Funding Application

**Competition**  
Regional FHWA

**Application Type**  
Corridors Serving Centers

**Status**  
submitted

**Submitted:**  
April 19th, 2018 2:43 PM

**Prepopulated with screening form?**  
No

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**Project Information**

1. **Project Title**  
Port of Tacoma SR 509 Spur

2. **Regional Transportation Plan ID**  
1722

3. **Sponsoring Agency**  
WSDOT

4. **Cosponsors**  
Port of Tacoma

5. **Does the sponsoring agency have "Certification Acceptance" status from WSDOT?**  
Yes

6. **If not, which agency will serve as your CA sponsor?**  
N/A

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**Contact Information**

1. **Contact name**  
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**Project Description**

1. **Project Scope**  
The Port of Tacoma Spur is a new four-lane limited access connection from Interstate 5 to the Port of Tacoma Manufacturing/Industrial Center at SR 509 as shown in Exhibit 2. It is part of Stage 1 of the SR 167 corridor completion, and a key element of the Puget Sound Gateway Program as shown in Exhibit 2. The Port of Tacoma MIC is served today only by highly congested arterial connections to the regional highway system. The project provides a new high capacity route from the regional highway system to the seaport. Later improvements under Stage 2 will complete the corridor to SR 167 at Meridian Avenue.

   The project includes extensive restoration of natural stream systems in the Hylebos Creek riparian zone and a nonmotorized trail along the Hylebos, across Interstate 5 and connecting to the Interurban regional trail in Fife as shown in Exhibit 3.

   In Tacoma, where the state’s highest daily truck traffic occurs, average daily truck volumes have increased by 44% from 15,040 trucks in 2013 to 21,670 trucks in 2016. This situation is...
have increased by 44% from 15,040 trucks in 2013 to 21,670 trucks in 2016. This situation is expected to worsen due to a 35% projected rise in truck freight tonnage moved on the statewide roadway network from 281.2 million tons in 2015 to 379.4 million tons in 2035. Schedule reliability for trucks will, therefore, worsen if trucks continue to be forced to use local streets to reach the Port of Tacoma. The Port of Tacoma Spur will substantially improve the existing conditions and set the corridor up for completion. The SR 167 final stage will allow direct travel from the Port of Tacoma to the existing SR 167 corridor and warehousing districts, thereby eliminating bottlenecks in the freight supply chain.

2. **Project Justification, Need, or Purpose**

Port of Tacoma Spur corrects the historical poor landside access to the seaport. Existing arterial connections from Interstate 5 have long been insufficient to support industrial and shipping demand. Interstate 5 interchanges at Port of Tacoma Road and 54th Avenue E are under designed and overburdened. Closely spaced intersections between the ramp terminals and Pacific Highway E cause a failure of two-way traffic progression, worsening conditions beyond what would exist based on volumes alone. Consequently, traffic congestion is frequently present and backups onto Interstate 5 regularly occur. Localized congestion accessing Interstate 5 and clearing surface intersections delay truck traffic beyond the normal waits to access seaport terminals.

The Port of Tacoma Spur project greatly improves riparian conditions in Hylebos Creek and extends a connection to the regional Interurban Trail across Interstate 5. The two areas of Fife separated by Interstate 5 are reconnected with new nonmotorized access extending to the Hylebos and Milgard Nature Area. The riparian restoration program takes a holistic approach to restoring natural systems instead of relying on individual detention ponds. The project realigns and enhances thousands of feet of Hylebos Creek, removes several culverts and links wetland areas into a connected stream network.

The Connecting Washington budget provided full funding for the WSDOT share of the Puget Sound Gateway Program, but the legislature prioritized funding based in part on a commitment by local agencies to raise $130 million toward the total program (SR 509 and SR 167 corridors). To meet the legislature’s expected local contribution, agencies with the greatest project benefit have committed their own funds for grant match and need to raise additional funding from grants. All match and grant funding offsets the legislature’s local participation target without reducing Connecting Washington funding. Grant funding is intended to contain direct local agency contributions within a feasible level to ensure a successful partnership, one that can gain the approval of each local council/commission. The Gateway local funding partnership includes sixteen cities, two counties and two port districts. As of the date of application, these local agency partners have committed more than $72 million toward match.

### Project Location

1. **Project Location**
   
   I-5/ SR 509

2. **Please identify the county(ies) in which the project is located.**
   
   Pierce

3. **Crossroad/landmark nearest the beginning of the project**
   
   I-5 at 70th Avenue East

4. **Crossroad/landmark nearest the end of the project**
   
   SR 509 at Alexander Avenue.

5. **Map and project graphics**
   

### Plan Consistency

1. **Is the project specifically identified in a local comprehensive plan?**
   
   Yes

2. **If yes, please indicate the (1) plan name, (2) relevant section(s), and (3) page number where it can be found.**
   
   The Port of Tacoma Spur project is a key element of the Pierce County and Fife Comprehensive Plans. It is called out in the Pierce County Comprehensive Plan, page 12-61 and Fife Comprehensive Plan, page 3-15 and Map Tr-9. The project is specifically called for in the One Tacoma comprehensive plan, Container Port section in Policy CP-6.8.

3. **If no, please describe how the project is consistent with the applicable local comprehensive plan, including specific local policies and provisions the project supports. In addition, please describe how the project is consistent with a**
Federal Functional Classification

1. **Functional class name**
   32 Proposed Principal Arterial - Expressway

Support for Centers

1. **Describe the relationship of the project to the center(s) it is intended to support. For example, is it located within a designated regional, countywide or local center, or is it located along a corridor connecting to one of these areas?**
   The project introduces, for the first time, a direct highway connection between Interstate 5 and the Port of Tacoma Manufacturing/Industrial Center. The northwestern portion of the Spur project lies within the MIC boundary. Once constructed, Port of Tacoma Spur will become the primary freight access route to the regional highway system. The Port of Tacoma is a principal economic center of Tacoma and Pierce County. The MIC covers 5,100 acres with the County's largest concentration of industrial and manufacturing activity.

Criteria: Benefit to Regional Growth or Manufacturing/Industrial Center

1. **Describe how this project will benefit or support the housing and employment development in a regional growth center(s) and/or employment growth in a manufacturing/industrial center(s). Does it support multiple centers? Please provide a citation of the relevant policies and/or specific project references in a subarea plan or in the comprehensive plan.**
   Providing a direct link via a limited access highway between I-5 and the Port of Tacoma MIC supports long-term growth and development within this Center. An estimated 29,000 jobs and nearly $3 billion of economic activity are related to the activities of the Port, and according to the 2013 PSRC Regional Centers Monitoring Report, about 9,250 employees work in the MIC. These jobs are related not only to Port operations, but also include a significant amount of commercial and industrial employment: 37% of jobs in the MIC are in “Manufacturing”, with 22% in “Wholesale Trade” and 21% in “Transportation and Warehousing” (2015 Longitudinal Employer-Household Dynamics data). Direct access to the regional highway network will facilitate truck transportation to and from the Port, which is critical in the competitiveness of these industries, and firms across the region that rely on access to international cargo services.

   One Tacoma, the City of Tacoma’s Comprehensive Plan, includes Port-related strategies under the “Container Port” section, with a full Subarea Plan for the Tidelands currently under development. The Spur is included as a Tier 1 project (ID #334) in the City's Transportation Master Plan. Policy CP-6.8 under this section notes that the City should “coordinate with state, regional and adjacent local jurisdictions to seek joint funding opportunities for projects that enhance freight mobility in the region, including the completion of SR 167...”, of which this project is the first stage.

2. **Describe how the project provides or benefits a range of travel modes to users traveling to/from centers, or if it provides a missing mode.**
   Non-motorized access in Fife was severed by the construction of Interstate 5 in the 1950s. Pedestrian and bicycle connectivity across Interstate 5 is restored by the 70th Avenue E. Freight Bottleneck project, to be completed in 2021, just before construction of Port of Tacoma Spur. The Interurban Trail extends over the east side of the new 70th Avenue bridge as a protected nonmotorized facility. The Port of Tacoma Spur project then extends the Interurban Trail north through the Hylebos restoration area to the Milgard & Hylebos Creek Nature Areas and Port of Tacoma MIC. Nonmotorized access to SR 509 would primarily be via 54th Street.

   The 70th Avenue E. Freight Bottleneck project will be fully completed before construction of Port of Tacoma Spur, it is Stage 1A of the SR 167 corridor project, while Port of Tacoma Spur is Stage 1B. The 70th Avenue E. project is not included in the requested project because it will be completed before PSRC funding becomes available. Completion of 70th Avenue E. is required for the subject project because the bridge lies in the path of Port of Tacoma Spur.

   Pierce Transit routes 63, 500, 501 regularly traverse the congested intersections accessing the Port. Removal of significant truck traffic from surface streets and intersections is expected to improve transit operating reliability.

3. **Describe how the project will benefit a variety of user groups, including commuters, residents, and/or commercial users.**
Nonmotorized access is severely impaired in the project area, particularly across Interstate 5. ADA access for the disabled does not exist. High truck traffic volume, general congestion and lack of nonmotorized infrastructure discourages walking and bicycling. The inclusion of separated shared use paths in the project will improve nonmotorized connections, safety and ADA accessibility within Fife and to the regional trail system.

Truck traffic queuing on Interstate 5 and severe congestion on local streets causes significant interruption of commuter traffic. The intersection of SR 99 and 70th Avenue E., directly in the path of the Port of Tacoma Spur project, experiences truck involvement in 85 percent of traffic collisions, much higher than normal.

Commercial businesses in the project vicinity are largely manufacturing and shipping related. Many are highly dependent on truck freight. The project is widely supported by business, labor and chamber of commerce interests throughout Pierce County. As Stage 1B of the SR 167 corridor, the project is the highest infrastructure priority of the Tacoma-Pierce County Chamber of Commerce.

4. Describe how the project will benefit minority and low-income populations as identified in the President’s Order for Environmental Justice, seniors, people with disabilities, those located in highly impacted communities, and/or areas experiencing high levels of unemployment or chronic underemployment; please be specific and provide data where applicable.

Groups identified in the President’s Order for Environmental Justice—people who identify as minority and people with incomes below the poverty level, as well as seniors, people with disabilities, residents of highly impacted communities, and neighborhoods with high unemployment will benefit from the proposed project.

The following describes the benefits to each neighborhood or community in the project area. We also describe the demographics of these neighborhoods, with specific focus on the population groups listed above. To better illustrate the proportion of each population group, we provide comparative data for the city (if applicable) and the county within which the neighborhood or community is located. We identify the sources of demographic data in the footnotes.

Northeast Tacoma
Northeast Tacoma is a collection of neighborhoods between the Port of Tacoma, the Puget Sound, and Dash Point State Park. Currently, residents of Northeast Tacoma must navigate many local streets and traffic signals to reach I-5 and downtown Tacoma. With the new limited access extension of SR 509, residents who live in Northeast Tacoma will have improved access to I-5 and downtown Tacoma.

- 33 percent of Northeast Tacoma residents identify as minority. Northeast Tacoma is similar in minority composition to Tacoma (39.5 percent minority) and Pierce County (29.7 percent minority).
- One census block group in Northeast Tacoma has more than 29 percent of individuals with incomes below the federal poverty level. This is much higher than Tacoma (17.9 percent) and more than twice the Pierce County poverty rate of (12.7 percent).
- 13 percent are seniors, defined by the U.S. Census Bureau as individuals age 65 years and older. This is similar to Tacoma (12.8 percent) and Pierce County (12.7 percent).
- 11 percent are living with disability. The proportion of people with disabilities in Northeast Tacoma is less than Tacoma (15 percent) and Pierce County (13.5 percent).
- 5 percent are unemployed. This is similar to the unemployment rate for Tacoma (4.9 percent) and Pierce County (4.7 percent).
- An analysis of the Puget Sound Regional Council’s Opportunity Index, a composite measure of five key elements of opportunity at the census tract level, indicated the census tracts in the project area are “low” or “very low” opportunity.

Benthien Loop
Benthien Loop is a small neighborhood in Tacoma, just east of the Port of Tacoma. By reducing queuing at the intersection of 4th Street E and 54th Avenue E at the entrance to this neighborhood, the project would improve access in and out of the neighborhood.

- 27 percent of Benthien Loop residents identify as minority. The Benthien Loop neighborhood is less diverse than Tacoma and similar in minority composition to Pierce County.
- 28 percent of individuals have incomes below the poverty level. This is much higher than Tacoma and more than double the poverty rate for Pierce County.
- 18 percent are seniors. This is a higher proportion of seniors than in Tacoma or Pierce County.
- 11.2 percent are living with a disability. The proportion of people with disabilities in the Benthion Loop neighborhood is less than Tacoma and Pierce County.
- 6 percent are unemployed, which is slightly higher than the unemployment rate for Tacoma and Pierce County.
Fife

Fife is a small city adjacent to Tacoma. It covers just under six square miles of land between the Puyallup River and Puget Sound. By removing freight and other traffic from local city streets, the project will improve local travel for residents of Fife.

- 53 percent identify as minority. Fife is considerably more diverse than Pierce County. Much of Fife includes the Puyallup Indian Tribe Reservation, and Native Americans are among the groups considered to be minority under the President’s Executive Order on Environmental Justice.
- 20 percent of individuals have incomes below the poverty level, which is higher than the poverty rate for Pierce County. In one census block group in Fife, more than 51 percent of the population has incomes below the poverty level.
- 6 percent are seniors. This is a smaller senior population than Pierce County.
- 9.1 percent are living with a disability. The proportion of people with disabilities in Fife is less than Pierce County.
- 6 percent are unemployed, which is slightly higher than the unemployment rate for Pierce County.
- Fife is considered a highly impacted community. The Puget Sound Clean Air Agency defines “highly impacted communities” as geographic locations characterized by degraded air quality, whose residents face economic or historic barriers to participation in clean air decisions and solutions. (https://www.pscleanair.org/372/Community-Equity-Access).

Milton and Fife Heights

Milton is a small city that overlaps both King County and Pierce County. It covers just over 2.5 square miles of land. Fife Heights is a census-designated place nestled between Federal Way, Milton, Fife, and Tacoma.

Residents of Milton and Fife Heights will benefit from several pedestrian and bicycle improvements in the vicinity of the Interurban Trail and the intersection of 70th Avenue E. and SR 99. This includes a new shared-use path on the 70th Avenue E. overpass over SR 99 that will eventually connect with the trails at Milgard and Hylebos Creek Nature Areas, improved pedestrian connections to the Interurban Trail, and a new Interurban Trailparking lot.

The project will also repair and restore portions of Hylebos Creek, which is currently a degraded ditch that runs along I-5. Hylebos Creek is fish bearing and of particular importance to the Puyallup Tribe of Indians. The project will move the creek away from the highway and relocate it to a more natural meandering channel. It will remove manmade structures near and along the creek. It will also remove invasive species, revegetate the riparian corridor, and restore the floodplain.

Milton Demographics

- 19 percent identify as minority. Milton has less racial and ethnic diversity than King County (35 percent) or Pierce County.
- 6.1 percent of Milton residents have incomes below the poverty level, but there are four census block groups where 20 percent or more of individuals have incomes below the poverty level. This is nearly double the poverty rate for King County (10.7 percent) and higher than the poverty rate for Pierce County.
- 12 percent are seniors. This is similar to King County (12.2 percent) and Pierce County.
- 12.4 percent are living with a disability. The proportion of people with disabilities in Milton is more than King County (9.6 percent) and slightly less than Pierce County.
- 3 percent are unemployed, which is lower than the unemployment rate for King County (5.5 percent) and Pierce County.

Fife Heights Demographics

- 24 percent identify as minority. Fife Heights has less racial and ethnic diversity than Pierce County.
- 5.4 percent of individuals have incomes below the poverty level, which is considerably lower than the poverty rate for Pierce County.
- 10.2 percent are seniors. This is slightly less than Pierce County.
- 8.1 percent are living with a disability. The proportion of people with disabilities in Fife Heights is less than Pierce County.
- 8.5 percent are unemployed, which is higher than the unemployment rate for Pierce County.

5. 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.

The project will support opportunities to recruit and retain businesses in the region by providing direct access between I-5 and the Port of Tacoma, reducing the congestion and delays associated with the use of surface streets in the present system. With truck transportation critical both for the cargo transportation functions of the Port and the associated manufacturing and industrial uses found within the MIC, significant reductions in regional travel times can be instrumental in lowering transportation costs for businesses.
As the Port of Tacoma is a critical trade link for containerized and bulk cargo, the activities in the MIC are dominated by Water Cargo Transportation and Ground Transportation, which are instrumental both in the “Transportation & Logistics” and “Maritime” clusters as identified in the Amazing Places Regional Economic Strategy. These cargo transportation functions provide important trade links between the Puget Sound Region and international markets, primarily Asian countries.

Other key industry clusters from the Regional Economic Strategy are also supported by the Port of Tacoma MIC. Firms represented in the area include: construction products and services (“Architecture & Engineering”); boat building and drydock facilities (“Maritime”); metalworking and composites manufacturing (“Materials Manufacturing”); fish processing (“Food & Beverage”); and lumber products (“Wood Products”).

Criteria: System Continuity/Long-Term Benefit and Sustainability

1. **Describe how this project supports a long-term strategy to maximize the efficiency of the corridor, including TDM and activities and ITS improvements that use advanced technologies or innovative approaches to improve traffic flow. Describe the problem and how this project will remedy it.**

   Port of Tacoma Spur will employ tolling that varies by time of day, with higher rates during the peak periods helping to ensure efficient traffic flow through pricing.

   Exhibit 4 provides a map of the routes that were assumed for travel time estimations with and without the Port of Tacoma Spur improvements. For trips from I-5 North of Port of Tacoma traveling to Taylor Way, the Port of Tacoma Spur will reduce trip distance by 0.65 miles in comparison to the current route via 54th Ave. Based on forecast Synchro intersection modeling results in 2025 for the project area, the Port of Tacoma Spur will provide significant travel time reductions. During the AM Peak period travel time remains relatively stable using the 54th Ave. route, with and without the Port of Tacoma Spur averaging 5.7 minutes westbound and 6.5 minutes eastbound. However, travel times on Port of Tacoma Spur reduce travel times to 2.9 minutes and 3.8 minutes respectively. During the PM Peak period travel times on the 54th Ave., routing remain constant at 5.8 minutes westbound and 5.9 minutes eastbound, compared to 3.2 minutes westbound and 3.8 minutes eastbound on Port of Tacoma Spur, a significant decrease in travel times of 40 percent.

   For trips from I-5 North of Port of Tacoma traveling to Port of Tacoma Road using the I-5 ramps, the Port of Tacoma Spur will reduce trip distance by 0.3 miles. Based on forecast Synchro intersection modeling results in 2025 for the project area the Port of Tacoma Spur will provide significant travel time reductions. During the AM Peak period travel time remains relatively stable using the I-5 route, with and without the Port of Tacoma Spur averaging 5.3 minutes westbound and 6.7 minutes eastbound. However, travel times on Port of Tacoma Spur reduce travel times to 4.8 minutes and 5.4 minutes respectively. During the PM Peak period travel times on the I-5 routing remain constant at 5.8 minutes westbound and 6.1 minutes eastbound, compared to 4.8 minutes westbound and 4.5 minutes eastbound on Port of Tacoma Spur, a decrease in travel times of 20 percent.

2. **Describe how this project provides a “logical segment” that links to a regional growth or manufacturing/industrial center.**

   The new SR 167 alignment between SR 512 and SR 99 has been designated as Critical Urban Freight Corridor in Washington State, which is part of the National Highway Freight Network (NHFN). Those new alignments are recognized as having national significance for freight movement through such designations. Additional information can be found in Appendix A of 2017 State Freight System Plan: https://www.wsdot.wa.gov/Freight/systemplan.htm

   The Port of Tacoma MIC needs improved freight access to the regional highway system. The MIC is the only major West Coast container terminal connected to the Interstate by arterial streets. The Port of Tacoma Spur creates a natural link from the north and, with SR 167 Stage 2, a connection to the Summer-Pacific and Kent Valley MICs and to Eastern Washington via SR 18 and Interstate 90. A Port of Tacoma to Interstate 5 connection has been a regional objective for 20 years. Right of way has been progressively acquired for the route over the past 10 years. It is a key element of the Regional Transportation Plan for strategic capacity, the Pierce County Transportation Plan and the Fife Comprehensive Plan.

3. **Describe how the project fills in a missing link or removes barriers to/from a center.**

   The long-planned connection between the Port of Tacoma and Interstate 5 is a principal missing link in landside freight conveyance throughout the Puget Sound Region. Efficient operation of the Port of Tacoma MIC calls for improved access. Clearly inadequate existing routes via 54th Avenue and Port of Tacoma Road constrain freight movement and may affect competitiveness with other West Coast ports.

4. **Describe how this project will relieve pressure or remove a bottleneck on the regional transportation system and how this will positively impact overall system...**
One of the primary beneficiaries of Port of Tacoma Spur project will be freight traffic moving to and from Port of Tacoma Road to the Port of Tacoma and surrounding commercial and industrial facilities. The analysis assumes existing Port of Tacoma Road and 54th Ave E traffic to and from the North on I-5 will relocate to Port of Tacoma Spur. An estimated 9,700 vehicles per day (vpd) relocate from Port of Tacoma Road to Port of Tacoma Spur with a reduction in trip distance of 0.65 miles. An additional 3,800 vehicles per day (vpd) relocate from 54th Ave E to Port of Tacoma Spur with a reduction of 0.3 miles. The total aggregated daily volume affected is 13,500 vehicles per day with average trip distance reductions of 0.55 miles.

The reduction in trip distance and shift in travel patterns from 54th Ave E and Port of Tacoma Road to the new Port of Tacoma Spur will improve overall system performance. In addition, the current ramp backups onto I-5 will dissipate further reducing travel time delay and crashes for all vehicles on the current routes as well as I-5.

5. **Describe how this project addresses safety and security.**

The project is expected to significantly reduce intersection and congestion related crashes in the vicinity. Trucks are involved in 70 percent of all crashes in the project vicinity, nearly twice the countywide average. Reduced traffic congestion at local intersections with poor geometrics will significantly reduce crash potential as traffic moves to the better designed Port of Tacoma Spur. Most crashes on this section of I-5 are rear end and sideswipe collisions. Backups onto Interstate 5 from both Port of Tacoma Road and 54th Avenue E contribute to the high numbers of crashes due to evasive action. The contribution of ramp backups to current crash risk is expected to be significantly reduced.

The Hylebos Creek riparian restoration project is designed to eliminate flooding in the current channel. Past flooding has affected surface streets and Interstate 5 because of insufficient culverts and past modifications to the stream channel to accommodate transportation infrastructure. The project corrects these deficiencies and extensively restores the stream to focus on the natural systems necessary to protect the environment and accommodate flood conditions. Emergencies, closures and hazards created by flooding are expected to be significantly reduced.

The study area for determining safety impacts of this project include those trips destined to and from the Port of Tacoma. The new project, the Port of Tacoma Spur, will provide new access to and from the Port via 54th Avenue E. (near Taylor Way) and Port of Tacoma Road. It will align with SR 509 near Alexander Ave. and follow it until the intersection with the Port of Tacoma Road.

The following are the most recent five-year crash statistics for the nearby section of I-5 (Milepost 136.05 to 138.80). For the five-year analysis period (2013-2017), there were a total of 1,007 incidents on this section of I-5. Accidents progressively increased each year of the five-year period, although the last two years of data (2016 and 2017) saw a significant increase in the number of incidents in comparison to years 2013 (152), 2014 (169), and 2015 (175). The number of accidents grew from 175 in 2015, to 252 in 2016, and to 259 in 2017. The predominant accident type was rear end collisions (55 percent of total), followed by sideswipes (24 percent), collisions with fixed objects (13 percent), and “other” collisions (6 percent). There were two fatalities (2014, 2016) and six serious injuries on this segment of I-5 over the five-year period.

There was a total of 101 accidents on the SR 509 roadway segment. The segment saw a stable number of annual incidents between 2013 and 2015. Each year had 17 incidents. In 2016 and 2017, the annual number of incidents increased to 25 for each year. The predominant accident type was “other” collisions (47 percent of the total), rear end collisions (26 percent), sideswipe collisions (13 percent), and collisions with fixed objects (12 percent). There were no fatalities and one incident in 2015 with a serious injury on this segment.

There was a total of 99 accidents on the 54th Avenue E. and Taylor Way E. roadway segments. The segment saw a progressive increase in annual incidents over the most recent five years of data. The greatest annual increase in incidents was between 2016 and 2017, where the number of incidents in 2016 went from 18 to 34 in 2017. The predominant accident type was “other” collisions (34 percent of the total), opposite collisions (25 percent), rear end collisions (20 percent), sideswipe collisions (16 percent), and collisions with fixed objects (3 percent). There were no fatalities and one incident in 2016 with a serious injury on this segment.

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

The primary active transportation benefit will be non-motorized connectivity to the Interurban Trail which will extend over the east side of the new 70th Avenue bridge as a protected nonmotorized facility as part of a separate roadway improvement within the Gateway program. The Tacoma Spur project provides enhanced trail connectivity extending the Interurban Trail north through the Hylebos restoration area to the Milgard & Hylebos Creek Nature Areas and Port of Tacoma MIC via 4th Street E. The improvement will provide substantial recreational benefits and connect residents of Fife & Milton and other points on the Interurban trail with extended options north of I-5.
In addition, improved traffic flows and reduced congestion will help to improve air quality through reduced vehicle emissions improving environmental conditions for people who work and live around the project area as well as for non-motorized users of the facility.

Air Quality and Climate Change: Element Selection

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 Improvement, Bicycle and Pedestrian Facilities

Air Quality and Climate Change: Roadway Improvement

1. **What is the length of the project?**
   2 miles

2. **What is the average daily traffic before and after the project?**
   The traffic volume on Port of Tacoma Spur is projected to be 13,500 average vehicles per day upon opening. The average daily traffic volumes primarily represent vehicles shifting from Port of Tacoma Road, 9,700 vehicles per day, and 54th Ave E., 3,800 vehicles per day, to the Port of Tacoma Spur. These values are conservatively based on 2017 traffic counts.

3. **What is the average speed before and after the project?**
   Average speeds on the Port of Tacoma Spur improvement are forecasted to be 34 mph compared to 27.8 mph using the current comparable routes on I-5 and 54th Avenue. The higher speeds can be attributed to avoiding higher congestion levels on I-5 and near free flow speeds anticipated on Port of Tacoma Spur as a result of improved connectivity and avoidance of existing intersection delays, and tolling which will limit the number of trips on the facility and associated potential congestion, specifically during the peak periods.

4. **What is the average daily transit ridership along the corridor?**
   N/A

5. **How many daily peak period transit trips serve the corridor?**
   N/A

6. **What is the expected increase in transit speed due to the BAT/HOV lanes?**
   N/A

7. **What is the expected increase in transit ridership due to the BAT/HOV lanes?**
   N/A

8. **What is the percentage of freight truck traffic on the facility?**
   22 percent

9. **Will the project result in shorter trips and reduced VMT? If so, please explain.**
   The Port of Tacoma Spur will result in shorter trips and reduced VMT due to the improved and more direct connection from I-5 to the Port of Tacoma MIC. The Port of Tacoma Spur will provide a shorter trip for vehicles currently using Port of Tacoma Rd and 54th Ave E. The shorter trip lengths reduce VMT and air pollutant emissions from vehicle exhaust. Approximately 22% of vehicles using this facility are heavy diesel trucks, and the shortened trips will result in a significant reduction of greenhouse gases, diesel particulate, and other criteria air pollutant emissions.

   The shortened trip lengths will result in an overall reduction of 7,400 daily VMT, as compared to without the Port of Tacoma Spur. Using the values in the PSRC project level emissions evaluation tool, this would result in air pollutant emissions reductions of 3,900 kg/day of CO2, 11.64 kg/day of CO, 0.22 kg/day of PM2.5, 4.23 kg/day of NOX, and 0.41 kg/day of VOC. The specific data for each segment is listed below.

   Port of Tacoma Road Users
   Distance Reduction: 0.65 miles
   Daily Volume (est): 9,700 veh/day
   CO2 reduction: 3,283 kg/day

   54th Ave E Users
   Distance Reduction: 0.30 miles
   Daily Volume (est): 3,800 veh/day
   CO2 reduction: 593 kg/day

10. **Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.).**
The volume and truck percent estimates were obtained from Synchro traffic modeling for the Puget Sound Gateway Program. The decrease in trip length was estimated from project maps. The VMT and emissions savings were calculated using the PSRC project level emissions evaluation tool, assuming a project year of 2025, 22% trucks, and the volumes and trip lengths described in the previous section.

Air Quality and Climate Change: Bicycle and Pedestrian Facilities

1. Describe the facilities being added or improved
Pedestrian and bicycle connectivity across Interstate 5 is restored by the 70th Avenue E. Freight Bottleneck project, to be completed in 2021, just before construction of Port of Tacoma Spur. The Port of Tacoma Spur project will extend the Interurban Trail over the east side of the new 70th Avenue bridge as a protected nonmotorized facility. The Port of Tacoma Spur project extends the Interurban Trail north through the Hylebos restoration area to the Milgard & Hylebos Creek Nature Areas and Port of Tacoma MIC.

2. What is the length of the proposed facility?
2 miles

3. Describe the connections to existing bicycle/pedestrian facilities and transit.
The Port of Tacoma Spur project will be a critical extension of the Interurban Trail North of SR 99 to the Hylebos restoration area and recreational trails.

4. Describe the current bicycle/pedestrian usage in the project area. If known, provide information on the shift from single occupancy vehicles.
N/A

5. What is the expected increase in bicycle/pedestrian usage from the project? If known, provide information on the shift from single occupancy vehicles
N/A

6. What is the average bicycle trip length?
N/A

7. What is the average pedestrian trip length?
N/A

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.)
PSRC Regional default data

PSRC Funding Request

1. What is the PSRC funding source being requested?
STP

2. Has this project received PSRC funds previously?
Yes

3. If yes, please provide the project’s PSRC TIP ID
Previously received non-construction funds through TIP ID PTAC-1. Currently in the TIP as WDO-449.

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Total Request: $4,500,000.00

Total Estimated Project Cost and Schedule

**PE**

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<th>Secured/Unsecured</th>
<th>Amount</th>
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<tbody>
<tr>
<td>State Gas Tax</td>
<td>Secured</td>
<td>$31,100,000.00</td>
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</table>

$31,100,000.00

Expected year of completion for this phase: 2018
**Funding Source**  |  **Secured/Unsecured**  |  **Amount**  
--- | --- | ---  
State Gas Tax | Secured | $76,900,000.00 

**Expected year of completion for this phase:** 2021

**Construction**

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**Expected year of completion for this phase:** 2025

**Other**

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**Expected year of completion for this phase:** 2025

**Summary**

1. **Estimated project completion date**  
   June 2025

2. **Total project cost**  
   $472,000,000.00

**Funding Documentation**

1. **Documents**  
   Exhibit 5 - WSDOT_LEAP_Funding_Support.pdf, Exhibit 6 - WSDOT_Funding_Support_Details.pdf, Exhibit 7 - Port of Tacoma_Funding_Support.pdf, Exhibit 8 - City of Tacoma_Funding_Support.pdf, Exhibit 9 - City of Fife_Funding_Support.pdf

2. **Please describe the secure or reasonably expected funds identified in the supporting documentation. For funds that are reasonably expected, an explanation of procedural steps with milestone dates for completion which will be taken to secure the funds for the project or program should also be included.**  
   WSDOT funding is secured in the Connecting Washington budget—LEAP Transportation Document 2015 NL-1, June 28, 2015 (Exhibit 5, Exhibit 6). Local funding commitment letters have been filed with the application. The Port of Tacoma will contribute $3 million (Exhibit 7), the City of Tacoma $1.5 million (Exhibit 8), and the City of Fife $800,000 (Exhibit 9) towards construction.

   The Connecting Washington budget provided full funding for the WSDOT share of the Puget Sound Gateway Program, but the legislature prioritized funding based in part on a commitment by local agencies to raise $130 million toward the total program (SR 509 and SR 167 corridors). To meet the legislature’s expected local contribution, agencies with the greatest project benefit have committed their own funds for grant match and need to raise additional funding from grants. All match and grant funding offsets the legislature’s local participation target without reducing Connecting Washington funding. Grant funding is intended to contain direct local agency contributions within a feasible level to ensure a successful partnership, one that can gain the approval of each local council/commission. The Gateway local funding partnership includes sixteen cities, two counties and two port districts. As of the date of application, these local agency partners have committed more than $72 million toward match.

**Project Readiness: PE**
1. Are you requesting funds for ONLY a planning study or preliminary engineering?  
   No

2. Is preliminary engineering complete?  
   No

3. What was the date of completion (month and year)?  
   N/A

4. Have preliminary plans been submitted to WSDOT for approval?  
   No

5. 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.  
   N/A

6. When are preliminary plans expected to be complete?  
   The 30 percent design is anticipated to be completed September 2020 with WSDOT approval in December 2020

Project Readiness: NEPA

1. What is the current or anticipated level of environmental documentation under the National Environmental Policy Act (NEPA) for this project?  
   Environmental Impact statement (EIS)

2. Has the NEPA documentation been approved?  
   No

3. Please provide the date of NEPA approval, or the anticipated date of completion (month and year).  
   NEPA EIS/ROD was completed in Oct 2007. A NEPA Re-Evaluation is currently underway for Phase 1 and expected to be complete August 2018.

Project Readiness: Right of Way

1. Will Right of Way be required for this project?  
   Yes

2. How many parcels do you need?  
   A total of 108 parcel acquisitions are required for the project. Sixty-five parcels have been acquired and 43 parcels remain to be acquired.

3. What is the zoning in the project area?  
   The segment in the City of Tacoma is M2, heavy industrial. The City of Fife zones include Regional Commercial, Industrial and Small Lot Residential.

   Of the sixty-five parcels acquired thirteen are industrial, twenty-one are commercial, twenty-eight are residential, and three are government owned.

   Of the forty-three remaining parcels sixteen are industrial, six are commercial, seventeen are residential, and four are government owned.

   A corner acquisition is required from a City of Fife utility property zoned Public/Open Space. The site is a fenced municipal well and lahar warning facility, not open space. The utility installations will need to be modified for this parcel.

4. Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.  
   Any possible condemnation actions are incorporated into the planned acquisition schedule, accommodating two years as the normal time period for actions in Pierce County. The acquisition team is currently evaluating potential condemnations for early action. All available countermeasures are employed to avoid condemnation, including possession and use and adjusting the design. As of Spring 2018, the design team is fine tuning the project alignment to minimize impacts to several businesses and a few residences. Proximity and noise mitigation measures will be included as required for the final design.

5. Does your agency have experience in conducting right of way acquisitions of similar size and complexity?  
   Yes

6. If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?  
   N/A
7. **In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each.**

Of the remaining forty-three parcels left to acquire eight are in design phase, eleven are in the process of acquisition, twenty will require an Access Hearing, and the remaining four government properties are anticipated to be donated by local jurisdictions.

The Access Hearing is scheduled for October 2018, the approved right of way plan will be confirmed in February 2019 with right of way acquisition complete in July 2020. Right of way relocation is anticipated to be finalized in January 2021 with the full completion of right of way associated work finalized by June 2021.

**Project Readiness: Construction**

1. **Are funds being requested for construction?**
   - Yes

2. **Do you have an engineer's estimate?**
   - Yes

3. **Engineers estimate document**
   - Exhibit_10_-_Port_of_Tacoma_Spur_Engineers_Estimate.pdf

4. **Identify the environmental permits needed for the project and when they are scheduled to be acquired.**
   - **WSDOT Led Permits –**
     - Section 404 Individual Permit – USACE
     - Section 401 WQ Certification – Ecology
     - Coastal Zone Management (CZM) Consistency Certification – Ecology
     - Hydraulic Project Approval (HPA) – WDFW
     - Shoreline Substantial Development/Conditional Use/Variance, or Exemption – City of Fife, Milton, Pierce County
     - Critical Area Ordinance (CAO) review/approval – City of Fife, Tacoma, Milton, Pierce County.
       - Includes:
         - Wetland/stream development
         - Floodplain development
         - Aquifer recharge area compliance
         - Geologic/seismic hazard (e.g., liquefaction) assessment
   - **Design Builder Led Permits –**
     - Section 402 NPDES Construction Stormwater General Permit – Ecology
     - Noise Variance* – City of Fife, Tacoma, Milton, and/or Pierce County
     - Building Permits – City of Fife, Tacoma, Milton, Pierce County
     - Clearing/Grading Permits – City of Fife, Tacoma, Milton, Pierce County
     - Other (potential) permits/approvals:
       - Asbestos removal – PSCAA
       - UST removal – TPCHD/Ecology
       - Street use/haul route agreement – City of Fife, Tacoma, Milton, Pierce County

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).**
   - July 2022

7. **When is the project scheduled to go to ad (month and year)?**
   - January 2021

**Other Considerations**

1. **Describe any additional aspects of your project not requested in the evaluation criteria that could be relevant to the final project recommendation and decision-making process.**

   The Port of Tacoma Spur is part of a local funding partnership between sixteen cities, two counties and two port districts to complete the Puget Sound Gateway Program. The Program closes major continuity gaps in the regional transportation system. These gaps are incomplete highway segments that create regional inefficiencies in traffic flow and freight delivery, inefficiencies that reduce the value of billions in prior investment. We have accepted the cost of those inefficiencies in delay, air quality, safety and economic competitiveness for decades. The requested grant has direct benefit to local cities, counties and Ports and to the entire region.
2. **Describe any innovative components included in your project:** these could include design elements, cost saving measures, or other innovations.

   Project uses practical design review to ensure balance between project scope and budget and design-build contracting to control costs and risks.

3. **Describe the process that your agency uses to determine the benefits of projects:** this could include formal cost-benefit analysis, practical design, or some other process by which the benefits of projects are determined.

   WSDOT practical design descriptions were evaluated to ensure efficient, effective and sustainable transportation decisions. The Port of Tacoma Spur project will be designed to meet today's modern standards and criteria.

   The design will connect at-grade to SR 509 east of Alexander Avenue, eliminating a very expensive additional interchange. This improvement allows better truck access to Evergreen Terminal. The project design was modified to move the shared-use path to the east side of the alignment from 12th St. to 8th St., which allowed for a seamless connection to the trails at Milgard and Hylebos Creek nature areas and the alignment was modified to avoid the 4(f) property in the Milgard natural area. The alignment was also modified to minimize the impact on several businesses near 12th St.

4. **Final documents**

   - Exhibit 11 - Pierce County Letter of Support.pdf
   - Exhibit 12 - MacMILLAN-Piper Letter of Support.pdf
   - Exhibit 13 - Port of Tacoma Letter of Support.pdf
   - Exhibit 14 - Tacoma-Pierce Chaml. Letter of Support.pdf
   - Exhibit 15 - NWSA Letter of Support.pdf
   - Exhibit 16 - Edman Co Letter of Support.pdf
   - Exhibit 17 - ILWU Letter of Support.pdf
   - Exhibit 18 - Puglia Engineering Letter of Support.pdf
SR 167 Pedestrian & Bike Routes
Travel Time Paths

1. A-B via SR 509 Spur
2. A-B via I-5, 54th Ave E
3. B-A via SR 509 Spur
4. B-A via I-5, 54th Ave E
5. A-C via SR 509 Spur
6. A-C via I-5, POT Road
7. C-A via SR 509 Spur
8. C-A via I-5, POT Road

Path 1 and 3
SR 509 Spur

Path 2 and 4
Existing conditions

Path 5 and 7
SR 509 Spur

Path 6 and 8
Existing conditions

Google Earth
### Connecting Washington Projects
#### Highway Improvements Program (I)

(Dollars In Thousands)

| Rte  | Project | Project Title                              | Leg Dist | 2015-17 | 2017-19 | 2019-21 | 2021-23 | 2023-25 | 2025-27 | 2027-29 | 2029-31 | Total  |
|------|---------|--------------------------------------------|----------|---------|---------|---------|---------|---------|---------|---------|--------|
|      |         | Connecting Washington Account - State      |          | 2,000   | 9,400   | 19,500  | 116,500 | 182,000 | 97,000  | 0       | 0       | 426,400|
| I-90 | 090 L2000093 | I-90/Barker Road to Harvard Road     | 04       | 0       | 0       | 0       | 0       | 0       | 7,600   | 18,800  | 26,400 |
|      |         | Connecting Washington Account - State      |          | 0       | 0       | 0       | 0       | 0       | 7,600   | 18,800  | 26,400 |
| I-90 | 090 L2000094 | I-90/Medical Lake & Geiger Interchanges | 06       | 0       | 4,000   | 22,500  | 100     | 0       | 0       | 0       | 0       | 26,600 |
|      |         | Connecting Washington Account - State      |          | 0       | 4,000   | 22,500  | 100     | 0       | 0       | 0       | 0       | 26,600 |
| I-90 | 090 L2000124 | I-90/Front Street UR                      | 05       | 0       | 2,300   | 0       | 0       | 0       | 0       | 0       | 0       | 2,300  |
|      |         | Connecting Washington Account - State      |          | 0       | 2,300   | 0       | 0       | 0       | 0       | 0       | 0       | 2,300  |
| I-90 | 090 L2000201 | I-90/Eastside Restripe Shoulders          | 05, 41, 48 | 7,000  | 43,700  | 22,500  | 0       | 0       | 0       | 0       | 0       | 73,200 |
|      |         | Connecting Washington Account - State      |          | 7,000   | 43,700  | 22,500  | 0       | 0       | 0       | 0       | 0       | 73,200 |
| US 101/104/112, Olympic Peninsula/SW WA - Improvements | 090 L2000161 | US 101/Lynch Road Intersection Improvements | 35       | 0       | 5,000   | 0       | 0       | 0       | 0       | 0       | 0       | 5,000  |
|      |         | Connecting Washington Account - State      |          | 0       | 5,000   | 0       | 0       | 0       | 0       | 0       | 0       | 5,000  |
| SR 167, Tacoma to Puyallup - New Freeway | 167 M00600R | SR 167/SR 509 Puget Sound Gateway         | 25, 27, 30, 2 | 2,500  | 57,500  | 305,100 | 395,400 | 302,000 | 313,000 | 300,000 | 200,000 | 1,875,500|
|      |         | Connecting Washington Account - Local      |          | 0       | 0       | 70,000  | 60,000  | 0       | 0       | 0       | 0       | 130,000|
|      |         | Connecting Washington Account - State      |          | 2,500   | 57,500  | 235,100 | 335,400 | 302,000 | 313,000 | 300,000 | 20,000  | 1,565,500|
|      |         | Unspecified - Tolls                        |          | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 180,000 | 180,000 |
Puget Sound Gateway Funding
as enacted by the 2017 Legislature

[Bar chart showing funding allocated from 2015-2017 to 2029-2031.
Key: Connecting WA, Local Funding, Toll Funding.
Funding amounts: $2.5m, $93.5m, $305m, $395m, $206m, $283m, $260m, $20m, $180m, $200m]
March 12, 2018

Mr. Steve Gorcester  
c/o Puget Sound Gateway Project  
Washington State Department of Transportation

RE: Port of Tacoma Spur

Dear Mr. Gorcester,

The Port of Tacoma is pleased to express its support for the Port of Tacoma Spur of the State Route 167 project, and the Puget Sound Regional Council Surface Transportation Project grant sponsored by the Washington State Department of Transportation and Port of Tacoma. This project is the Port of Tacoma's top priority in this year's regional competition.

The Port of Tacoma is an economic engine for South Puget Sound. More than 29,000 jobs are generated by port activity, which also provides $195 million per year in state and local taxes to support education, roads and police and fire protection for our community. As a partner in The Northwest Seaport Alliance, the Port of Tacoma is also a major cargo gateway to Asia and Alaska.

Completion of SR-167 will provide a direct link between the Port of Tacoma's marine cargo terminals and the Kent and Puyallup River valleys, the second largest distribution center on the West Coast; 44% of regional truck trips originating from our facilities in both harbors are destined for this area. SR-167 will also provide the “last mile” connection for agriculture products grown in eastern Washington to get to our docks for export. It also provides a direct connection between Interstate 5 and the manufacturing and industrial properties located on the Tacoma Tideflats. The economic benefit of saved travel time for the freight sector is estimated to be $940 million.

Because of the importance of the Port of Tacoma Spur, the Port is prepared to earmark $3 million to this specific project, out of a larger $30 million Port of Tacoma commitment to the overall SR-167 completion effort. It will help to both retain current jobs and businesses and make it easier to attract others to our community.

Sincerely,

[Signature]

President  
Port of Tacoma Commission
April 16, 2018

Mr. Craig Stone
Puget Sound Gateway Program Administrator
Washington State Department of Transportation
310 Maple Park SE
Olympia, WA 98504

Dear Mr. Stone:

The City of Tacoma expresses its strong support for the Port of Tacoma Spur, Stage 1 of SR 167 Corridor Completion. We encourage Puget Sound Regional Council (PSRC) regional funding for the project as requested by the Washington State Department of Transportation and Port of Tacoma. The Port of Tacoma Spur finally provides regional highway access necessary to support our globally vital seaport.

The Port of Tacoma is a critical economic driver for South Puget Sound and the City of Tacoma. More than 29,000 jobs are generated by Port activity, which in turn generates $195 million in state and local taxes. Improved highway access to the seaport relieves truck traffic congestion on local streets and Interstate 5. In addition, the Port of Tacoma Spur connects directly to SR 509, improving access to the Downtown Tacoma, a Regional Growth Center.

The City of Tacoma commits match funding of $1.5 million from the City street fund to the Port of Tacoma Spur in recognition of the regional and local benefits of the project. We understand that local agency match, Port funding and the requested PSRC grant offset a portion of the $130 million local contribution mandated by the Legislature.

Thank you.

Sincerely,

Elizabeth Pauli
City Manager

cc: Tadd Wille, Assistant City Manager
    Kurtis Kingsolver, Public Works Director
    Chris Larson, Engineering Division Manager
April 17, 2018

Mr. Craig Stone  
Puget Sound Gateway Program Administrator  
Washington State Department of Transportation  
310 Maple Park SE  
Olympia, WA 98504

Dear Mr. Stone,

The City of Fife expresses its full support for the Port of Tacoma Spur, Stage 1 of SR 167 Corridor Completion. We encourage Puget Sound Regional Council (PSRC) funding for the project as requested by the Washington State Department of Transportation and Port of Tacoma. The Port of Tacoma Spur finally provides regional highway access necessary to support our globally vital seaport.

This project will benefit the City of Fife by providing a limited access alternative for trucks and other traffic that now clog our City’s streets. The project will also provide benefits to the Puget Sound region and the state as a whole, as the project improves access to and from the Port of Tacoma. The Port provides direct and indirect jobs in Fife and beyond, as the cargos into and out of the Port support supply chain, manufacturing, agriculture, and retail jobs throughout the State. Improved highway access to the seaport relieves truck traffic congestion on our local streets and Interstate 5. As the country continues to realize the potential of our region, we need to continue with plans to keep people and products moving on our roads.

The City of Fife commits match funding of $800,000 to the Port of Tacoma Spur in recognition of the regional and local benefits of the project. We understand that local agency match, Port funding and the requested PSRC grant offset a portion of the $130 million local contribution mandated by the Legislature. The City of Fife recognizes that what happens in the Puget Sound can have a lasting global impact. As such, we enthusiastically support the advancements necessary to enhance efficiency, increase environmental responsibility and to continue nurturing a responsible growth plan.

Sincerely,

Hyun Kim  
City Manager
## Puget Sound Gateway Program - SR 167 Completion Project

### Summary of Quantities and Cost Estimate For Port of Tacoma Access PSRC Grant

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<th>ITEM</th>
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<td>1,546,215.00</td>
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<td>0904</td>
<td>L.S.</td>
<td>ILLUMINATION SYSTEM</td>
<td>$974,400</td>
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<td>974,400.00</td>
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<tr>
<td>0912</td>
<td>L.S.</td>
<td>TRAFFIC SIGNAL SYSTEM</td>
<td>$750,000</td>
<td>$1.00</td>
<td>750,000.00</td>
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<tr>
<td>0926</td>
<td>L.S.</td>
<td>PERMANENT ITS SYSTEM</td>
<td>$3,984,250</td>
<td>$1.00</td>
<td>3,984,250.00</td>
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<tr>
<td>0936</td>
<td>LF</td>
<td>PAVEMENT MARKINGS</td>
<td>$136,045</td>
<td>$0.94</td>
<td>144,729.00</td>
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<tr>
<td></td>
<td>SF</td>
<td>SOIL IMPROVEMENTS includes ABUTMENTS</td>
<td>$5,009,330</td>
<td>$0.94</td>
<td>-</td>
</tr>
<tr>
<td><strong>OTHER ITEMS</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7567</td>
<td>C.Y.</td>
<td>GRAVEL BORROW FOR STRUCTURAL EARTH WALL INC. HAUL</td>
<td>$692,670</td>
<td>$30.00</td>
<td>23,089.00</td>
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<tr>
<td></td>
<td>Misc CEVP Items from 4Lane Final Estimate</td>
<td>$412,586</td>
<td>$1.00</td>
<td>412,586.20</td>
<td></td>
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<tr>
<td></td>
<td>EST</td>
<td>Agreements (Utilities, etc.) Utility Relocations</td>
<td>$7,724,620</td>
<td>$1.00</td>
<td>7,724,620.36</td>
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<tr>
<td></td>
<td>Other (RRP, Trail, Tolling)</td>
<td>$48,387,442</td>
<td>$1.00</td>
<td>48,387,441.60</td>
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</table>

| Column Subtotals | $160,224,953 |
### Summary of Quantities and Cost Estimate for Port of Tacoma Access PSRC Grant

<table>
<thead>
<tr>
<th>Description</th>
<th>Cost (in USD)</th>
<th>Percentage</th>
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<tbody>
<tr>
<td><strong>CN Base Item Total</strong></td>
<td>$160,224,953</td>
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<tr>
<td><strong>Missing Bid Items (% of Base Item Total)</strong></td>
<td>$19,226,994.32</td>
<td>12.0%</td>
</tr>
<tr>
<td><strong>Water Pollution Control /TESC (% of Base Item Total) - w. of I-5</strong></td>
<td>$4,417,426.33</td>
<td>4%</td>
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<tr>
<td><strong>Water Pollution Control /TESC (% of Base Item Total) - e. of I-5</strong></td>
<td>$1,493,678.83</td>
<td>3%</td>
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<tr>
<td><strong>Maintenance of Traffic (% of Base Item Total)</strong></td>
<td>$7,358,825.85</td>
<td>8%</td>
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<tr>
<td><strong>Subtotal 1</strong></td>
<td>$192,721,878</td>
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<tr>
<td><strong>Mobilization (% of Subtotal 1)</strong></td>
<td>$19,272,188</td>
<td>10%</td>
</tr>
<tr>
<td><strong>Subtotal 2</strong></td>
<td>$211,994,066</td>
<td></td>
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<tr>
<td><strong>DB Engineering and Quality (% of Subtotal 2)</strong></td>
<td>$19,079,466</td>
<td>9.0%</td>
</tr>
<tr>
<td><strong>DB Contract Administration (% of Subtotal 2)</strong></td>
<td>$10,599,703</td>
<td>5.0%</td>
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<tr>
<td><strong>DB Engineering Mobilization (% DB Engineering and DB Contract Admin)</strong></td>
<td>$2,967,917</td>
<td>10.0%</td>
</tr>
<tr>
<td><strong>Subtotal 3</strong></td>
<td>$244,641,152</td>
<td></td>
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<tr>
<td><strong>Sales Tax (% of Subtotal 3)</strong></td>
<td>$24,464,115</td>
<td>10.0%</td>
</tr>
<tr>
<td><strong>Construction Engr and Insp (% of Subtotal 3)</strong></td>
<td>$17,124,881</td>
<td>7.0%</td>
</tr>
<tr>
<td><strong>Standard Contingency (% of Subtotal 3)</strong></td>
<td>$7,339,235</td>
<td>3.0%</td>
</tr>
<tr>
<td><strong>HQ/OR DPS (10% of Construction Engineering)</strong></td>
<td>$1,712,488</td>
<td>10.0%</td>
</tr>
<tr>
<td><strong>WSDOT CN Owner - Toll System PE &amp; CN</strong></td>
<td>see below</td>
<td></td>
</tr>
<tr>
<td><strong>Subtotal 4</strong></td>
<td>$295,281,870</td>
<td></td>
</tr>
<tr>
<td><strong>DB Contract Total</strong></td>
<td>$295,281,870</td>
<td></td>
</tr>
<tr>
<td><strong>Stipends (2 each/stage CN)</strong></td>
<td>$2,000,000</td>
<td></td>
</tr>
<tr>
<td><strong>Incentives Environmental ($1 M)</strong></td>
<td>$1,000,000</td>
<td></td>
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<tr>
<td><strong>Pavement Smoothness ( $6000 / new lane mile * 20 miles)</strong></td>
<td>$150,000</td>
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<tr>
<td><strong>WSDOT CN Owner - Toll System PE &amp; CN</strong></td>
<td>$15,610,000</td>
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<tr>
<td><strong>Utility Engineering (8% of agreements/relocation)</strong></td>
<td>$354,432</td>
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<tr>
<td><strong>Utility Agreements/relocation (Olympic Pipe Line)</strong></td>
<td>$4,430,400</td>
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<tr>
<td><strong>Other CN Total</strong></td>
<td>$18,685,000</td>
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<tr>
<td><strong>Preliminary Engineering (% of Subtotal 3)</strong></td>
<td>$24,464,115</td>
<td>10.0%</td>
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<tr>
<td><strong>TOLL DIVISION DPS (4% Preliminary Engineering)</strong></td>
<td>$29,248,947</td>
<td></td>
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<tr>
<td><strong>Includes Olympic Pipeline Relocation</strong></td>
<td>$29,248,947</td>
<td></td>
</tr>
<tr>
<td><strong>PE - Total</strong></td>
<td>$29,248,947</td>
<td></td>
</tr>
<tr>
<td><strong>Right of Way</strong></td>
<td>$73,651,573</td>
<td></td>
</tr>
<tr>
<td><strong>RW - Total</strong></td>
<td>$73,651,573</td>
<td></td>
</tr>
<tr>
<td><strong>Project Total</strong></td>
<td>$416,867,391</td>
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</tr>
<tr>
<td><strong>Preliminary Engineering &amp; Management:</strong></td>
<td>$29,248,947</td>
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</tr>
<tr>
<td><strong>Right of Way:</strong></td>
<td>$73,651,573</td>
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<tr>
<td><strong>Construction:</strong></td>
<td>$313,966,870</td>
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<tr>
<td><strong>TOTAL FUNDING NEED:</strong></td>
<td>$416,867,391</td>
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<tr>
<td>Port of Tacoma Access - Cost Estimate for PSRC Application</td>
<td></td>
<td></td>
</tr>
<tr>
<td>----------------------------------------------------------</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mid-Point of PE Phase = September 2019</td>
<td>WSDOT CCI = 239.7</td>
<td></td>
</tr>
<tr>
<td>Mid-Point of RW Phase = September 2019</td>
<td>WSDOT CCI = 598.1</td>
<td></td>
</tr>
<tr>
<td>Mid-Point of CN Phase = March 2024</td>
<td>WSDOT CCI = 348.2</td>
<td></td>
</tr>
<tr>
<td>Current PE CCI = 237.1</td>
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<td></td>
</tr>
<tr>
<td>Current RW CCI = 582.9</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Current CN CCI = 311.3</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>Mid-Point</th>
<th>Current CCI</th>
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</thead>
<tbody>
<tr>
<td>PE</td>
<td>239.7</td>
<td>237.1</td>
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<tr>
<td>RW</td>
<td>598.1</td>
<td>582.9</td>
</tr>
<tr>
<td>CN</td>
<td>348.2</td>
<td>311.3</td>
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</table>

**Risk Calculation**

Based on 2016 CEVP Results for Scenario 2C

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<tr>
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<th>Mid-Point</th>
<th>Current CCI</th>
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<tr>
<td>PE</td>
<td>58.1</td>
<td>55.2</td>
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<tr>
<td>RW</td>
<td>126.8</td>
<td>124.5</td>
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<tr>
<td>CN</td>
<td>662.7</td>
<td>636.1</td>
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**Composite Risk & Escalation Factors**

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<tr>
<th></th>
<th>PE</th>
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<tbody>
<tr>
<td>Mid-Point</td>
<td>0.011</td>
<td>0.026</td>
<td>0.119</td>
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<tr>
<td>Current</td>
<td>0.053</td>
<td>0.018</td>
<td>0.042</td>
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<tr>
<td>Escalation</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Total</td>
<td>1.064</td>
<td>1.044</td>
<td>1.161</td>
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</table>
Utilizing our 2018 CEVP Base Engineers Estimate

<p>| | | | |</p>
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<thead>
<tr>
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<tbody>
<tr>
<td>PE</td>
<td>$29,248,947</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RW</td>
<td>$73,651,573</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CN</td>
<td>$310,891,872</td>
<td>Note: $3,075,000 was subtracted from CN amount which represents the DB incentives/stipends</td>
<td></td>
</tr>
<tr>
<td>CN DB Admin</td>
<td>$32,647,086</td>
<td>Note: Incls. Design-Builder engineering, quality, Admin and engineering mob</td>
<td></td>
</tr>
</tbody>
</table>

YOE Calculation Including Risk

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<thead>
<tr>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>PE</td>
<td>1.064 X</td>
<td>$29,248,947 =</td>
<td>$31,120,879</td>
</tr>
<tr>
<td>RW</td>
<td>1.044 X</td>
<td>$73,651,573 =</td>
<td>$76,892,242</td>
</tr>
<tr>
<td>CN</td>
<td>1.161 X</td>
<td>$278,244,786 =</td>
<td>$323,042,197</td>
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</table>

Note: The construction estimate of $278,244,786 represents the base cost and excludes the design-builder engineering, quality, admin, and engineering mob of $32,647,086.

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<thead>
<tr>
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<th></th>
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</thead>
<tbody>
<tr>
<td>CN DB Admin</td>
<td>1.161 X</td>
<td>$32,647,086 +</td>
<td>$3,075,000</td>
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Summary

<p>| | | | |</p>
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<thead>
<tr>
<th></th>
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</thead>
<tbody>
<tr>
<td>PE Phase @ YOE</td>
<td>=</td>
<td>$31,120,879</td>
<td></td>
</tr>
<tr>
<td>RW Phase @ YOE</td>
<td>=</td>
<td>$76,892,242</td>
<td></td>
</tr>
<tr>
<td>CN Phase @ YOE</td>
<td>=</td>
<td>$323,042,197</td>
<td></td>
</tr>
<tr>
<td>Other @ YOE</td>
<td>=</td>
<td>$40,978,269</td>
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</tr>
<tr>
<td>Total</td>
<td>=</td>
<td>$472,033,587</td>
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</table>
April 11, 2018

Puget Sound Regional Council
1011 Western Avenue, Suite 500
Seattle, WA 98104-1035

Re: Port of Tacoma Road Spur
    I-5/SR 167 To SR 509

Dear PSRC Board & Committee Members,

It’s been a long time coming. Completion of the SR-167 project is within reach. I have joined a team of supporters for the Port of Tacoma Road Spur and I want to extend to you an invitation to join us. The Puget Sound Regional Council has an opportunity to provide a direct connection between past accomplishments and future successes. Direct connection is the theme of this transportation implementation.

Thirty years after SR-167 construction ended in Puyallup, Washington State and three other local agencies will complete the direct connection to the Port of Tacoma. The Port of Tacoma-Seattle is the fifth largest cargo terminal in the country. Yet their connections to each facility and to the country has been incomplete due to the 30-year old missing link from SR-167 to SR-509. A unique opportunity is at hand for our generation to complete the work of a previous generation.

Societies have existed and prospered according to their connections to global trade and trade routes. Identifying the Port of Tacoma Spur as a trade route is not hyperbole. The project provides a direct connection between the Port of Tacoma global gateway and the Interstate highway system. The freight supply chain and distribution center complexes are inefficient and less productive without the Port of Tacoma Spur completion. Please help us delivery regional jobs, economic growth and equitable prosperity by providing your support to the Port of Tacoma Road Spur - I-5/SR 167 To SR 509 project.

Sincerely,

Bruce F. Dammeier
County Executive

BFD:CTR:mg
Enclosures

cc: File
March 6, 2018

Steve Gorchester
c/o Puget Sound Gateway Project
Washington State Dept. of Transportation

RE: Port of Tacoma Spur

Dear Mr. Gorchester:

We at MacMillan-Piper, Inc., support the Port of Tacoma Spur of the State Route 167 project, as well as the Puget Sound Regional Council Surface Transportation Project grant sponsored by the Washington State Department of Transportation and the Port of Tacoma. MacMillan-Piper has operated multiple warehouses in the Tacoma Tideflats area for more than 30 years, and during that time, we have seen the traffic congestion steadily worsen. It is becoming increasingly difficult to move trucks to and from our facilities for transloading.

Completion of SR-167 is an important transportation priority for MacMillan-Piper, our region, and our state. It will provide a direct link between the Port of Tacoma’s marine cargo terminals and the Kent and Puyallup River valleys, the second largest distribution center on the West Coast. Of the regional truck trips through the Ports of Seattle and Tacoma, 44 percent are destined for this area. SR-167 will also provide the “last mile” connection for agricultural products grown in Eastern Washington and destined for export through the Port of Tacoma. It also will provide a direct connection between Interstate 5 and the manufacturing and industrial properties located on the Tacoma Tideflats, including MacMillan-Piper’s. The economic benefit of saved travel time for the freight sector is estimated to be $940 million.

We ask for your support of the Port of Tacoma Spur project, as well as the larger SR-167 completion project. It will help to both retain current jobs and businesses and make the area more attractive to new businesses.

We appreciate your time and consideration.

Sincerely,

Mark Miller
President & CEO
mmiller@macpiper.com
March 12, 2018

Mr. Steve Gorcester  
c/o Puget Sound Gateway Project  
Washington State Department of Transportation  

RE: Port of Tacoma Spur  

Dear Mr. Gorcester,

The Port of Tacoma is pleased to express its support for the Port of Tacoma Spur of the State Route 167 project, and the Puget Sound Regional Council Surface Transportation Project grant sponsored by the Washington State Department of Transportation and Port of Tacoma. This project is the Port of Tacoma's top priority in this year's regional competition.

The Port of Tacoma is an economic engine for South Puget Sound. More than 29,000 jobs are generated by port activity, which also provides $195 million per year in state and local taxes to support education, roads and police and fire protection for our community. As a partner in The Northwest Seaport Alliance, the Port of Tacoma is also a major cargo gateway to Asia and Alaska.

Completion of SR-167 will provide a direct link between the Port of Tacoma’s marine cargo terminals and the Kent and Puyallup River valleys, the second largest distribution center on the West Coast; 44% of regional truck trips originating from our facilities in both harbors are destined for this area. SR-167 will also provide the “last mile” connection for agriculture products grown in eastern Washington to get to our docks for export. It also provides a direct connection between Interstate 5 and the manufacturing and industrial properties located on the Tacoma Tideflats. The economic benefit of saved travel time for the freight sector is estimated to be $940 million.

Because of the importance of the Port of Tacoma Spur, the Port is prepared to earmark $3 million to this specific project, out of a larger $30 million Port of Tacoma commitment to the overall SR-167 completion effort. It will help to both retain current jobs and businesses and make it easier to attract others to our community.

Sincerely,

[Signature]

President  
Port of Tacoma Commission
March 7, 2018

Mr. Steve Gorcester
C/O Puget Sound Gateway Project
Washington State Department of Transportation

RE: Port of Tacoma Spur

Dear Mr. Gorcester,

On behalf of the Tacoma-Pierce County Chamber of Commerce, I am writing in support of the Port of Tacoma Spur of the State Route 167 project, and the Puget Sound Regional Council Surface Transportation Project grant sponsored by the Washington State Department of Transportation and Port of Tacoma. As the voice for business in the South Sound, the Tacoma-Pierce County Chamber advocates for projects such as this one which will improve transportation, mobility, and economic growth to our region and the state.

Completion of SR-167 and increased freight mobility are two of the Chamber’s top priorities for this year. It will provide a direct link between the Port of Tacoma’s marine cargo terminals and the Kent and Puyallup River valleys, the second largest distribution center on the West Coast; 44% of regional truck trips by the Ports of Seattle and Tacoma are destined for this area. SR-167 will also provide the “last mile” connection for agriculture products grown in eastern Washington to get to the docks at the Port of Tacoma for export. It also provides a direct connection between Interstate 5 and the manufacturing and industrial properties located on the Tacoma Tideflats. The economic benefit of saved travel time for the freight sector is estimated to be $940 million.

Once again, I’d like to express my support for the Port of Tacoma Spur project, and in turn, the larger State Route 167 completion project. It will help to both retain current jobs and businesses and make it easier to attract others to our community.

Best Wishes,

Tom Pierson
President & CEO
March 12, 2018

Mr. Steve Gorchester  
c/o Puget Sound Gateway Project  
Washington State Department of Transportation  

RE: Port of Tacoma Spur  

Dear Mr. Gorchester,

The Northwest Seaport Alliance (NWSA) is pleased to express its support for the Port of Tacoma Spur of the State Route 167 project, and the Puget Sound Regional Council Surface Transportation Project grant sponsored by the Washington State Department of Transportation and Port of Tacoma.

The NWSA is a partnership between the ports of Tacoma and Seattle for the management of our marine cargo operations. This movement of cargo supports 48,100 Washington jobs and generates $379 million in state and local tax revenue every year. Last year, the alliance and its customers handled $75.2 billion worth of international cargo.

Completion of SR-167 provides a direct link between the alliance’s South Harbor marine cargo terminals and the Kent and Puyallup River valleys, the second largest distribution center on the West Coast; 44% of regional truck trips originating from our facilities in both harbors are destined for this area. SR-167 will also provide the “last mile” connection for agriculture products grown in eastern Washington to get to our docks for export.

Once again, I’d like to express my support for the Port of Tacoma Spur project, and in turn, the larger State Route 167 completion project. It will help to both retain current jobs and businesses and make it easier to attract others to our community.

Sincerely,

John Wolfe  
CEO
March 5th, 2018

Mr. Steve Gorcester  
c/o Puget Sound Gateway Project  
Washington State Department of Transportation

RE: Port of Tacoma Spur

Dear Mr. Gorcester,  

I am writing in support of the Port of Tacoma Spur of the State Route 167 project, and the Puget Sound Regional Council Surface Transportation Project grant sponsored by the Washington State Department of Transportation and Port of Tacoma on behalf of Edman Company. Edman Company is a family owned and operated whole-log chipper doing business in the greater Tacoma area since 1976, and has been located on Marine View Drive in the Tacoma tideflats since 1997. We strive to reduce fiber waste in our local forests by purchasing pulp-grade logs to be manufactured into chips, which in turn act as the raw material for the region’s pulp and paper mills, including the WestRock mill in Tacoma.

Completion of SR-167 is an important transportation priority for Edman Company, our region, and our state. Not only will it provide a direct link between the Port of Tacoma’s marine cargo terminals and the Kent and Puyallup River valleys, it will provide the "last mile" connection for agricultural products grown in eastern Washington headed to the Port of Tacoma’s docks for export. The project provides a direct connection between Interstate 5 and the manufacturing and industrial properties located on the Tacoma Tideflats, with an estimated economic benefit of saved travel time for the freight of $940 million. Of further importance to Edman Company, the completion of SR-167 will help to alleviate local traffic around the Port of Tacoma and tideflats areas. Companies like Edman Company, for whom the state of local traffic in and around the tideflats is a growing concern for both raw material and finished goods deliveries, look forward to a dedicated ingress/egress that will ease the strains put on the existing infrastructure currently being used by both local and longer-haul traffic.

Once again, I'd like to express my support for the Port of Tacoma Spur project, and in turn, the larger State Route 167 completion project. It will help to both retain current jobs and businesses and make it easier to attract others to our community.

Sincerely,  
Tal Edman  
President  
Edman Company
March 7, 2018

Mr. Steve Gorester

c/o Puget Sound Gateway Project
Washington State Department of Transportation

RE: Port of Tacoma Spur

Dear Mr. Gorester,

My name is Dean McGrath and I am writing on behalf of ILWU Local 23. I am writing in support of the Port of Tacoma Spur of the State Route 167 project, and the Puget Sound Regional Council Surface Transportation Project grant sponsored by the Washington State Department of Transportation and Port of Tacoma. There is more competition and pressure from Canada than there has ever been. They are currently planning on doubling the capacity at 2 of their largest ports. Our infrastructure must be expanded to more efficiently move massive cargo. Without it, the impact to the state could be significant in about 5 years.

Completion of SR-167 is an important transportation priority for ILWU Local 23, our region, and our state. It will provide a direct link between the Port of Tacoma’s marine cargo terminals and the Kent and Puyallup River valleys, the second largest distribution center on the West Coast; 44% of regional truck trips by the Ports of Seattle and Tacoma are destined for this area. SR-167 will also provide the “last mile” connection for agriculture products grown in eastern Washington to get to the docks at the Port of Tacoma for export. It also provides a direct connection between Interstate 5 and the manufacturing and industrial properties located on the Tacoma Tide-flats. The economic benefit of saved travel time for the freight sector is estimated to be $940 million.

Once again, I’d like to express my support for the Port of Tacoma Spur project, and in turn, the larger State Route 167 completion project. It will help to both retain current jobs and businesses and make it easier to attract others to our community.

Sincerely,

Dean McGrath, ILWU Local 23 President
March 5, 2018

Mr. Steve Gorchester  
c/o Puget Sound Gateway Project  
Washington State Department of Transportation

RE: Port of Tacoma Spur

Dear Mr. Gorchester,

On behalf of Puglia Engineering, Inc., I am writing in support of the Port of Tacoma Spur of the State Route 167 project, and the Puget Sound Regional Council Surface Transportation Project grant sponsored by the Washington State Department of Transportation and Port of Tacoma.

Completion of SR-167 is an important transportation priority for Puglia Engineering, Inc., our region, and our state. It will provide a direct link between the Port of Tacoma’s marine cargo terminals and the Kent and Puyallup River valleys, the second largest distribution center on the West Coast; 44% of regional truck trips by the Ports of Seattle and Tacoma are destined for this area. SR-167 will also provide the “last mile” connection for agriculture products grown in eastern Washington to get to the docks at the Port of Tacoma for export. It also provides a direct connection between Interstate 5 and the manufacturing and industrial properties located on the Tacoma Tideflats. The economic benefit of saved travel time for the freight sector is estimated to be $940 million.

Once again, I’d like to express my support for the Port of Tacoma Spur project, and in turn, the larger State Route 167 completion project. It will help to both retain current jobs and businesses and make it easier to attract others to our community.

Sincerely,

Jim Ecklund  
Facilities Manager  
Puglia Engineering, Inc.