. **What are the ITS improvements being provided?**
    The overall interchange project will include the interconnection of 10 traffic signals for coordinated operation to improve traffic flow and reduce vehicle delays. The 10 signalized intersections are along Port Tacoma Road, 34th Avenue E, and 20th Street E (phase 2b).
21. **What is the expected improvement to average vehicle delay?**
    Collectively, the roadway construction and signal construction and operational improvements will improve traffic level of service from “F” to “D” and reduce queue lengths on Port of Tacoma Road from 4,000 feet to 900 feet.
22. **Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.)**
    Interchange Justification Report (IJR), available at the following link:

    https://www.cityoffife.org/451/I5---Port-of-Tacoma-Interchange-Improvem

Air Quality and Climate Change: Bicycle and Pedestrian Facilities

1. **Describe the facilities being added or improved**
   The project will construct sidewalk on the east side of the new 34th Avenue E overcrossing of I-5, connecting between Pacific Highway E and 20th Street E. The overcrossing will be the only ADA-accessible crossing of I-5 in Fife besides Wapato Way E, which is over 2 miles to the east.
2. **What is the length of the proposed facility?**
   1,400 feet
3. **Describe the connections to existing bicycle/pedestrian facilities and transit.**
   The sidewalk will connect with the existing sidewalk network on Pacific Highway E and 20th Street E. The sidewalks will provide access to Pierce Transit bus routes 500 and 501, serving Tacoma, Milton, and Federal Way. The project will provide a sidewalk connection to the future Tacoma to Puyallup regional trail along Pacific Highway E.
4. **Describe the current bicycle/pedestrian usage in the project area. If known, provide information on the shift from single occupancy vehicles.**
   Unknown.
5. **What is the expected increase in bicycle/pedestrian usage from the project? If known, provide information on the shift from single occupancy vehicles**
   Unknown.
6. **What is the average bicycle trip length?**
   Unknown.
7. **What is the average pedestrian trip length?**
   Unknown.
8. **Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.)**

N.A.

Total Estimated Project Cost and Schedule

1. **Estimated project completion date**
   December 2027
2. **Total project cost**
   $105,888,571.00

Funding Documentation

1. **Documents**
   Funding_letters_for_POTR_2A_rev.pdf
2. **Please enter your description of your financial documentation in the text box below.**
   Move Ahead WA (MAW) funding commitment of $35 million for the project (Phases 1, 2a, and 2b) is documented in the "LEAP Transportation Document 2022 NL-1", available at the link: https://leap.leg.wa.gov//leap/Budget/Detail/2022/ctLEAPDocument2022NL-1-030922.pdf

   The Connecting WA funding commitment documentation is attached.

   The Freight Mobility Strategic Investment Board (FMSIB) funding commitment documentation is attached.

   The Port of Tacoma funding commitment documentation is attached.

   Congressionally Directed Spending Award letter is attached.

   Move Ahead Washington Award letter is attached.

Phase	Year	Alternate Year	Amount
construction	2027		$4,000,000.00

Total Request: $4,000,000.00

Project Readiness: PE

PE

Funding Source	Secured/Unsecured	Amount
FMSIB	Secured	$900,000.00
CWA	Secured	$6,250,000.00
STBG(PSRC)	Secured	$1,456,660.00
Local	Secured	$4,967,947.00
MAW	Secured	$287,000.00
		$13,861,607.00

Expected year of completion for this phase: 2024

ROW

Funding Source	Secured/Unsecured	Amount
CWA	Secured	$5,187,821.00
Local	Secured	$1,605,919.00

FMSIB	Secured	$75,000.00
STBG(PSRC)	Secured	$1,696,080.00
		$8,564,820.00

Expected year of completion for this phase: 2023

Construction

Funding Source	Secured/Unsecured	Amount
CWA	Secured	$5,000,000.00
FMSIB	Secured	$10,725,000.00
MAW	Secured	$28,800,000.00
Local	Secured	$2,000,000.00
STBG(PSRC)	Secured	$11,573,759.00
Demonstration	Secured	$4,000,000.00
TIB	Secured	$7,600,000.00
CWA	Secured	$2,600,000.00
Local	Secured	$1,800,000.00
Local	Secured	$5,363,385.00
STBG(PSRC)	Unsecured	$4,000,000.00
		$83,462,144.00

Expected year of completion for this phase: 2027

Summary

1. **Are you requesting funds for ONLY a planning study or preliminary engineering?**
   No
2. **What is the actual or estimated start date for preliminary engineering/design?**
   August 2018
3. **Is preliminary engineering complete?**
   No
4. **What was the date of completion (month and year)?**
   August 2020
5. **Have preliminary plans been submitted to WSDOT for approval?**
   Yes
6. **Are there any other PE/Design milestones associated with the project? Please identify and provide dates of completion. You may also use this space to explain any dates above.**
   WSDOT PFA was updated September 2020.
7. **When are preliminary plans expected to be complete?**
   April 2024

Project Readiness: NEPA

1. **Documents**
   Funding_letters_for_POTR_2A_rev.pdf
2. **Please enter your description of your financial documentation in the text box**

below.

Move Ahead WA (MAW) funding commitment of $35 million for the project (Phases 1, 2a, and 2b) is documented in the "LEAP Transportation Document 2022 NL-1", available at the link: https://leap.leg.wa.gov//leap/Budget/Detail/2022/ctLEAPDocument2022NL-1-030922.pdf

The Connecting WA funding commitment documentation is attached.

The Freight Mobility Strategic Investment Board (FMSIB) funding commitment documentation is attached.

The Port of Tacoma funding commitment documentation is attached.

Congressionally Directed Spending Award letter is attached.

Move Ahead Washington Award letter is attached.

Project Readiness: Right of Way

1. **Will Right of Way be required for this project?**
   Yes
2. **What is the actual or estimated start date for right of way?**
   04/2018
3. **What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)?**
   05/2022
4. **Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits.**
   Right of way, including acquisitions and easements, has been completed and was certified by WSDOT in July 2023.
5. **What is the zoning in the project area?**
   The interchange is surrounded by Regional Commercial zoning and Industrial zoning.
6. **Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.**
   The project phase has completed ROW and the possibility of condemnation is no longer a factor in in project schedule.
7. **Does your agency have experience in conducting right of way acquisitions of similar size and complexity?**
   Yes
8. **If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?**
   N/A
9. **In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each.**
   The project phase being requested for funding has completed ROW.

Project Readiness: NEPA

1. **What is the current or anticipated level of environmental documentation under the National Environmental Policy Act (NEPA) for this project?**
   Documented Categorical Exclusion (DCE)
2. **Has the NEPA documentation been approved?**
   Yes
3. **Please provide the date of NEPA approval, or the anticipated date of completion (month and year).**
   3/19/2021

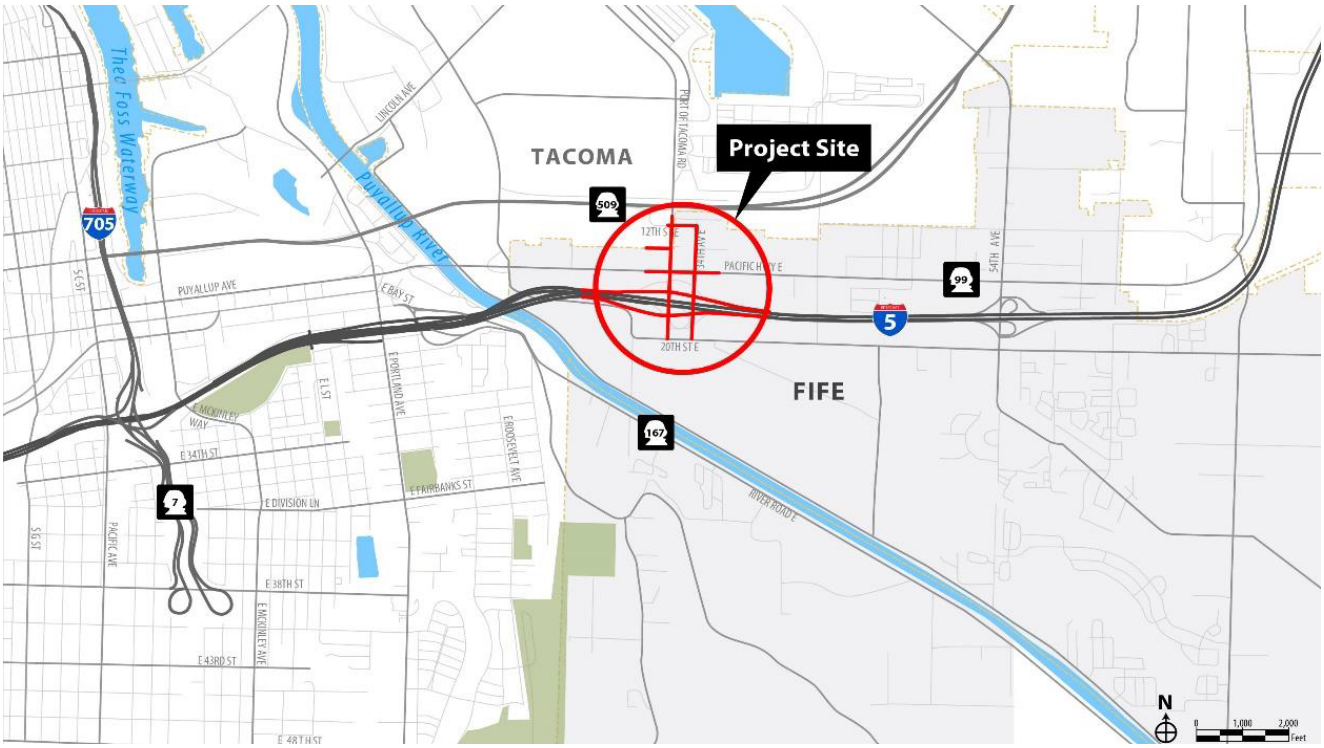
Project Readiness: Right of Way

1. **Will Right of Way be required for this project?**
   Yes
2. **What is the actual or estimated start date for right of way?**
   04/2018
3. **What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)?**
   05/2022
4. **Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits.**
   Right of way, including acquisitions and easements, has been completed and was certified by WSDOT in July 2023.
5. **What is the zoning in the project area?**
   The interchange is surrounded by Regional Commercial zoning and Industrial zoning.
6. **Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.**
   The project phase has completed ROW and the possibility of condemnation is no longer a factor in in project schedule.
7. **Does your agency have experience in conducting right of way acquisitions of similar size and complexity?**
   Yes
8. **If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?**
   N/A
9. **In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each.**
   The project phase being requested for funding has completed ROW.

Project Readiness: Construction

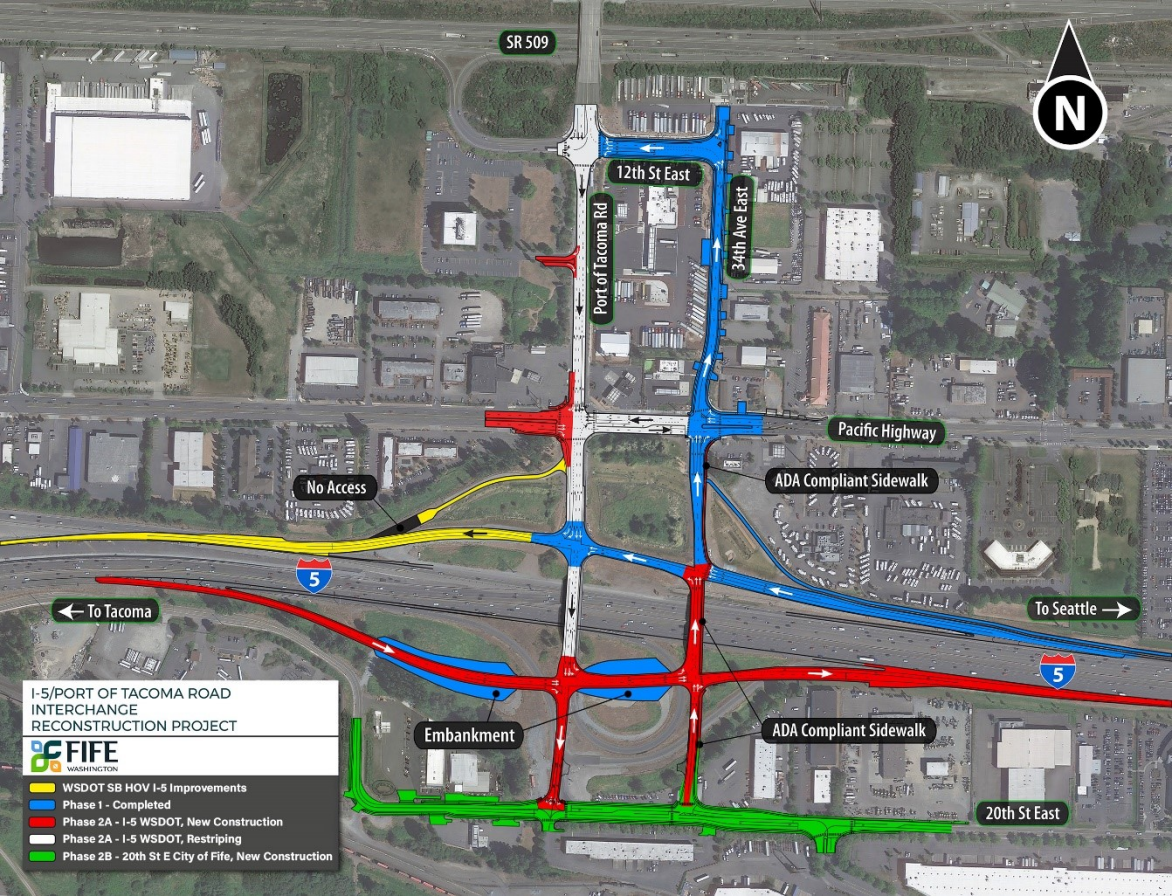
1. **Are funds being requested for construction?**
   Yes
2. **Do you have an engineer's estimate?**
   Yes
3. **Engineers estimate document**
   POTR_IIA_ProofSet_Cost_Estimate_20240214.pdf
4. **Identify the environmental permits needed for the project and when they are scheduled to be acquired.**
   The City is working with WSDOT and federal agencies to determine the extent of additional stormwater facilities due to 6PPD pollution requirements. The City will continue to coordinate with PSRC, WSDOT, and other stakeholders regarding the requirements and how they will impact the project schedule.
5. **Are Plans, Specifications & Estimates (PS&E) approved?**
   No
6. **Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year).**
   March 2024
7. **When is the project scheduled to go to ad (month and year)?**
   April 2024

City of Fife
I-5/Port of Tacoma Interchange Improvements



Areas affected by project:

- State of Washington
- Pierce County
- City of Fife
- City of Tacoma


SR 509
N
12th St East
34th Ave East
Port of Tacoma Rd
Pacific Highway
ADA Compliant Sidewalk
No Access
5
To Tacoma
To Seattle
5
I-5/PORT OF TACOMA ROAD
INTERCHANGE
RECONSTRUCTION PROJECT
FIFE
WASHINGTON
WSDOT SB HOV I-5 Improvements
Phase 1 - Completed
Phase 2A - I-5 WSDOT, New Construction
Phase 2A - I-5 WSDOT, Restriping
Phase 2B - 20th St E City of Fife, New Construction
Embankment
ADA Compliant Sidewalk
20th St East

Washington State Department of Transportation

Transportation Building
310 Maple Park Avenue S.E.
P.O. Box 47300
Olympia, WA 98504-7300
360-705-7000
TTY: 1-800-833-6388
www.wsdot.wa.gov

March 28, 2023

Mr. Greg Vigoren, PE
Public Works Director
City of Fife
5411 East 23rd Street
Fife, Washington 98424-2061

RE: I-5 Port of Tacoma Road Interchange (Phase 2)
FFY 2023 Congressionally Directed Spending (Earmarks)
Federal Funding

Dear Mr. Vigoren:

WSDOT is pleased to advise you that the above-mentioned project was identified in the Consolidated Appropriations Act, 2023, to receive FHWA earmark funds. The federal funding is limited to the amount shown below:

I-5 Port of Tacoma Road Interchange (Phase 2) **$4,000,000**
Demo ID #: WA333
CFDA #: 20.205
Scope: Project title defines the scope of work on which the funds may be expended.

NOTE: Funds require 13.5% non-federal match. Funds must be obligated by September 30, 2026, or they expire. Also, funds must be expended by September 30, 2031, or the funds shall be cancelled and no longer available.

In order to meet state and federal requirements, the following are required:

- Project expenditures incurred before receiving notice from Local Programs of federal fund authorization are not eligible for reimbursement.
- Please refer to the Local Programs web page for detailed information, including: (http://www.wsdot.wa.gov/localprograms/)
  - ✓ Local Agency Guidelines (LAG) manual for the requirements regarding programming, authorization, reimbursement, etc.;
  - ✓ Projects utilizing federal funds must be included in your current Transportation Improvement Program (TIP) as a complete programmed project. Once your TIP amendment is approved, WSDOT will amend the Statewide Transportation Improvement Program (STIP);
  - ✓ Funding and billing forms;

- ✓ Local Project Report is required to be completed by the end of June and December each year. To access the database you will need an account name and password. Your account name is **Fife** and your password is **Fife684**. The password is case sensitive.

- If the project is not actively pursued, or becomes inactive (23 CFR 630), the project is at risk of being cancelled and funds repaid.
- FHWA requires that all projects are ADA compliant upon completion or the federal funds must be repaid.

As a reminder, Local Programs requires all agencies to submit monthly progress billings to ensure timely reimbursement of eligible federal expenditures.

For assistance, please contact your Region Local Programs Engineer, John Ho at John.Ho@wsdot.wa.gov or 564.669.1018.

Sincerely,

Jay Drye, PE
Director
Local Programs

JD:st:cdm

cc: Kelly McGourty, Transportation Director, PSRC
John Ho, Olympic Region Local Programs Engineer

Washington State Department of Transportation

Transportation Building
310 Maple Park Avenue S.E.
P.O. Box 47300
Olympia, WA 98504-7300
360-705-7000
TTY: 1-800-833-6388
www.wsdot.wa.gov

March 31, 2022

Mr. Greg Vigoren
Public Works Director
City of Fife
5411 East 23rd Street
Fife, Washington 98424-2061

Port of Tacoma Road, East of I-5
HLP-9927(062)
Move Ahead WA – Capital Projects
2022 Supplemental Transportation Budget
State Funding

Dear Mr. Vigoren:

WSDOT is pleased to advise you that the above-mentioned project was selected to receive funding in the 2022 Supplemental Transportation Budget through the Move Ahead Washington (MAW) – Capital Projects program. The state funding is limited as shown below:

Port of Tacoma Road, East of I-5 **$35,000,000**
2021-23 Available Funding: $35,000,000
Scope: Reconstructs NB I-5 on/off ramps at Port of Tacoma Rd interchange. Creates two new ramp intersections at 34th Ave E and at Port of Tacoma Rd, constructs a new road (34th Ave E) from 20th St E to the I-5 SB off-ramp, and builds a new 34th Ave E bridge over I-5. Traffic signals will be installed at the new ramp intersections. Phase 2 of a two-phase project.

In the event the 2021-23 funding is not all reimbursed, WSDOT will request the remaining funding through the 2023-25 budget development. Until the funding is provided by the legislature, WSDOT can only reimburse your agency for the approved work completed each biennium, as reflected above. Therefore, it is critical that the Local Project Report is updated detailing the project's delivery, so that the funding aligns with the schedule.

In order to meet the state requirements, the following are required:

- Project expenditures incurred before receiving notice from Local Programs of state fund authorization are not eligible for reimbursement.
- Please refer to the Local Programs webpage for detailed authorization information including: (https://wsdot.wa.gov/business-wsdot/support-local-programs)
  - ✓ Local Agency Guidelines (LAG) manual for detailed requirements;
  - ✓ Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP) amendments, as applicable;
  - ✓ Funding and billing forms;

Greg Vigoren
City of Fife
Port of Tacoma Road, East of I-5
March 31, 2022

- ✓ Local Project Report is required to be completed by the end of June and December each year. To access the database you will need an account name and password. Your account name is **Fife** and your password is **Fife684**. The password is case sensitive.

Local Programs encourages all agencies to submit monthly progress billings to ensure timely reimbursement of eligible expenditures.

For assistance please contact Bryan Dias, your Region Local Programs Engineer, at 360.357.2631.

Sincerely,

Jay Drye, PE
Director
Local Programs

JD:st:ml
cc: Kelly McGourty, Transportation Director, PSRC
Bryan Dias, Olympic Region Local Programs Engineer, MS 47440

Washington State Department of Transportation

Transportation Building
310 Maple Park Avenue S.E.
P.O. Box 47300
Olympia, WA 98504-7300
360-705-7000
TTY: 1-800-833-6388
www.wsdot.wa.gov

May 25, 2023

Mr. Greg Vigoren, PE
Public Works Director
City of Fife
5411 East 23rd Street
Fife, Washington 98424-2061

RE: I-5/Port of Tacoma Road Interchange Phase 2
HLP-FMSIB-9927(062) – 2A
HLP-FMSIB-9927(067) – 2B
2023-25 Transportation Budget – Capital Project
State Funding

Dear Mr. Vigoren:

WSDOT is pleased to advise you that the 2023-25 Transportation Budget has revised the above-mentioned project funding from the Freight Mobility Strategic Investment Board (FMSIB) to Local Programs. The state funding is limited as shown below:

I-5/Port of Tacoma Road Interchange Phase 2 $7,533,000

2021-23 Available Funding: $ 975,000
2023-25 Available Funding: $6,558,000

In the event the 2021-23 funding is not all reimbursed, WSDOT will need to request the remaining funding through the 2024 supplemental budget development. Until the funding is provided by the legislature, WSDOT can only reimburse your agency for the approved work completed each biennium, as reflected above. Therefore, it is critical that the city update the Local Project Report detailing the project's delivery, so that the funding aligns with your schedule.

In order to meet the federal and state requirements, the following are required:

- Project expenditures incurred before receiving notice from Local Programs of state fund authorization are not eligible for reimbursement.
- Please refer to the Local Programs webpage for detailed authorization information including: (https://wsdot.wa.gov/business-wsdot/support-local-programs)
  - ✓ Local Agency Guidelines (LAG) manual for detailed requirements;
  - ✓ Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP) amendments, as applicable;

Mr. Greg Vigoren, PE
City of Fife
May 25, 2023

- ✓ Funding and billing forms;
- ✓ Local Project Report is required to be completed by the end of June and December each year. To access the database you will need an account name and password. Your account name is **Fife** and your password is **Fife684**. The password is case sensitive.

Local Programs encourages all agencies to submit monthly progress billings to ensure timely reimbursement of eligible expenditures.

For assistance, please contact your Region Local Programs Engineer, John Ho, at 564.669.1018 or John.Ho@wsdot.wa.gov.

Sincerely,

Jay Drye, PE
Director
Local Programs

JD:st:cdm

cc: Kelly McGourty, Transportation Director, PSRC
John Ho, Olympic Region Local Programs Engineer

Washington State Department of Transportation

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TTY: 1-800-833-6388
www.wsdot.wa.gov

March 31, 2022

Mr. Greg Vigoren
Public Works Director
City of Fife
5411 East 23rd Street
Fife, Washington 98424-2061

I-5/Port of Tacoma Road Interchange
STPUL-FMSIB-HLP-9927(056) &
HLP-9927(062)
Connecting Washington – Earmark
2022 Supplemental Transportation Budget
State Funding

Dear Mr. Vigoren:

WSDOT is pleased to advise you that the 2022 Supplemental Transportation Budget has updated the above-mentioned project funding through the Connecting Washington (CWA) program of projects. The state funding is limited as shown below:

I-5/Port of Tacoma Road Interchange **$22,300,000**
2017-19 Available Funding: $ 2,884,577
2019-21 Available Funding: $ 6,845,497
2021-23 Available Funding: $12,569,926

In the event the 2021-23 funding is not all reimbursed, WSDOT will request the remaining funding through the 2023-25 budget development. Until the funding is provided by the legislature, WSDOT can only reimburse your agency for the approved work completed each biennium, as reflected above. Therefore, it is critical that the city update the Local Project Report detailing the project's delivery, so that the funding aligns with the city's schedule.

In order to meet the state and federal requirements, the following are required:

- Reporting of benefits and expenditures for transit, bicycle, and pedestrian elements at award and during construction annually is required. (see attached)
- Project expenditures incurred before receiving notice from Local Programs of state fund authorization are not eligible for reimbursement.
- Please refer to the Local Programs webpage for detailed authorization information including: (https://wsdot.wa.gov/business-wsdot/support-local-programs)
  - ✓ Local Agency Guidelines (LAG) manual for detailed requirements;
  - ✓ Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP) amendments, as applicable;
  - ✓ Funding and billing forms;

Greg Vigoren
City of Fife
I-5/Port of Tacoma Road Interchange
March 31, 2022

- ✓ Local Project Report is required to be completed by the end of June and December each year. To access the database you will need an account name and password. Your account name is **Fife** and your password is **Fife684**. The password is case sensitive.

Also, the legislature expects that for some projects, costs will be reduced due to the application of practical solutions.

Local Programs encourages all agencies to submit monthly progress billings to ensure timely reimbursement of eligible expenditures.

For assistance please contact Bryan Dias, your Region Local Programs Engineer, at 360.357.2631.

Sincerely,

Jay Drye, PE
Director
Local Programs

Attachment
JD:st:ml
cc: Kelly McGourty, Transportation Director, PSRC
Bryan Dias, Olympic Region Local Programs Engineer, MS 47440

Connecting Washington Projects – Reporting Requirements

1. **At Contract Award** – report the estimated cost to implement any transit, bicycle or pedestrian project elements.

2. **Annually**, report separately on amounts **expended and the funds utilized** to benefit transit, bicycle and pedestrians. To assist in approximating the amount of funding spent on a contract, below are some types of work for each of the elements:

   - Transit elements, such as:
     - ✓ Bus pullout
     - ✓ Direct Access On/Off ramp
     - ✓ HOV/HOT Lane
     - ✓ Park and Ride Lot
     - ✓ Transit stops/shelters
     - ✓ Business Access & Transit (BAT) lanes

   - Bicycle elements, such as:
     - ✓ Stand-alone/separate path
     - ✓ Shared use path (50% bicycle/50% pedestrian)
     - ✓ Drainage systems associated with the path (ignore if incidental)
     - ✓ Joint use shoulder including pavement marking & signage (shoulder was widened for bicycles to travel on)
     - ✓ Bike lane on bridge (% based on width of lane to total bridge width)
     - ✓ Bike racks on buses, at trailheads, on local routes or schools
     - ✓ Bike parking stations
     - ✓ Bike share projects
     - ✓ Roadway reconfiguration (road diets) (50% bicycle/50% pedestrian)
     - ✓ Raised crosswalk/intersection (50% bicycle/50% pedestrian)
     - ✓ Curb extensions (bulb out) (50% bicycle/50% pedestrian)

   - Pedestrian elements, such as:
     - ✓ Sidewalk and trails or walking path
     - ✓ Shared use path (50% bicycle/50% pedestrian)
     - ✓ Curb and gutter for sidewalk
     - ✓ Drainage systems associated with the path (ignore if incidental)
     - ✓ Sidewalk on bridge (% based on width of sidewalk to total bridge width)
     - ✓ Electronic Walk Sign with audio speaker (APS)
     - ✓ Lighting at pedestrian crossing (if easy to break out of illumination system)
     - ✓ Pedestrian lighting
     - ✓ Crosswalk pavement markings and signage
     - ✓ ADA accessible curb ramps
     - ✓ Roadway reconfiguration (road diets) (50% bicycle/50% pedestrian)
     - ✓ Raised crosswalk/intersection (50% bicycle/50% pedestrian)
     - ✓ Curb extensions (bulb out) (50% bicycle/50% pedestrian)
     - ✓ Refuge Islands

INTERLOCAL AGREEMENT
BY AND BETWEEN THE PORT OF TACOMA AND THE CITY OF FIFE REGARDING THE TRANSFER OF FUNDS TO SUPPORT THE INTERSTATE 5/PORT OF TACOMA ROAD INTERCHANGE PROJECT

This Interlocal Agreement ("Agreement") is entered into by and between the Port of Tacoma ("Port"), a public port district organized under the laws of the State of Washington, and the City of Fife ("City"), a municipal corporation in the State of Washington, each referred to individually as a "Party" and collectively as the "Parties."

RECITALS

WHEREAS, a healthy transportation system is a critical foundation of our state and local economies and our quality of life, as well as our global position as the nation's most trade-dependent state; and

WHEREAS, critical connectivity improvement projects like the Interstate 5/Port of Tacoma Road Interchange remain incomplete; and

WHEREAS, completion of the Interstate 5/Port of Tacoma Road Interchange project ("Project") would improve freight mobility to and from the Port, which in turn, will improve access to local and area businesses; and

WHEREAS, with Project construction, every failing intersection in the Project vicinity will operate at improved levels and queue lengths will be reduced from thousands of feet to hundreds; and

WHEREAS, completion of the Project will improve air quality by reducing congestion, improve truck mobility, and smooth traffic flow levels; and

WHEREAS, in 2015 the Washington State Legislature passed the Connecting Washington statewide transportation package which funded the first phase of the Project; and

WHEREAS, the Port Commission adopted a new strategic plan in 2021 which identified the importance supporting infrastructure products that increased Port freight mobility, prioritizing the Interstate 5/Port of Tacoma Road Interchange Project; and

WHEREAS, in 2022 the state legislature approved the Move Ahead Washington statewide transportation packaged, which authorized $35 million in funding for phase 2 of the Project; and

WHEREAS, the City, during the Port of Tacoma/City of Fife Joint Study Session on October 5, 2022, formally asked the Port Commission to contribute funds necessary to close a final projected shortfall of $2 million for the Project; and

WHEREAS, on November 17, 2022, the Port Commission adopted an updated list of bridge and road priorities which included the completion of the Project.

WHEREAS, on December 15, 2022, the Port Commission adopted Resolution 2022-20-PT authorizing the drafting of an ILA for the purposes of contributing $2 million to the City for the Port of Tacoma/Interstate 5 interchange project; and

WHEREAS, the Parties are authorized, pursuant to the Interlocal Cooperation Act (Chapter 39.34 RCW), to enter into this Interlocal Agreement.

AGREEMENT

NOW, THEREFORE, pursuant to the above recitals that are incorporated herein as if fully set forth below, and in consideration of the mutual promises, benefits, and obligations hereinafter set forth, the Parties agree as follows:

1. Project and Term of Agreement.

1.1. Project. In support of the City's efforts to construct phase 2A of the Project, the Port agrees to contribute up to $2 million towards the City's efforts described below.

1.1.1. Costs associated with the completion of the Project.

1.2. Port's Conditional Agreement to Contribute Funds Subject to the terms herein, the Port agrees to provide reimbursements of an amount not to exceed $2 million for expenses incurred by the City for the Project. The City shall be responsible for timely payment of all invoices submitted by third parties providing goods or services for the Project. The City shall submit to the Port, or its designee, paid project invoices within ninety (90) days after the referenced goods or services have been provided. The Port or its designee shall review any such invoices and as appropriate make payment to the City within thirty (30) days of receipt of the invoice. The Port shall not be obligated to reimburse the City for invoiced goods or services where invoices are not submitted in a timely fashion. The City shall be solely responsible for compensation of its employees, including those employees' salaries, fringe benefits, or any other compensation, including for time spent by those employees related to the Project. The Port shall not be responsible to provide reimbursement for any compensation to the City's employees.

1.2.1. Conditions of the Port's funding are as follows:

1.2.1.1. If the Project costs are higher than projected, the City will assume any excess Project costs.

1.2.1.2. Port payments up to the not-to-exceed amount will be made pursuant to this signed AGREEMENT.

1.2.1.3. The City shall expend all available grant funds before requesting funding from the Port.

1.3. Term. This Agreement shall take effect on the Effective Date, provided that this Agreement is properly filed, as described herein. This Agreement will terminate upon the sooner of three years from the Effective Date, or once all contributions anticipated by this Agreement are spent, unless modified by the Parties through mutual written agreement.

2. Financial Obligations. Except as otherwise expressly stated in this Agreement, each Party is solely responsible for financing the obligations it undertakes as a result of this Agreement.

3. Obligations and Project Coordination.

3.1. Port's Obligations. The Port shall contribute up to $2 million to the City of Fife's Project. The contribution shall be paid to the City as identified in section 1.2.

3.2. City's Obligations. The City shall use funds provided by the Port as anticipated under Paragraph 1.1.

3.3 Cooperation. The Parties shall cooperate in exchanging any information or documents reasonably necessary to effect the goals and purposes of this Agreement.

3.4 Contract Administration. The Parties do not, by this Agreement, create any separate legal or administrative entity. The Port's Executive Director, or his/her designee, and the City's City Manager, or his/her designee, shall be responsible for working with each other to administer the terms of this Agreement. The Parties do not intend to own jointly any real or personal property as part of this Agreement. The Parties will work together cooperatively to further the intent and purpose of this Agreement.

4. Indemnification.

4.1. The Port shall defend, indemnify, and hold the City, its officers, officials, employees, licensees, agents, and volunteers harmless from any and all injuries, losses, claims, suits, awards of damages, judgments, or costs, including attorney's fees, arising out of or in connection with the performance of this Agreement, to the extent caused by the negligence or willful misconduct of the Port or its officers, officials, employees, agents, or volunteers.

4.2. The City shall defend, indemnify, and hold the Port, its officers, officials, employees, licensees, agents, and volunteers harmless from any and all injuries, losses, claims, suits, awards of damages, judgments, or costs, including attorney's fees, arising out of or in connection with the performance of this Agreement, to the extent caused by the negligence or willful misconduct of the City or its officers, officials, employees, agents, or volunteers.

4.3. In the event of liability based upon the alleged concurrent or joint negligence of the Parties, the Parties shall individually bear their respective liability, including costs, as determined according to RCW 4.22.015.

4.4. The indemnification provisions of this Agreement shall not be limited by any worker's compensation, benefit, or disability laws, and each indemnifying Party hereby waives, solely for the benefit of the indemnified Party, any immunity that such indemnifying Party may have under the Industrial Insurance Act, Title 51 RCW; or similar state or federal worker's compensation, benefit, or disability laws.

4.5. Each Party agrees that it will include in any contract related to the work anticipated by this Agreement a provision requiring the contractor to defend, indemnify, and hold harmless all the Parties to this Agreement against any claims arising out of or related to the work of the contractor.

4.6. The indemnification provisions of this Agreement shall survive the expiration or termination of this Agreement with respect to acts or omissions occurring during its term and relating to or involving the subject matter of this Agreement.

5. Disputes.

5.1. In General. In the event a dispute arises between the Parties regarding the performance of an obligation under this Agreement or an alleged violation of the terms or conditions of this Agreement, the aggrieved Party will give the other Party written notice of such dispute. The other Party shall be provided fifteen (15) business days to respond and/or cure the alleged defective performance or violation. In any event, the Contract Administrators or their designees shall collaborate and use their best efforts to resolve disputes. Compliance with this provision shall be a condition precedent to terminating this Agreement for cause or filing suit in a court of law to enforce its terms. At all times prior to resolution of a dispute, the Parties shall continue to comply with their obligations under this Agreement in the same manner and under the same terms as existed prior to the dispute.

5.2. Choice of Law and Venue. This Agreement shall be governed in all respects by the laws of the State of Washington. The venue for any dispute arising out of or relating to this Agreement shall be with the Pierce County Superior Court in Tacoma, Washington.

5.3. Costs and Attorney's Fees. In any suit or action instituted under this Agreement, the prevailing Party shall be entitled to recover its costs, including reasonable attorney's fees, from the other Party.

6. Notice. Any notice or information required or permitted to be given to the Parties under this Agreement shall be sent to the following addresses unless otherwise specified:

Port of Tacoma	City of Fife
Attn: Matthew Mauer	Attn: Derek Matheson

Government Affairs Manager 1 Sitcum Way Tacoma, WA 98421 mmauer@portoftacoma.com 253-241-8899	City Manager 5411 23rd Street East Fife, WA 98424 dmatheson@cityoffife.org 253-896-8603

7. No Third-Party Beneficiaries. This Agreement is executed for the sole and exclusive benefit of the Parties. Nothing in this Agreement, whether express or implied, is intended to confer any right, remedy, or other entitlement upon any person other than the Parties hereto. Nothing in this Agreement is intended to relieve or discharge the obligation or liability of any third party, nor shall any provision of this Agreement give any third party a cause or right of action against any Party hereto.

8. Record Retention. All Project records shall be retained in accordance with each Party's document retention schedule and made available upon reasonable request for review or audit by the other Party during the term of this Agreement.

9. Termination. This Agreement shall terminate upon the sooner of: (1) thirty (30) days' prior written notification to the other Party, (2) mutual agreement of the Parties, or (3) payment of all reimbursements owed by this Agreement's terms. If this Agreement is so terminated, the Parties shall be responsible only for their respective performance rendered or costs incurred in pursuance of the terms of this Agreement up to the date of termination. In the event of any termination of this Agreement, the City shall return to the Port any funds provided under this Agreement that, as of the effective date of such termination, have not been spent by the City.

10. Abandonment. If the Project is abandoned, then this Agreement shall be of no further force or effect and the City shall return to the Port all funds paid under this Agreement.

11. Limitation of Agreement. This Agreement does not relieve either Party of any obligation or responsibility imposed upon it by law.

12. Filing of Agreement. In accordance with RCW 39.34.040, a copy of this Agreement shall be recorded in the Office of the Pierce County Auditor or posted by both Parties on their respective websites. This Agreement will not take effect until it has been successfully filed in either location.

13. Counterparts. This Agreement may be executed in two or more identical counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same agreement.

14. Severability. Should any word, phrase, clause, sentence, or paragraph of this Agreement or its application be declared invalid or void by a court of competent jurisdiction, the

remaining provisions of this Agreement or its applications of those provisions not so declared shall remain in full force and effect.

15. Integration. This Agreement contains the final, complete, and exclusive statement of the agreement between the Parties with respect to the subject matter of this Agreement. All prior or contemporaneous agreements, promises, negotiations, or representations with respect to the subject matter of this Agreement are merged in and superseded by this Agreement. This Agreement correctly states the rights, duties, and obligations of each party as of this Agreement's Effective Date.

16. Amendment. No provision of this Agreement may be amended or supplemented except by agreement, in writing, signed by both Parties.

17. Mutual Negotiation. The Parties agree that the terms and provisions of this Agreement have been negotiated, that the Agreement shall be deemed to be mutually negotiated and mutually drafted by both Parties, and that the language in the Agreement and Exhibits shall, in all respects, be construed according to its fair meaning and not for or against either Party.

18. Effective Date. This Agreement shall be effective as of the date of the last signature below.

APPROVED BY the Commissioners of the Port of Tacoma in the State of Washington and signed in authentication thereof the _____ day of _____, 2023.

APPROVED BY and signature authorized by the Fife City Council pursuant to Resolution No. 2112 and signed in authentication thereof the 12th day of September, 2023.

PORT OF TACOMA

By: _____
Eric Johnson
Executive Director

Date:

Approved as to form:

_____
By: Heather L. Burgess

CITY OF FIFE

By: _____
Derek Matheson
City Manager

Date: 10-2-2023

Approved as to form:

_____
By: Gregory F. Amann

General Counsel, Port of Tacoma

City Attorney

PORT OF TACOMA ROAD
PHASE IIA
Cost Estimate

Item No.	Quantity	Std. Item No.	Item Description	Unit	Unit Cost	Total Cost
SCHEDULE A - ROADWAY						
MOBILIZATION						
A1	1	0001	MOBILIZATION	L.S.	**10.0%**	$3,209,214
						$3,209,214
PREPARATION						
A2	20.23	0025	CLEARING AND GRUBBING	ACRE	$6,200.00	$125,454
A3	1	0038	ARCHAEOLOGICAL AND HISTORICAL SALVAGE	EST.	$10,500.00	$10,500
A4	1	0050	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	L.S.	$489,670.00	$489,670
A5	3,726	0100	REMOVING CEMENT CONC. SIDEWALK	S.Y.	$14.00	$52,164
A6	587	0108	REMOVING CEMENT CONC. CURB AND GUTTER	L.F.	$10.00	$5,870
A7	1,082	0110	REMOVING CEMENT CONC. CURB	L.F.	$8.00	$8,656
A8	54,623	0120	REMOVING ASPHALT CONC. PAVEMENT	S.Y.	$9.50	$518,919
A9	4,038	0145	REMOVING CONC. BARRIER	L.F.	$5.70	$23,017
A10	1,719	0170	REMOVING GUARDRAIL	L.F.	$5.70	$9,798
A11	6	0182	REMOVING GUARDRAIL ANCHOR	EACH	$325.00	$1,950
A12	65,598	0190	REMOVING PLASTIC LINE	L.F.	$1.00	$65,598
A13	65	0200	REMOVING PLASTIC TRAFFIC MARKING	EACH	$140.00	$9,100
A14	1,008	0204	REMOVING PLASTIC CROSSWALK LINE	S.F.	$0.80	$806
A15	7	0208	REMOVING RAISED PAVEMENT MARKER	HUND	$800.00	$5,600
A16	1,612	0220	REMOVING CHAIN LINK FENCE	L.F.	$5.00	$8,060
A17	1	0254	REMOVING SOLDIER PILE SHAFT OBSTRUCTIONS	EST.	$10,000.00	$10,000
A18	1	0256	REMOVING SHAFT OBSTRUCTIONS	EST.	$161,000.00	$161,000
A19	1	0257	REMOVING TRAFFIC SIGNAL SHAFT OBSTRUCTIONS	EST.	$6,000.00	$6,000
A20	1	0258	REMOVING SIGN STRUCTURE SHAFT OBSTRUCTIONS	EST.	$5,000.00	$5,000
A21	1	0260	HAZARDOUS MATERIAL HANDLING AND DISPOSAL	EST.	$57,500.00	$57,500
A22	1	0262	WELL DECOMMISSIONING	L.S.	$10,000.00	$10,000
A23	1	PR01	DEWATERING	L.S.	$195,500.00	$195,500
A24	1	PR02	REMOVE BUILDING STRUCTURE	L.S.	$50,000.00	$50,000
A25	1	PR03	ASBESTOS ABATEMENT	EST.	$10,000.00	$10,000
					PREPARATION	**$1,840,162**
GRADING						
A26	43,143	0310	ROADWAY EXCAVATION INCL. HAUL	C.Y.	$34.50	$1,488,434
A27	1,100	0350	UNSUITABLE FOUNDATION EXCAVATION INCL. HAUL	C.Y.	$30.00	$33,000
A28	55,314	0421	GRAVEL BORROW INCL. HAUL	C.Y.	$46.00	$2,544,444
A29	55,314	0470	EMBANKMENT COMPACTION	C.Y.	$4.00	$221,256

PORT OF TACOMA ROAD
PHASE IIA
Cost Estimate

Item No.	Quantity	Std. Item No.	Item Description	Unit	Unit Cost	Total Cost
A30	1	GR01	SETTLEMENT DEVICE INSTALLATION AND SURVEY	L.S.	$40,000.00	$40,000
A31	2,805	GR02	LIGHTWEIGHT FILL	C.Y.	$80.00	$224,400
					GRADING	**$4,551,534**
			DRAINAGE			
A32	3,825	1030	DITCH EXCAVATION INCL. HAUL	C.Y.	$30.00	$114,750
A33	30	1054	GRATE INLET TYPE 2	EACH	$1,800.00	$54,000
A34	8,205	1085	QUARRY SPALLS	C.Y.	$80.00	$656,400
A35	806	1160	UNDERDRAIN PIPE 6 IN. DIAM.	L.F.	$29.00	$23,374
A36	180	1170	DRAIN PIPE 6 IN. DIAM.	L.F.	$43.00	$7,740
A37	5	3080	ADJUST MANHOLE	EACH	$2,000.00	$10,000
A38	6	DR01	UNDERDRAIN CLEANOUT	EACH	$300.00	$1,800
A39	2	DR02	ENHANCED WATER QUALITY VAULT	EACH	$30,000.00	$60,000
A40	1	DR03	TEMPORARY STORM SEWER BYPASS	L.S.	$40,000.00	$40,000
A41	9	DR04	CONNECT STRUCTURE TO EXISTING PIPE	EACH	$185.00	$1,665
A42	25	DR05	LEVEL SPREADER	L.F.	$2,500.00	$62,500
A43	2	DR06	EXTEND EXISTING 48" CULVERT	EACH	$4,000.00	$8,000
A44	1	DR07	FLOW SPLITTER	EACH	$3,800.00	$3,800
A45	1	DR08	STORMWATER POND FLOW CONTROL STRUCTURE	EACH	$5,000.00	$5,000
A46	5	DR09	DEBRIS CAGE	EACH	$1,500.00	$7,500
A47	1	DR10	SEDIMENTATION VAULT	EACH	$30,000.00	$30,000
					DRAINAGE	**$1,086,529**
			STORM SEWER			
A48	23	3090	CATCH BASIN TYPE 1L	EACH	$1,800.00	$41,400
A49	54	3091	CATCH BASIN TYPE 1	EACH	$1,800.00	$97,200
A50	35	3105	CATCH BASIN TYPE 2 48 IN. DIAM.	EACH	$3,800.00	$133,000
A51	3	3107	CATCH BASIN TYPE 2 72 IN. DIAM.	EACH	$6,500.00	$19,500
A52	9,523	3151	TESTING STORM SEWER PIPE	L.F.	$3.00	$28,569
A53	74	3438	CL. III REINF. CONC. STORM SEWER PIPE 36 IN. DIAM.	L.F.	$120.00	$8,892
A54	17	3480	CL. V REINF. CONC. STORM SEWER PIPE 12 IN. DIAM.	L.F.	$50.00	$830
A55	28	3482	CL. V REINF. CONC. STORM SEWER PIPE 18 IN. DIAM.	L.F.	$75.00	$2,085
A56	3,312	3541	SCHEDULE A STORM SEWER PIPE 12 IN. DIAM.	L.F.	$30.00	$99,357
A57	2,910	3542	SCHEDULE A STORM SEWER PIPE 18 IN. DIAM.	L.F.	$45.00	$130,937
A58	126	3543	SCHEDULE A STORM SEWER PIPE 24 IN. DIAM.	L.F.	$85.00	$10,702
A59	161	3547	SCHEDULE A STORM SEWER PIPE 48 IN. DIAM.	L.F.	$110.00	$17,655
A60	22	SS02	DUCTILE IRON STORM SEWER PIPE 8 IN. DIAM	L.F.	$50.00	$1,100
A61	2,671	SS03	DUCTILE IRON STORM SEWER PIPE 12 IN. DIAM	L.F.	$60.00	$160,236

PORT OF TACOMA ROAD
PHASE IIA
Cost Estimate

Item No.	Quantity	Std. Item No.	Item Description	Unit	Unit Cost	Total Cost
A62	304	SS04	DUCTILE IRON STORM SEWER PIPE 18 IN. DIAM	L.F.	$100.00	$30,400
					STORM SEWER	**$781,863**
			STRUCTURE			
A63	8,000	4006	STRUCTURE EXCAVATION CLASS A INCL. HAUL	C.Y.	$30.00	$240,000
A64	1	4013	SHORING OR EXTRA EXCAVATION CL. A	L.S.	$11,616.00	$11,616
A65	280	4025	GRAVEL BACKFILL FOR WALL	C.Y.	$40.00	$11,200
A66	1,120	4048	SHAFT - 30 IN. DIAMETER	L.F.	$150.00	$168,000
A67	1,120	4053	FURNISHING SOLDIER PILE	L.F.	$200.00	$224,000
A68	1,140	4088	CONSTRUCTING 7 FT. DIAM SHAFT	L.F.	$2,300.00	$2,622,000
A69	91	4139	CONC. CLASS 4000 FOR RETAINING WALL	C.Y.	$860.00	$78,260
A70	360	4148	EPOXY-COATED ST. REINF. BAR FOR BRIDGE	LB.	$1.70	$612
A71	135,110	4149	ST. REINF. BAR FOR BRIDGE	LB.	$1.30	$175,643
A72	6,830	4150	ST. REINF. BAR FOR RETAINING WALL	LB.	$1.30	$8,879
A73	9	4160	QA SHAFT TEST	EACH	$3,000.00	$27,000
A74	2,250	4299	LAGGING	S.F.	$20.00	$45,000
A75	1	4300	SUPERSTRUCTURE - 34TH AVENUE E BRIDGE	L.S.	$1,843,450.00	$1,843,450
A76	478	4322	CONC. CLASS 4000 FOR BRIDGE	C.Y.	$1,000.00	$478,000
A77	478	4410	BRIDGE RAILING TYPE - BP	L.F.	$1,001.00	$478,478
A78	112	4415	TRAFFIC BARRIER	L.F.	$160.00	$17,920
A79	2,250	4474	CONCRETE FASCIA PANEL	S.F.	$35.00	$78,750
A80	3,601	4480	CONCRETE FASCIA PANEL FOR GEOSYNTHETIC WALL	S.F.	$35.00	$126,035
A81	130	4482	PREFABRICATED DRAINAGE MAT	S.Y.	$30.00	$3,900
A82	382	5656	BRIDGE APPROACH SLAB	S.Y.	$300.00	$114,600
A83	92	ST01	MOMENT SLAB	L.F.	$200.00	$18,400
					STRUCTURE	**$6,771,743**
			SURFACING			
A84	16,805	5100	CRUSHED SURFACING BASE COURSE	TON	$25.00	$420,125
A85	126	5120	CRUSHED SURFACING TOP COURSE	TON	$55.00	$6,930
A86	5,889	5040	PERMEABLE BALLAST	TON	$56.00	$329,784
					SURFACING	**$756,839**
			HOT MIX ASPHALT			
A87	6,462	5711	PLANING BITUMINOUS PAVEMENT	S.Y.	$9.00	$58,158
A88	100	5739	HMA FOR PAVEMENT REPAIR CL. 1/2 IN. PG	TON	$175.00	$17,500
A89	28,645	5767	HMA CL. 1/2 IN. PG	TON	$109.25	$3,129,466

PORT OF TACOMA ROAD
PHASE IIA
Cost Estimate

Item No.	Quantity	Std. Item No.	Item Description	Unit	Unit Cost	Total Cost
A90	1	5830	JOB MIX COMPLIANCE PRICE ADJUSTMENT	CALC	$1.00	$1
A91	1	5835	COMPACTION PRICE ADJUSTMENT	CALC	$1.00	$1
A92	1	5837	ASPHALT COST PRICE ADJUSTMENT	CALC	$44,000.00	$44,000
A93	11,937	6511	HMA SAWCUT AND SEAL	L.F.	$5.00	$59,685
A94	722	HMA01	ASPHALT CONCRETE BARRIER CURB	L.F.	$2.00	$1,444
					HOT MIX ASPHALT	**$3,310,255**
			EROSION CONTROL AND ROADSIDE PLANTING			
A95	1	6071	PERMANENT IRRIGATION SYSTEM	L.S.	$126,500.00	$126,500
A96	10,300	6635	HIGH VISIBILITY SILT FENCE	L.F.	$7.00	$72,100
A97	500	6403	ESC LEAD	DAY	$125.00	$62,500
A98	11.58	6414	SEEDING, FERTILIZING, AND MULCHING	ACRE	$15,000.00	$173,700
A99	80	6463	CHECK DAM	L.F.	$20.00	$1,600
A100	1,700	6468	STABILIZED CONSTRUCTION ENTRANCE	S.Y.	$30.00	$51,000
A101	1,000	6470	STREET CLEANING	HR	$140.00	$140,000
A102	90	6471	INLET PROTECTION	EACH	$130.00	$11,700
A103	6	6473	OUTLET PROTECTION	EACH	$550.00	$3,300
A104	19,100	6455	EROSION CONTROL BLANKET	S.Y.	$4.00	$76,400
A105	1	6490	EROSION/WATER POLLUTION CONTROL	EST.	$226,550.00	$226,550
A106	3	6491	TEMPORARY SEEDING	ACRE	$2,800.00	$8,400
A107	5.67	6579	BARK OR WOOD CHIP MULCH	ACRE	$20,000.00	$113,400
A108	302	6578	BARK OR WOOD CHIP MULCH RINGS	EACH	$12.50	$3,775
A109	5,600	6630	HIGH VISIBILITY FENCE	L.F.	$5.00	$28,000
A110	13	E338	PSIPE - 2 INCH CALIPER DECIDUOUS	EACH	$475.00	$6,175
A111	329	E339	PSIPE - 15 GAL. CONIFER	EACH	$175.00	$57,575
A112	219	E340	PSIPE - 15 GAL. DECIDUOUS	EACH	$150.00	$32,850
A113	35	E345	PSIPE - 5 GAL. SHRUB	EACH	$65.00	$2,275
A114	15,591	E346	PSIDE - 1 GAL. SHRUBS	EACH	$18.50	$288,434
A115	46,092	E343	PSIPE - EMERGENT PLUGS	EACH	$2.75	$126,753
A116	24,015	6391	TOPSOIL TYPE A	C.Y.	$62.00	$1,488,930
A117	1	E344	TEMPORARY IRRIGATION	L.S.	$606,250.00	$606,250
A118	1	6606	PLANT ESTABLISHMENT - SECOND YEAR	EST.	$25,000.00	$25,000
A119	1	6608	PLANT ESTABLISHMENT - THIRD YEAR	EST.	$17,500.00	$17,500
A120	1	6546	PROJECT AREA WEED AND PEST CONTROL	EST.	$18,500.00	$18,500
					EROSION CONTROL AND ROADSIDE PLANTING	**$3,769,167**
			TRAFFIC			
A121	1,206	6700	CEMENT CONC. TRAFFIC CURB AND GUTTER	L.F.	$30.00	$36,180

PORT OF TACOMA ROAD
PHASE IIA
Cost Estimate

Item No.	Quantity	Std. Item No.	Item Description	Unit	Unit Cost	Total Cost
A122	862	6701	CEMENT CONC. TRAFFIC CURB	L.F.	$28.00	$24,136
A123	104	6707	CEMENT CONC. PEDESTRIAN CURB	L.F.	$32.00	$3,328
A124	284	6727	EXTRUDED CURB	L.F.	$28.00	$7,952
A125	2,143	6757	BEAM GUARDRAIL TYPE 31	L.F.	$33.00	$70,719
A126	3	6760	BEAM GUARDRAIL TRANSITION SECTION TYPE 21	EACH	$2,000.00	$6,000
A127	12,194	6763	SINGLE SLOPE CONCRETE BARRIER	L.F.	$75.00	$914,550
A128	3	6766	BEAM GUARDRAIL ANCHOR TYPE 11	EACH	$3,400.00	$10,200
A129	5,729	6781	TEMPORARY BARRIER	L.F.	$19.00	$108,851
A130	84,544	6807	PLASTIC LINE	L.F.	$2.00	$169,088
A131	1,050	6822	PLASTIC CROSSHATCH MARKING	L.F.	$7.00	$7,350
A132	251	6830	BARRIER DELINEATOR	EACH	$14.00	$3,514
A133	32	6832	FLEXIBLE GUIDE POST	EACH	$76.00	$2,432
A134	93	6833	PLASTIC TRAFFIC ARROW	EACH	$190.00	$17,670
A135	8,985	6818	PLASTIC WIDE LINE	L.F.	$5.00	$44,925
A136	1,568	6857	PLASTIC CROSSWALK LINE	S.F.	$7.60	$11,917
A137	708	6859	PLASTIC STOP LINE	L.F.	$11.00	$7,788
A138	1	6869	PEDESTRIAN TRAFFIC CONTROL	L.S.	$10,000.00	$10,000
A139	177	6881	PLASTIC DRAINAGE MARKING	EACH	$60.00	$10,620
A140	18	6875	PLASTIC JUNCTION BOX MARKING	EACH	$60.00	$1,080
A141	10	6884	RAISED PAVEMENT MARKER TYPE 2	HUND	$500.00	$4,750
A142	1	6890	PERMANENT SIGNING	L.S.	$96,149.00	$96,149
A143	230,499	6896	TEMPORARY PAVEMENT MARKING-LONG DURATION	L.F.	$0.60	$138,299
A144	1	6897	SIGN BRIDGE NO. 03	L.S.	$195,500.00	$195,500
A145	1	6898A	CANTILEVER SIGN STRUCTURE NO. 01	L.S.	$71,000.00	$71,000
A146	1	6898B	CANTILEVER SIGN STRUCTURE NO. 02	L.S.	$72,000.00	$72,000
A147	1	6899	BRIDGE MOUNTED SIGN BRACKET NO.	L.S.	$10,000.00	$10,000
A148	110	6949	CONDUIT PIPE 4 IN. DIAM.	L.F.	$20.00	$2,200
A149	4,320	6956	SEQUENTIAL ARROW SIGN	HR	$12.00	$51,840
A150	1,842	6982	CONSTRUCTION SIGNS CLASS A	S.F.	$30.00	$55,260
A151	488	6993	PORTABLE CHANGEABLE MESSAGE SIGN	HR	$15.00	$7,320
A152	1	TR01	PROJECT TEMPORARY TRAFFIC CONTROL	L.S.	$378,925.00	$378,925
A153	1	TR02	OFF-DUTY UNIFORMED POLICE OFFICER	L.S.	$12,500.00	$12,500
A154	1	TR03	WORK ZONE SAFETY CONTINGENCY	EST.	$15,000.00	$15,000
A155	19	TR04	THRIE BEAM GUARDRAIL CONNECTION TO EXISTING BRIDGE	L.S.	$60.00	$1,140
A156	16	TR05	ADJUST JUNCTION BOX	EACH	$300.00	$4,800
A157	1	TR06	INDUCTION LOOP TYPE	EST.	$10,000.00	$10,000
A158	1	TR07	ITS TEMPORARY SYSTEM COMPLETE, (MULTIPLE STAGES)	L.S.	$275,000.00	$275,000
A159	1	TR08	ITS PERMANENT SYSTEM COMPLETE	L.S.	$999,350.00	$999,350
A160	1	TR09	TEMPORARY TRAFFIC SIGNAL SYSTEM COMPLETE, I-5 NORTHBOUND OFF-RAMP / PORT OF TACOMA RD (MULTIPLE STAGES)	L.S.	$171,000.00	$171,000
A161	1	TR10	TRAFFIC SIGNAL SYSTEM COMPLETE, I-5 SOUTHBOUND ON-RAMP / PORT OF TACOMA RD	L.S.	$227,000.00	$227,000

PORT OF TACOMA ROAD
PHASE IIA
Cost Estimate

Item No.	Quantity	Std. Item No.	Item Description	Unit	Unit Cost	Total Cost
A162	1	TR11	TRAFFIC SIGNAL SYSTEM COMPLETE, I-5 NORTHBOUND OFF-RAMP / PORT OF TACOMA RD	L.S.	$376,000.00	$376,000
A163	1	TR12	TRAFFIC SIGNAL SYSTEM COMPLETE, I-5 SOUTHBOUND OFF-RAMP / 34TH ST E	L.S.	$234,000.00	$234,000
A164	1	TR13	TRAFFIC SIGNAL SYSTEM COMPLETE, I-5 NORTHBOUND ON-RAMP / 34TH ST E	L.S.	$408,000.00	$408,000
A165	1	TR14	TEMPORARY ILLUMINATION SYSTEM COMPLETE, (MULTIPLE STAGES)	L.S.	$88,000.00	$88,000
A166	1	TR15	ILLUMINATION SYSTEM COMPLETE	L.S.	$277,000.00	$277,000
A167	1	TR17	TEMPORARY TRAFFIC SIGNAL SYSTEM COMPLETE, PACIFIC HIGHWAY E / PORT OF TACOMA RD (MULTIPLE STAGES)	L.S.	$38,000.00	$38,000
A168	1	TR18	TRAFFIC SIGNAL SYSTEM COMPLETE PACIFIC HIGHWAY E/ PORT OF TACOMA RD	L.S.	$290,000.00	$290,000
A169	1	TR19	TRAFFIC SIGNAL SYSTEM COMPLETE, 12TH ST / PORT OF TACOMA RD	L.S.	$6,000.00	$6,000
					TRAFFIC	**$5,984,333**

OTHER ITEMS						
A170	24	7000	SCHEDULE UPDATE	EACH	$500.00	$12,000
A171	1	7003	TYPE B PROGRESS SCHEDULE	L.S.	$15,000.00	$15,000
A172	10,507	7006	STRUCTURE EXCAVATION CLASS B INCL. HAUL	C.Y.	$35.00	$367,756
A173	66,216	7008	SHORING OR EXTRA EXCAVATION CLASS B	S.F.	$1.00	$66,216
A174	6,113	7011	GRAVEL BACKFILL FOR FOUNDATION CLASS A	C.Y.	$34.00	$207,851
A175	110	7014	GRAVEL BACKFILL FOR DRAIN	C.Y.	$52.00	$5,720
A176	2,642	7017	GRAVEL BACKFILL FOR PIPE ZONE BEDDING	C.Y.	$47.00	$124,165
A177	15	7029	PLUGGING EXISTING PIPE	EACH	$500.00	$7,500
A178	1	7037	STRUCTURE SURVEYING	L.S.	$20,000.00	$20,000
A179	1	7042	ADA FEATURES SURVEYING	L.S.	$27,500.00	$27,500
A180	2	7045	MONUMENT CASE AND COVER	EACH	$800.00	$1,600
A181	1	7038	ROADWAY SURVEYING	L.S.	$40,000.00	$40,000
A182	1,140	7055	CEMENT CONC. SIDEWALK	S.Y.	$55.00	$62,700
A183	3	7058	CEMENT CONC. CURB RAMP TYPE SINGLE DIRECTION A	EACH	$3,500.00	$10,500
A184	2	7058	CEMENT CONC. CURB RAMP TYPE PARALLEL B	EACH	$3,500.00	$7,000
A185	4	7058	CEMENT CONC. CURB RAMP TYPE PERPENDICULAR	EACH	$3,500.00	$14,000
A186	1	7058	CEMENT CONC. CURB RAMP TYPE PARALLEL A	EACH	$3,500.00	$3,500
A187	30	7059	CEMENT CONC. DRIVEWAY ENTRANCE TYPE 1	S.Y.	$90.00	$2,700
A188	402	7080	CABLE FENCE	L.F.	$130.00	$52,260
A189	2,805	7085	COATED CHAIN LINK FENCE TYPE 3	L.F.	$45.00	$126,225
A190	23	7097	END, GATE, CORNER, AND PULL POST FOR CHAIN LINK FENCE	EACH	$350.00	$8,050
A191	11	7350	CLEANING EXISTING DRAINAGE STRUCTURE	L.S.	$6,000.00	$66,000
A192	1	7360	MANHOLE 48 IN. DIAM. TYPE	EACH	$4,500.00	$4,500
A193	2,000	7400	TRAINING	HR	$35.00	$70,000
A194	4	7440	TEMPORARY IMPACT ATTENUATOR	EACH	$4,500.00	$18,000
A195	3	7442	PERMANENT IMPACT ATTENUATOR	EACH	$50,000.00	$150,000
A196	1	7480	ROADSIDE CLEANUP	EST.	$40,000.00	$40,000
A197	24,468	7530	CONSTRUCTION GEOTEXTILE FOR SEPARATION	S.Y.	$3.00	$73,404

PORT OF TACOMA ROAD
PHASE IIA
Cost Estimate

Item No.	Quantity	Std. Item No.	Item Description	Unit	Unit Cost	Total Cost
A198	6,548	7535	CONSTRUCTION GEOTEXTILE FOR DITCH LINING	S.Y.	$3.50	$22,918
A199	744	7550	CONSTRUCTION GEOTEXTILE FOR UNDERGROUND DRAINAGE	S.Y.	$3.80	$2,827
A200	3,601	7559	GEOSYNTHETIC RETAINING WALL	S.F.	$25.00	$90,025
A201	1,013	7565	TEMPORARY GEOSYNTHETIC RETAINING WALL	S.F.	$25.00	$25,325
A202	4,578	7567	GRAVEL BORROW FOR STRUCTURAL EARTH WALL INCL. HAUL	C.Y.	$37.00	$169,386
A203	1	7570	HEALTH AND SAFETY PLAN	L.S.	$5,000.00	$5,000
A204	1	7571	FA-SITE CLEANUP OF BIO. AND PHYSICAL HAZARDS	EST.	$25,000.00	$25,000
A205	1	7728	MINOR CHANGE	CALC	$316,250.00	$316,250
A206	1	7730	FUEL COST ADJUSTMENT	CALC	$40,000.00	$40,000
A207	1	7731	STEEL COST ADJUSTMENT	CALC	$100,000.00	$100,000
A208	1	7732	AGGREGATE COMPLIANCE PRICE ADJUSTMENT	CALC	$1.00	$1
A209	1	7736	SPCC PLAN	L.S.	$2,500.00	$2,500
A210	9	9605	CONNECTION TO DRAINAGE STRUCTURE	EACH	$2,000.00	$18,000
A211	1	OI01	FIELD OFFICE BUILDING	L.S.	$20,000.00	$20,000
A212	1	OI02	RECORD DRAWINGS	L.S.	$15,000.00	$15,000
A213	1	OI03	STORMWATER POLLUTION PREVENTION PLAN (SWPPP)	L.S.	$5,000.00	$5,000
A214	1	OI04	GROUND IMPROVEMENTS	L.S.	$695,980.00	$695,980
					OTHER ITEMS	**$3,157,359**

Subtotal - Ex. Mobe	$32,009,784
Mobilization	$3,209,214
Subtotal (Schedule A)	**$35,218,998**

SCHEDULE B - WATER MAIN WSDOT

			MOBILIZATION			
D1	1	0001	MOBILIZATION	L.S.	**10.0%**	$34,991
						$34,991

			WATER LINES			
D2	1	3837	COMB. AIR RELEASE/AIR VACUUM VALVE ASSEMBLY 2 IN.	EACH	$5,500.00	$5,500
D3	1	3838	BLOWOFF ASSEMBLY	EACH	$5,500.00	$5,500
D4	1	WT01	CONNECTION TO EXISTING WATER MAIN	EACH	$3,000.00	$3,000
D5	2	WT02	FLEXIBLE EXPANSION JOINT	EACH	$30,000.00	$60,000
D6	203	WT03	22 IN. DIAM DUCTILE IRON PIPE CASING FOR WATER MAIN 12 IN. DIAM ON BRIDGE	L.F.	$200.00	$40,600
D7	25	WT04	REMOVAL OF EXISTING WATER MAIN	L.F.	$50.00	$1,250
D8	1	WT05	REMOVAL OF EXISTING AIR/VAC VALVE	EACH	$1,000.00	$1,000

PORT OF TACOMA ROAD
PHASE IIA
Cost Estimate

Item No.	Quantity	Std. Item No.	Item Description	Unit	Unit Cost	Total Cost
D9	818	WT06	RESTRAINED DUCTILE IRON PIPE FOR WATER MAIN 12 IN. DIAM	L.F.	$170.00	$139,060
D10	1	WT07	REMOVAL OF EXISTING BLOWOFF ASSEMBLY	EACH	$1,000.00	$1,000
					WATER LINES	**$256,910**
			STRUCTURE			
D11	1	ST04	WATER LINE UTILITY SUPPORT SYSTEM	L.S.	$73,000.00	$73,000
					STRUCTURE	**$73,000**
			OTHER ITEMS			
D12	1	7038	ROADWAY SURVEYING	L.S.	$5,000.00	$5,000
D13	1	7728	MINOR CHANGE	CALC	$10,000.00	$10,000
D14	1	OI02	RECORD DRAWINGS	L.S.	$5,000.00	$5,000
					OTHER ITEMS	**$20,000**
					Subtotal - Ex. Mobe	$349,910
					Mobilization	$34,991
					Subtotal (Schedule B)	**$384,901**

SCHEDULE C - 3RD PARTY UTILITIES

			MOBILIZATION			
E1	1	0001	MOBILIZATION	L.S.	**10.0%**	$28,631
						$28,631
			OTHER ITEMS			
E2	1,028	7007	SHORING OR EXTRA EXCAVATION TRENCH	S.F.	$1.40	$1,439
E3	653	E294	SERVICE TRENCH, PAVED SURFACE	L.F.	$90.00	$58,770
E4	375	E295	SERVICE TRENCH, NON-PAVED SURFACE	L.F.	$66.00	$24,750
E5	1	E326	FURNISH AND INSTALL UTILITY VAULT/HANDHOLE SSB-LG__ - TPU	EACH	$2,700.00	$2,700
E6	2	E301	FURNISH AND INSTALL UTILITY VAULT/HANDHOLE 544J - TPU	EACH	$3,100.00	$6,200
E7	4	E328	FURNISH AND INSTALL UTILITY VAULT/HANDHOLE 544T - TPU	EACH	$3,000.00	$12,000
E8	3	E349	FURNISH AND INSTALL UTILITY VAULT/HANDHOLE 223 - TPU	EACH	$2,700.00	$8,100
E9	366	E308	FURNISH AND INSTALL CONDUIT PIPE 4 IN. DIAM. - TPU	L.F.	$12.00	$4,392
E10	80	E336	FURNISH AND INSTALL RISER PIPE 4 IN. DIAM. - TPU	L.F.	$37.00	$2,960
E11	1	E347	AERIAL POWER SERVICES INSTALLATION BY TPU	L.S.	$15,000.00	$15,000

PORT OF TACOMA ROAD
PHASE IIA
Cost Estimate

Item No.	Quantity	Std. Item No.	Item Description	Unit	Unit Cost	Total Cost
E12	1	E348	POLE TP42295 GUY-ANCHOR REMOVAL/REPLACEMENT BY TPU	L.S.	$10,000.00	$10,000
E13	1	E350	CONDUIT ALIGNMENT PLAN	L.S.	$10,000.00	$10,000
E14	1	E351	UTILITY RELOCATION COORDINATION	L.S.	$65,000.00	$65,000
E15	1	E352	RESOLUTION OF UTILITY CONFLICTS	L.S.	$65,000.00	$65,000
					OTHER ITEMS	**$286,311**

Subtotal - Ex. Mobe	$286,311
Mobilization	$28,631
Subtotal (Schedule C)	**$314,942**

TOTALS

Schedule A - Subtotal (Roadway)	$35,218,998
Washington State Tax	0.0%
Schedule A - Total	$35,218,998
Schedule B - Subtotal (Water Main)	$384,901
Washington State Tax	9.9%
Schedule B - Total	$423,006
Schedule C - Subtotal (3rd Party Utilities)	$314,942
Washington State Tax	0.0%
Schedule C - Total	$314,942
Phase 2A Engineer's Estimate Total	$35,956,947

PORT OF TACOMA ROAD
PHASE IIA
Cost Estimate

Item No.	Quantity	Std. Item No.	Item Description	Unit	Unit Cost	Total Cost
			Total Estimated Construction Cost			$35,956,947
			Design Contingency		0.0%	$ -
			Market Conditions		0%	$ -
			Construction Contingency		10%	$ 3,595,695
			Estimated Construction Bid Cost/Budget (2024 Dollars)			**$39,552,641**
			Inflation Factor (3% per year for 1 year)		0%	$ -
			Estimated Construction Bid Cost/Budget (2024 Dollars)			**$39,552,641**