

Puget Sound Gateway Project

SR 509, I-5 and SR 167 Funding and Phasing Study: Strategic Corridor Design Review



Appendix P: Gateway Project Support

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Gateway Project Support

For the past two decades, there have been ongoing efforts to complete the SR 167 and SR 509 connections to I-5. Over the years, WSDOT has continued moving the corridor completion projects forward through initial environmental approvals, acquiring large amounts of right of way and working on preliminary design and tolling and phasing strategies.

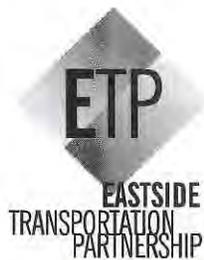
In October 2012, WSDOT briefed legislators and transportation committees, local elected officials from south King and Pierce counties and the ports of Seattle and Tacoma to solicit input towards developing the Puget Sound Gateway Project study approach.

In March 2013, after consultation with legislative and corridor executive committee leadership, WSDOT met with stakeholder delegates from the SR 167 and SR 509 corridors to gather input on the project's goals and objectives. Delegates included public works and planning directors from Port of Tacoma, Pierce County, City of Fife, City of SeaTac, City of Kent and Port of Seattle.

WSDOT presented Gateway project design and phasing concepts and received positive feedback on a phased implementation plan. Over the spring and summer of 2013, WSDOT met with state and local elected officials from the key districts and jurisdictions in the corridors, as well with leadership from the SR 167 completion coalition, the corridor executive committees, and regional forums including RAMP, SCATBd and the Highline Forum.

- March 15, 2013 – Gateway Stakeholder Meeting
- March 20, 2013 – Gateway Stakeholder Meeting
- March 27, 2013 – Highline Forum
- April 12, 2013 – Governor Inslee's Transportation Priorities and Gateway Event
- April 16, 2013 – Washington State Transportation Commission
- April 23, 2013 – SeaTac City Council
- June 5, 2013 – Regional Access Mobility Partnership (RAMP)
- Aug. 19, 2013 – SR 509 Coalition Meeting

Stakeholders from the SR 167 and SR 509 corridors, including the state Legislature, King and Pierce counties, cities, ports of Seattle and Tacoma, have actively advocated for the Gateway project. Both the SR 167 and SR 509 stakeholders have formed coalitions producing formal resolutions, letters of support, and editorials. Included in this appendix are copies of resolutions and letters written in support of the Gateway project and finishing SR 167 and SR 509 during the course of the study.



January 18, 2013

Subject: Transportation Priorities for 2013 Legislative Session

Dear Legislators:

The South County Area Transportation Board (SCATBd), Eastside Transportation Partnership (ETP) and SeaShore Transportation Forum are advisory boards of local elected officials committed to improving the transportation system in King County and the region. Together, members from these three boards represent the majority of King County's population. On behalf of our members, we are writing to ensure that you are aware of our priorities as the 2013 legislative session gets underway.

In this time of budget shortfalls, we believe that finding solutions to our transportation problems will require leadership and cooperation at all levels of government. We offer our support helping you to make the hard decisions to support the transportation investments that are critical to the region's and the state's economic recovery and sustained prosperity. As representatives from King County, we ask you for action on these key shared priorities during this upcoming session.

Maintain and improve major state corridors. Protecting and improving the existing transportation infrastructure is essential for mobility, economic development and safety. We urge the legislature to develop and fund a transportation package that will invest in critical infrastructure to meet current needs and improve freight mobility to keep and grow jobs.

Help local governments meet their transportation needs. The transportation revenues available to cities and counties have been drastically reduced by rising costs, reduced gas tax collections and the global economic downturn. Available local financing tools do not allow local jurisdictions to maintain, operate and preserve their existing roadway infrastructure, respond to current transit demands, or support expected growth in population and jobs. Local governments

need additional and more effective tools with greater flexibility in the use of local options for funding both roads and transit to keep the system functioning, safe, reliable and responsive to our citizens' needs.

Use tolling to manage and fund projects, and mitigate the effects on other corridors. The state should continue to evaluate tolling as a tool to help manage and finance specific projects in key corridors. Decisions about tolling should be made in close coordination with regional and local officials and transit agencies. Mitigation for negatively impacted jurisdictions and transportation systems should also be considered.

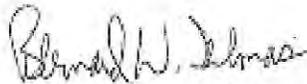
Members of all three of our boards look forward to a robust discussion of these recommendations during the legislative session. We seek your cooperation in taking actions now to put in place the framework that will allow future transportation investment that spurs our economic growth.

Thank you for your consideration.

Sincerely,



Peter Lewis, Mayor
City of Auburn
Chair, South County Area
Transportation Partnership
(SKATBd)



Bernie Talmas, Mayor
City of Woodinville
Chair, Eastside Transportation
Partnership (ETP)



Chris Eggen, Deputy Mayor
City of Shoreline
Chair, SeaShore Transportation
Forum



February 6, 2013

The Honorable Senator Tracey Eide
Senate Transportation Co Chair
P O Box 40430
Olympia, WA 98504-0430

The Honorable Senator Curtis King
Senate Transportation Co Chair
P O Box 40414
Olympia, WA 98504-0414

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

RE: Completion of SR 167

Dear Senator Eide, Senator King, and Representative Clibborn:

The Valley Cities Association, which comprise the mayors and representatives of the cities of Algona, Auburn, Fife, Kent, Pacific, Puyallup, Renton, Sumner, and Tukwila strongly support the efforts of the SR 167 Completion Coalition to move the completion of SR167 to the top of this session's legislative transportation agenda. Our members have worked closely with the South Sound Chambers on a series of critical corridor improvements that we will share with you as joint priorities --- one of which is the completion of SR 167 into the Port of Tacoma, which serves as an economic engine to our cities and our region.

When the construction of SR 167 began in the 1960s the vision was to eventually complete the last six miles to connect the highway to the Port of Tacoma, I-5 and beyond. The nine Valley Cities have long been strong advocates of that vision. Thirty years later we are more convinced than ever that it is time to invest in the completion of one of Washington's key transportation corridors. Our cities sit between two of the top 10 shipping ports in North America—the Ports of Tacoma and Seattle. Forty-four percent of regional truck trips by the Ports of Tacoma and Seattle travel on SR 167 to distribution centers in our Valley Cities. SR 167 is a vital link to our ports' robust international supply network that serves local and global business.

But there is a missing link—from the southern terminus of SR 167 in Puyallup extending six miles to the Port of Tacoma. Now is the time to invest in the completion of those last six miles. We can't afford to wait any longer. Over the next two decades Washington state risks losing significant amounts of new public and private revenue to outside ports. If we do not take advantage of the opportunity to complete SR 167, it will not only affect our Valley businesses, but all the businesses that depend on the vitality of our ports.

While there are other transportation needs in the state, the Valley Cities Association believes the completion of SR 167 and other South Sound priority corridors, such as Interstate 5/SR 509, the I-405/SR 167 connector and others, be high priorities in any transportation revenue package moved by the Legislature this session. We ask that the state recognize that South King County, Pierce County and the Valley Cities play a significant role in catalyzing the state's economy, and that the commitment must be kept to finish projects like these.

Sincerely,

CITY OF ALGONA



David Hill, Mayor

CITY OF AUBURN



Peter B. Lewis, Mayor

CITY OF FIFE



Dave Zabell, City Manager

CITY OF KENT



Suzette Cooke, Mayor

CITY OF PACIFIC



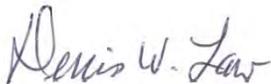
Cy Sun, Mayor

CITY OF PUYALLUP



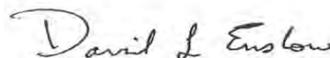
Rick Hansen, Mayor

CITY OF RENTON



Denis W. Law, Mayor

CITY OF SUMNER



David Enslow, Mayor

CITY OF TUKWILA



Jim Haggerton, Mayor



CITY OF PUYALLUP

Office of the Mayor

Feb. 12, 2013

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

RE: *Development of Transportation Revenue Package*

Dear Chairwoman Clibborn:

This letter is to express our appreciation in the City of Puyallup for your efforts to develop a comprehensive transportation revenue package in 2013. Addressing severe transportation mobility and capacity concerns in our area, and throughout the state, is one of Puyallup's top priorities for this legislative Session.

Our state lobbyist, Doug Levy, has kept me apprised of your outline and summary of what a package will contain. While I understand this is still a 'moving target' and that you do not plan to formally introduce anything for another week, I can tell you we very much appreciate your commitment to funding and completing State Route 167 (SR-167), to providing cities and counties with direct distribution funds, to assisting us with local transportation financing options, and more.

Madam Chair, I also wanted you to be aware that we will be working closely with our state legislators on any transportation package – particularly Rep. Hans Zeiger, given his seat on the House Transportation Committee. Rep. Zeiger gave a passionate presentation in support of transportation investment at the annual Pierce County Regional Council event last Thursday night.

Again, thank you for all of your efforts on transportation investment. Your attention to, and commitment towards, this critical issue is very much noticed and appreciated.

Sincerely,



Rick Hansen
Mayor, City of Puyallup

Puyallup City Hall • 333 South Meridian • Puyallup, WA 98371

(253) 841-5584 • (253) 845-6667 Fax

 **South County Area Transportation Board**

MS: KSC-TR-0814
201 South Jackson Street
Seattle, WA 98104-3856

Phone: (206) 684-1417 Fax: (206) 684-2111

February 19, 2013

The Honorable Judy Clibborn
Chair, House Transportation Committee
PO Box 40600, Olympia WA 98504

The Honorable Ed Orcutt
Ranking Minority Member
PO Box 40600, Olympia WA 98504

The Honorable Tracy Eide
Co-Chair, Senate Transportation Committee
PO Box 40430, Olympia WA 98504

The Honorable Curtis King
Co-Chair Senate Transportation Committee
PO Box 40414, Olympia, WA 98504

Dear Representative Clibborn, Representative Orcutt, Senator Eide, and Senator King:

Earlier this year the members of the South County Area Transportation Board (SCATBd) communicated to the Legislature our transportation priorities, recommending key policies and projects necessary to ensure mobility for people and commerce in our area.

Our diverse area – comprising 16 cities in two counties, two growing ports and 700,000 residents – faces a wide range of transportation needs including improved freight corridors, transit and maintenance of local arterials.

As the Legislature moves toward consideration of funding for critical transportation needs, SCATBd would like to reiterate our top priorities for projects that should be elements of a comprehensive statewide financing package. These projects are:

- Completion of I-5/SR 509 through SeaTac to Federal Way
- Completion of SR 167 to SR 509 in Tacoma
- Ongoing funding for key highway and local street (“last mile”) preservation and improvement programs

These projects, as well as the other key highway and local street improvements, are necessary to keep the ports of Seattle and Tacoma strong and competitive in the face of challenges from Canada and East Coast ports. Manufacturers and agricultural producers around the state depend on the ports as gateways to world markets.

Similarly, the freight networks and local warehouse and distribution centers depend on the transportation systems in the South King County communities. A lack of reliable funding, however, has resulted in deterioration of these local systems, jeopardizing the ports' ability to attract cargo and jobs to our region. Our two major ports are aligned on support for SR 167 and SR 509 improvements to strengthen the region in the global marketplace.

We urge your favorable consideration of these recommendations to build strong communities and economic vitality for our region.

Sincerely,



Pete Lewis
Chair



Marcie Palmer
Vice Chair

South County Area Transportation Board

Attachment: 2013 SCATBd Message to the Legislature



February 22, 2013

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

RE: 2013 “Connecting Washington” Transportation Package and completion of the Interstate 5/State Route 509 Corridor

Dear Chairwoman Clibborn & Committee Members,

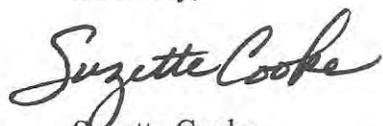
We, the members of the I-5/SR 509 Executive Committee, would like to offer our sincere gratitude for your efforts to initiate a package of investments to deal with the major transportation infrastructure challenges facing our region and our state. Your “Connecting Washington” proposal introduced last Wednesday starts a critical policy and funding conversation about how we move forward – and you are to be commended for that.

We also appreciate the inclusion of significant funding for the SR 509/SR 167 “Gateways” project in your package, which is an appropriate recognition of the role both of these distribution center-to-Port corridors play in terms of generating jobs, catalyzing our economic future, and linking the Ports of Seattle and Tacoma to the “farm to market” export trade that fuels our state.

However, as the discussion of Connecting Washington moves ahead, we would like to ensure that the investment we make in the I-5/SR 509 project is sufficient to complete this corridor. For well over two decades, we have worked diligently to finish a project that triggers tens of thousands of jobs, that offers unparalleled I-5 capacity and congestion relief, that has a nearly unheard of cost-benefit ratio of 5-to-1, and that gives truckers of freight and goods the ability to link directly from the Port to the Green River Valley, which hosts the second largest warehouse distribution complex on the West Coast. Simply put, we must finish what we started, and invest in the export trade and construction jobs that drive our state’s economy. The I-5/SR 509 corridor is Exhibit A of that jobs and trade imperative.

Madam Chair, as the discussion of Connecting Washington unfolds, we offer our assistance in rolling up our collective sleeves and working with you to ensure that this package is robust enough to complete the transportation corridors that matter most to our state’s future economic well-being. We look to join with you, constructively, in bringing this project to fruition.

Sincerely,



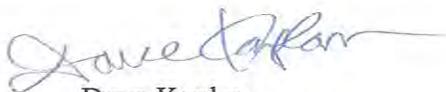
Suzette Cooke
Mayor
City of Kent



John Creighton
Commissioner
Port of Seattle



Rick Forschler
Councilmember
City of SeaTac



Dave Kaplan
Mayor
City of Des Moines



Julia Patterson
King County Councilmember
District 5

Cc: Honorable Curtis King, Co-Chair, Senate Transportation Committee
Honorable Tracey Eide, Co-Chair, Senate Transportation Committee
Ted Sturdevant, Governor's Executive Director for Legislative Affairs & Policy
Charles Knutson, Executive Policy Advisor

RESOLUTION NO. 1549

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF FIFE, PIERCE COUNTY, WASHINGTON FINDING THAT THE COMPLETION OF STATE ROUTE 167 IS ESSENTIAL TO THE CITY, REGIONAL, STATE ECONOMIES AND ENCOURAGING THE GOVERNOR AND THE STATE LEGISLATURE TO INCLUDE THE FUNDING MECHANISM NECESSARY TO COMPLETE THE CONSTRUCTION OF THE PROJECT WITHIN THE STATE BUDGET FOR THE 2013-2015 BIENNIUM.

WHEREAS, the completion of State Route 167 is one of the highest priority transportation corridor projects in the Puget Sound region and Washington state and is vitally important to the regional and state economies; and

WHEREAS, the completion of this corridor will benefit Puget Sound ports and will improve the competitiveness of these ports with other U.S. and Canadian ports; and

WHEREAS, an April 2007 study by Berk & Associates completed for the Washington State Department of Transportation estimated that the completion of State Route 167 would encourage the development of 79,000 new jobs in the region; and

WHEREAS, the Berk study estimates that the economic benefit associated with this job growth is more than \$10 billion; and

WHEREAS, the completion of State Route 167 would result in many other benefits including greater connectivity between urban centers, more efficient use of industrial land, reduced travel times, and greater predictability in freight movements; and

WHEREAS, the State Route 167 project also includes a riparian restoration program that enhances existing wetlands and promotes natural stream processes in Hylebos Creek and Surprise Lake Tributary areas of north Pierce County which are important to improving water quality and salmon habitat; and

WHEREAS, the completion of State Route 167 has been planned by the State of Washington since the 1950s and is significantly advanced in its planning, design and right of way acquisition with the State having invested more than \$160 million to date in the project including securing more than 70% of necessary right of way and completing necessary environmental documentation; and

WHEREAS, the construction of State Route 167 was identified as a priority project by the Connecting Washington Taskforce and is supported by numerous stakeholders throughout the region and Washington state, and

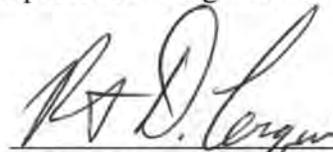
WHEREAS, it is essential to the economic vitality of the City of Fife, Pierce County, the Puget Sound region, and Washington state and to the economic prosperity of current and future generations of Washington residents that the State include a mechanism to fully fund the completion of State Route 167 in the State budget for the 2013-2015 biennium; Now Therefore,

IT IS HEREBY RESOLVED AS FOLLOWS:

Section 1. The Fife City Council finds that the completion of State Route 167 is vital to the City, state and regional economy and strongly encourages the Governor and the State Legislative leaders to plan for and include the funding mechanism necessary within the State Budget for the 2013-2015 biennium to support a pathway for completion of the full project.

Section 2. The City Clerk is directed to distribute a copy of the resolution to the Office of the Governor, the office of Congressman Denny Heck, and to the offices of the District No. 25 delegation to the Washington State Legislature.

ADOPTED by the City Council at an open public meeting held on the 26th day of March, 2013.



Robert D. Cerqui, Mayor

Attest:



Carol Etgen, City Clerk

**PUBLIC WORKS DEPARTMENT**

Timothy J. LaPorte P.E., Public Works Director

Phone: 253-856-5500

Fax: 253-856-6500

Address: 220 Fourth Avenue S.

Kent, WA 98032-5895

Date: March 28, 2013

To: Chair Elizabeth Albertson and Public Works Committee Members
PW Committee Meeting Date: **April 1, 2013**

From: Tim LaPorte, P.E., Public Works Director

Subject: Advocacy Letter Supporting the Puget Sound Gateway Project of the Washington State Department of Transportation

Item - 7

Motion:
Move to authorize the Council President to prepare a letter addressed to our Washington State Legislators delegation supporting the Puget Sound Gateway Project.

Summary:

The SR 509 Extension/I-5 Improvement Project has been developed through many years of cooperative efforts between WSDOT, the Port of Seattle, King County and the Cities of SeaTac, Des Moines and Kent. It is expected to be constructed in phases due to financial constraints and uncertainty over tolling strategies or revenues.

Currently the SR 509 freeway ends at South 188th Street & 12th Place South in SeaTac, just north of the SeaTac border with Des Moines. The proposed project would extend SR 509 through SeaTac and Des Moines to I-5, near S 200th Street. From that point on south, the project will add another southbound lane on I-5 to S 272nd St. and eventually into Federal Way at S. 320th Street St. The proposed project is needed to complete regional linkages, accommodate travel demand and capacity needs, and improve intermodal freight connections. It will have a dramatic effect on the I-5 slow-down caused by heavy truck traffic trying to climb the South Center Hill. Many of those truck trips would move to SR 509.

It will have a direct connection to South 231st Way (Kent's 228th Corridor) through an under-crossing of I-5 and will reconfigure the interchange at Kent/Des Moines Road (SR 516). This connection to S 231st Way is a key component of the project because it will reduce travel times to and from the Kent Valley Industrial Area and support the movement of freight internationally and regionally.

This project has an exceptionally good benefit to cost ratio of 5 to 1. It is expected to be a tolled facility throughout the newly constructed portion. There are no plans to extend tolls to the currently existing portion of SR 509.

The phasing plan intends that the existing I-5 HOV lane will be converted to an express toll lane (HOT lane) and use the inside shoulders as a second express toll lane during peak periods. All of these tolls are figured into the project financing plan.

State Representative Judy Clibborn suggested that the SR 509 Extension Project combine with the SR 167 Extension Project in Pierce County to form a combined **“Puget Sound Gateway Project”**. **She is proposing a \$1.82 billion package that** would provide roughly \$1 billion for SR 167 and \$820 million for SR 509. Consultants and staff for both projects are heavily engaged in promoting this project in Olympia. There are only three weeks left of this session in order to get this done.

A later phase of the SR 509/I-5 project will add a new southern entrance to SeaTac Airport, providing a more convenient airport access for all south end businesses and residents including for Kent residents via the direct connection from the S 228th Corridor to the new SR 509 Extension.

A brochure providing more details about the Puget Sound Gateway Project and showing maps with the new road alignments is attached.



CITY COUNCIL
Dennis Higgins, President
220 4th Avenue South
Kent, WA 98032
Fax: 253-856-6712

PHONE: 253-856-5712

April 2, 2013

Rep. Judy Clibborn
Chair, House Transportation Committee

Rep. Ed Orcutt
Ranking Minority Member

Sen. Tracey Eide
Co-Chair, Senate Transportation Committee

Sen. Curtis King
Co-Chair, Senate Transportation Committee

RE: Transportation Revenue needs and the Puget Sound Gateway Project

Dear Rep. Clibborn, Rep. Orcutt, Sen. Eide and Sen. King:

We in Kent appreciate the Legislature's efforts to address transportation needs, and want to convey our strong support for ensuring that any investment package puts us on a path toward completion of the Interstate 5/State Route 509 corridor.

The completion of SR 509 has long been a priority for the City of Kent, particularly given the importance of making direct connections between the Port of Seattle and the manufacturing, industrial and warehousing hub of the Green River Valley. We are very encouraged by your support of this project and we see the value of tying it to the other "Gateway" port-connection project in Pierce County – the completion of State Route 167.

We see the Puget Sound Gateways Project playing a valuable role in supporting both the ports at Seattle and Tacoma and being vital to the people and businesses in the Green River Valley. This valley hosts the second largest warehouse distribution complex on the West Coast, including over 100 million square feet of manufacturing and distribution space. It includes an annual payroll of \$2.8 billion which generates \$8 billion in annual taxable revenue (the third highest in Washington State). Industrial businesses in the Green River Valley comprise 12.5 percent – or 1/8th -- of Washington State's gross domestic product (GDP).

The Puget Sound Gateway project improves regional mobility and safety for all users by completing missing links on freight corridors and removing truck traffic from general use freeways. An estimated 44 percent of these regional truck trips facilitated by the Ports of Seattle and Tacoma travel to the Kent and Puyallup valleys. Major congestion on I-5 and lack of connectivity between the ports and the valley distribution centers hinders our ports' global competitiveness

Local governments have already invested heavily in the freight corridor. The City of Kent, for example, has completed the improvements on South 228th Street that will allow for a connected interchange with the 509 extension at South 231st Way. It is vital that we have the state do its part with a connection to the SR 509/I-5 Puget Sound Gateways project.

We join our area ports, neighboring cities, business, labor, and many others in urging you to take positive action this Session on both the Puget Sound Gateways and an overall transportation revenue package.

Sincerely,


Councilmember


Councilmember


Councilmember


Councilmember


Councilmember


Councilmember


Councilmember

cc: Rep. Dave Upthegrove
Rep. Tina Orwall
Rep. Mark Hargrove
Rep. Pat Sullivan
Sen. Karen Keiser
Sen. Joe Fain

Congress of the United States
House of Representatives
Washington, DC 20515-4710

April 11, 2013

My fellow Washingtonians,

This is an exciting time in our state. We are on the verge of completing two of the great unfinished projects of our state highway system, State Routes 167 and 509, as part of the Puget Sound Gateway Project.

Completing these highways will mean three things for our state: jobs, jobs and jobs. It's easy to understand. The Puget Sound Gateway Project will attract more ships to Puget Sound ports, bringing in more containerized cargo for our state to transport and distribute. Thousands of Washingtonians can be employed in this process, sending products across the Cascades and into the rest of the United States. The Puget Sound Gateway Project is an opportunity to create good, lasting, family-wage jobs in our state, but only if we act now.

It is time for us to put politics aside and move forward. This project is supported by a diverse group of Republicans and Democrats, business and labor leaders, local and state government officials, tribes, environmentalists and more. I invite all Washingtonians to join us as we work to secure the economic opportunity that the Puget Sound Gateway Project will offer us.

We cannot let this moment pass. The time to act is now. Let's commit ourselves this spring to move the Puget Sound Gateway Project forward. Let's build the infrastructure that will allow our state to reach its full potential in the 21st century. Let's bring thousands of jobs to our state.

Let's get to work.

Sincerely,



Denny Heck
Member of Congress



April 12, 2013

The Honorable Senator Curtis King
Co-Chair, WA State Senate Transportation Committee
311 J.A. Cherberg Building
Olympia, WA 98504

The Honorable Senator Tracey Eide
Co-Chair, WA State Senate Transportation Committee
311 J.A. Cherberg Building
Olympia, WA 98504

Dear Senator King & Senator Eide,

The state of Washington is poised for economic recovery but we face a significant obstacle: a lack of stable, adequate funding for essential programs to move people and commerce.

As the Legislature moves toward consideration of transportation funding, we are united in asking your support for a comprehensive and integrated solution that addresses the needs of transit systems, local street maintenance and operation, and freight mobility. This must include local options, which are critical for addressing the unique transportation needs of the various regions of the state.

In the urban environment, transit is essential to the economic vitality of our communities. For example, in King County, Metro Transit carries 115 million people per year; takes 175,000 car trips off the road each day; significantly reduces state, local, and private transportation and parking infrastructure costs, and provides an affordable way for workers to get to jobs. Transit use in King County is growing, yet its sources of funding have dropped steeply. Even after successful countywide efforts to reform our transit system by cutting costs, raising fares, and making service more efficient and productive, King County Metro is still facing a 17 percent service cut in the fall of 2014. Without the mobility provided by a robust transit system, the gridlock that would ensue from this significant loss of transit service will jeopardize the ability of businesses to grow, create and access jobs throughout the region.

Likewise, repair and maintenance of county and city street systems has suffered due to declines in traditional sources of revenue. These declines threaten the thousands of miles of roads and hundreds of bridges that are the arteries that connect communities and move freight and bring goods to market from all parts of Washington, as well as provide pathways for bicycles and pedestrians. The quality of life in our neighborhoods and the economic vitality of our region are dependent upon the mobility provided through these street networks.

The Puget Sound region is a major economic engine for the state and connects manufactured products and agricultural goods from other regions of the state to major population centers and international markets through our two major international container ports and Sea-Tac International Airport. Four in ten jobs in Washington are tied to international trade. To maintain our state's trade competitiveness, we

must provide funding for the Puget Sound Gateway Project to complete State Routes 509 and 167. These critical links will reduce I-5 congestion and provide freight access between warehousing and logistics centers in the Kent/Auburn Valley and the ports of Seattle and Tacoma. These freight connections are vital to maintain the thousands of jobs associated with our ports and the Washington manufacturers, farmers and fishermen who export goods around the world.

The balanced approach for which we advocate will result in direct positive economic benefits to the region and the state as a whole, while also easing congestion and improving the quality of life in our communities. We urge your support.

Sincerely,



Councilmember Larry Gossett
Chair, King County Council



Councilmember Julia Patterson
Vice Chair, King County Council



Councilmember Rod Dembowski
Chair, Regional Transit Committee



Councilmember Joe McDermott
Chair, Budget & Fiscal Management Committee



Councilmember Larry Phillips
Chair, Transportation, Economy & Environment Committee



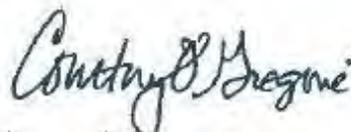
Tom Albro
Port of Seattle Commissioner



John Creighton
Port of Seattle Commissioner



Bill Bryant
Port of Seattle Commissioner



Courtney Gregoire
Port of Seattle Commissioner



CITY OF PUYALLUP

Office of the Mayor

May 3, 2013

Senator Dammeier; and Representatives Morrell and Zeiger:

Thank you very much for your work to date on key issues for our City. As you gear up for the Special Session focused heavily on Operating and Capital Budgets and transportation revenue, we wanted to provide a bulleted list of priority issues for Puyallup and outcomes we hope you can help us achieve:

- **Transportation Investment Package:** We urge you to help enact a badly-needed transportation revenue package, and to do it in Olympia. We have an unprecedented opportunity to complete the SR 167 corridor project after more than two decades of waiting – and to create tens of thousands of new jobs in the process. We also strongly support direct distribution of the gas tax and local option funding components of the package.
- **Operating Budget:** We thank you for budgets that protect most “state-shared revenue” for cities including Streamlined Sales Tax and criminal justice assistance. We ask you to protect against cuts in liquor excise tax distributions and to help cities restore some percentage growth for liquor profits. The 50 percent cut in liquor excise distributions in the Senate-passed budget would be a \$171,000 per year ‘hit’ to Puyallup;
- **Capital Budget:** We thank you for Capital Budgets that do a good job investing in infrastructure and catalyzing jobs in our local communities. We ask for your assistance on holding a \$2.184 million level of funding for the City’s 15th Street Water Quality Project. As you know, you all did a great job getting this project included in both budgets, but it is at the higher funding level (\$2.184 million vs. \$1.5 million) in the Senate version.
- **Policy Bills – DUI:** Among the policy matters left on your plate is legislation to strengthen Driving Under the Influence (DUI) laws. While we strongly support protecting victims and cracking down on drunken drivers who are repeat offenders, we ask your help in ensuring that any policy changes such as “mandatory minimum” jail sentences come with adequate funding so that this does not become an ‘unfunded mandate’ for local jurisdictions which operate jails such as Puyallup.

Thank you again for your consideration of these issues, and your help to date for our city priorities.

Sincerely,

Rick Hansen
Mayor, City of Puyallup

The members of the SR-167 Completion Coalition and the SR-509 Stakeholder Group are calling upon each member of the King and Pierce County delegations to jointly support the Transportation Revenue Package and fund the two projects that have over 40 years of planning, design work, and NEPA analysis behind them. Further, the groups are calling upon Senator Bruce Dammeier, Representative Laurie Jinkins, Representative Dave Upthegrove and Senator Joe Fain to assemble both delegations to meet next week and come to a bi-partisan agreement and publicly announce individual support for the Transportation Revenue Package. We would urge you to insist that the Transportation Revenue Package be voted on before you close the Legislative Session.

At this time the position of both groups supporting SR-167 and SR-509 is that legislative inaction constitutes a vote against: a complete SR-167 and SR-509, freight mobility, economic development, and a modern transportation infrastructure with critical redundancies. With consideration to the event over the Skagit River yesterday evening the time to act is now on both new and existing infrastructure needs. The collapse last night of the Interstate 5 Bridge over the Skagit River should serve as a wake-up call for action on a comprehensive transportation package now – and that such a package should become *more* comprehensive to address not only critical projects such as the “Gateways” completion but additional bridge repair, maintenance and preservation as well.

As businesses, labor and governments, we simply cannot wait on this critical “Gateway” investment. We must address freight mobility in order to stay competitive and have to remain committed to long term family wage jobs for our communities.

Sincerely,

SR-167 Executive Committee:

Dick Marzano, Port of Tacoma Commissioner
John Parrot, President TOTE (Totem Ocean Trailer Express)
Congressman Denny Heck, Washington’s 10th Congressional District
Pat McCarthy, Pierce County Executive
Marilyn Strickland, Mayor of Tacoma
Pete Lewis, Mayor of Auburn
Glen Hull, Mayor Pro-tem City of Fife
Tom Pierson, Tacoma-Pierce County Chamber President
Bill Sterud, Puyallup Tribe
Scott Mason, International Longshore and Warehouse Union Local 23
Toby Murray, Murray Pacific Corporation
Bill Anderson, Citizens for a Healthy Bay

SR-509 Committee:

Port of Seattle Commissioner Bill Bryant
Port of Seattle Commissioner John Creighton
King County Council Member Julia Patterson
Kent Mayor Suzette Cooke
SeaTac Mayor Tony Anderson
Des Moines Mayor Dave Kaplan
SeaTac Deputy Mayor Mia Gregerson
Kent Council Member Elizabeth Albertson
Kent Council Member Dana Ralph

For Immediate Release

For more information, contact:

Friday, June 21, 2013

Tim Thompson: 253-879-1250

SR-167 and SR-509 Groups call for a Vote on the Transportation Revenue Package Now

Olympia, Washington – The members of the SR-167 Completion Coalition and the SR-509 Coalition are once again calling upon each member of the South King and Pierce County delegations to tell their leadership it is time for a vote on the Transportation Revenue Package.

According to John Parrott, President of Totem Ocean Trailer Express, "Our elected officials have taken meetings and they have listened; now it is time they pass the Transportation Revenue Package. The opportunity before us will quickly disappear should they not decide to act. I need my legislators to make the Transportation Revenue Package a must have. Our customers and Totem Ocean urge our legislators to pick action over excuses. A number of our Senators and Representatives have done yeoman's work, and I thank them. If the Legislature as a whole does not act now, we will be responsible for the loss of jobs and critical trade opportunities for our state."

The Coalitions stressed that a successful session cannot be declared just because the Legislature lived up to its Constitutional duty of passing a 2013-15 Operating budget. Merely passing an Operating budget is not enough, and does not target the economic viability and the long term health of the infrastructure of our State.

Congressman Denny Heck, who represents most of Pierce County in the U.S. House of Representatives, added, "You cannot reasonably claim to be in favor of job creation and not support the transportation revenue package, the number one job creation proposal in our state right now. It's time for an up or down vote on this package, and it's time legislators demand that vote from the leaders of both chambers."

Scott Mason President of the ILWU Local 23 commented that, "Passing a budget alone, is not a ticket to go home. There are too many jobs at stake with the Transportation Revenue Package to dismiss its importance this year. We expect that no one goes home unless the package gets a vote. It is time for leaders to lead, continuing to use excuses for anything less is a failure. If business and labor can come together now – the Democrats and Republicans should be able to find a way."

It is the firm stance of both Coalitions that going home without a transportation package vote is a mistake, results in our region and our state missing out on a significant jobs and trade imperative, and is simply not acceptable. Coalition Members indicated that lawmakers should be judged and evaluated on whether they worked and contributed toward the passage of a final transportation package that funds the SR 167/SR 509 Gateways project and other critical transportation investments around the State of Washington.

Members of the coalitions support legislative action now to move Washington State forward and complete these highways, improve freight mobility and job growth, and build a modern, safe, and reliable transportation system.

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 **South County Area Transportation Board**

MS: KSC-TR-0814
201 South Jackson Street
Seattle, WA 98104-3856

Phone: (206) 684-1417 Fax: (206) 684-2111

August 5, 2013

The Honorable Jay Inslee
Office of the Governor
PO Box 40002
Olympia, WA 98504-0002

Dear Governor Inslee:

We have a transportation system that is suffering from a lack of maintenance and upkeep, growing congestion, and reduced freight mobility. If we want to protect our economy and retain and grow our state's job base, this state of inaction cannot continue.

We are already seeing our manufacturing hubs and our ports lose market share, based at least in part on a lack of transportation infrastructure investment. Boeing's decisions to move some of its 787 assembly to South Carolina; and the investments by other ports across the nation, along the West Coast, and in British Columbia, are just two recent examples.

Many of those ports have been investing hundreds of millions, if not billions in infrastructure improvements in anticipation of the opening of the widened Panama Canal. At the same time, while stakeholders across the state have come to a consensus on the importance of completing State Highways 167 and 509, the state has yet to act. The major freight corridors of the second largest warehouse and distribution center on the West Coast must be repaired and brought up to modern truck standards. Roads for commute and transit must be prepared for the jobs of the future that can be ours if we act.

We must remember that our ports are the key to our position as the most trade dependent state in our Union. The widened Canal will open soon and states and provinces from Canada to Mexico and from the Gulf to New York are already moving on strategies to support their ports that threaten to take our businesses and jobs in the future.

If these losses materialize, we will not have the business activity to generate the tax revenue needed for schools, for public safety, and for other critical public services. We must act now. Our state is already behind and our engineers fully admit that if we get a transportation package approved today it will be years before a project is started. We don't have time to waste. Additionally, our local roads continue to deteriorate and local transit agencies are being forced to make significant service cuts because of mounting funding shortfalls. If these service cuts continue, they will detrimentally impact our economy by creating barriers for transit-dependent riders to get to work and school, and by slowing the speed of traffic and the shipment of goods by forcing more cars onto our roadways.

August 5, 2013
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Governor, we need your leadership to avert this crisis, and we need to treat the need for a transportation package as an economic emergency. The members of the South County Area Transportation Board ask that as Governor, you work with legislators to craft a bi-partisan transportation funding package that can be passed during a special session prior to January 1, 2014.

Sincerely,



Pete Lewis
SCATBd Chair



Marcie Palmer
SCATBd Vice-Chair

South County Area Transportation Board



2013 Economic Development Legislative Positions for Southwest King County

The combined memberships of the Southwest King County Economic Development Initiative (SKCEDI) and the Highline Forum endorse five economic development legislative positions for 2013 that increase job opportunities and income for Southwest King County residents and attract quality business investment and real estate development to the area.

In order to promote local economic development, drive job growth, and protect the quality of life of our communities in unprecedented challenging economic times, SKCEDI and the Highline Forum strongly support:

- **Funding the extension of SR509 to I-5**, through support of a new state transportation revenue package, tolling and public-private partnerships to improve the movement of people and goods throughout Southwest King County and to and from Seattle-Tacoma International Airport. The trade sector is a major source of jobs for our community and it must be supported.
- **Tax increment financing** as a tool for local jurisdictions to attract and incentivize partnerships with the private sector.
- **Restored and increased funding for infrastructure programs** that provide vital resources to local jurisdictions for job creating projects: the Community Economic Revitalization Board (CERB), the Public Works Trust Fund (PWTF), the Transportation Improvement Board (TIB), the Regional Mobility Grant Program, and the Model Toxic Control Account (MTCA).
- **Increased funding for enrollment capacity at community and technical colleges**, including English as a Second Language learners. Community and technical colleges are providing education and training that enable business and economic growth.
- **Reforming K-12 funding formulas to provide adequate and equitable education** that prepares all students for college, career and citizenship and supports the unique demographic needs of Southwest King County. The long-term vitality of our state is dependent on a skilled workforce.

The combined memberships of SKCEDI and the Highline Forum include the cities of Burien, Des Moines, Normandy Park, SeaTac and Tukwila, Highline Community College, the Port of Seattle and Highline Public Schools.