



SR 167 Master Plan Policy Advisory Committee Meeting

Wednesday, May 4, 2022

9:30 – 11:00 a.m.

Zoom

Policy Advisory Committee members in attendance:

- Mayor Nancy Backus, City of Auburn
- Kelly Chambers, WA House of Representatives
- Hans Hunger, City of Puyallup, Alternate delegate
- Phillip James, Muckleshoot Indian Tribe, Alternate
- Michael Kosa, City of Sumner, Alternate
- Commissioner Dick Marzano, Port of Tacoma
- Kelly McGourty, Puget Sound Regional Council, Alternate
- Jeremy Metzler, City of Edgewood, Alternate
- Councilmember Valerie O'Halloran, City of Renton
- Mayor Dana Ralph, City of Kent
- Mayor Shanna Styron Sherrell, City of Milton
- Darin Stavish, Pierce Transit, Alternate
- Carl See, Washington State Transportation Commission
- David Tomporowski, City of SeaTac, Alternate
- Greg Vigoren, City of Fife, Alternate
- Councilmember Hans Zeiger, Pierce County

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
- Diane Dobson, Renton Chamber of Commerce
- Vanessa Dolbee, City of Renton
- Steve Friddle, City of Fife
- Hayley Gamble, Senate Transportation Committee
- Ingrid Gaub, City of Auburn
- 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
- Christine Thomas, House Transportation Committee
- Christine Wolf, Northwest Seaport Alliance and Port of Tacoma
- Eric Wright, Washington Trucking Association

Presenters and project team members in attendance:

- Chris Breiland, SR 167 Master Plan
- Amy Danberg, SR 167 Master Plan
- April Delchamps, WSDOT
- Samantha DeMars-Hanson, SR 167 Master Plan
- Ron Judd, WSDOT
- Loreana Marciante, SR 167 Master Plan



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| <input checked="" type="checkbox"/> Robin Mayhew, WSDOT | <input checked="" type="checkbox"/> Gaius Sanoy, WSDOT |
| <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"/> Wendy Taylor, SR 167 Master Plan |
| <input checked="" type="checkbox"/> Kristin Sandstrom, WSDOT | <input checked="" type="checkbox"/> Karl Westby, SR 167 Master Plan |

Meeting objectives:

- Report out on work to date
- Provide community engagement update
- Review and discuss scenario themes

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 and for their support during the 2022 legislative session. 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. WSDOT will have these communities as mind as they work to understand and implement the direction in the HEAL Act. The project team has heard the group's feedback and 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 goal in mind.

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 wrapping up with phase three, and phase four is just starting. Phase three is focused on developing and screening projects and strategies, and phase four is focused on developing and evaluating multimodal, multi-agency scenarios, or packages of those projects and strategies. 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.

Robin Mayhew, Management of Mobility Director, gave an update on the other regional planning efforts and capital projects the project team is coordinating with. WSDOT Olympic Region is kicking off two studies: the SR 512 study and one in south Pierce County. The 167 Master Plan project team is making sure that all our efforts are coordinated, so that the project teams are communicating in in in a way that committee members are hearing the same things at the same time and that they are using similar data.

Community engagement



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. In mid-June the project team will launch an online open house to bring the overall study effort to the larger community to present vision and goals and to gather input through a survey.

Amy gave a report-out on the Equity Advisory Committee (EAC), which Henry Yates facilitates, 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 two meetings included providing the EAC context on the study, gathering feedback on the vision and goals, community engagement approach, and sharing the equity evaluation framework.

Screened project list

April explained that the initial step of the scenario development process was to review approved and published project lists and apply a first screening. The first screening determined if the project was within the study area and if the project or strategy has the potential for improving mobility along the SR 167 corridor. The initial screened project and strategy list was sent to the Technical Advisory Committee (TAC) for review after the January meeting. This initial step allowed the team to include any projects that are funded in their baseline analysis.

The SR 167 Master Plan team received considerable feedback via the survey, briefings with individual agencies, and emails. The feedback was evaluated and grouped based on type. Many of the comments were focused on small edits and additional information. Other comments were more substantial including deleting projects that are no longer planned and new projects. There were 31 new projects added before the second screening.

The second screening uses the project and strategy list updated to reflect the group's feedback as the starting point. For the second screening, projects and strategies are being qualitatively rated against all the goals except the Practical Solutions and State of Good Repair goal as this evaluation is not cost constrained, nor will projects be updated to be phased in the second screening. The team's objective is to provide a rating on how well the project/strategy advances the goal so they can identify potential candidate projects/strategies for the five scenarios.

Scenario development

Chris Breiland, SR 167 Master Plan Project Manager, reviewed how the scenarios will be used over the next few months. He described the five scenario themes: Baseline, Transportation System Management and Operations (TSMO), Centers, Express Toll Lanes plus Transit, and Strategic Capacity. The project team will develop, analyze, and narrow the scenarios through the rest of the year to develop a recommendation. He explained the purpose of the five scenarios and emphasized the importance of understanding that these scenarios are a means to test and understand impact as the team works toward a recommendation. Chris also shared what kinds of focus or improvements were included in each scenario as a consumer report bubble chart.

Chris explained what the project team is looking for feedback on from the group, including if the themes cover a broad range of options that partners would expect, if their interests seem to be able to fit into one or more of the themes, and if the themes are helpful to organize projects and strategies, or if there are things missing.

Discussion/Q&A

- Mayor Dana Ralph, City of Kent, shared some thoughts from the City of Kent. She said the scenarios are helpful in seeing where we are at. In Kent what we want to make sure we focus on accommodations for freight logistics and an increase/growth in the industry. At the same time, she appreciates the focus on transit. While it is a concern, the reality of how people travel on the corridor is not always conducive to as much transit as you would see in other areas. She expressed concerns about meeting the needs of shift workers and how they need their vehicles for work. Her last request is the scenarios are focused on operational improvements, and she is hoping to see visible improvement to the corridor and connections across the valley as opposed to enhancements with technology which is what they've been getting out of I-405/SR 167 plan. That is what prompted the cities to come together. They need a solid plan for SR 167.
- City Engineer Hans Hunger, City of Puyallup, asked why the TSMO theme looks like it only has a quarter of a circle on freight.
 - Chris said that for the TSMO theme the strategy is to use technology and tolling strategies to improve operations on SR 167. The highest value trips help move some of those more discretionary trips to either different times or different modes so they can improve speed and reliability on SR 167, which is the most efficient way to get freight in and out of the valley. That is why there is less capacity in that option.
 - Hans asked for a narrative on how they assigned the different amounts of effectiveness in the chart that rated the scenarios.
 - Chris clarified the group should think less about how well the scenarios are addressing a specific focus, and more on how much investment or the magnitude of projects are provided in each scenario. For the TSMO scenario, the aim is to reduce traffic on SR 167 through congestion pricing to increase freight reliability, and there is less of a need to build new facilities in the TSMO scenario versus the Centers scenario. For example, the centers scenario may consider a new truck only lane because we are still expecting congestion on the facility, and we would need to provide some specific capacity for that mode.
 - Hans asked if all these things have the same amount overall amount of investment, or if TSMO is a cheaper scenario than the strategic capacity scenario.
 - Chris answered that the team has not done any detailed cost estimation, specifically costs of each scenario have not quantified. It is safe to say that the TSMO strategy will likely have less capital investment on the SR 167 facility, but it will likely have quite a bit more programmatic investments to support mode shifts and allow people to have different options. More detailed cost estimates will happen at the three scenarios step. This is just a quantification or allocation of the projects from the screened approach that we've gone through.
- Mayor Nancy Backus, City of Auburn, echoed Mayor Ralph's earlier comments. She noted her team has given comments on scenarios. She noted the SR 18/SR 167 interchange needs to end up as part of the solution. If there is a transit focus, it can only work with expansion. She would like to see a balanced approach to the solutions/final recommendation.
 - April said that the team does have the staff comments and they are preparing a response. Some are questions, some are concerns.
 - Chris added on to that, saying in terms of types of projects such as the completion of SR 18, the team heard the group loud and clear, but the team did not want to jump ahead of gathering the feedback. As the team moves from five to three scenarios and blends the high-performing projects, that is where the balance will come in. It's a balance in terms of making sure the scenarios are advancing all our goals.
- Councilmember Valerie O'Halloran, City of Renton, said one thing that is not getting enough attention is getting people to transit. She'd like to see solutions to get people out of their cars. She asked about park and rides and how we are getting people to transit hubs, etc.

- Chris answered that access to transit is a big focus of projects team. The centers and the express toll lanes plus transit scenarios have a heavy emphasis on access to transit because they are reliant on people being able to get there. That doesn't just include projects that cities have planned for already, like improving sidewalks and bike facilities. It also considers newer ideas to test. More on-demand shuttles are something the Equity Advisory Committee was pressing the team to consider.
- Carl See, Washington State Transportation Commission, noted the express toll lanes (ETLs) are only planned for the existing SR 167, while the SR 167 New Expressway extension (Puget Sound Gateway Program) will have variable tolling on all lanes. He requested the team ensure the ETL plus transit theme is considering integration between the two toll facilities. He asked if this strategy considers future enhancements for the SR 167 New Expressway that are not currently funded/planned?
 - Chris shared the integration between the two facilities is something that the team has considered, and they have some options, particularly the ETL plus transit scenario and the strategic capacity scenario. The team knows the endpoint of the SR 167 New Expressway highway is a congested location. There are some strategies to address that as well in some of the themes. There are other projects/plans on SR 167 outside of current funded plans that are being explored as suggestions on the project list.
- Michael Kosa, City of Sumner, said that his primary concern was about the ETL plus transit theme, and how all the transit options will interface with each other. Even if you look at potential transit options, there is a lot in the northern portion of the corridor, and some in the tail end, but transit is not really an option that can be realized in Pierce County where there is not much service by existing transit facilities. He had concerns about the limited transit in the Sumner area and that the ETL plus transit theme would not serve the needs of the disadvantaged communities. There needs to be some consideration when making recommendations that while transit may benefit certain areas of the corridor it won't be a benefit in other areas, so think about how it will be served in the southern area.
 - Chris noted it is important to look at how the ETL plus transit scenario would serve the south end of the corridor. This is something the team is looking at, and they need to have some additional conversations with transit agency partners. There are some options in that stretch for how to go beyond what is currently planned. There are still challenges in the southern area of corridor, in terms of limited roadway networks and connectivity and built environment challenges as to why transit is less robust there. Additional transit service and access to transit is something the team is trying to enhance by on-demand connections to core transit services to take advantage of ETLs.

Next steps

April reviewed next steps, including next steps for engagement, technical work, and upcoming requests for partner feedback. The fourth PAC meeting is tentatively planned for July 13.