



SR 167 Master Plan Policy Advisory Committee Meeting

Wednesday, July 13, 2022

9:00 – 10:30 a.m.

Zoom

Policy Advisory Committee members in attendance:

- Kim Becklund, King County Metro
- Josh Brown, Puget Sound Regional Council
- Diane Dobson, Renton Chamber of Commerce
- Representative Debra Entenman, 47th District
- Senator Phil Fortunato, 31st District
- Ingrid Gaub, City of Auburn
- Mayor Kathy Hayden, City of Sumner
- Councilmember Pat Hulcey, City of Fife
- Hans Hunger, City of Puyallup
- Representative Cyndy Jacobsen, 25th District
- Caylin Jensen, Senator Gildon Office
- Sharon Love, Federal Highways Administration
- Commissioner Dick Marzano, Port of Tacoma
- Austin Neilson, Sound Transit
- Councilmember Valerie O'Halloran, City of Renton
- Riley Patterson, Muckleshoot Indian Tribe
- Mayor Dana Ralph, City of Kent
- Carl See, Washington State Transportation Commission
- Andrea Reay, Tacoma Pierce County Chamber of Commerce
- Darin Stavish, Pierce Transit, Alternate
- Mayor Shanna Styron Sherrell, City of Milton

Technical Advisory Committee members/staff in attendance:

- Brianne Bannwarth, City of Renton
- Jennifer Barnes, Puget Sound Regional Council
- Chad Bieren, City of Kent
- Kacie Bray, Auburn Area Chamber of Commerce
- Rob Brown, City of Kent
- Ken Davies, City of Puyallup
- Vanessa Dolbee, City of Renton
- Sean Eagan, Port of Tacoma
- Steve Friddle, City of Fife
- Jenna Forty, Wa State Senate Staff
- Hayley Gamble, Senate Transportation Committee
- Aaron Halbert, Washington State Transportation Commission
- Aaron Hallenberg, Pierce County Council
- Owen Kehoe, King County Metro
- Shivani Lal, City of Renton
- Cecile Malik, City of Auburn
- Daniel Masterson, Senate Transportation Committee
- David Munnecke, House Transportation Committee
- Letticia Neal, Pierce County
- Jill Satran, Washington State Transportation Commission
- Lindsey Sehmel, Pierce Transit
- Jim Seitz, City of Renton
- Christine Thomas, House Transportation Committee
- Ryan Windish, City of Sumner
- Christine Wolf, Northwest Seaport Alliance and Port of Tacoma
- Eric Wright, Washington Trucking Association

Presenters and project team members in attendance:



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| <input checked="" type="checkbox"/> Chris Breiland, SR 167 Master Plan | <input checked="" type="checkbox"/> Morgan Calder, SR 167 Master Plan |
| <input checked="" type="checkbox"/> Amy Danberg, SR 167 Master Plan | <input checked="" type="checkbox"/> Laurence Idos, SR 167 Master Plan |
| <input checked="" type="checkbox"/> April Delchamps, WSDOT | <input checked="" type="checkbox"/> Wendy Taylor, SR 167 Master Plan |
| <input checked="" type="checkbox"/> Henry Yates, SR 167 Master Plan | <input checked="" type="checkbox"/> Robin Mayhew, WSDOT |
| <input checked="" type="checkbox"/> Loreana Marciante, SR 167 Master Plan | <input checked="" type="checkbox"/> Julie Meredith, WSDOT |
| <input checked="" type="checkbox"/> Jeff Storrar, WSDOT | <input checked="" type="checkbox"/> Roger Millar, WSDOT |
| <input checked="" type="checkbox"/> Christina Strand, WSDOT | <input checked="" type="checkbox"/> Kristin Sandstrom, WSDOT |

Meeting objectives:

- Provide an update on Equity Advisory Committee process and feedback
- Provide a community engagement update
- Provide high level insights on tradeoffs from the results of scenario analysis
- Provide opportunity for feedback/discussion on tradeoffs to inform refined scenario development and analysis

Introduction

Amy Danberg, SR 167 Master Plan community and partner engagement lead, thanked committee members for coming and facilitated introductions. April Delchamps, SR 167 Master Plan Planning Manager, reviewed the meeting agenda and objectives.

Opening remarks

Roger Millar, Secretary of Transportation, thanked the group for their ongoing time and engagement on the SR 167 Master Plan, Planning and Environmental Linkages Study. He said he knows there is an urgency to complete the Master Plan and start building projects, but WSDOT wants to do this in a thoughtful manner to make sure there is maximum input from the communities. He also emphasized the importance of freight and business for the future of Washington state.

Secretary Millar said he knows the project team needs to listen to and reflect the voices and needs of the overburdened and vulnerable communities along this corridor and in the study area. The project team has heard our partner's feedback and that we are looking forward to hearing more, including the need for more capacity, a desire to start funding improvements beyond those in Connecting Washington and Move Ahead Washington, concerns about diversion to local roads, lack of transportation options for people, and lack of affordable transportation options. As WSDOT considers new transportation options or options that do not currently exist in the corridor, they are also thinking at a system level to identify solutions that work together to support the land use and manage the effects of climate change. He reiterated that the project team wants the group's feedback while keeping the agency's goals in mind.

Secretary Millar commented on the need for a more resilient transportation system that can bounce back from adversity. He explained a system that is responsive to change and anticipates needs in an effective and efficient way to accommodate issues including climate change, natural disasters, infrastructure failures, cybersecurity threats, and growing accessibility needs. He encouraged the group to think innovatively about transportation solutions and where there are opportunities to provide an increase in the carrying capacity of the system without adding lanes of pavement.

April reviewed where the project team is at in the planning process. She provided a refresher on the planning study process, which happens in five phases. The project team is currently in phase four, which is the longest phase due to extensive outreach focused on developing and evaluating multimodal, multi-agency scenarios. This summer the team expects to do a several co-creation community forums with the communities up and down the corridor to get detailed input on the scenarios.

Community engagement

Henry Yates gave a report-out on the Equity Advisory Committee (EAC) and shared what WSDOT presented at the EAC meetings as well as key takeaways and feedback from the EAC. The project team reached out to over 75 different CBOs that were mapped back to their community profile, and of those 75 CBOs, they heard from 15, and engaged those 15 in listening sessions. The team strived to make sure they had representation from these groups on the EAC. The first meeting reviewed the community profile,



the second discussed the methodology and preliminary results, and the third meeting held discussions on equity priority areas.

- Senator Phil Fortunato, 31st District, expressed some concerns about having race as a metric factored into identifying equity priority areas. The project team explained all data points used to identify equity priority areas, only one of which includes racial identity. Representative Debra Entenman, 47th District, added discussion about the importance of considering race and ethnicity in identifying equity priority areas to mitigate historical disenfranchisement, especially to people who are Black, that has overburdened those communities so we can identify how to best enhance their transportation access.

Amy provided an update about communications and community engagement. The project team is planning to be at fairs and festivals this summer to talk to community members. They are also working with community-based organization (CBO) partners on any events that directly reach the people they serve. As mentioned earlier, the project team is planning for co-creation workshops where they will have a series of workshops with recruitment for those workshops directly through CBOs. The project team launched an online open house on June 29 to bring the overall study effort to the larger community to present vision and goals and to gather input through a survey. The online open house and accompanying survey will close on July 29.

Scenario development

Chris Breiland, SR 167 Master Plan Project Manager, reviewed how the team will revise the scenarios over the next few months. He shared information from the initial review of the five scenario themes: Baseline, Transportation System Management and Operations (TSMO), Centers, Express Toll Lanes plus Transit, and Strategic Capacity and discussed key tradeoffs for each scenario. The project team will develop, analyze, and narrow the scenarios through the rest of the year to develop a recommendation. He explained that the team will work through the summer to refine down to three scenarios.

Chris asked the group to share their thoughts on the five refined scenarios, offering them to ask any remaining questions or sharing context they feel is pivotal to the refinement process.

Discussion/Q&A

- Mayor Dana Ralph, City of Kent, shared some confusion on how the conversations from community outreach so far are related to progressing the Master Plan. She explained that she was struggling to understand how feedback on local transportation issues would be applied to the SR 167 Master Plan.
 - The project team responded that discussing local transit issues help the Master Plan team understand how people are travelling within and interact with the SR 167 corridor. This local outreach also helps identify gaps in the corridor and generate ideas for improvement projects or strategies to address the gaps.
- Senator Phil Fortunato, the 31st District, expressed concern about the cost of construction for transit only access ramps and creating new infrastructure that is not available to travelers other than transit. He asked for clarification on if that scenario was referencing transit only access ramps or if it would add a separate toll lane?
 - Chris responded that, in this scenario, the idea is to add additional express toll lanes like the direct access lanes on I-405. These toll lanes would be available to everyone who chooses to use them, not just transit.
 - Secretary Millar added that the goal of scenario planning is not to force one option, but it is to discuss the pros and cons so the team can identify what works the best. The more refined scenarios will include knowledge from the advisory committees and from the community.
- Mayor Ralph commented that she was happy to see scenarios addressing the importance of freight and ports, but that the Centers scenario might overburden warehouse cities. These cities already have the burden of maintaining roads due to truck traffic, so directing more traffic onto these roads through the Centers approach isn't a good idea. She continued to say the TSMO option has great equity considerations but forcing people to take longer trips or not use the



highway doesn't improve accessibility and connectivity. Mayor Ralph added that her hope is to evaluate capacity and transit improvements together.

- Commissioner Dick Marzano, Port of Tacoma, asked if the trucking industry moves toward cleaner emissions, will this project be looking into electric charging stations?
 - Chris responded that they have heard similar questions about truck parking. He added that is not necessarily within the project's scope of modelling, but the team knows that accommodating the changing industry is something to consider.
 - Secretary Millar posed a question about hydrogen or e-charging, asking if it would be appropriate as a public sector function or if it should an opportunity for the private sector to provide those services?
- Senator Fortunato asked to provide a plug-in for hydrogen fuel. He shared that they want to have hydrogen trucks travelling from Wenatchee to the ports, and if they are spending money on electric charging, some money allocated to hydrogen fueling seems appropriate. Senator Fortunato also inquired about adding a second toll lane to SR 167. As a warehouse-based economy, SR 167 shouldn't be a parking lot during the morning commute. He asked for consideration of a truck only lane at peak hours to help resolve the congestion on SR 167 and divert trucks to I-18. He added that they also need an extra off ramp on SR 18 to get people to the Muckleshoot Casino.
 - Chris answered that the scope is system-wide, so the team is evaluating outcomes of changing traffic patterns. He emphasized the likely outcome of needing a specific SR 18 study to fully understand these concerns.
- Jim Seitz, City of Renton, commented that, from a staff perspective, WSDOT has done a great job at listening to the committees and the community. Voters approved a new transit center in Renton at the end of SR 167, and there will be some challenges accessing that transit center (RapidRide I line and BRT system) and this may not be coming out during public outreach but is a concern of access.

Next Steps

April reviewed next steps, including next steps for engagement, technical work, and upcoming requests for partner feedback. The fifth PAC meeting is tentatively planned for November.