



July 16, 2019

The Honorable Steve Hobbs  
Chair, Senate Transportation Committee  
P.O. Box 40414  
Olympia WA 98504-0414

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

David Schumacher  
Director, Office of Financial Management  
P.O. Box 43113  
Olympia, WA 98504-3113

RE: Implementing Practical Design Connecting Washington Project Title and Scope Change Request

Dear Senator Hobbs, Representative Fey and Director Schumacher

The Washington State Department of Transportation requests legislative approval for scope changes for projects consistent with the process outlined in RCW 47.01.480(1)(a). The statute states practical design-related changes to the scope of a Connecting Washington project may be proposed by the department for legislative approval "... if the projects intended performance is substantially unchanged and the local governments and interested stakeholders impacted by the project have been consulted and have reviewed the proposed changes." Consistent with the process established by the Office of Financial Management and the Legislature, the Washington State Department of Transportation is submitting the required documentation (see attachments) for review and legislative approval of the proposed changes. The following is a summary of this proposal:

Project List ID	LEAP Document 2019-1	Proposed
T20700SC		Program: I Fund Source: CWA
Title:	I-5/116th Street and 88th Street Interchanges - Improvements	I-5/116th Street NE, 88th Street NE, and SR 528/Marine Drive Interchanges
Scope:	The Tulalip Tribes is the lead on the 116th Interchange Improvement project and 88th Street Interchange project. The Connecting Washington Account contribution will complete the 116th Interchange project. Any funding remaining will be used for the 88th Street interchange improvement project.	The Tulalip Tribes is the lead on the 116th Street NE Interchange improvement project and the 88th Street NE interchange project. The Connecting Washington Account contribution will complete the 116th NE interchange project. Any funding remaining will be split for the 88th Street NE and SR 528/Marine Drive interchanges for operational and safety improvements.



Title:	SR 18 Eastbound Off-Ramp	SR 164 East Auburn Access project
Scope:	Constructs an eastbound SR 18 off-ramp with connection to SR 164.	Due to growth and development, the western portion of SR 164 experiences congestion exceeding capacity resulting in an increased rate of pedestrian and vehicle collisions. The project will provide congestion relief, enhance safety, improve travel reliability for people and goods, and address travel demand. The improvements will support the population growth, wellbeing, and economic development of the local communities.

<b>N00900R</b>		Program: I Fund Source: CWA
Title:	SR 9 Snohomish River Bridge Replacement	SR 9/Marsh Road to 2 <sup>nd</sup> Street Vic – Widening
Scope:	Constructs a second bridge over the Snohomish River to increase capacity and safety in the corridor.	Widen SR 9 to a four lane configuration, between Marsh Road and the 2 <sup>nd</sup> Street Interchange, to increase capacity and safety in the corridor. The project includes construction of a second bridge over the Snohomish River.

Please contact Jay Alexander at (360) 705-7121 or alexanja@wsdot.wa.gov if you have questions or need additional information.

Sincerely,

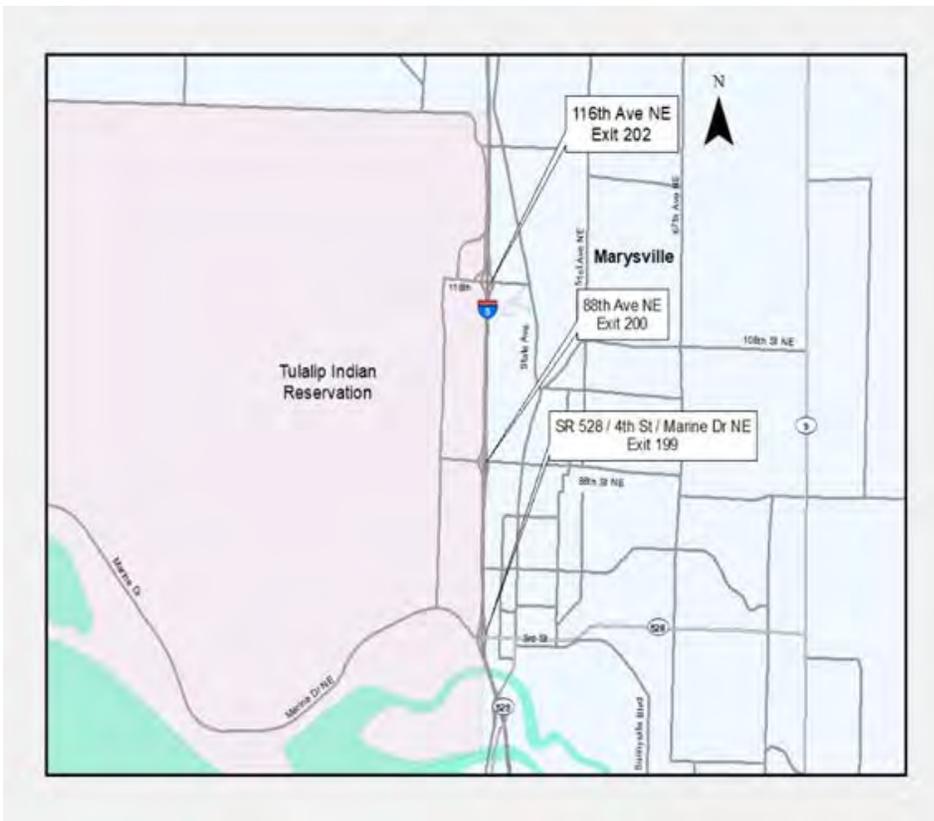
Roger Millar, PE, FASCE, FAICP  
Secretary of Transportation

cc: Kelly Simpson, STC  
Mark Matteson, HTC  
Dean Carlson, OFM

Type of Change:      ✓ Title                              ✓ Scope

**LEAP Transportation Document 2019-1 as Developed April 27, 2019**

**Project Title:** I-5 116<sup>th</sup> and 88<sup>th</sup> Street NE Interchanges (T20700SC)  
**Project Description:** The Tulalip Tribes is the lead on the 116<sup>th</sup> Interchange Improvement project and 88<sup>th</sup> Street Interchange project. The Connecting Washington Account contribution will complete the 116<sup>th</sup> Interchange project. Any funding remaining will be used for the 88<sup>th</sup> Street interchange improvement project.  
**Program:** Improvement                              **County:** Snohomish  
**WSDOT Region:** Northwest                              **Leg. District:** 38



**Proposed Project Title:**  
I-5/116<sup>th</sup> Street NE, 88<sup>th</sup> Street NE, and SR 528/Marine Drive Interchanges.

**Proposed Project Description:**  
The Tulalip Tribes is the lead on the 116<sup>th</sup> Street NE Interchange improvement project and the 88<sup>th</sup> Street NE interchange project. The Connecting Washington Account contribution will complete the 116<sup>th</sup> NE interchange project. Any funding remaining will be split for the 88<sup>th</sup> Street NE and SR 528/Marine Drive interchanges for operational and safety improvements.

**Justification of Need:****1. What is the requested change to this project description?**

The proposed project description will address safety and operational issues at the I-5 interchanges, which connect the Tulalip Tribes reservation and the city of Marysville to Interstate 5. Congestion at the interchanges throughout this area affects the economic vitality and emergency response time between Marysville and the Tulalip Tribes reservation. While improvements to the connection between the jurisdictions and the interstate was improved with the completion of the I-5/116<sup>th</sup> Street NE interchange, continued population and economic growth on both sides of the freeway south of that interchange are resulting in operational and safety issues at the SR 528/Marine Drive and 88<sup>th</sup> Street interchanges.

**Why is this change requested and does it impact the intended performance of the legislative scope? Describe the change.**

The Tulalip Tribes requested the scope change in order to address critical congestion issues that impair access to and from the reservation. This change meets the legislative intent because the funds would improve access to and from the Tulalip Tribes reservation, support the economic vitality and livability for the Tulalip Tribes indirectly support neighboring jurisdictions of Snohomish County and the city of Marysville.

**2. Have the impacted local governments and stakeholders been consulted and reviewed the proposed change? What are the reactions to the requested change?**

Yes. The City of Marysville is aware and supports the proposed change of scope to include both interchanges and has submitted a letter in support of the change. WSDOT has reached out to Senator McCoy and Representatives Robinson and Sells. We have received their concurrences.

Type of Change:      ✓ Title                      ✓ Scope

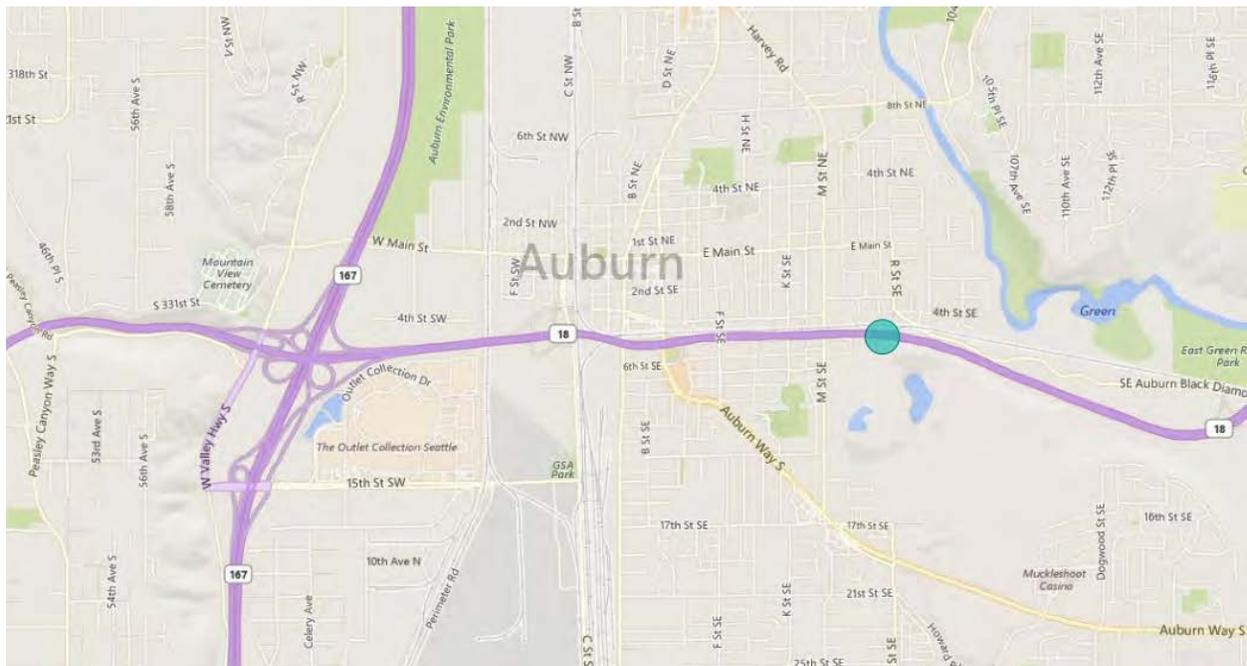
**LEAP Transportation Document 2019-1 as Developed April 27, 2019**

**Project Title:**                      SR 18 Eastbound Off-Ramp (L1000120)

**Project Description:**          Constructs an eastbound SR 18 off-ramp with connection to SR 164.

**Program:**                            Improvement                      **County:**                      King

**WSDOT Region:**                  Northwest                      **Leg. District:**                  31



Source: <http://fiscal.wa.gov/TransportationMaps>  
Accessed June 4, 2018

**Proposed Project Title:**  
SR 164 East Auburn Access project

**Proposed Project Description:**  
Due to growth and development, the western portion of SR 164 experiences congestion exceeding capacity resulting in an increased rate of pedestrian and vehicle collisions. The project will provide congestion relief, enhance safety, improve travel reliability for people and goods, and address travel demand. The improvements will support the population growth, wellbeing, and economic development of the local communities.

**Justification of Need:****1. What is the requested change to this project description?**

The requested change more clearly describes the goals of improved travel reliability and enhanced safety along the western portion of SR 164. Further, this description, having been discussed more broadly with the Cities of Auburn and Enumclaw, as well as a broad group of stakeholders, is reflective of the desire to improve connectivity to SR 18 while also improving access to the entire Southeast King County region.

The initial project description only addresses the overarching need to improve connectivity between SR 18 and SR 164. However, this description was preliminary in nature and did not have the broad stakeholder involvement conducted during the recent study that identified the necessary associated access improvements along the SR 164 corridor.

**2. Why is this change requested and does it impact the intended performance of the legislative scope? Describe the change.**

The initial Connecting Washington legislative project title and description were reflective of the acknowledged need to improve access from SR 18 to the SR 164 corridor, but were created without the benefit of ongoing project scoping exercises with a broad range of Stakeholders. These exercises have brought together members of WSDOT, King County, the City of Auburn, the City of Enumclaw, the FHWA, and the Muckleshoot Indian Tribe to more clearly define the goals of improved access along this vital corridor.

The requested change allows WSDOT and all Stakeholders the flexibility to pursue a solution that more appropriately meets the regional performance needs and addresses existing issues on both SR 18 and SR 164. Further, the project, as described in the proposed description, considers practical solutions and stretches available funds to the greatest extent possible. Funds could be used for permitting, preliminary design, right-of-way and construction.

**3. Have the impacted local governments and stakeholders been consulted and reviewed the proposed change? What are the reactions to the requested change?**

The Cities of Auburn and Enumclaw as well as King County, in consultation and partnership with WSDOT, have been engaged as a steering committee to help guide the initial Interchange Justification Report and EIS Scoping process. This Steering Committee has been in place since the fall of 2016 and has provide a forum to discuss the project and obtain feedback from the Committee Agencies.

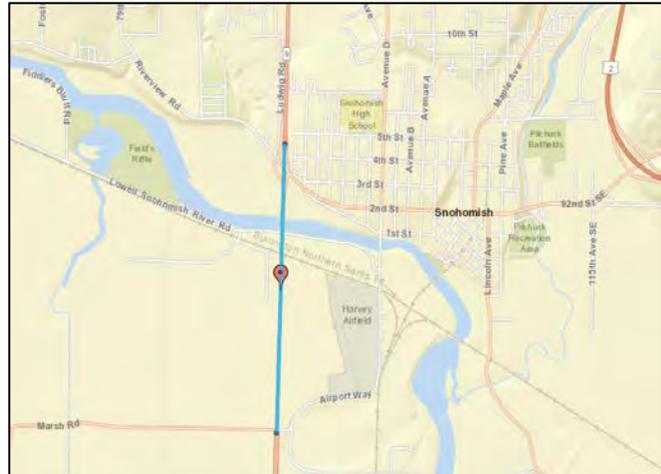
In general, all Steering Committee members are in agreement that Corridor improvements are necessary and have been engaged in development and review of the purpose and need for the project. This request provides flexibility to deliver the final agreed upon solution once determined.

We have also reached out to legislators in the 31<sup>st</sup> district where all the improvements are planned to occur. Senator Fortunato and Representative Irwin are ok with the request. No response has been received from Representative Stokesbary.

Type of Change:      ✓ Title                              ✓ Scope

**LEAP Transportation Document 2019-1 as Developed April 27, 2019**

**Project Title:** SR 9 Snohomish River Bridge Replacement (N00900R)  
**Project Description:** Constructs a second bridge over the Snohomish River to increase capacity and safety in the corridor.  
**Program:** Improvement                              **County:** Snohomish  
**WSDOT Region:** Northwest                              **Leg. District:** 44



**Proposed Project Title:**  
SR 9/Marsh Road to 2<sup>nd</sup> Street Vic - Widening

**Proposed Project Description:**  
Widen SR 9 to a four lane configuration, between Marsh Road and the 2<sup>nd</sup> Street Interchange, to increase capacity and safety in the corridor. The project includes construction of a second bridge over the Snohomish River.

**Justification of Need:**

**1. What is the requested change to this project description?**

The proposed project description captures the original intent of the project which was to extend the four lane configuration of SR 9 from Marsh Road to the 2<sup>nd</sup> Street interchange in the city of Snohomish. The solution to extend the four lane configuration is to construct a second bridge.

**2. Why is this change requested and does it impact the intended performance of the legislative scope? Describe the change.**

The initial Connecting Washington legislative project title and description only captured a portion of the funded project. As noted above, the second bridge is the solution to provide the additional lanes on SR 9.

**3. Have the impacted local governments and stakeholders been consulted and reviewed the proposed change? What are the reactions to the requested change?**

Yes. Snohomish County and the City of Snohomish are aware of the original intent of the project. We have reached out to legislators in the 44th district. Senator Hobbs and Representatives Mead are ok with the request. No response has been received from Representative Lovick.