Puget Sound Gateway Program
SR 167 and SR 509 Completion Projects

Funding and Phasing Subcommittee
December 13, 2017

STEVE GORCESTER
RITA BROGAN
ANDREW BJORN

INDEPENDENT GRANT STRATEGIST
INDEPENDENT FACILITATOR
ECONOMIC CONSULTANT, BERK
Agenda

• Welcome and Introductions
  ▪ Welcome Representative Fey
  ▪ INFRA Grant Status Update
  ▪ Regional Context

• Recap from Last Meeting

• Benefit Levels and Partner Roles

• Next Steps
Gateway Funding Spheres

- **$130 M local contribution**
- **$111 M INFRA Grant**
- **$1,565 M Connecting Washington funds**
- **$180 M toll revenue**
INFRA Grant Status

- Applied on November 2\textsuperscript{ND} for $111 million
- If fully awarded, up to $20 M could be applied to the local funding
- No announcement on award timing so far
- Application available on the program website: [www.wsdot.wa.gov/projects/gateway](http://www.wsdot.wa.gov/projects/gateway)
Regional Context

Population: 712,010
Employment: 342,874

205,097 Living Outside, Employed in Area
137,777 Living and Employed in Area
164,768 Living in Area, Employed Outside

Major industries

- Health Care and Social Assistance: 14.6%
- Retail Trade: 12.1%
- Manufacturing: 10.7%
- Transportation and Warehousing: 9.6%
- Educational Services: 8.2%
- Wholesale Trade: 7.5%

Home Locations for Area Workers, 2015
Regional Context

South Sound Alliance

Ali Modarres, Ph.D.
Director & Professor, Urban Studies
University of Washington Tacoma
253.692.5706

Vision-Mission:
The South Sound Alliance (SSA) is a leadership council consisting of Pierce and South King County cities and towns together with public and private organizations that pursue data-driven collaborative strategies leading to healthier communities, an improved environment, and an innovative and thriving economy.

http://www.tacoma.uw.edu/urban-studies/south-sound-alliance-0
**RECAP: Funding and Phasing Subcommittee Objectives**

- Achieve agreement on funding strategy and phasing

- Approve MOU for local partnerships in the Gateway Project

- Coordinate between and within local partnerships

- Position this project for success!
Recap: Subcommittee Principles, as amended

- Demonstrate unified support and advocacy for local grant submittals
- **Coordinate with other partners during grant submittals**
- Commit to work together to ensure success of the project
- Commit the necessary resources to apply for grants
- Act as liaison regarding the project with your respective jurisdictions
- Commit to supportive messaging with external audiences
Components of the Grant Focused Strategy

A strategic alliance with partners to pursue grants as an offset to local share

- Create a positive business case for local partners by focusing on the parts of the program that are most relevant and important to you
- Leverage potential to access significant grant funding to support local funding assumptions
- Request partners to participate, co-fund match, and submit grants with support from Subcommittee staff
- Combine local contributions and project funds to ensure fully-funded applications
- Support the grant effort and avoid competition with the local projects in the year of application
### Funding and Local Nexus Projects

<table>
<thead>
<tr>
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<th>SR 167</th>
<th>SR 509</th>
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<tbody>
<tr>
<td><strong>Ports</strong></td>
<td>$30 m</td>
<td>$30 m</td>
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<tr>
<td><strong>INFRA Grant</strong></td>
<td>$10 m</td>
<td>$10 m</td>
</tr>
<tr>
<td><strong>Partner match</strong></td>
<td>$5 m</td>
<td>$5 m</td>
</tr>
<tr>
<td><strong>Other Grants</strong></td>
<td>$20 m</td>
<td>$10 m</td>
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<td>(PSRC, FMSIB, TIB)</td>
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<tr>
<td><strong>Potential total</strong></td>
<td>$65 m</td>
<td>$55 m</td>
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<tr>
<td><strong>Shortfall</strong></td>
<td>($5 m)</td>
<td>($5 m)</td>
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- 70th Avenue Bridge Relocation - $8 to $14 M
- SR 509 Veterans Extension – $7 to $10 M
- Port of Tacoma Access - $20 M
- SeaTac Access - $5 M
Benefit Classifications and Partner Roles
A Way to Think About Local Benefits

Direct Benefit
- Provides direct access
- Traffic capacity
- Travel time improvements
- Returns sales tax

Indirect Benefit
- Increased development potential
- Increased land value
- Avoided costs

Strategic Benefit
- Maintains competitive advantage
- Advances growth/economic strategy

Social & Policy Benefits
- Comp plans
- Environmental policy
- Social equity

More Quantifiable

Less Quantifiable
Examples of Quantifiable Benefit Assessments

Direct Benefits

- Direct Access
- Traffic Diversion
- Sales Tax

Indirect Benefits

- Development

Direct Benefits:

- Direct Access
- Traffic Diversion
- Sales Tax

Indirect Benefits:

- Development
Determining Partner Interest and Level of Participation

- What are its direct, indirect, strategic and policy/social benefits?

- What is your interest in the project?

- What do you need to know to determine your appropriate role?

- What is your role in the project?

- How does this translate into your level of participation?

- How does this serve your best interests?
A Proposed Approach

Tier 1
- Significant access benefits
- Traffic contribution or beneficial redistribution
- Significant sales tax from project
- Significant indirect benefits

Tier 2
- Indirect nearby access
- Traffic contribution or beneficial redistribution
- Receives minor sales tax from project
- Indirect benefits

Tier 3
- Minor traffic contributions
- Regional access
- Indirect benefits
## Benefit Level and Partner Roles

<table>
<thead>
<tr>
<th>Benefit Level</th>
<th>Proposed Partner Roles</th>
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<tr>
<td>Tier 1 (Ports and Cities)</td>
<td>• Contribute to local projects&lt;br&gt;• Donate right-of-way (if applicable)&lt;br&gt;• Sponsor, initiate and help write grants&lt;br&gt;• Support project and grant requests&lt;br&gt;• Participate in project development review &amp; project meetings</td>
</tr>
<tr>
<td>Tier 2 (Cities and Counties)</td>
<td>• Contribute to match to local projects&lt;br&gt;• Support project and grant requests&lt;br&gt;• Participate in project development review &amp; project meetings</td>
</tr>
<tr>
<td>Tier 3 (Cities)</td>
<td>• Support project and grant requests&lt;br&gt;• Participate in project meetings</td>
</tr>
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Sample Partner Assessment

City of Fife: Partner Assessment

Overview

Population: 10,103 (2016 est.)
Employment: 15,256 (2019)
Operating Budget: $112.2 million (2017)

Tier 1

Contribute to local projects. An est quidem, quod quae sua sponte deleret. Primum non saepe, delinde quae est ista relaxatio, cum et praeerit doi doloris memoria recente est et futuri atque dependenter扭矩femor.


Donate right-of-way (if applicable). Quia autem voluptate vitam efficiat, sedem. Quisibi et convenienet, nec negatit voluptatem crescere longinquitate.

Support project and grant requests. Con autem negant ex opus quidam ad beatum eam situm. Rursus naturae reliequian.

Participate in project meetings. Ita enim se Athenis collocavit, ut sit parem unus ex Atticis, ut id etiam cognoscent videatur habiturus. Istuc sum, inquit.

Rationale

The City of Fife would receive the following individual benefits under the Puget Sound Gateway program:

Direct Benefits

- Direct linkages to limited access highways. Dolce amaretto, leve asperum, prope longe, stare monere, quadratum rotundum. Quia enim de amicitia statuarum utilitatem causa exspedient videat. Audein, praebere, eruditio homine, occisus capito, saepe audirebam, cum se luxurias quam utilitatem, desiderii moveri deceret.
- Moderate travel time savings: SOV/HOV. Tu autem negas fort est esse quaequam posset, qui dolorem malum putet. Duo Reges: constructio interrete. Is enim, qui occultus et tectus dicat, tum autem ut se indicet, perfeclit etiam ut dolore affertus improba factum videatur.
- High travel time savings: Truck traffic. Itaque si aut requiram natura non quereret aut eam posset quasdam ratione consequi. Ne id quidem, nisi multa annorum intercesserint mili, ut omnia sidus omne edem, unde protecta sint, flat ad unum tempor reversio.

Indirect Benefits

- Significant truck traffic diversion from arterials. Id enim volumus, id contendimus, ut offici fructus sit ipsum officium. Facile Gallo, quasi in testamento scriptum esse se ab eo rogatum ut omnis hereditatis ad filiam perveniret.
- Increase in value of municipally-owned property. Cum autem veniessimus in Academiae non sine causa nobilitatis spatia, solitudine erat ea, quam volueramus. Quae videant, quaequarum millas dicitur occisus se privasce. Quae in controversiam venient, de illis, si placet, disseramus.

Social & Policy Benefits

- Achievement of City policy goals. Id enim volumus, id contendimus, ut offici fructus sit ipsum officium. Facile Gallo, quasi in testamento scriptum esse se ab eo rogatum ut omnis hereditatis ad filiam perveniret.
- Environmental benefits. Nihil tibi beatiorem esse Metellum quam Regulum. Quodsi, ne quo incommode afficiens, non relinques amicis, iure de sine fructu alligatis ibi, ut motu optatis.
- Social equity. Cum autem veniessimus in Academiae non sine causa nobilitatis spatia, solitudine erat ea, quam volueramus. Quae videant, quaequarum millas dicitur occisus se privasce.
Policy Question: How should benefits relate to contributions?

Considerations:
• Should partner contributions be commensurate with benefits received?
• How should we factor in both direct and indirect benefits?

Potential policy:
• By definition, all partners accrue some benefit from the Puget Sound Gateway Program. Partners receiving fewer benefits, however, would not be expected to contribute as much as partners who receive more benefits.
• Baseline 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.
MOU Development Process

Concur on goals, partnership principles and responsibilities
• October 4, 2017

Approach to Benefit Framework and Partner Roles
• December 13, 2017

Partner Concurrence on MOU
• January-March 2018

Ratify MOU
• April – June 2018
Key MOU Elements

Purpose and Background
- Legislative direction
- Substance of strategy
- Goals

Method
- Potential grant sources
- Roles
  - Partnership principles and responsibilities
  - Lead agency responsibilities
- Partnership commitments

Amendment/Termination Process
- If grants are not successful
- How amendments will be made
- Conditions and consequences of termination

Signatories
- Cities and counties
- Ports
- WSDOT
Next Steps

- Finish the benefit assessment
- Collaborate with partners to draft the Partner Assessments
- First draft of MOU
- Meetings:
  - Steering Committee – January 24, 2018
  - Executive Committee – February 7, 2018
  - Funding & Phasing Subcommittee – TBD
More information:

Steve Gorcester
Independent Grant Strategist
360-791-9580
sgorces@mac.com

Rita Brogan
Independent Facilitator
206-200-8020
rbrogan@prrbiz.com