Funding Application

**Competition**  Regional FHWA

**Application Type**  Corridors Serving Centers

**Status**  submitted

**Submitted:**  April 7th, 2022 10:54 AM

**Prepopulated with screening form?**  No

### Project Information

1. **Project Title**  
   SR 509 Extension Project Stage 2 (Final Stage) Local Contribution

2. **Regional Transportation Plan ID**  
   1613

3. **Sponsoring Agency**  
   Port of Seattle

4. **Cosponsors**  
   WSDOT

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

### Contact Information

1. **Contact name**  
   Geri Poor

2. **Contact phone**  
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3. **Contact email**  
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### Project Description

1. **Project Scope**  
   The project completes a missing link in the regional highway system by extending SR 509 from existing S. 188th Street interchange to 24th Avenue S. interchange in SeaTac Regional Growth Center.

   Grant Funds will be applied to the following project elements:
   1. Four lane new expressway from S. 188th Street to 24th Avenue S.
   2. Reconstructed SR 509/S. 188th Street interchange with addition of south ramps and sidewalk through interchange area.
   3. SR 509/S. 160th Street interchange ramp terminal intersection roundabouts with sidewalk through interchange area. This element is included to mitigate future level of service F conditions from additional expressway traffic.
   4. This stage of the project also extends an acceleration lane on southbound Interstate-5 from SR 516 to S. 272nd Street Interchange to add capacity for traffic entering from SR 509.
The project also includes extension of the Lake to Sound Trail, already under construction under a separate contract. The Trail lies adjacent to the new SR 509 in SeaTac then turns south at Des Moines Creek Park to connect to existing Des Moines Creek Trail. A previous stage of SR 509 expressway connects Interstate-5 to 24th Avenue S. and is already under construction.

2. Project Justification, Need, or Purpose
Historical gaps in the regional highway system negatively impacts traffic, freight mobility, travel time and global competitiveness in the Puget Sound Area. The unintended south terminus of SR 509 at S. 188th Street transferred the impact of regional traffic onto local arterial streets and into local neighborhoods for forty years. In some cases, these impacts were concentrated on low income and historically disadvantaged populations, for example, south of SEA Airport and along S. 200th Street. The incomplete regional highway system directed more congestion and air quality impacts onto Interstate-5, particularly on the congested Southcenter Hill. The project makes the final connection of the missing regional highway link while utilizing variable rate tolling to help manage traffic flow. The project also contributed $11 million to completion of the Lake to Sound Trail from SeaTac to Des Moines and provides greatly improved access to the Angle Lake Light Rail Station Area. It further supports station area development and realization of the SeaTac Comprehensive Plan for the City's Urban Center.

Project Location

1. Project Location
   SR 509

2. Please identify the county(ies) in which the project is located. (Select all that apply.)
   King

3. Crossroad/landmark nearest the beginning of the project
   24th Avenue S.

4. Crossroad/landmark nearest the end of the project
   S. 188th Street

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.
   SeaTac Comprehensive Plan, Land Use Element, ppLU-24 Policy 2.7D. "The City's Land Use Plan depends on the completion of SR 509 extension." (Partial quote)
   SeaTac Comprehensive Plan, Transportation Element, pp50-58 and Map Figure 3-2, pp51

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 transit agency plan or state plan, if applicable.
   N/A

Federal Functional Classification

1. Functional class name
   12 Urban Principal Arterial - Expressway

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 project benefits multiple Regional Growth Centers and Manufacturing Industrial Centers, including:
   1. The project bisects the SeaTac Regional Growth Center and also benefits nearby Burien
Regional Growth Center and Kent Manufacturing Industrial Center.

2. Regionally oriented traffic redistributes to the newly connected highway network reducing vehicle and truck traffic impacts on neighborhood and surface streets within the SeaTac Regional Growth Center.

3. The project improves freight access by providing a continuous alternative route to and from the south to international gateway land uses in the Duwamish MIC and Seattle.

4. Freight access improves to the Kent MIC area due to easy access between the new SR 509 route and Veterans Drive ramps constructed withing Stage 1b. Veterans Drive is a primary truck route to the Kent MIC that will have new connectivity into the regional highway network.

5. The project supports planned development in the SeaTac Regional Growth Center by redistributing traffic away from S. 200th Street. This improves pedestrian access and safety around Angle Lake Station where multiple housing developments were recently announced.

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.

The project is a critical element of the SeaTac Comprehensive Plan calling for dense residential, commercial and airport related business development in the Angle Lake Station area and throughout the south portion of the SeaTac Regional Growth Center. The City of SeaTac actively implements its Comprehensive Plan policies by supporting SR 509 completion, adopting the Puget Sound Gateway Funding and Phasing Memorandum of Understanding, and contributing city funds to the SR 509 Completion project.

SeaTac Comprehensive Plan Policies
1. Policy 4.2C, ppT-14, "Support and work with WSDOT, the Port of Seattle, and other agencies to encourage the State Legislature to fund and construct the Phase 1 of the planned SR 509 Freeway Extension between S. 188th Street and I-5 by 2025."
2. Policy 4.2D, ppT-14, "Support and work with the Port of Seattle and regional and local agencies to construct an Interim Airport South Access by 2025 to connect with the Phase 1 SR 509 Freeway Extension using the 28th/24th Avenue S. arterial corridor.
3. Map 8.1, ppEV-9 shows the planned concentration of urban development around the SR 509 Completion project. SeaTac plans dense residential development in the Angle Lake Station area, an Aviation Business Center around the SR 509 24th Avenue S. Interchange and a third phase of the successful Des Moines Business Park adjacent to SR 509.

2. Describe how the project will support the development/redevelopment plans and activities (objectives and aims) of the center.

SeaTac Urban Center development plans concentrate around the new SR 509 24th Avenue S. Interchange. The project supports realization of the plan by providing regional access to support and mitigate planned density, traffic impacts and freight mobility. Specifically:
1. The current missing link in the regional network impacts Center development and development that does occur imposes higher traffic impacts on neighborhoods, particularly the neighborhood along S. 200th Street, which has a high concentration of environmental justice populations. The new access provided at 24th Avenue S. provides direct regional access into the center and eliminates excess circulation of truck traffic from the Des Moines Business Park on arterial streets leading to Interstate 5.
2. The Angle Lake Station Area Plan relies on SR 509 for access supporting the plan as well as development of the nonmotorized system, ppT-14. "The SR-509 extension will provide vehicular traffic with alternative access to the area." and "The SR-509 extension will provide improvements which connect the Des Moines Creek Trail to the Lake to Sound Trail providing a new route for pedestrians and cyclists."

3. Describe how the project will benefit a variety of user groups, including commuters, residents, and/or commercial users.

The project primarily constructs a missing link in the regional highway network. A variety of users benefit from the access provided and also from redistributing regionally oriented traffic off of neighborhood streets. Specific benefits to a variety of users include:
1. Regional vehicle commuters. Traffic analysis shows significant travel time savings in multiple origin and destination pairs and reduction in regional VMT. Congestion is reduced in several specific corridors including Interstate 5, Southcenter Hill and SR 518. Travel circuity is reduced because the new connection is substantially shorter than routes between certain O/D pairs, for example, Federal Way to Burien drops by 20 minutes in the AM peak.
2. Commercial trucking. Freight mobility improves regionally as truck traffic using local arterials moves to the more direct and higher speed SR 509 and off of streets within SeaTac Regional Growth Center. Freight accessibility is improved from SEA Airport related air freight businesses and more generally, from the Kent MIC and Duwamish MIC, each having more direct and shorter trips as well as I-5 congestion relief.
3. Regional highway users. I-5 congestion relief has valuable regional benefits. PM peak I-5 average speed improves from 30MPH to 43MPH (+13MPH) northbound and from 26MPH to
44MPH (+18MPH) southbound because of volume redistribution to newly connected SR 509.

4. Local residents. Local neighborhoods see significant traffic relief, for example S. 200th Street traffic drops 22% as regional traffic reorients to the regional connection within the SeaTac Regional Growth Center. Truck trips drop by 36% on S. 200th Street and 29% on S. 216th Street.

5. Pedestrians and Bicycles. Nonmotorized access benefits from both a) lower traffic on neighborhood arterials and b) new infrastructure providing connections of the Lake to Sound Trail, sidewalks and ADA access through the SR 509 interchanges at S. 188th Street and S. 160th Street. Reduced traffic on neighborhood arterials supports a City of SeaTac plan for a traffic calming complete streets project on S. 200th Street.

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.**

The project addresses specific industries and strategic responses in the PSRC Regional Economic Strategy, including:

1. "Invest in infrastructure that supports industrial areas, military facilities and maritime sites, and better connects them with their markets and workers." and "Support the movement of high value air cargo" pp.51. The project does this by providing direct regional access with less local circulation to SeaTac's Airport Business Zone and Des Moines Creek Business Park. New business park uses add both on-site jobs and supports trucking industry jobs, which benefit from improved access.

2. The project directly supports the Regional Economic Strategy strategic response, pp55, to "Improve the region's transportation system." Specific strategic actions addressed by the project include "Identify gaps in the transportation system...and secure funding to address those gaps." The SR 509 Completion Project closes such a gap.

3. The project supports development in the SeaTac Regional Growth Center by improving access and reducing truck and general traffic volumes on local streets. Reduced traffic on local streets helps develop great nonmotorized activity and reduces crash risk. The city of SeaTac plans substantial increases in transit-oriented development and airport related business in the Regional Growth Center.

Criteria: Circulation, Mobility, and Accessibility

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.**

The current long-term gap in the regional highway network produced decades of inefficiency on the transportation system and community. Specifically:

1. The project reduces significant amounts of regional commuter traffic on local arterials in close proximity to residential neighborhoods.
2. The project employs peak period variable rate tolling to ensure good traffic flow. Reduced energy consumption and better air quality result from providing a more direct route for regional traffic and reducing congestion on existing routes.
3. The project leverages previous investments in constructing SR 509 from S. 188th Street to the Duwamish MIC. Freight travel times will be shorter. Neighborhoods will experience reduced safety risk exposure and better nonmotorized continuity.
4. The project provides network continuity in three systems: vehicle, freight and nonmotorized. Closing this key gap in the regional highway system and trails improves traffic flow, freight travel times and MIC access, commuter access to transit and pedestrian, ADA access and safety. The project employs peak period variable tolling to manage demand and maintain traffic flow. Regional traffic reorients to the newly completed regional network and out of historically impacted neighborhoods. The project implements a strategic response goal of the PSRC Regional Economic Strategy calling for improving freight reliability and closing gaps.

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

The project connects a historical gap in the regional highway network left incomplete in 1968. It is shown as a logical segment in the Regional Transportation Plan. The project delivers regionally oriented traffic directly into a growing portion of the SeaTac Regional Growth Center in close proximity to the Angle Lake Light Rail Station. Multiple transit-oriented buildings and additional business park development are advancing to completion currently. The project supports this orderly growth while reducing transportation impacts of this growth on surrounding communities.

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

The project closes one of the largest identified missing links in the regional highway system. Development of the SeaTac Regional Growth Center will be spurred while growth impacts will be mitigated. As a T-1 freight corridor, the project also supports regional freight mobility particularly between nearby SEA Airport, Kent Manufacturing Industrial Center to the south,
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 performance.

Traffic analysis completed for the project forecasts traffic reductions on neighborhood streets throughout the project area as traffic from Regional Growth Centers takes advantage of the appropriately connected regional highway system.

Traffic and air quality analysis completed for the FEIS and NEPA Re-evaluation in 2018 indicate benefits from reduced network circuity (shorter, more direct travel) and associated redistribution of regional traffic when SR 509 takes more of the subregional traffic load. Traffic modeling based on the PSRC regional model showed that traffic moving over to SR 509 reduced traffic volumes and increased average speeds on Interstate-5 and SR 518. Traffic volumes also dropped on local arterials, particularly those accessing Interstate-5 interchanges, for example, -22% on S. 200th Street.

The model showed that the network benefits were obtained, even considering the use of peak variable rate tolling to maintain consistent average speeds on SR 509. These results are shown on pp 18-22 of the NEPA Re-evaluation, attached. Tolling is shown to manage demand, so SR 509 does not exceed capacity and become gridlocked.

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

The project is paying to construct a 2.2-mile missing link in the regional trail system through a partnership with King County Parks. King County recently awarded that part of the project for construction. Lake to Sound Trail establishes a high continuity separated Shared-use path from Tukwila to Des Moines by closing gap between two existing trail segments. The new trail segment opens up a large area south of S. 188th Street to barrier free nonmotorized access throughout the Highline community and a connection via existing infrastructure on S. 200th Street to the SeaTac Regional Growth Center and Angle Lake Light Rail Station for light rail riders to connect throughout the light rail system (Tacoma-Everett-Redmond-Issaquah).

6. 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.

The trail element of the project establishes continuous nonmotorized access to SeaTac Regional Growth Center and Angle Lake Light Rail Station, improving both nonmotorized and access to transit as well as removing ADA barriers.

Significantly reduced traffic on local arterials improves the walking environment in the SeaTac Regional Growth Center and supports a plan by the City of SeaTac for a traffic calming complete streets project on S. 200th Street. Improvements to S. 200th Street enhance access for walk/bike trips to the Station Area and Center.

Freight mobility improves from the significant travel time improvements found in the travel modeling. The reduced circuity benefits air freight and MIC trips because the new highway connects more directly to the air and marine port facilities in SeaTac, Seattle and Tacoma. Truck trips within and near the SeaTac Regional Growth Center have direct access to the regional highway system without traveling extensively on busy local arterials.

Regional commuter travel sees benefits from lower volumes on existing congested routes, reduced circulation and improved travel reliability.

Improving the regional highway system around SEA Airport will also benefit airport travelers and employees.

Criteria: Equity

1. Identify the population groups to be served by the project.

The project passes through, serves, and benefits a community with multiple demographic factors of environmental justice populations, including:
1. The area ranks in the 70-100th percentile in the EJScreen Demographic Index, e.g., both low income and BIPOC.
2. Linguistic isolation is in the 80th to 100th percentile and a portion of the project has 95th to 100th percentile over age 64.
3. The area has the highest compound risk score (8 out of 8 risk factors) in the King County Equity Awareness Tool.
4. PSRC Opportunity Index is also high to very high and displacement risk is classified as higher compared to the region as a whole.
5. The PSRC Transportation System Visualization Tool shows higher disability population relative to the region.
2. Identify the disparities or gaps in the transportation system / services for these populations that need to be addressed.

The local neighborhoods experience a concentration of traffic, safety, air quality and noise impacts from transportation facilities. Impacts are worsened by gaps in infrastructure, including missing sidewalk, ADA access, high traffic volumes and heavy vehicle traffic, including on routes to access transit, and safety exposure due to poor nonmotorized infrastructure continuity.

Some of the neighborhoods with the greatest disparities lie between the regional highway system and the commercial areas within and around the SeaTac Regional Growth Center resulting in passthrough vehicle and truck traffic from areas designated for urban growth. Historically, this geographic placement worsened the transportation burden on environmental justice populations.

Specific observations are:
1. The commercially developed areas west of SeaTac International Boulevard generate high traffic volumes and significant truck traffic while access to the regional transportation system passes through highly impacted neighborhoods. Traffic on S. 200th Street, Des Moines Memorial Drive, SeaTac International Boulevard is higher volume and with heavier truck traffic due to freeway access and station area vehicle trip generation being drawn through local streets instead of regional highways. S. 200th Street has residential frontages within some of the highest environmental justice categories.
2. School pedestrian activity associated with Madrona Elementary interfaces with high commuter and truck traffic to elevate traffic safety exposure. Pedestrian infrastructure is discontinuous. The community has expressed concern about pedestrian safety for many years.
3. Traffic proximity impacts are in the 95-100th percentile driving air quality concerns that are increased by congestion on Interstate 5 and regional traffic diverted to local arterials.

3. Describe how the project is addressing those disparities or gaps and providing a benefit to the population groups identified under question 1 above.

The project offers specific mitigation of historical transportation impacts on the community and has taken care to minimize negative impacts from displacement and separation of infrastructure.

Specific factors are:
1. The project closes a missing link in the regional highway system and redirects regionally oriented traffic off local arterials. For example, traffic analysis completed for the project shows -36% truck traffic on S. 200th Street and -29% truck traffic on S. 216th Street PM peak with the project.
2. According to the project NEPA re-evaluation (January 2018), all criteria pollutants are 2-4% lower at project opening than under no-build. The NEPA conclusion states “This air quality re-evaluation indicates that even with the updated assumptions and methodologies, there would be an overall improvement in air quality and no new significant effects,” pp 28.
3. The combined stages of the project close gaps in nonmotorized network, including providing the first sidewalk connectivity to some existing neighborhoods.
3a. Closes a gap in the regional trail system by extending Lake to Sound Trail from S. 188th Street to Des Moines Creek Trail at S. 200th Street (under construction).
3b. Reconnects neighborhoods historically divided by Interstate 5 by building sidewalks on the S. 216th Street overcrossing (under construction with Stage 1b).
3c. Constructs sidewalks within the Madrona neighborhood and out to Pacific Highway S. providing access to Metro Transit service (under construction with Stage 1b).
3d. Constructs sidewalks or shared-use paths through the S. 188th Street Interchange area (constructed with Stage 2).
3e. Constructs sidewalks through the S. 160th Street Interchange area (constructed with Stage 2).
4. The project reduces transportation burden on neighborhoods from development of the SeaTac Regional Growth Center by redirecting trip generation to highway access internal to the Center.
5. The project improves access to Angle Lake Light Rail Station by shortening travel times to and from the Interstate 5 to the southeast and SR 509 to the west, benefiting light rail users.
6. The project facilitates the City of SeaTac plan to implement traffic calming on S. 200th Street. Traffic analysis indicates a 22% reduction in traffic volume on S. 200th Street at opening compared to no-build.
7. The project adds negative impacts to the community from traffic proximity but employs peak hour variable tolling to maintain traffic speeds and reduce air quality impacts from congestion.

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

Over the past seven years, there has been a robust community and partner engagement approach including a formal public involvement process associated with the 2018 NEPA re-evaluation. Beginning in 2015, WSDOT hosted three in-person open houses that reached 168 attendees and three online open houses that reached over 11,000 unique users. Throughout the years, materials have been translated into Spanish, Vietnamese, and Simplified Chinese. In addition to larger engagement events such as open houses, WSDOT also attended and staffed booths at fairs, festivals, and farmers markets, including Burien...
also attended and staffed booths at fairs, festivals, and farmers markets, including Burien Strawberry Days, Federal Way Farmer's Market, Kent Cornucopia Days, Kent Station, Kent Farmer's Market, and Des Moines Waterfront Market. The team sent regular email updates quarterly to a listserv of over 3,000 email addresses.

From a partner engagement perspective, WSDOT hosted nearly 20 Steering and Executive Committee meetings with elected officials from the SR 509 project area. At these meetings, technical staff worked closely with WSDOT as the design and scope evolved for the SR 509 Completion Project.

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

Throughout the years, as design progressed, engagement with the community consistently led to updates to the design and further design considerations. Specifically, at an open house with the Madrona Neighborhood, WSDOT heard from residents their preferences for the addition of sidewalks in the neighborhood for South 204th Street, South 206th Street, South 208th Street, and 34th Avenue South. One attendee recommended creating a walkway to connect the Sand Piper and Abbey Ridge Apartments. As a result of these comments, several pedestrian facilities are included in the project, including connecting neighborhoods to Madrona Elementary School. Frequent themes heard throughout engagement over the years, included comments about impacts to I-5, air quality, access to SEA Airport, alignment details, access to transit, and pedestrian enhancements.

6. **Is the project in an area of low, medium, or high displacement risk?**

The area east of the project has high displacement risk and has the maximum score (8 of 8 risk factors) in the King County Equity Awareness scale. The project itself has relatively low displacement impact considering its size and the high displacement risk of the nearby community because the Port of Seattle and FAA relocated a large area for airport noise mitigation in the 1980s. WSDOT reserved most of the project right of way at that time. The surrounding area has been vacant or redeveloped as airport-compatible commercial land uses, consistent with local comprehensive plans.

7. **If the project is in an area of medium or high displacement risk, identify the broader mitigation strategies in place by the jurisdiction to address those risks.**

Although the amount of right of way acquisition was small, the project has worked to acquire a few occupied parcels and addressed people experiencing homelessness in the right of way. The project team exercises the highest standard of care when dealing with displacement of both property owners and non-owners. Specific examples include:

1. Several occupied homes were acquired. Affordable housing was located on behalf of the occupants. In cases where affordability remained a concern, cash assistance was provided. Occupants have been successfully placed and relocated.
2. The project employs a homelessness response team (HRT) that notifies persons experiencing homelessness of relocation and provides information, assistance and cleanup to the sites. The team works directly with individuals to find housing and, if necessary, calls in a medical response unit.
3. After relocating, the sites are secured. The entire right of way is monitored weekly to maintain the right of way in preparation for turning a construction-ready site over to the design-builder.
4. At this time, WSDOT is addressing one site with multiple occupants that is outside the SR 509 right of way. The HRT is working with one occupant in the right of way in need of medical attention.

**Criteria: Safety and Security**

1. **Describe how the project addresses safety and security.**

The Interchange Justification Report, 2019, found a 5% overall reduction in crash frequency with the project in 2045 build. Isolated local streets found an 8% decrease out of hundreds of annual crashes, a significant improvement with the project (IJR, pp40). Specific benefits include:

1. Truck traffic redistribution off of local streets provides significant reduction in crash exposure with heavy vehicles. S. 200th Street sees a reduction of truck traffic of 36% PM peak and S. 216th Street sees a reduction of 68% AM peak.
2. Lake to Sound Trail reduces crash risk by moving area nonmotorized trips off local streets, some without sidewalks and most without bike lanes, by providing a separated shared-use path.
3. Ramp terminal intersection roundabouts at S. 188th Street and S. 160th Street are expected to have substantially reduced crash frequency compared to existing conditions.
4. Reduced traffic volumes on local streets near Angle Lake Light Rail Station will improve risk exposure for pedestrian activity associated with transit access and planned transit-oriented development (TOD) density in the SeaTac Regional Growth Center.

2. **Describe how the project helps protect vulnerable users of the transportation system, by improving pedestrian safety and addressing existing risks or conditions for pedestrian injuries and fatalities, and/or adding or improving facilities for pedestrian and bicycle safety and comfort.**

The project removes substantial regionally oriented traffic from local arterials through high
The project removes substantial regionally oriented traffic from local arterials through high environmental justice neighborhoods. Even greater numbers of trucks are removed from streets through the neighborhoods with the highest environmental justice demographics. The amount of traffic removed from local arterials has been reported in other locations within this application, but the reduced traffic, and particularly truck traffic, is substantial. Overall, the redistribution of regionally oriented traffic onto regional highways significantly reduces traffic risk exposure for nonmotorized users and improves the opportunity for traffic calming, road diet and Complete Streets treatments on local arterials. S. 200th Street is designated for future Complete Streets retrofit. Corrects substandard nonmotorized infrastructure through the interchanges at SR509/S. 188th Street and S. 160th Street. S. 188th Street is expected to see more nonmotorized activity in the future because of extension of Lake to Sound Trail. Pedestrian trips to local grocery retail businesses are observed at S. 160th Street interchange.

3. **Describe how the project reduces reliance on enforcement and/or designs for decreased speeds.**

The primary regional highway project is designed for increased speeds and reduced travel time due to reduced circuitry. Traffic flow is maintained using variable rate peak tolling. The reduced highway travel times improve the prospects of traffic calming measures on local streets as planned on S. 200th Street.

Ramp terminal intersection roundabouts at S. 188th Street and S. 160th Street provide designs for decreased speeds, lower crash frequency and severity and better nonmotorized access through the interchanges.

4. **Does your agency have an adopted safety policy (e.g., Vision Zero, Target Zero, etc.)? How did these policies inform the development of the project?**

WSDOT safety policy follows the Target Zero vision as expressed in the WSDOT Strategic Highway Safety Plan. Project development policy and design adheres to the Strategic Highway Safety Plan. Converting ramp terminal intersections to roundabouts provides safety benefits. The Strategic Highway Safety Plan points to lack of infrastructure as a nonmotorized crash risk factor (pp218), which supported the mitigation design decision to fund the Lake to Sound Trail.

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**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 Improvement, Other

**Air Quality and Climate Change: Roadway Improvement**

1. **What is the length of the project?**
   - 2.3 miles

2. **What is the average daily traffic before and after the project?**
   - N/A, new facility
     - Future with Project: 46,000

3. **What is the average speed before and after the project?**
   - SR 509 Stage 2 NEW Expressway
     - Existing, N/A, new facility
     - Future No-Build, N/A, no facility
     - Future Build:
       - PM Peak Volume 4,700
       - Peak Avg. Speeds:
         - AM Northbound: 59
         - AM Southbound: 60
         - PM Northbound: 60
         - PM Southbound: 49
   - Interstate 5, S. 200th Street
     - 2045 no build/with project:
       - PM Peak Volume, no build/build: 16,000/15,300
       - Peak Avg. Speeds, no build/build
         - AM Northbound: 28/28
         - AM Southbound: 57/58
         - PM Northbound: 30/43
         - PM Southbound: 26/44
   - SR 518
     - 2045 no build/with project:
       - PM Peak Volume, no build/build: 11,200/10,800
4. **What is the average daily transit ridership along the corridor?**
   0

5. **How many daily peak period transit trips serve the corridor?**
   0

6. **What is the expected increase in transit speed due to the BAT/HOV lanes?**
   0

7. **What is the expected increase in transit ridership due to the BAT/HOV lanes?**
   0

8. **What is the percentage of freight truck traffic on the facility?**
   15%

9. **Will the project result in shorter trips and reduced VMT? If so, please explain.**
   The air quality analysis in the NEPA Re-evaluation shows a reduction in daily VMT of -2% versus no-build in the 2045 analysis year. The reduction in VMT comes from the accumulation of reduced traffic circulation provided by the closure of the gap in the regional highway network. While the percentage appears low, the study area is large, and the reduction is 2.37 million trips. The reduction is due to new continuity in the regional highway system.

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.).**
    Project NEPA Re-evaluation, January 2018
    SR 509 Interchange Justification Report, 2019

### Air Quality and Climate Change: Other

1. **You selected “other” as an emissions-related element in your project’s scope of work. Please describe the improvements expected to result in emissions reduction and the sources used to determine expected results. These could include technology implementation, anti-idling programs, and any other project types that do not fit the options provided in this form.**
   Traffic and air quality analysis completed for the FEIS and NEPA Re-evaluation in 2018 indicate benefits come from reduced network circuity (shorter, more direct travel) and associated redistribution of regional traffic when SR 509 takes more of the subregional traffic load. Traffic modeling based on the PSRC regional model showed traffic moving over to SR 509 reduced traffic volumes and increased average speeds on Interstate-5 and SR 518. Traffic volumes also dropped on local arterials, particularly those accessing Interstate-5 interchanges. The model showed that the network benefits were obtained even considering the use of peak variable rate tolling to maintain consistent average speeds on SR 509. These results are shown on pp 18-22 of the NEPA Re-evaluation, attached.

2. **Useful life document**
   SR509_NEPA_Reeval_Traffic___Air_Quality_Section.pdf

### Air Quality and Climate Change: CMAQ Questions

1. **For CMAQ projects: PSRC will utilize the “Useful Life” table included in the “Air Quality Guidance” document contained in the Call for Projects. If you have an alternate useful life figure for your project, please explain and provide the appropriate documentation supporting the deviation from the approved Useful Life table.**
   N/A

2. **For CMAQ projects: Is the project located as a 7 of 10 for diesel pollution and disproportionate impacts in the Washington Environmental Health Disparities map?**
   N/A

### Criteria: Project Readiness and Financial Plan

1. **What is the PSRC funding source being requested?**
   STP
2. **Has this project received PSRC funds previously?**
   No

3. **If yes, please provide the project’s PSRC TIP ID**
   WDNW-2016

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Total Request: $5,480,000.00

### Total Estimated Project Cost and Schedule

#### PE

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**Expected year of completion for this phase:** 2023

#### ROW

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**Expected year of completion for this phase:** 2023

#### Construction

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**Expected year of completion for this phase:** 2028

### Summary

1. **Estimated project completion date**
   2028

2. **Total project cost**
   $551,900,000.00

### Funding Documentation

1. **Documents**
   
   - 2022_State_Budget_Allocation_for_PSRC_SR509.pdf,
   - 06282018_WSDOT_Puget_Sound_Gateway_MOU_Letter_FINAL.pdf,
   - PSG_Budget_2022_Move_Ahead_Wa_Adopted_10Mar2022.pdf

2. **Please enter your description of your financial documentation in the text box below.**

   All elements of SR 509 Stage 2 besides the current requested grant are fully funded from the Puget Sound Gateway Program budget in the Connecting Washington Program as amended by the Move Ahead Washington program at $2.4 billion (budget document attached). The Puget Sound Gateway combined budget funds both SR 167 Completion in Pierce County and SR 509 Completion in King County. A budget allocation table is attached (2022 State Budget Allocation for PSRC SR509) to clearly show the breakdown of funding from the budget roll-up to the individual construction stages. All stages are fully-funded with the proposed grant and the
Project Readiness: PE

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?
   03/2021

3. Is preliminary engineering complete?
   No

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

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

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.
   - Initiated preliminary engineering 03/2021
   - Complete preliminary engineering 06/2023
   - Issue design-build request for proposals 6/2023
   - Bid opening 12/2023

7. When are preliminary plans expected to be complete?
   06/2023

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?
   Yes

3. Please provide the date of NEPA approval, or the anticipated date of completion (month and year).
   2018, NEPA re-eval will be completed in 2023

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?
   2017

3. What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)?
   03/2021

4. Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits.
   Two remaining parcels, acquisition expected to be completed 06/2022

5. What is the zoning in the project area?
   - CB-C, community business in urban center
   - MHP, urban medium density residential
   - P, park
   - AVO, aviation operations
   - AVC, aviation commercial
   - RBX, regional business mix

6. Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.
   No expected condemnations. Only two parcels remaining to offer.
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.
   True cost estimate of right of way – Complete, 2/5/2019
   Relocation plan – Complete, Addendum 3 of relocation plan approved 2/19/2020
   Right of way acquisition completed – 7/2022
   Certification audit by Washington State Department of Transportation Right of Way Analyst – 7/2023
   FHWA concurrence – Complete 6/2023

Project Readiness: Construction

1. Are funds being requested for construction?
Yes

2. Do you have an engineer’s estimate?
Yes

3. Engineers estimate document
   SR509Stg2-2022PSRC-v2.pdf

4. Identify the environmental permits needed for the project and when they are scheduled to be acquired.
   By WSDOT
   HPA (Hydraulic Project Approval)
   Clean Water Act Section 401 (water quality) - Ecology
   Clean Water Act Section 404 (wetlands and/or waterways impacts) - USACE
   Clean Water Act Section 402/NPDES (construction stormwater) – Ecology
   Coastal Zone Management (CZM) consistency determination - Ecology
   ESA - USFW
   Section 106 - WDAHP
   Interchange Justification Report – WSDOT/FHWA
   Project HPA
   By DB
   Noise variance/night work/extended hours permit – local agency
   Right of Way Use/Street Use/Clearing & Grading – local agency
   UST removal – Ecology
   Monument Removal/Setting – DNR
   Monitoring well Removal/Setting – Ecology o
   Critical Area Review – local agency
   Signal Permit (ramp meters) - WSDOT
   Trade permits – local agency
   FAA Form 7460 Notice of Construction or Alteration- FAA

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).
   06/2023

7. When is the project scheduled to go to ad (month and year)?
   06/2023

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.
SR509 is part of a local funding partnership between sixteen cities, two counties and two port districts to complete the Puget Sound Gateway Program. Local agencies committed to the Funding and Phasing MOU in 2018. Funding from the grant benefits the partners by reducing the amount of their local funding commitment without reducing the contribution from the WSDOT budget. The requested grant has direct benefit to local cities, counties and Ports and to the entire region. Highway users will contribute to project funding through repayment of construction bonds with tolls.
2. **Describe any innovative components included in your project: these could include design elements, cost saving measures, or other innovations.**
   1. Design-build contracting improves coordination between the design team and the contractor. Design-Build contracting improves project implementation timelines and significantly reduces agency risk.

   2. Design-Builder design-build contract procurement improves coordination between the design team and the contractor. Design-Build contract procurement improves project implementation timelines and significantly reduces agency risk.

   3. These alternative technical concepts (ATCs), produced significant savings in the SR 509 Stage 1b project when the contractor proposed an I-5 flyover ramp instead of a tunnel. Similar ATC proposals will be part of the Stage 2 bids.

   4. WSDOT uses the Cost Estimation Validation Process to monitor for project escalation risk and manage risk through design changes as necessary.

   5. Peak variable tolling is used to manage demand and allowed the design to be scaled back to fewer lanes and less overall highway footprint than anticipated in the original environmental documents.

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 developed and applies the Practical Solutions model to incorporate perspectives on project scope from across the enterprise. The model improves project definition, prevents over-designing and integrates consideration of community impacts and multimodal needs.

4. **Describe the jurisdiction’s Apprenticeship Utilization Program / Ordinance in place for projects over $1 million with at least 15% Apprenticeship Utilization or programs that prioritize the use of local hire and the diversification of the workforce.**
   The Design-Build Contract includes the requirement that the Design-Builder shall comply with an Apprentice Utilization Requirement. No less than 15 percent of Project Labor Hours shall be performed by Apprentices. Furthermore, the Stage 2 contract will include requirements for OEO reporting, DBE participation and Special Training that have been approved by FHWA since the project includes federal funding. It is the policy of the Washington State Department of Transportation (WSDOT) that Disadvantaged Business Enterprises (DBEs) and other small businesses, as defined in 49 Federal CFR Part 26, shall have equal opportunity to participate in contracts financed in whole or in part with USDOT funds. For the DBE requirements, 49 CFR Part 26 and USDOT’s official interpretations (i.e., Questions & Answers) are applied through the Contract.

5. **Final documents**
   N/A
## CONSTRUCTION PHASE

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## RIGHT OF WAY PHASE

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## PRELIMINARY ENGINEERING (PE)

| PE Total    | $29,122,652 |
| ROW Total   | $12,556,042 |
| CN          | $510,238,367 |
|            | $551,917,061 |

Subtotal 2  $284,451,997
**LEAP Transportation Document 2022-1 as developed March 09, 2022**

2021-23 Biennium -- 2022 Supplemental

Highway Improvements Program (I)

Transpo 2003 (Nickel) Account, 2005 Transpo Partnership Account (TPA), Connecting WA

(Dollars In Thousands)

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<td>SR 305/SR 304, Bremerton Vicinity - Corridor Improvements</td>
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## SR 509 Funding Allocation from 2022 State Transportation Budget

<table>
<thead>
<tr>
<th>Project Stage</th>
<th>Budget Allocation</th>
<th>Project Status</th>
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<tr>
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<td>PE</td>
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<td>RW</td>
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<td>Stage 1b. SR 509, I-5 to 24th Avenue S.</td>
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<td>CN</td>
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<td>Budget Total</td>
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Notes:
3. Budget includes assumption of SR 509 Stage 2 grant
4. Values rounded
Stage 2 also includes an Interstate-5 southbound acceleration lane from SR 516 to S 272nd Street, not pictured.
Puget Sound Gateway Program

Schedule

The Washington State Legislature authorized WSDOT to toll SR 167 and SR 509. In addition to toll authorization, the Legislature provided the opportunity to accelerate completion of the SR 509 Project by three years, from 2031 to 2028. The schedule below illustrates the accelerated schedule for right of way, design, and construction. Stage 1b construction will begin in the fall of 2020 and will continue through 2025. Stage 2 will be built between 2024 and 2028. Because of its proximity to Sound Transit’s Federal Way Link Extension project, Stage 1a, which includes a new bridge over SR 99 near South 208th Street, will be built by Sound Transit between late 2019 and mid-2022.

The Washington State Legislature provided the opportunity to accelerate completion of the SR 509 Project by three years, from 2031 to 2028. Because of its proximity to Sound Transit’s Federal Way Link Extension project, Stage 1a, which includes a new bridge over SR 99 near South 208th Street, will be built by Sound Transit between late 2019 and mid-2022.

### Economic Benefits

Washington State is the second most trade-dependent state in the nation. Completing the SR 167 and SR 509 corridors will provide essential connections for goods from around the U.S. being exported through Puget Sound ports. It will also:

- Connect the ports to the manufacturing and industrial centers in Kent, Puyallup and Sumner. These centers are home to the second-largest distribution center complex on the West Coast and the fifth largest distribution center in the country.
- Generate more than $5 billion in economic activity and produces $379 million annually in state and local taxes.
- Support more than 58,000 jobs at the ports.
- Creating direct access to our ports through the completion of SR 167 and SR 509 is essential to the health of our regional economy and the nation’s global competitiveness.

### Gateway Funding

- **$130 M local contribution**
- **$1,565 M Connecting Washington funds**
- **$73.6 M federal INFRA Grant**
- **$180 M toll funding**

### Title VI Statement to Public

WSDOT ensures full compliance with Title VI of the Civil Rights Act of 1964 by prohibiting discrimination against any person on the basis of race, color, national origin or sex in the provision of benefits and services resulting from its federally assisted programs and activities. For additional information regarding WSDOT’s Title VI Program, contact the Department’s Title VI Coordinator at 360-705-7098.

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### For More Information

www.wsdot.wa.gov/projects/gateway

Amy Danberg
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206-462-6356

### Project Background

In July 2015, the Washington State Legislature and Governor Inslee acted to fund the Puget Sound Gateway Program through the Connecting Washington funding package. The Puget Sound Gateway Program is composed of two projects: completion of State Route (SR) 509 in King County, and completion of State Route (SR) 167 in Pierce County. These projects provide essential connections to the ports of Seattle and Tacoma and will help ensure people and goods move more reliably through the Puget Sound region.

Delivering the SR 509 and SR 167 projects under one program will allow the Washington State Department of Transportation (WSDOT) to realize efficiencies in planning, environmental review, design, and construction.

### Funding

Funding for the total Puget Sound Gateway Program will come from the state gas tax, tolls, local contributions, and potential federal grants. Program funding totals approximately $2 billion from four sources: $1.6 billion from the Connecting Washington funding package; $130 million from local contributions; $180 million from tolling; and a $73.6 million federal grant. The SR 509 Completion Project will receive about $1 billion of the Puget Sound Gateway Program’s total funds.

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**Overview**

Extending SR 509 will ease congestion on I-5 near Tukwila, add a southern access point to Sea-Tac International Airport, and improve service between industrial districts by allowing general purpose traffic and trucks to bypass I-5, SR 99, and local streets.

WSDOT will complete SR 509 by building four new lanes between South 188th Street and its connection with I-5 at South 212th Street. When finished, SR 509 will become a key component of the Seattle and South King County transportation network. When considered in conjunction with the planned Alaskan Way Viaduct improvements, the project provides a critical north-south corridor alternative to I-5 through Seattle and South King County.
Tolling SR 509

All lanes on the new portion of SR 509 will be tolled using one electronic toll point. There will be no tollbooths. $85 million from tolls will be used to construct the SR 509 Completion project. Toll rates will be set by time of day – more during peak periods and less during mid-day, evenings and weekends. Toll rates for the new portion of SR 509 have not been determined. A toll authorization bill has been passed by the Legislature, an important step in the rate-setting process. The Washington State Transportation Commission will initiate the rate-setting process closer to the project completion date.

Working with Sound Transit

WSDOT is working closely with Sound Transit as both agencies work to build new major infrastructure projects in the area. Coordination is underway to work through shared property needs in the area. Both teams are also in close coordination at key locations where the projects interact with each other, including the SR 99 crossing, the South 216th St. Bridge, retaining walls near Mansion Hill Neighborhood, and the Southbound off ramp to SR 516.

I-5/SR 516 Interchange Improvements

During Stage 1b, WSDOT will reconstruct the I-5/SR 516 interchange. The improvements also include a new Veterans Drive I-5 underpass, which will provide a direct connection to the manufacturing and warehousing area in the Kent Valley. New multi-use paths and bus pullouts will improve access and safety for pedestrians, bicyclists, and transit riders.

Southern Access to Sea-Tac Airport

The SR 509 project design accommodates the Port of Seattle’s concept for a South Airport Expressway from SR 509 to Sea-Tac International Airport. Trips to the airport from the south will have a new access point to the airport, relieving the north access route. By creating this new southern access point, communities south of SeaTac will have improved access. An interim South Access will be provided from 28th/24th Avenue South.
Puget Sound Gateway Program

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Delivering the SR 509 and SR 167 projects under one program will allow the Washington State Department of Transportation (WSDOT) to realize efficiencies in planning, environmental review, design, and construction.

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SR 509 Completion Project

Project Benefits

- Freight connections. Completes critical freight links between the Port of Seattle and key distribution, warehouse and industrial centers in King County.
- Regional mobility. Reduces traffic congestion on local roads and highways by completing connections between Seattle and the Kent Valley. Provides an alternate route to I-5 in south King County.
- Airport access. Provides a new connection between I-5 and Sea-Tac Airport, improving safety and congestion with tolling.
- Regional job and economic growth. Supports regional job growth and economic growth associated with the state’s two largest ports.
- Intelligent transportation. Improves safety and manages congestion with tolling.
- Advanced wetland mitigation. Improves water quality and wildlife habitat by completing environmental improvements in advance of the project.

Economic Benefits

Washington State is the second most trade-dependent state in the nation. Completing the SR 167 and SR 509 corridors will provide essential connections for goods from around the U.S. being exported through Puget Sound ports. It will also:

- Connect the ports to the manufacturing and industrial centers in Kent, Puyallup and Sumner. These centers are home to the second-largest distribution center complexes on the West Coast and the fifth largest distribution center in the country.
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Updated Assumptions and Methodologies

The key differences between the impact analysis that was conducted for the 2003 FEIS and the updated impact analysis for the Re-evaluation are the years of analysis and the travel demand model and tolling assumptions used to develop traffic volume forecasts. The Phase 1 Improvements assume that the extension of SR 509 would be a new, fully tolled roadway from S 188th Street to I-5. The intent of tolling the facility is to manage the traffic demand and maximize the operational efficiency of the corridor as well as pay for a portion of the construction costs. It was assumed that all vehicles would be tolled and time-of-day tolling would be implemented, with higher tolls in the peak periods and lower tolls in the off-peak periods to manage demand. Tolls were assumed to range between $1 and $4, depending on the peak period and peak direction, and would be charged 24 hours per day.

Years of Analysis

The 2003 FEIS assessed future traffic conditions for the year 2020 and assumed a 1.4 percent annual growth rate compared to the 1998 existing volumes to estimate future volumes. Year 2020 land use growth was assumed to be greater with the action alternatives as compared to the No Build Alternative. This Re-evaluation assesses future traffic conditions for the year 2045 and assumes a 1 percent annual growth rate in traffic volumes compared to 2015 existing conditions for the overall study area. In addition, year 2045 land use forecasts assumed land use growth would be the same with or without the project.

Specific to the I-5 mainline, the 2003 FEIS assumed a 1 percent annual growth in traffic volumes as compared to the 0.3 to 0.6 percent annual growth assumed in this Re-evaluation. The assumptions used in the Re-evaluation reflect a more realistic constrained condition. The projected Year 2020 traffic volumes on I-5 southbound in the PM peak hour were, in most cases, higher in the 2003 FEIS than the 2045 No Build condition volumes (with the exception of I-5 southbound north of S 320th Street), thus indicating that much more aggressive forecasts were being used in the 2003 FEIS.

Travel Demand Model

A new travel demand model was developed for this Re-evaluation based on the PSRC 4k travel model. Future year traffic forecast volumes were developed based off the travel demand model. The baseline roadway network for the future (2045) No Build condition assumed that all environmentally approved and funded projects in the study area are completed in the 2045 horizon year. The Puget Sound Gateway Program was assumed to be fully built in the 2045 Build condition, including Phase 1 improvements from both the SR 509 and SR 167 Completion projects. A Dynamic Traffic Assignment (DTA) model was then used to assess future freeway conditions along this network. The DTA model provides a more detailed and more realistic assessment of traffic conditions, including information on corridor-level performance, route and pathway diversion, and the effects of segment-based facility tolling. The DTA model uses an iterative process to assign traffic on the most optimal route.

Effects During Operation

Traffic Volume Forecasts

The 2003 FEIS showed similar trends to this Re-evaluation when comparing No Build to Build volume pattern changes. In both cases, volumes on I-5 north of the SR 509 extension would drop with the Build condition compared to the No Build condition, while volumes south of SR 509 extension would increase (Table 7).

Volumes on the SR 509 extension between I-5 and the 24th Avenue S/28th Avenue S interchange were forecast in the 2003 FEIS to be almost twice the levels shown in this Re-evaluation forecasts. The 2003 FEIS forecasts indicated 7,900 vehicles per hour (vph) total for both directions, while this Re-evaluation
forecasts approximately 4,700 vph total in both directions. The 2003 FEIS did not assume tolling on the SR 509 extension, while this Re-evaluation did assume tolling. The Re-evaluation also indicates that traffic volumes on the existing section of SR 509 north of S 188th Street would increase between 500 and 1,400 vph in the 2045 Build condition. Traffic volumes on SR 518, S 188th Street, and SR 99 would decrease with the 2045 Build condition compared to the No Build condition as trips shift to the new facility.

<table>
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<tr>
<th>Measurement Point</th>
<th>AM Peak Hour (vph)</th>
<th>PM Peak Hour (vph)</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>No Build</td>
<td>Build</td>
</tr>
<tr>
<td>1 SR 509 (north of SW 146th St)</td>
<td>6,250</td>
<td>6,460</td>
</tr>
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<td>2 SR 509 (north of S 188th St)</td>
<td>3,470</td>
<td>4,930</td>
</tr>
<tr>
<td>3 S 188th St (west of 28th Ave S)</td>
<td>2,380</td>
<td>1,990</td>
</tr>
<tr>
<td>4 SR 99 (south of S 188th St)</td>
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<td>1,600</td>
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<tr>
<td>5 SR 518 (east of North Airport Expressway/SR 99)</td>
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<td>8,700</td>
</tr>
<tr>
<td>6 I-5 (north of S 188th St)</td>
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<td>15,430</td>
</tr>
<tr>
<td>7 I-5 (north of S 200th St/Military Rd S)</td>
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<td>8 I-5 (north of SR 516/Veterans Dr)</td>
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<td>9 I-5 (north of S 272nd St)</td>
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<td>15,270</td>
</tr>
<tr>
<td>10 I-5 (north of S 320th St)</td>
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<td>14,660</td>
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<tr>
<td>11 SR 509 Extension (west of I-5)</td>
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<td>3,700</td>
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</table>

Notes: Volume measurement points are displayed in Figure S. Volumes are in vehicles per hour (vph) and include both the northbound and southbound directions. N/A = not applicable

**Travel Speeds and Travel Times (Peak Period)**

The 2003 FEIS reported that with Alternative C2, there would be increased speeds and potential travel time savings of 10 minutes in the southbound direction between South Seattle and Federal Way in the PM peak period. As shown in Table 8, improved speeds would also occur with the Phase 1 Improvements. Both analyses indicated that traffic congestion would improve on I-5 because traffic would shift to the SR 509 extension. The Phase 1 Improvements also include a new northbound auxiliary lane between the SR 516 and SR 509 interchanges which would also contribute to higher average speeds and improved travel times.

With the Phase 1 Improvements there will be some additional congestion between the S 320th Street and S 272nd Street interchanges because the demand would increase slightly as compared to the No Build (Table 7 shows the increased volumes). Congestion would occur on approximately 1.5 miles of the 3.0-mile-long segment, with speeds on that segment averaging below 30 mph. The net result of these speed changes is a 10-mph speed improvement on I-5 over the 12-mile-long segment. I-5 southbound would not experience congestion in the AM peak period, similar to the No Build condition.

The findings shown in Table 9 indicate that Build condition travel times via current routes would be the same or improve between all pairs except Kent and Federal Way compared to No Build. In the AM and PM peak periods, most of the current routes in the Build condition would see a reduction in travel time as compared to the No Build ranging from a 1- to 11-minute time savings. Travel times on the SR 509 extension would be even faster as compared to the No Build, with a time-savings ranging between 1 and 20 minutes.
<table>
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<tr>
<th>Corridor</th>
<th>Direction</th>
<th>AM Peak Period (6:00 a.m. - 9:00 a.m.)</th>
<th>PM Peak Period (3:00 p.m. - 6:00 p.m.)</th>
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<tr>
<td></td>
<td></td>
<td>No Build</td>
<td>Build</td>
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<td>24</td>
<td>35</td>
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<td></td>
<td>SB</td>
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<tr>
<td>SR 518: SR 509 to I-5</td>
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<td>39</td>
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<td></td>
<td>WB</td>
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<td>56</td>
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<td>SR 509: SR 518 to S 188th Street</td>
<td>NB</td>
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<td>58</td>
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<td></td>
<td>SB</td>
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<td>60</td>
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<td>SR 509 Extension: S 188th Street to I-5</td>
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<tr>
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<td>N/A</td>
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<td>I-5: I-405 to SR 599</td>
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<td>48</td>
<td>50</td>
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<td></td>
<td>SB</td>
<td>51</td>
<td>50</td>
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<td>I-5: S 200th St to I-405</td>
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<td>28</td>
<td>28</td>
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<tr>
<td></td>
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<td>57</td>
<td>58</td>
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<td>I-5: S 272nd St to S 200th St</td>
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<td>41</td>
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<td>I-5: S 320th St to S 272nd St</td>
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</tr>
<tr>
<td></td>
<td>SB</td>
<td>59</td>
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</tbody>
</table>

Notes: Speed results come from the DynaMeq model and are an average of both the general purpose and HOV lanes. N/A = not applicable, as this segment of SR 509 does not exist in the No Build condition. EB = eastbound; NB = northbound; SB = southbound; WB = westbound. Green shading indicates speeds improve by 10 mph or more. Red shading indicates speeds degrade by 10 mph or more.
### Table 9. Future (2045) AM and PM Peak Period Travel Times

<table>
<thead>
<tr>
<th>Travel Time Pairs shown on Figure 6 (to/from)</th>
<th>Direction</th>
<th>No Build</th>
<th>Build (Travel Time Reduction)</th>
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<tbody>
<tr>
<td></td>
<td></td>
<td>Via Current Route (minutes)</td>
<td>Using roadways other than SR 509 (minutes)</td>
<td>Using SR 509 extension (minutes)</td>
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</tr>
<tr>
<td></td>
<td></td>
<td>AM</td>
<td>PM</td>
<td>AM</td>
<td>PM</td>
</tr>
<tr>
<td>Duwamish - Kent</td>
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<tr>
<td></td>
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<td>Duwamish - Federal Way</td>
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<td></td>
<td>SB</td>
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<td>Tukwila - Federal Way</td>
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<td>-2</td>
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<td></td>
<td>SB</td>
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<td>-3</td>
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<td>Tukwila - Burien</td>
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<td>10</td>
<td>9</td>
<td>-1</td>
<td>-1</td>
</tr>
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<td></td>
<td>WB</td>
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<td>9</td>
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<td>-1</td>
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<td>-1</td>
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<td>Federal Way - Burien</td>
<td>NB</td>
<td>36</td>
<td>24</td>
<td>-9</td>
<td>-1</td>
</tr>
<tr>
<td></td>
<td>SB</td>
<td>20</td>
<td>33</td>
<td>-1</td>
<td>-5</td>
</tr>
</tbody>
</table>

**Notes:** Travel time results come from the Dynaflow model and are the average of all vehicle types, including single-occupant vehicles, HOVs, and trucks. N/A = not applicable as only the current route applies between these destination points. EB = eastbound; NB = northbound; SB = southbound; WB = westbound.

Green shading indicates that travel times will improve by 10 minutes or more.

### Intersection Level of Service

The intersection LOS analysis in the 2003 FEIS indicated that under the 2020 No Build condition, study area intersections would deteriorate substantially as compared to 1998 existing conditions. The analysis also found that the Alternative C2 would provide an overall improvement in traffic operations, including I-5 north of the SR 509 extension, SR 99 between S 182nd Street and SR 516, S 188th Street west of SR 99, and SR 516 west of SR 99. The 2003 FEIS indicated, however, that even with the Alternative C2, I-5 and SR 99 south of SR 516 would continue to operate at LOS F.

Overall intersection performance would improve in the 2045 AM peak hour with the Phase 1 Improvements as compared to No Build. The number of intersections that would operate at or below the LOS standard would decrease from 12 to 9 locations due to shift of trips from arterials to the new SR 509 extension. Five of the seven intersections that operate below the LOS standard in the No Build condition would improve and operate at or above the LOS standard due to decreases in demand volume, while one intersection would no longer exist in the Build condition (the I-5 northbound-to-westbound loop off-ramp/SR 516 intersection).

- The I-5 southbound ramps/S 200th Street/Military Road S intersection would improve from LOS F and 160 seconds of delay in the No Build condition to LOS E and 75 seconds of delay in the Build condition and would not require mitigation.
- The SR 509 southbound ramps/S 160th Street intersection in Burien would deteriorate from LOS D and 29 seconds of delay in No Build to LOS E and 44 seconds of delay in the Build condition and would require mitigation. This intersection would deteriorate due to the stop-controlled
southbound off-ramp left-turn movement (which would only affect 15 vph). Possible mitigation measures to improve this intersection include signalization or conversion to a roundabout.

- The SR 509 northbound ramps/S 160th Street intersection in Burien would deteriorate from LOS F and 65 seconds of delay in No Build to LOS F and 91 seconds of delay with the Build condition and would require mitigation. The intersection would deteriorate due to high delays experienced by the stop-controlled northbound off-ramp left-turn movement caused by increased volume on S 160th Street as the SR 509 extension attracts more demand. Possible mitigation measures to improve this intersection include conversion to an all-way, stop-controlled intersection.

Overall intersection performance in the 2045 PM peak hour with the Phase 1 Improvements would improve substantially compared to No Build. This is due to the shift of trips from arterials to the SR 509 extension, as well as improvements provided at the I-5/SR 516 interchange. The number of intersections that would operate at or below the LOS standard in the PM peak hour would decrease from 17 to 8 locations due to trips shifting to the new facility. Six of the eight intersections that operate below the LOS standard in the 2045 PM No Build condition would improve and operate at or above the LOS standard due to decreases in demand volume, while one intersection would no longer exist in the Build condition (the I-5 northbound-to-westbound loop off-ramp/SR 516 intersection).

- The I-5 southbound ramps/SR 516 intersection would improve from LOS E and 73 seconds of delay in No Build to LOS E and 57 seconds of delay in the Build condition and would not require mitigation.

- The SR 509 northbound ramps/S 160th Street intersection in Burien would deteriorate from LOS F and 49 seconds of delay in No Build to LOS F and 76 seconds of delay with the Build condition and would require mitigation. The intersection would deteriorate due to high delays experienced by the stop-controlled northbound off-ramp left-turn movement caused by increased volume on S 160th Street as the SR 509 extension attracts more demand. Possible mitigation measures to improve this intersection include conversion to an all-way, stop-controlled configuration.

Safety Performance
The 2003 FEIS indicated that the Alternative C2 would result in lower volumes and levels of congestion that would potentially reduce crash frequency compared to the No Build Alternative. The analysis for this Re-evaluation is generally consistent with this finding and found that safety performance of roads in the study area would be the same or improved in the Build condition compared to No Build. The Phase 1 Improvements would draw traffic demand away from nearby facilities, including SR 518, I-5 between SR 518 and the SR 509 extension, and arterials near the SR 509 extension. In general, the reduction of traffic demand and lower level of congestion on these facilities would potentially cause a reduction in the number of crashes, even though the crash rate may not change compared to No Build.
<table>
<thead>
<tr>
<th>Intersection</th>
<th>2045 No Build Delay/LOS</th>
<th>2045 Build Delay/LOS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>AM</td>
<td>PM</td>
</tr>
<tr>
<td>SR 509 SB ramps at SR 518</td>
<td>62/E</td>
<td>34/C</td>
</tr>
<tr>
<td>SR 509 NB ramps at SR 518</td>
<td>8/A</td>
<td>5/A</td>
</tr>
<tr>
<td>SR 509 SB ramps at S 160th St</td>
<td>29/D</td>
<td>26/D</td>
</tr>
<tr>
<td>SR 509 NB ramps at S 160th St</td>
<td>65/F</td>
<td>49/E</td>
</tr>
<tr>
<td>Des Moines Memorial Drive at 8th Ave S</td>
<td>14/B</td>
<td>17/B</td>
</tr>
<tr>
<td>SR 509 SB off-ramp to S 188th St/Des Moines Memorial Drive</td>
<td>14/B</td>
<td>66/F</td>
</tr>
<tr>
<td>Des Moines Memorial Drive at S 188th St</td>
<td>23/C</td>
<td>20/B</td>
</tr>
<tr>
<td>S 188th St at 28th Ave S</td>
<td>50/D</td>
<td>48/D</td>
</tr>
<tr>
<td>SR 99/Pacific Hwy S at S 188th St</td>
<td>46/D</td>
<td>179/F</td>
</tr>
<tr>
<td>S 188th St at Military Rd S</td>
<td>44/D</td>
<td>32/C</td>
</tr>
<tr>
<td>S 188th St at I-5 SB ramps</td>
<td>17/B</td>
<td>50/D</td>
</tr>
<tr>
<td>S 188th St at I-5 NB ramps</td>
<td>29/C</td>
<td>24/C</td>
</tr>
<tr>
<td>S 200th St at Military Rd S/I-5 SB ramps</td>
<td>160/F</td>
<td>150/F</td>
</tr>
<tr>
<td>Military Rd S at I-5 NB ramps</td>
<td>49/D</td>
<td>79/E</td>
</tr>
<tr>
<td>SR 99/Pacific Hwy S at S 204th St</td>
<td>12/B</td>
<td>17/B</td>
</tr>
<tr>
<td>SR 99/Pacific Hwy S at S 208th St</td>
<td>22/C</td>
<td>14/B</td>
</tr>
<tr>
<td>SR 509 NB On-Ramp at S 188th St</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>24th Ave S/28th Ave S at SR 509 NB off-ramp</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>24th Ave S/28th Ave S at SR 509 NB on-ramp</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>SR 99/Pacific Hwy S at S 206th St</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>SR 99/Pacific Hwy S at S Kent Des Moines Rd</td>
<td>58/E</td>
<td>84/F*</td>
</tr>
<tr>
<td>SR 516/Kent Des Moines Rd at 30th Ave S</td>
<td>28/D</td>
<td>26/D</td>
</tr>
<tr>
<td>Military Rd S at Veterans Dr</td>
<td>29/C</td>
<td>37/D</td>
</tr>
<tr>
<td>S 228th St at Lakeside Blvd E/58th Ave S</td>
<td>13/B</td>
<td>7/A</td>
</tr>
<tr>
<td>S 228th St at 64th Ave S</td>
<td>60/E</td>
<td>35/C</td>
</tr>
<tr>
<td>S 228th St at W Valley Hwy/68th Ave S</td>
<td>161/F</td>
<td>73/E</td>
</tr>
<tr>
<td>Military Rd S at Kent Des Moines Park-and-Ride</td>
<td>18/C</td>
<td>35/D</td>
</tr>
<tr>
<td>I-5 SB ramps at SR 516</td>
<td>28/C</td>
<td>73/E</td>
</tr>
<tr>
<td>I-5 NB Loop off-ramp at SR 516</td>
<td>36/E</td>
<td>55/F</td>
</tr>
<tr>
<td>I-5 NB Slip off-ramp at SR 516/Kent Des Moines Rd</td>
<td>24/C</td>
<td>75/E</td>
</tr>
<tr>
<td>Military Rd S at SR 516/Kent Des Moines Rd</td>
<td>83/F</td>
<td>59/E</td>
</tr>
<tr>
<td>SR 516/Kent Des Moines Rd at W Meeker St/Reith Rd</td>
<td>64/E</td>
<td>77/E</td>
</tr>
<tr>
<td>S 272nd St at I-5 SB ramps</td>
<td>32/C</td>
<td>38/D</td>
</tr>
<tr>
<td>S 272nd St at I-5 NB ramps</td>
<td>75/E</td>
<td>40/D</td>
</tr>
<tr>
<td>I-5 SB ramps at Veterans Dr</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>I-5 NB ramps at Veterans Dr</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

Notes: Delay is measured in seconds per vehicle. Yellow shading indicates intersection operates at LOS standard, while red shading indicates intersection operates below LOS standard. OWSC = one-way stop-control; TWSC = two-way stop-control; DMMD = Des Moines Memorial Drive; N/A = not applicable as intersection does not exist in this condition.
Transit and HOV
The 2003 FEIS assumed the SR 509 extension would be six lanes between S 188th Street and I-5, with HOV lanes in both directions and direct HOV ramps to and from I-5. It stated that transit would have the potential to use the new extension and improve travel time and reliability to the Burien Transit Center. The Re-evaluation does not assume HOV lanes on the SR 509 extension or at the I-5/SR 509 interchange. However, HOVs would experience improved traffic operations and reduced travel time with the Phase 1 Improvements, similar to HOV benefits described in the 2003 FEIS. In addition, the Phase 1 Improvements do not preclude HOV direct connector ramps from being built in the future as additional funding becomes available.

The 2003 FEIS assumed the use of transit would increase substantially from 1998 to 2020 No Build with new transit projects such as Link light rail and new HOV lanes on I-5 and SR 99. The 2003 FEIS indicated no change in transit mode split or average vehicle occupancy (AVO) between the No Build and Alternative C2. The Re-evaluation findings are generally consistent with the 2003 FEIS and indicate a transit mode split increase from 2015 existing to 2045 No Build with expansion of Link light rail southward to Tacoma. The transit mode split is similar to that which was assumed in the 2003 FEIS but slightly lower with an AVO that would not differ between No Build and Build. This Re-evaluation found that congestion and travel times for transit and HOV vehicles would generally improve on arterials and major roadways as a result of the Phase 1 Improvements.

Non-Motorized Facilities
The 2003 FEIS recognized the extension of the Lake to Sound Trail as well as other planned improvements for non-motorized facilities in the 2020 No Build Alternative. The analysis found that the Alternative C2 would have either maintained existing non-motorized facilities or constructed new facilities, so that there would be no impacts with the project. This Re-evaluation also finds that non-motorized facilities within the study area in 2045 would be the same or improved in the Build condition compared to No Build. The Phase 1 Improvements would provide new non-motorized facilities at the I-5/SR 516 interchange that connects Veterans Drive to SR 516 on the east side of I-5. Grade-separated crossings of the SR 509 extension at major arterials—such as SR 99, 28th Avenue S/24th Avenue S, S 200th Street, Des Moines Memorial Drive, and S 192nd Street—would reduce the risk for pedestrian and bicycle interaction with vehicle trips diverting to the new roadway. The Phase 1 Improvements would also reduce the amount of traffic volume on arterials in the study area, thus reducing the risk of vehicle collisions with pedestrians and bicyclists.

WSDOT is reimbursing King County for construction of the proposed Lake to Sound Trail, which is mitigation for SR 509 effects as detailed in the 2003 FEIS. The Lake to Sound Trail, which will run parallel to the SR 509 extension between S 188th Street and S 200th Street, would provide an alternate route for bicyclists. The Phase 1 Improvements would also maintain pedestrian connections on both sides of the I-5/SR 516 interchange and construct a new pedestrian path from Veterans Drive to SR 516/Kent Des Moines Road, which would help facilitate pedestrian trips to and from the transit centers around this interchange.

Freight
The 2003 FEIS projected that trucks would experience more congestion between 1998 existing and 2020 No Build Alternative conditions. The analysis also indicated that travel distance and time for trucks would be shortened with the project. Findings from this Re-evaluation are generally consistent with the 2003 FEIS. Freight mobility would improve as a result of the Phase 1 Improvements. Truck traffic would still be able to use the currently designated freight facilities; however, some truck trips would shift to the SR 509 extension and mobility would be substantially improved on existing facilities, including I-5, SR 518, SR 599, and Orillia Road S. The Phase 1 Improvements would create a direct route for freight to and from the Puget Sound marine ports and the industrial areas of Seattle and South King County. The SR 509/28th Avenue S/24th Avenue S interchange would be designed to accommodate the future South
Airport Expressway to connect to and from the north via direct ramps to SR 509. This would provide a new connection for air cargo between Sea-Tac Airport and I-5. Travel times on existing freight routes would be similar or improved with the Phase 1 Improvements, while the SR 509 extension would further reduce travel times between key activity centers.

Airports
The 2003 FEIS stated that Sea-Tac Airport forecasts would reach 44.6 million annual passengers (MAP) by 2020 No Build. Significant congestion was expected to occur at the entrances to the airport on SR 99. As of 2016, existing conditions have reached 45.7 MAP, thus exceeding the forecasts from the 2003 FEIS. The 2003 FEIS also indicated that access to Sea-Tac Airport to and from the south would be substantially improved under 2020 Alternative C2 as compared to No Build conditions, with an overall travel time reduction of approximately 10 minutes for trips using the new roadway.

This Re-evaluation finds similar improvements to vehicle access to and from Sea-Tac Airport with the Phase 1 Improvements and the South Airport Expressway, with travel times to and from the south reduced by up to 18 minutes. Under the Build conditions, access to Sea-Tac Airport to and from the south would be substantially improved with the Phase 1 Improvements. Airport commuters and residents to the south would see improved, direct access to and from the airport either by using existing routes or paying a toll to use the SR 509 extension.

Effects During Construction
The 2003 FEIS did not evaluate the effect construction would have on transportation. In general, construction of the Phase 1 Improvements would require temporary lane closures, traffic detours, construction staging, and the use of oversized equipment. Project construction would be coordinated with all affected state and local agencies and include implementation of a Traffic Management Plan (TMP). The TMP would include recommendations for appropriately managing traffic during the construction period by implementing measures such as incident management, construction schedule restrictions, staging, traffic control, and public outreach. Such measures would promote traffic movement during construction to avoid substantial LOS degradation (i.e., LOS levels that are less than the adopted LOS thresholds) and potential impacts to local traffic. The TMP would be prepared in accordance with the Manual of Uniform Traffic Control Devices (FHWA, 2012) and all applicable requirements of the affected local agencies. The TMP would also include procedures for notifying and coordinating with all affected transit operators in advance of construction activities.

Mitigation
The 2003 ROD identified three transportation-related mitigation measures, including integrating a northbound extension of the existing Des Moines Creek Trail into the design of the SR 509 improvements, investigating the feasibility of pedestrian and bicycle access across the roadway to provide a connection between portions of bisected neighborhoods and along key east-west corridors, and redirecting pedestrian and bicycle facilities along the local streets to the nearest arterial that would cross the proposed improvements. The current design of the Phase 1 Improvements incorporates each of the proposed mitigation measures.

In addition to the measures identified in the ROD, the Phase 1 Improvements would require the following measures to mitigate potential impacts:

- The SR 509 southbound ramps/S 160th Street intersection in Burien would fall below LOS standards in Build conditions during the AM peak hour and require mitigation. This intersection LOS would deteriorate due to the stop-controlled southbound off-ramp left-turn movement (which only affects 15 vph). Possible mitigation measures to improve this intersection include signalization or conversion to a roundabout.
The SR 509 northbound ramps/S 160th Street intersection in Burien would fall below LOS standards with the Phase 1 Improvements during both the AM and PM peak hours and require mitigation. The intersection LOS would deteriorate due to high delays experienced by the stop-controlled northbound off-ramp left-turn movement caused by increased volume on S 160th Street, as the SR 509 extension would attract more demand. Possible mitigation measures to improve this intersection include conversion to an all-way, stop-controlled intersection.

Conclusion

Overall, this transportation Re-evaluation analysis indicates that with the updated assumptions and methodologies, there would be an overall improvement in traffic operations and with the mitigation as proposed above there would be no new significant traffic effects as a result of the Phase 1 Improvements. See also Attachment A for the Transportation Technical Report.

4.2. Air Quality

Affected Environment

The project area was previously described in Section 3.1.2 of the 2003 FEIS. Since that time, improvements to vehicle technology have contributed to the dramatic decline in carbon monoxide emissions in the region and the project area now meets the National Ambient Air Quality Standards (NAAQS) and is in attainment for carbon monoxide (CO) and ozone. The Clean Air Act does not require conformity determinations for projects in attainment. However, NEPA still requires documenting and, as applicable, assessing air quality effects of projects.

Effects During Operation

Regional Air Quality

Because the project area was in a maintenance area for CO in 2003, the 2003 FEIS conducted a project-level quantitative analysis per the conformity requirements. Four study intersections were analyzed using 2020 traffic volumes. The air quality at all four intersections was found to be below the NAAQS under both the No Action and Alternative C2 conditions.

Because the project area is now in attainment a new conformity analysis is not required, however per NEPA an emissions burden analysis was conducted to determine how the Phase 1 Improvements would contribute to regional emissions of criteria pollutants. The assessment was conducted using the MOVES2014a model and the vehicle miles travelled (VMT) data for the following scenarios:

- Existing (2015)
- No-Build (2025 and 2045)
- Build (2025 and 2045) scenarios

Table 11 summarizes tailpipe emissions for criteria pollutants for the existing and future forecast years. Under the 2025 and 2045 No Build and Build conditions, emissions are expected to decrease over existing conditions due to a newer and cleaner automobile fleet. In 2025, emissions under Build conditions decrease compared to No Build conditions due to the changes in traffic conditions on the affected network. In 2045, Build condition emissions continue to be lower than those under the No Build conditions.
### Table 11. Criteria Pollutants Daily Regional Emission Burden Assessment for Forecast Years 2025 and 2045

<table>
<thead>
<tr>
<th>Criteria Pollutant (lb/day)</th>
<th>Existing 2015</th>
<th>2025 No Build</th>
<th>2025 Project</th>
<th>2045 No Build</th>
<th>2045 Project</th>
<th>% Change 2015 to 2025 No Build</th>
<th>% Change No Build to 2025 Project</th>
<th>% Change 2015 to 2045 No Build</th>
<th>% Change 2045 No Build to 2045 Project</th>
</tr>
</thead>
<tbody>
<tr>
<td>Daily VMT</td>
<td>8,388,569</td>
<td>9,770,869</td>
<td>9,725,661</td>
<td>10,939,599</td>
<td>10,756,165</td>
<td>16%</td>
<td>0%</td>
<td>30%</td>
<td>-2%</td>
</tr>
<tr>
<td>CO</td>
<td>69,434</td>
<td>40,352</td>
<td>39,804</td>
<td>18,860</td>
<td>18,523</td>
<td>-43%</td>
<td>-1%</td>
<td>-73%</td>
<td>-2%</td>
</tr>
<tr>
<td>PM$_{2.5}$</td>
<td>1,370</td>
<td>417</td>
<td>409</td>
<td>215</td>
<td>214</td>
<td>-70%</td>
<td>-2%</td>
<td>-84%</td>
<td>-1%</td>
</tr>
<tr>
<td>PM$_{10}$</td>
<td>1,497</td>
<td>457</td>
<td>449</td>
<td>237</td>
<td>235</td>
<td>-70%</td>
<td>-2%</td>
<td>-84%</td>
<td>-1%</td>
</tr>
<tr>
<td>VOCs</td>
<td>3,529</td>
<td>1,268</td>
<td>1,223</td>
<td>744</td>
<td>727</td>
<td>-64%</td>
<td>-4%</td>
<td>-79%</td>
<td>-2%</td>
</tr>
<tr>
<td>NO$_x$</td>
<td>36,129</td>
<td>11,621</td>
<td>11,542</td>
<td>7,467</td>
<td>7,428</td>
<td>-68%</td>
<td>-1%</td>
<td>-79%</td>
<td>-1%</td>
</tr>
</tbody>
</table>

Sources for 2015 conditions: PSRC Travel Demand Model, EPA MOVES Model 2014a  
lb/day = pounds per day  
VMT = vehicle miles traveled

### Mobile Source Air Toxics

An MSAT analysis was not conducted for the 2003 FEIS but has been conducted for the Re-evaluation because transportation projects have been identified as a source of these pollutants. Based on FHWA guidance a quantitative analysis was conducted using the MOVES2014a model and the vehicle miles travelled data for the following scenarios:

- Existing (2015)
- No-Build (2025 and 2045)
- Build (2025 and 2045) scenarios

Table 12 summarizes the tailpipe emissions for toxic air pollutants in the project area. As shown, MSAT emissions will decrease substantially from existing conditions to future conditions due to improved vehicle technology and fleet turn over despite increased VMT. Environmental Protection Agency’s (EPA) national control programs are projected to reduce annual MSAT emissions by over 90 percent from 2010 to 2050 (Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents, Federal Highway Administration, October 12, 2016).

In 2025 and 2045, MSAT emissions under the Build conditions would be slightly lower than under the No Build.
Table 12. Toxic Air Pollutants Daily Regional Emission Burden Assessment for Forecast Years 2025 and 2045

<table>
<thead>
<tr>
<th>Criteria Pollutant (lb/day)</th>
<th>Existing 2015</th>
<th>2025 No Build</th>
<th>2025 Project</th>
<th>2045 No Build</th>
<th>2045 Project</th>
<th>% Change 2015 to 2025 No Build</th>
<th>% Change No Build to 2025 Project</th>
<th>% Change 2015 to 2045 No Build</th>
<th>% Change 2045 No Build to 2045 Project</th>
</tr>
</thead>
<tbody>
<tr>
<td>Daily VMT</td>
<td>8,388,569</td>
<td>9,770,869</td>
<td>9,725,661</td>
<td>10,939,599</td>
<td>10,756,165</td>
<td>16%</td>
<td>0%</td>
<td>30%</td>
<td>-2%</td>
</tr>
<tr>
<td>1-3-Butadiene</td>
<td>10</td>
<td>2</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>-83%</td>
<td>-3%</td>
<td>-98%</td>
<td>-1%</td>
</tr>
<tr>
<td>Acrolein</td>
<td>12</td>
<td>4</td>
<td>4</td>
<td>3</td>
<td>3</td>
<td>-66%</td>
<td>-3%</td>
<td>-77%</td>
<td>-1%</td>
</tr>
<tr>
<td>Acetaldehyde</td>
<td>80</td>
<td>29</td>
<td>28</td>
<td>20</td>
<td>20</td>
<td>-64%</td>
<td>-3%</td>
<td>-75%</td>
<td>-1%</td>
</tr>
<tr>
<td>Benzene</td>
<td>79</td>
<td>27</td>
<td>26</td>
<td>14</td>
<td>13</td>
<td>-66%</td>
<td>-3%</td>
<td>-83%</td>
<td>-2%</td>
</tr>
<tr>
<td>Ethyl Benzene</td>
<td>40</td>
<td>16</td>
<td>15</td>
<td>10</td>
<td>9</td>
<td>-61%</td>
<td>-4%</td>
<td>-76%</td>
<td>-3%</td>
</tr>
<tr>
<td>Diesel PM</td>
<td>1,304</td>
<td>344</td>
<td>336</td>
<td>164</td>
<td>163</td>
<td>-74%</td>
<td>-2%</td>
<td>-87%</td>
<td>-1%</td>
</tr>
<tr>
<td>Naphthalene</td>
<td>19</td>
<td>7</td>
<td>6</td>
<td>5</td>
<td>5</td>
<td>-64%</td>
<td>-3%</td>
<td>-75%</td>
<td>-1%</td>
</tr>
<tr>
<td>PAH</td>
<td>9</td>
<td>2</td>
<td>2</td>
<td>1</td>
<td>1</td>
<td>-75%</td>
<td>-3%</td>
<td>-92%</td>
<td>-1%</td>
</tr>
</tbody>
</table>

Sources: PSRC Travel Demand Model and EPA MOVES2014a.

Greenhouse Gas

Greenhouse gases were not considered in the 2003 FEIS but have been considered for the Re-evaluation. The MOVES2014a model was also used to quantify operational GHG emissions from the Phase 1 Improvements. The estimated carbon dioxide (CO2) emissions for Phase 1 Improvements operations are shown in Table 13. GHG emissions under Build conditions for 2025 slightly increase due to the changes in traffic conditions and the affected network. In 2045, however, GHG emissions decrease below 2045 No Build conditions. The decrease in GHG emissions under Build conditions is a result of traffic improvements that will minimize stop and go conditions and promote more efficient energy consumption by moderating speeds. The Phase 1 Improvements will enable better movement of vehicles in 2045 for project area intersections and on the mainline, thereby reducing traffic congestion. Decreased vehicle delay at off and on ramps further reduces emissions related to idling vehicles.

Table 13. Greenhouse Gas Emissions in Terms of CO2e for Forecast Year 2025 and 2045

<table>
<thead>
<tr>
<th>Pollutant</th>
<th>2015 Existing</th>
<th>2025 No Build</th>
<th>2025 Project</th>
<th>2045 No Build</th>
<th>2045 Project</th>
<th>% Change 2015 to 2025 No Build</th>
<th>% Change No Build to 2025 Project</th>
<th>% Change 2015 to 2045 No Build</th>
<th>% Change 2045 No Build to 2045 Project</th>
</tr>
</thead>
<tbody>
<tr>
<td>Daily VMT</td>
<td>8,388,569</td>
<td>9,770,869</td>
<td>9,725,661</td>
<td>10,939,599</td>
<td>10,756,165</td>
<td>16%</td>
<td>0%</td>
<td>30%</td>
<td>-2%</td>
</tr>
<tr>
<td>Operative MMT</td>
<td>1.92</td>
<td>2.00</td>
<td>1.98</td>
<td>2.14</td>
<td>2.11</td>
<td>4%</td>
<td>-1%</td>
<td>12%</td>
<td>-1%</td>
</tr>
</tbody>
</table>

Sources: PSRC Travel Demand Model and EPA MOVES2014a.

MMT = Million metric tons
Effects During Construction

Construction air quality effects of the Phase 1 Improvements would be similar to the impacts discussed previously in the 2003 FEIS. The project would consist of soil-disturbing activities, heavy-duty equipment, commuting construction workers, and the laying of asphalt that would generate emissions that can temporarily affect air quality. The total emissions and the timing of the emissions from these sources would vary depending on the construction phasing of the project.

Typical sources of emissions during construction of transportation projects include the following:

- Fugitive dust generated during excavation, grading, and loading and unloading activities
- Dust generated during demolition of structures and pavement
- Engine exhaust emissions from construction vehicles, worker vehicles, and diesel-fueled construction equipment
- Increased motor vehicle emissions associated with increased traffic congestion during construction

Mitigation

The mitigation measures that were imposed under the 2003 ROD that remain relevant to the Phase 1 Improvements are listed below.

- Mitigation measures to control PM10, deposition of particulate matter, and emissions of CO and NOX will be implemented during construction per the Associated General Contractors of Washington guidelines and Puget Sound Clean Air Agency regulations.
- Project construction staging will be managed to reduce overall system congestion and delays, which will reduce regional emissions of pollutants, to the greatest extent practicable

In addition to the measures above and in accordance with WSDOT’s Environmental Manual M31-11, WSDOT will comply with the procedures outlined in the October 1999 Memorandum of Agreement entered into and by WSDOT and the Puget Sound Clean Air Agency for controlling fugitive dust emissions, which may require the following actions:

- Spray exposed soil with water or other dust suppressant to reduce emissions of particulate matter less than 10 microns in diameter (PM10) by increasing deposition of particulate matter.
- Use phased development to keep disturbed areas to a minimum.
- Use wind fencing to reduce wind disturbance of soils.
- Minimize dust emissions during transport of excavated or fill materials by wetting down loads or ensuring adequate freeboard (space from the top of the material to the top of the truck bed) on trucks.
- Promptly clean up spills of transported material on public roads.
- Schedule work tasks to minimize disruption of the existing vehicle traffic on streets.
- Restrict traffic onsite to reduce soil upheaval and tracking material onto roadways.
- Provide wheel washers to decrease deposition of particulate matter on area roadways by removing particulate matter that would otherwise be carried offsite by vehicles.
- Locate construction equipment and truck staging areas away from sensitive receptors as practical and in consideration of potential effects on other resources.
- Cover dirt, gravel, and debris piles as needed to reduce dust and wind-blown debris.

Conclusion

Overall, this air quality Re-evaluation analysis indicates that even with the updated assumptions and methodologies, there would be an overall improvement in air quality and no new significant effects
June 28, 2018

The Honorable Steve Hobbs  
Chair  
Senate Transportation Committee  
P.O. Box 40444  
Olympia, WA 98504-0444

The Honorable Judy Clibborn  
Chair  
House Transportation Committee  
P.O. Box 40600  
Olympia, WA 98504-0600

The Honorable Curtis King  
Ranking Member  
Senate Transportation Committee  
P.O. Box 40414  
Olympia, WA 98504-0414

The Honorable Mark Harmsworth  
Ranking Member  
House Transportation Committee  
P.O. Box 40600  
Olympia, WA 98504-0600

In the 2017 Legislative session, Engrossed Senate Bill 5096 Section 306(20)(b) directed WSDOT to develop a Memorandum of Understanding (MOU) to fund the $130 million from local agency partners for the Puget Sound Gateway Program included in the 2015 Connecting Washington transportation revenue package. Engrossed Senate Bill 5096 stated that:

*The secretary of transportation must develop a memorandum of understanding with local project stakeholders that identifies a schedule for stakeholders to provide local matching funds for the Puget Sound Gateway project. Criteria for eligibility of local match includes matching funds and equivalent in-kind contributions including, but not limited to, land donations. The memorandum of understanding must be finalized by July 1, 2018. The department must submit a copy of the memorandum of understanding to the transportation committees of the legislature and report regularly on the status.*

In October 2017, WSDOT began a stakeholder process to help establish the local contributions necessary to achieve the $130 million in local funding. The resulting Funding and Phasing Subcommittee, made up of 18 affected jurisdictions, has met five times. From this group, a grant-focused strategy emerged as the most feasible way to fund the $130 million. A key element of the grant-focused strategy was to identify smaller project elements within the Gateway Program that provide clear and measurable benefits to local jurisdictions, called “Local Nexus Projects.” The Funding and Phasing Subcommittee met regularly to establish a process for determining benefits derived from the Local Nexus Projects, align on contributions, and develop the MOU.
All 18 jurisdictions have endorsed and signed the attached Local Funding MOU.

Additionally, WSDOT and our local agency partners have already submitted four grant applications this spring for the Local Nexus Projects. We submitted three applications with the Puget Sound Regional Council (PSRC) and one with the Freight Mobility Strategic Investment Board (FMSIB). We received the FMSIB grant and two PSRC grants, totaling $13 million, which combined with local match funding, brings the local contribution amount to over $26 million for this initial grant cycle.

If you have any questions or would like to meet for an update on the Puget Sound Gateway Program, please feel free to contact me.

Sincerely,

[Signature]

Roger Millar, PE, FASCE, FAICP
Secretary of Transportation
Puget Sound Gateway Program
SR 167 and SR 509 Completion Projects

Local Funding and Phasing
Memorandum of Understanding

1. Participating Parties
In addition to the Washington State Department of Transportation (WSDOT), the following Local Agency Partners constitute those parties currently participating in this Memorandum of Understanding pertaining to the local contribution requirement for the Puget Sound Gateway Program (Gateway Program):

- Port of Seattle
- Port of Tacoma
- King County
- Pierce County
- City of Algona
- City of Auburn
- City of Burien
- City of Des Moines
- City of Edgewood
- City of Federal Way
- City of Fife
- City of Kent
- City of Milton
- City of Pacific
- City of Puyallup
- City of SeaTac
- City of Sumner
- City of Tacoma

2. Background and Purpose of MOU
In July 2015, the Washington State Legislature and Governor Inslee acted to fund the Gateway Program through the Connecting Washington revenue package. The Gateway Program is comprised of two projects: the State Route 167 Completion Project and the State Route 509 Completion Project. These projects provide essential connections to the ports of Tacoma and Seattle and will help ensure that people and goods move more reliably through the Puget Sound region.

WSDOT is the lead project sponsor and is responsible for the planning, design and construction of the Gateway Program, as well as for its overall financial management. The program has been guided from its beginning by a Joint SR 167/SR 509 Executive Committee (Executive Committee), comprised of elected and appointed representatives of local jurisdictions served by the Gateway Program (Algona, Auburn, Burien, Des Moines, Edgewood, Federal Way, Fife, Kent, Milton, Pacific, Puyallup, SeaTac, Sumner, Tacoma, King County, Pierce County, Port of Seattle, and Port of Tacoma) as well as Federal Highway Administration, Washington State Transportation Commission, Washington State Department of Transportation, Puget Sound Regional Council, Sound Transit, Pierce Transit, and the Freight Mobility Strategic Investment Board.

Funding for the Gateway Program has been approved to come from the state gas tax, tolls, local contributions, and potential federal and state grants. Total funding for the Gateway Program, from the 2015 Connecting Washington transportation funding package, is $1.875 billion, which includes local contributions of $130 million. The program has been funded over a 16-year
timeline. Based on the legislative funding plan, major construction for a first stage would occur from 2019 through 2025, and a second stage from 2026 through 2030. Local contributions will be needed to construct both stage one and stage two projects.

In the 2017 Legislative session new language was enacted (Engrossed Senate Bill 5096 § 306(20)(b)) requiring development of a Memorandum of Understanding (MOU) between the Local Agency Partners and WSDOT. The legislature directed that:

> The secretary of transportation must develop a memorandum of understanding with local project stakeholders that identifies a schedule for stakeholders to provide local matching funds for the Puget Sound Gateway project. Criteria for eligibility of local match includes matching funds and equivalent in-kind contributions including, but not limited to, land donations. The memorandum of understanding must be finalized by July 1, 2018. The department must submit a copy of the memorandum of understanding to the transportation committees of the legislature and report regularly on the status.

To this end, the Executive Committee of the Gateway Program convened a Funding and Phasing Subcommittee (Subcommittee) to develop a MOU that summarizes their planned future commitments and planned timing of those commitments to contribute to the SR 167 and SR 509 projects.

The Subcommittee goals include:

- Support efforts to build the Gateway projects on or ahead of schedule
- Create successful local partnerships
- Obtain sufficient local funding to build the Puget Sound Gateway projects
- Time grant-funding projects to support the project delivery schedule

The construct of local funding participation, when authorized by the legislative bodies of the relevant agencies through a series of forthcoming interlocal agreements, is based on the following projections:

<table>
<thead>
<tr>
<th></th>
<th>SR 167</th>
<th>SR 509</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Port contributions</td>
<td>$30 million</td>
<td>$30 million</td>
<td>$60 million</td>
</tr>
<tr>
<td>Federal INFRA grant</td>
<td>$10 million</td>
<td>$10 million</td>
<td>$20 million</td>
</tr>
<tr>
<td>Local agency partner match</td>
<td>$10 million</td>
<td>$10 million</td>
<td>$20 million</td>
</tr>
<tr>
<td>Other Grants (PSRC, FMSIB, TIB)</td>
<td>$20 million</td>
<td>$10 million</td>
<td>$30 million</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$70 million</strong></td>
<td><strong>$60 million</strong></td>
<td><strong>$130 million</strong></td>
</tr>
</tbody>
</table>

### 3. Local Funding Strategy

A key element of the local funding strategy is to identify projects within the Gateway Program that provide clear and measurable benefits to local jurisdictions. In the Gateway Program, these are called “Local Nexus Projects,” are designed to:
• Create a positive business case for Local Agency Partners by focusing on the parts of the program that are most relevant and important to local jurisdictions
• Leverage the potential to access significant grant funding to support local funding assumptions

In support of the local funding strategy, Local Agency Partners shall:

• Participate, co-fund match, and submit grant applications with support from Subcommittee staff, as identified in Section 6 of this MOU
• Combine local monetary and in-kind contributions and project funds to ensure fully-funded applications, as identified in Section 6 of this MOU
• Support the grant effort and avoid competition with the local projects in the year of application

The following Local Nexus Projects have been identified within the north (SR 509) and south (SR 167) segments of the Gateway Program:

<table>
<thead>
<tr>
<th>Gateway North (SR 509)</th>
<th>Gateway South (SR 167)</th>
</tr>
</thead>
<tbody>
<tr>
<td>188th South Ramps</td>
<td>Meridian West Ramps</td>
</tr>
<tr>
<td>SeaTac Access, with Ramps to 28th/24th Avenue South</td>
<td>54th Avenue East Ramps</td>
</tr>
<tr>
<td>Veterans Drive Extension</td>
<td>Interurban Trail</td>
</tr>
<tr>
<td>Lake to Sound Trail</td>
<td>Valley Avenue West Ramps</td>
</tr>
<tr>
<td></td>
<td>Port of Tacoma Access/SR 509 Spur</td>
</tr>
<tr>
<td></td>
<td>70th Avenue E Bridge Relocation</td>
</tr>
</tbody>
</table>

If Local Nexus, INFRA, and any other pending grant projects become fully funded, these projects will contribute substantially toward the Legislative requirement for local match. Funding commitments will be achieved via an interlocal agreement from each signing party up to the amounts presented in this MOU. Local Agency Partner signatories to this MOU understand that once the local contribution requirements set forth in ESB 5096 ($130 million) is achieved, that Local Agency Partners will not be required to commit to additional funds beyond what is outlined in this MOU. If additional grant funding or additional funds from other sources are obtained that fulfill the $130 million local contribution requirement, the Secretary of Transportation and the Executive Committee will review and determine to either reduce local agency partner match payments, or recommend expanding scope of the Gateway Program, and amend each signing party’s interlocal agreement accordingly.

4. Local Participation Policy
The Joint Executive Committee has agreed to a funding and phasing policy that structures local agency partner match requirements to be commensurate with the benefits accrued from the project at a local level. This policy states that:
All local agency partners accrue some benefit from the Puget Sound Gateway Program. Partners receiving fewer benefits, however, are not expected to contribute as much as partners who receive more benefits. Direct benefits are those that are most quantifiable, but there are other components of value that include indirect, strategic and policy/social benefits. Both direct and indirect benefits will be assessed as part of the consideration of local contributions, because they are more easily quantifiable than strategic and policy/social benefits.

All Local Agency Partner signatories of this MOU expect to seek approval of interlocal agreements to contribute a match to be applied to Local Nexus Projects at a level that reflects their respective anticipated level of benefit, as identified in Section 6 of this MOU.

5. Benefit Assessment Methodology

The proposed financial participation by each partner is based on a general, qualitative assessment of the net benefits expected to be received by full completion of the Gateway Program. The assessment includes the following metrics, based on available project data and transportation modeling outputs:

- **Direct transportation linkages.** The location of direct access points for new limited access highways or other transportation infrastructure that benefits the community.
- **Effects on local sales taxes.** The impacts of the projects to sales tax receipts, both in terms of one-time construction sales taxes for the project, and ongoing sales taxes from impacts to commercial uses.
- **Travel time savings.** Overall travel time savings for local car and truck traffic associated with the projects.
- **Traffic diversion from local streets.** The diversion of, or increase in, traffic on local arterials due to the project, with associated positive impacts to traffic safety and local road maintenance.
- **Effects on local employment.** The potential effects of improved accessibility are reviewed, particularly in the context of access to new or potential employment uses.
- **Effects on developable residential lands.** The potential impacts of changes in traffic flow and accessibility on residential land development, with a focus on areas within the jurisdiction that are available for redevelopment.
- **Effects on developable employment lands.** The potential impacts of changes in traffic flow and accessibility on the development or redevelopment of commercial and industrial lands.
- **Achievement of local policy goals.** The alignment of the WSDOT Gateway Program with local plans and policies.
- **Environmental and social benefits.** Environmental and social benefits specifically linked to these projects, including upgrades to pedestrian and cycling infrastructure, and wetlands and riparian restoration.

The approach and findings of the benefits assessments have been provided to the Local Agency Partners.
6. Local Jurisdiction Anticipated Contributions to the Program

Based on results from the benefit assessment described in Section 5, contributions for each of the Local Agency Partners were determined by project stage in the tables below. Following execution of this MOU, interlocal agreements will be drafted for subsequent approval. Anticipated contributions only become binding commitments when embedded in interlocal agreements, and the conditions therein are approved by the proposed funding entity. Interlocal agreements between WSDOT and the respective Local Agency Partner must be in place for a project prior to issuance of the Request for Proposals (RFP) for any proposed construction contract. The interlocal agreements will become binding commitments, within the statutory authority of the Local Agency Partner, and will define the schedule of local match payments expected over the duration of each construction project stage.

WSDOT will exercise due diligence to develop and construct each project on schedule within the Gateway Program to the best of its abilities. Local Agency Partners will participate in project development reviews and project meetings in support of the Gateway Program.

If grant pursuits identified in the Stage 1 and Stage 2 tables below are not achieved sufficient to meet the $130 million local contribution, additional grants will be pursued from the funding programs listed or from other funding programs that may become available over the life of the Gateway Program. If Local Nexus Projects go to construction without planned grants, the Local Agency Partner match funds will still be provided by agreement with WSDOT. If it is determined that a Local Nexus Project cannot be fully funded, WSDOT will review options with the Executive Committee. If an official decision is determined by the Executive Committee and the Secretary of Transportation that the Local Nexus Project is not to be included in a construction project, the Local Agency Partner match may be withdrawn.

### Stage 1 Grant Pursuits for Local Nexus Projects

<table>
<thead>
<tr>
<th>Project</th>
<th>Estimated Construction Cost</th>
<th>Funding Program</th>
<th>Grant Target Amount</th>
<th>Target Due Mo/Year</th>
<th>Anticipated Construction Expenditure</th>
<th>Local Agency Partner Match</th>
<th>Partner Nexus</th>
</tr>
</thead>
<tbody>
<tr>
<td>70th Avenue E/Interurban Trail</td>
<td>$32,245,600</td>
<td>FMSIB</td>
<td>$5,000,000</td>
<td>Mar 2018</td>
<td>2019-2021</td>
<td>$800,000, $500,000, $3,000,000</td>
<td>Fife, Tacoma, Port of Tacoma</td>
</tr>
<tr>
<td></td>
<td></td>
<td>TIB</td>
<td>$5,000,000</td>
<td>Aug 2018</td>
<td>2019-2021</td>
<td></td>
<td>Fife</td>
</tr>
<tr>
<td></td>
<td></td>
<td>State Capital &amp; Transportation</td>
<td>$1,400,000</td>
<td>Mar 2018</td>
<td>2019-2021</td>
<td>$800,000, $500,000, $3,000,000</td>
<td>Fife</td>
</tr>
<tr>
<td>Veterans Drive/ SR516 Interchange</td>
<td>$33,800,000</td>
<td>PSRC</td>
<td>$4,500,000</td>
<td>Apr 2018</td>
<td>2021-2025</td>
<td>$1,000,000</td>
<td>Kent</td>
</tr>
<tr>
<td></td>
<td></td>
<td>TIB</td>
<td>$5,000,000</td>
<td>Aug 2020</td>
<td>2021-2025</td>
<td>$1,000,000</td>
<td>Kent</td>
</tr>
<tr>
<td>SeaTac Access</td>
<td>$176,883,500</td>
<td>PSRC</td>
<td>$4,500,000</td>
<td>Apr 2018</td>
<td>2021-2025</td>
<td>$2,000,000, $500,000</td>
<td>SeaTac (ROW in lieu), Des Moines</td>
</tr>
</tbody>
</table>
Port of Tacoma Access/509 Spur $323,042,000 PSRC $4,500,000 Apr 2018 2021-2025 $1,500,000 $3,000,000 $800,000 Tacoma Port of Tacoma Fife
FMSIB $5,000,000 Mar 2020 2021-2025

All Gateway Program INFRA $20,000,000* Nov 2017 2019-2021

SR 167 Stage 1 Port of Tacoma Jan 2021 2021-2025 $9,000,000 Port of Tacoma

SR 509 Stage 1 Port of Seattle Jan 2021 2021-2025 $15,000,000 Port of Seattle (expected in 2023-2025)

Total Stage 1 $54,900,000 $38,100,000 $93,000,000

Stage 2 Future Grant Pursuits for Local Nexus Projects

<table>
<thead>
<tr>
<th>Project</th>
<th>Estimated Construction Cost</th>
<th>Funding Program</th>
<th>Grant Target Amount</th>
<th>Target Due Mo/Year</th>
<th>Anticipated Construction Expenditure</th>
<th>Local Agency Partner Match</th>
<th>Partner Nexus</th>
</tr>
</thead>
<tbody>
<tr>
<td>Meridian Avenue Interchange</td>
<td>TBD</td>
<td>TBD</td>
<td>$3,000,000</td>
<td>2022</td>
<td>2026-2030</td>
<td>$2,000,000</td>
<td>Puyallup</td>
</tr>
<tr>
<td>Valley Avenue Interchange</td>
<td>TBD</td>
<td>TBD</td>
<td>$3,000,000</td>
<td>2022</td>
<td>2026-2030</td>
<td>$2,000,000</td>
<td>Pierce County</td>
</tr>
<tr>
<td>188th Street Interchange improvements</td>
<td>TBD</td>
<td>TBD</td>
<td>2023</td>
<td>2026-2030</td>
<td>TBD</td>
<td>SeaTac</td>
<td></td>
</tr>
<tr>
<td>SR 167 Stage 2</td>
<td>TBD</td>
<td>TBD</td>
<td>$4,000,000</td>
<td>2022</td>
<td>2026-2030</td>
<td>$500,000</td>
<td>Edgewood</td>
</tr>
<tr>
<td></td>
<td>Port of Tacoma</td>
<td>Jan 2026</td>
<td>2026-2030</td>
<td></td>
<td>$15,000,000</td>
<td>Port of Tacoma</td>
<td></td>
</tr>
<tr>
<td>SR 509 Stage 2</td>
<td>TBD</td>
<td>TBD</td>
<td>$4,000,000</td>
<td>2024</td>
<td>2026-2030</td>
<td>$15,000,000</td>
<td>Port of Seattle</td>
</tr>
<tr>
<td></td>
<td>Port of Seattle</td>
<td>Jan 2026</td>
<td>2026-2030</td>
<td></td>
<td>$15,000,000</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Total Stage 2 $14,000,000 $35,000,000 $49,000,000

Total Stages 1 & 2 $68,900,000 $73,100,000 $142,000,000

* – If no INFRA, apply for FHWA BUILD grant for Port of Tacoma Access (SR 509 Spur)
TBD – grant funding program pursuit to be determined in future

7. Terms and Termination

7.1. Amendments

This MOU shall be periodically reviewed and evaluated regarding the need for modifications or amendments by mutual determination of WSDOT and Local Agency Partners. Amendments to the MOU shall be required if program funding assumptions need to be adjusted that affect the ability to construct the identified Local Nexus Projects or the ability to achieve the $130 million local contribution. Such amendments shall only be binding if they are in writing and signed by authorized personnel from all of the Local Agency Partners. Except as set forth in an amendment, the MOU will be unaffected and shall continue in full force and effect in accordance with its terms. If there is conflict
between an amendment and the MOU or any earlier amendment, the terms of the most recent amendment will prevail.

If there is a conflict between subsequent interlocal agreements and the MOU or any earlier amendments, the terms of the interlocal agreements will prevail.

Changes that do not affect the ability to construct the identified Local Nexus Project or achieve the $130 million local contribution shall be addressed through the interlocal agreement between WSDOT and the relevant Local Agency Partner.

7.2. Dispute Resolution
Should any signatory to this MOU object at any time to any actions proposed or the manner in which the terms of this MOU are implemented, the Executive Committee shall hear the dispute first and if the disputant(s) is/are not satisfied with the Committee’s proposed decision, the Committee will send to the Secretary of Transportation its proposed solution and all documentation relevant to the dispute. The Secretary of Transportation shall provide the Executive Committee with his/her advice on how to resolve the dispute within thirty (30) calendar days of receiving adequate documentation. Prior to reaching a final decision on the dispute, the Executive Committee shall prepare a written response that considers any timely advice or comments regarding the dispute from the Secretary of Transportation, signatories and other interested parties, and provide them with a copy of this written response. WSDOT will then proceed according to this final decision.

7.3 Conditions for Termination of Participation
Subject to legislative appropriation and all applicable laws, each signatory shall ensure that the Gateway Program is carried out in accordance with the terms of the MOU and subsequent interlocal agreements. A signatory may terminate its participation in this MOU if its terms cannot be met and by providing written notice to the Secretary of Transportation and the Executive Committee a minimum of 180 calendar days before a project issues an RFP that relies on that local agency partner funding. Prior to providing written notice terminating participation, however, the signatories shall consult with WSDOT to determine whether an amendment to the MOU might be feasible. If a signatory terminates its participation, WSDOT will then consult with the Executive Committee to determine if project scope elements need to be removed if contributions are not realized in accordance with this understanding.

8. Period of Agreement.
This MOU will commence on July 1, 2018 and will dissolve when the $130 million of local contribution have been secured, or when the Local Nexus Projects have been constructed and are complete.
9. Signatories

Stephen P. Metruck  
Executive Director  
Port of Seattle  

John Wolfe  
Chief Executive Officer  
Port of Tacoma  

Dow Constantine  
County Executive  
King County  

Bruce Dammeier  
County Executive  
Pierce County  

David E. Hill  
Mayor  
City of Algona  

Nancy Backus  
Mayor  
City of Auburn  

Brian Wilson  
City Manager  
City of Burien  

6/21/18  
Date  

5/30/18  
Date  

6/22/18  
Date  

5/30/18  
Date  

6/25/18  
Date  

6/11/18  
Date  

6/17/18  
Date
Michael Matthias  
City Manager  
City of Des Moines  

Daryl Eidinger  
Mayor  
City of Edgewood  

Jim Ferrell  
Mayor  
City of Federal Way  

Hyun Kim  
City Manager  
City of Fife  

Dana Ralph  
Mayor  
City of Kent  

Shanna Styron-Sherrell  
Mayor  
City of Milton  

Leanne Guier  
Mayor  
City of Pacific  

Kevin Yamamoto  
City Manager  
City of Puyallup  

6/26/18  
Date  

6/13/18  
Date  

6/20/18  
Date  

6/20/18  
Date  

6/26/18  
Date  

6/21/18  
Date  

6/21/18  
Date  

6/12/18  
Date
Joseph Scorcio
City Manager
City of SeaTac

William L. Pugh
Mayor
City of Sumner

Elizabeth A. Pauli
City Manager
City of Tacoma

Roger Millar
Secretary of Transportation
Washington State Department of Transportation