

Strategic Plan Implementation

Transportation Advocacy Action and Next Steps

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Study Session Agenda



1. Current advocacy efforts
 - Tools
 - Projects
 - Economic Development Investment Fund
2. Geographic boundaries – *discussion*
3. What's next? Initial list of potential projects
4. Foundational goal and strategies – *overview*
5. Potential actions – *discussion*
 - Approach to project prioritization and advocacy
 - Project highlight: East 11th Street
 - Next steps

Study Session Expected Outcomes



Common understanding of:

1. Scope of advocacy work
2. Geographic boundaries
3. Initial short list of projects
4. Next steps—outline for implementation

1. Current Advocacy Efforts

Current Advocacy Efforts—Toolbox



Verbal support by the Commission

- Speaking engagements
- Board representations
- Legislative agenda and visits

Written support

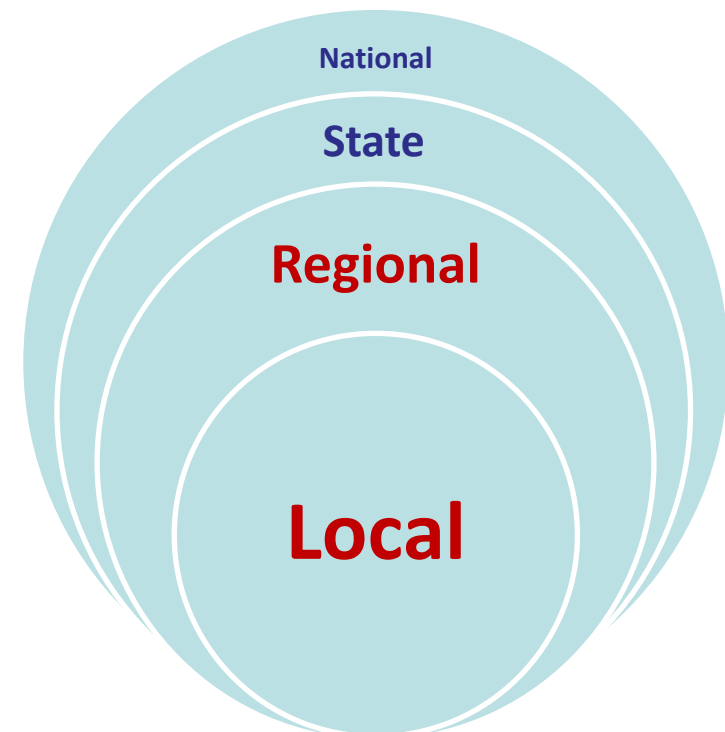
- Grant and other support letters

Staff resources

- Direct engagement in a plan, study, program or project
- Advocacy on a committee

Financial commitment

- Economic Development Fund
- Grant match
- Funding partnership



Current Advocacy Efforts—What Projects?



- State Route 167 completion
- I-5/Port of Tacoma Road Phase 2
- Fishing Wars Memorial Bridge
- Blair Deepening Project
- Banana Yard Rail Switch Upgrade Project

Current Advocacy Efforts—Secondary Projects and LEDIF



City of Lakewood

146th Street SW industrial park road improvements to the freight corridor leading from the Woodbrook Business Park.



City of Puyallup

Meridian Avenue Restoration Project, including the analysis of safety and visibility improvements around the freight rail connection where Meridian and the Central Business District intersect.



City of Sumner

Stewart Road Bridge Replacement: A project to replace the existing two-lane Stewart Road Bridge with a four-lane bridge, including a shared-use path and sidewalk.



City of Sumner

166th Avenue E reconfiguration project: Working with WSDOT, the City of Sumner will make significant improvements to the interchange of the Sumner-Tapps Highway (166th Ave. E) and SR 162. The port's support will assist in the final design for this project to be prepared for construction.

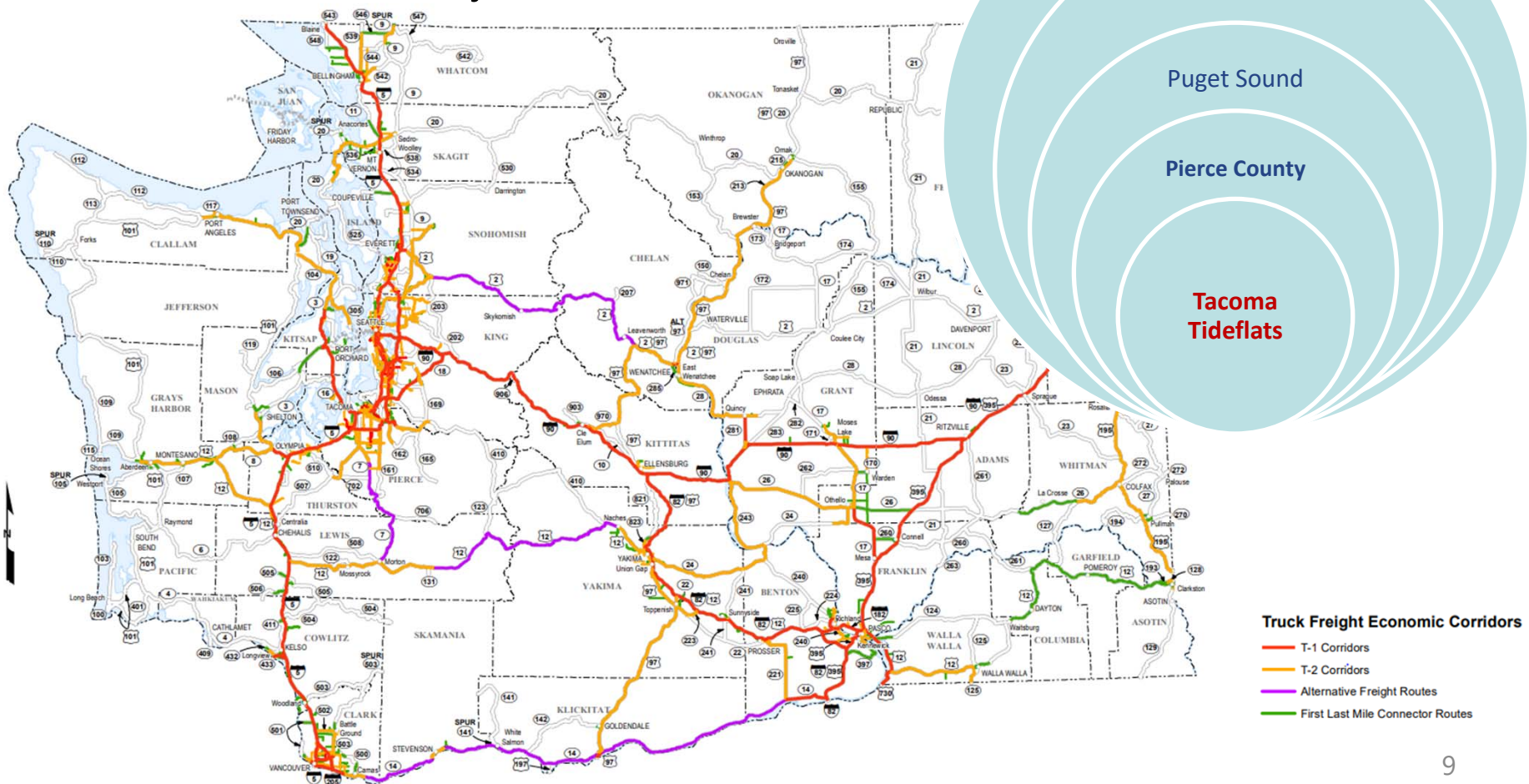
2. Geographic Boundaries

Question



What should be our geographic range for Transportation Advocacy?

Should it be different by mode?



Port of Tacoma foundational goal focuses on Pierce County.

Question:

Who should lead transportation advocacy priorities beyond Pierce County:

- Port of Tacoma?
- NWSA?

3. What's Next? Initial Project List

What are the next projects?

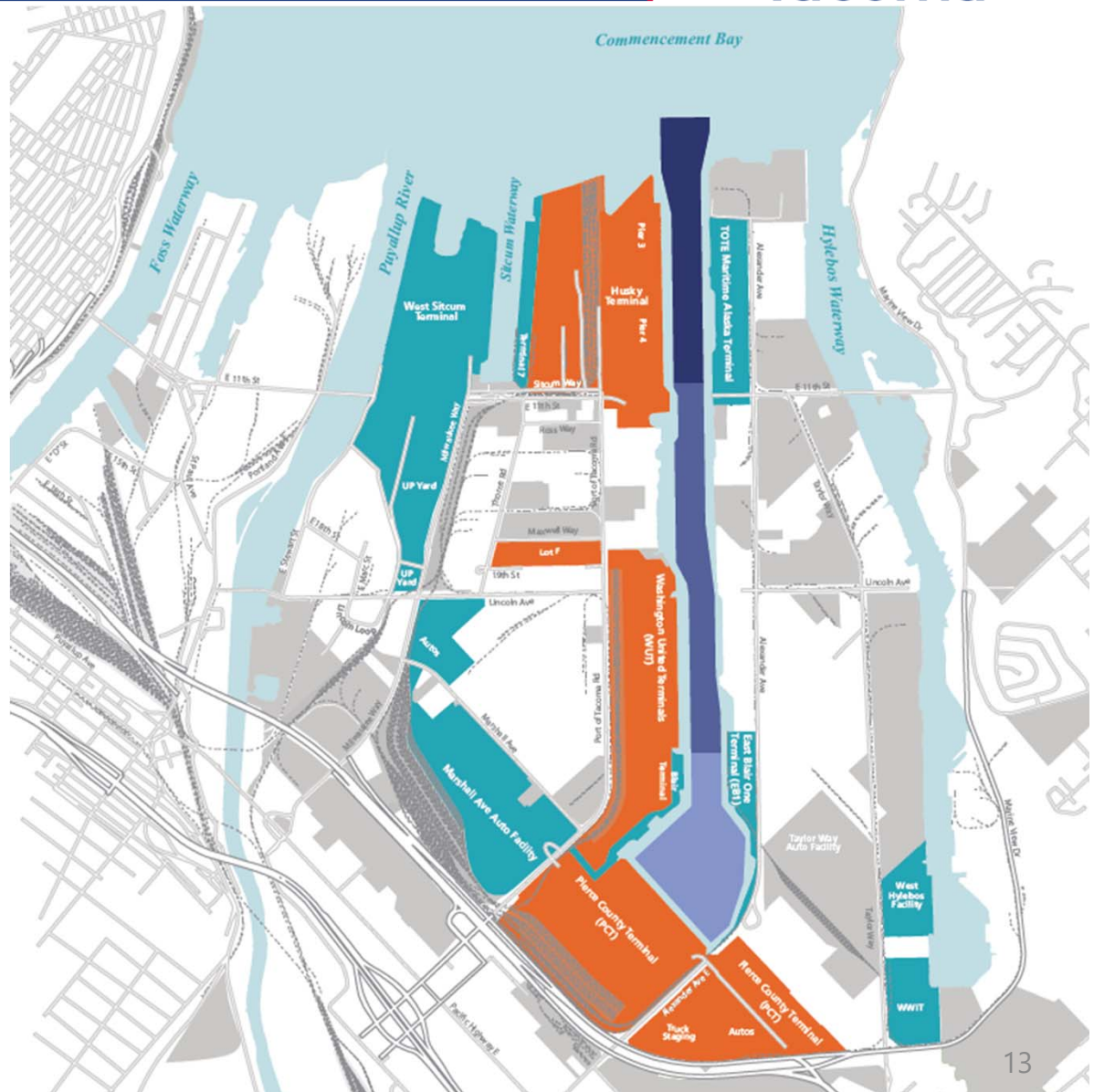


- Waterways
- Rail
- Road

Waterway Deepening



How far south?



Rail Crossing Blockage Notification



Roadway Projects by Partner Agencies



Washington State Department of Transportation (WSDOT)

- Tacoma Area Joint Operations Group \$

Tacoma

- Tideflats ITS \$
- Portland Avenue signals and paving \$
- East 11th Street Bridge \$\$\$
- Truck model \$

Fife

- 54th and Taylor Corridor \$
- 54th Avenue interchange \$\$\$\$
- Wapato Way New 167 Frontage Road \$\$\$

Pierce County

- Canyon Road North Regional Connections \$\$\$\$

Tacoma Area Joint Operations Group

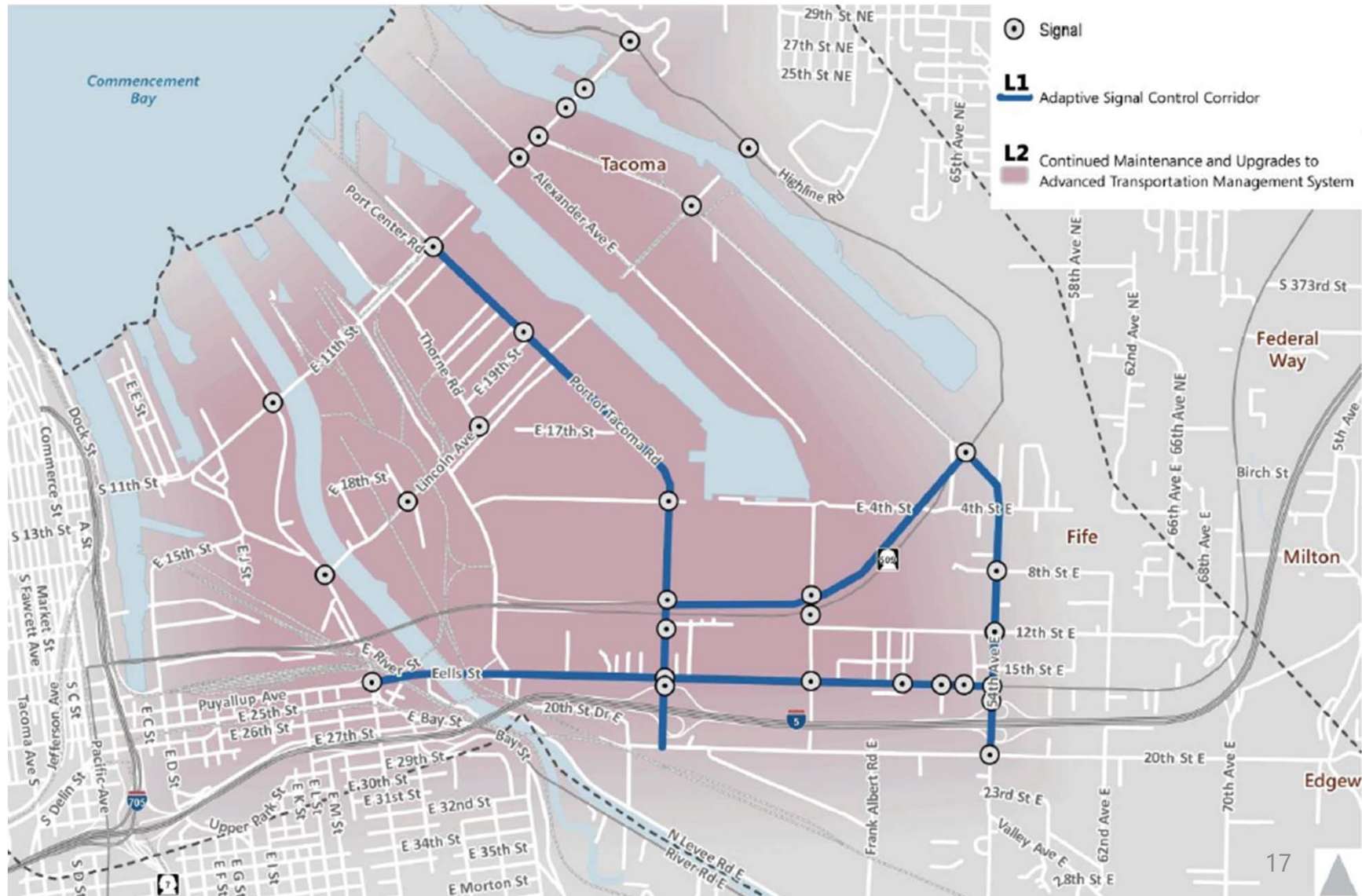


Purpose

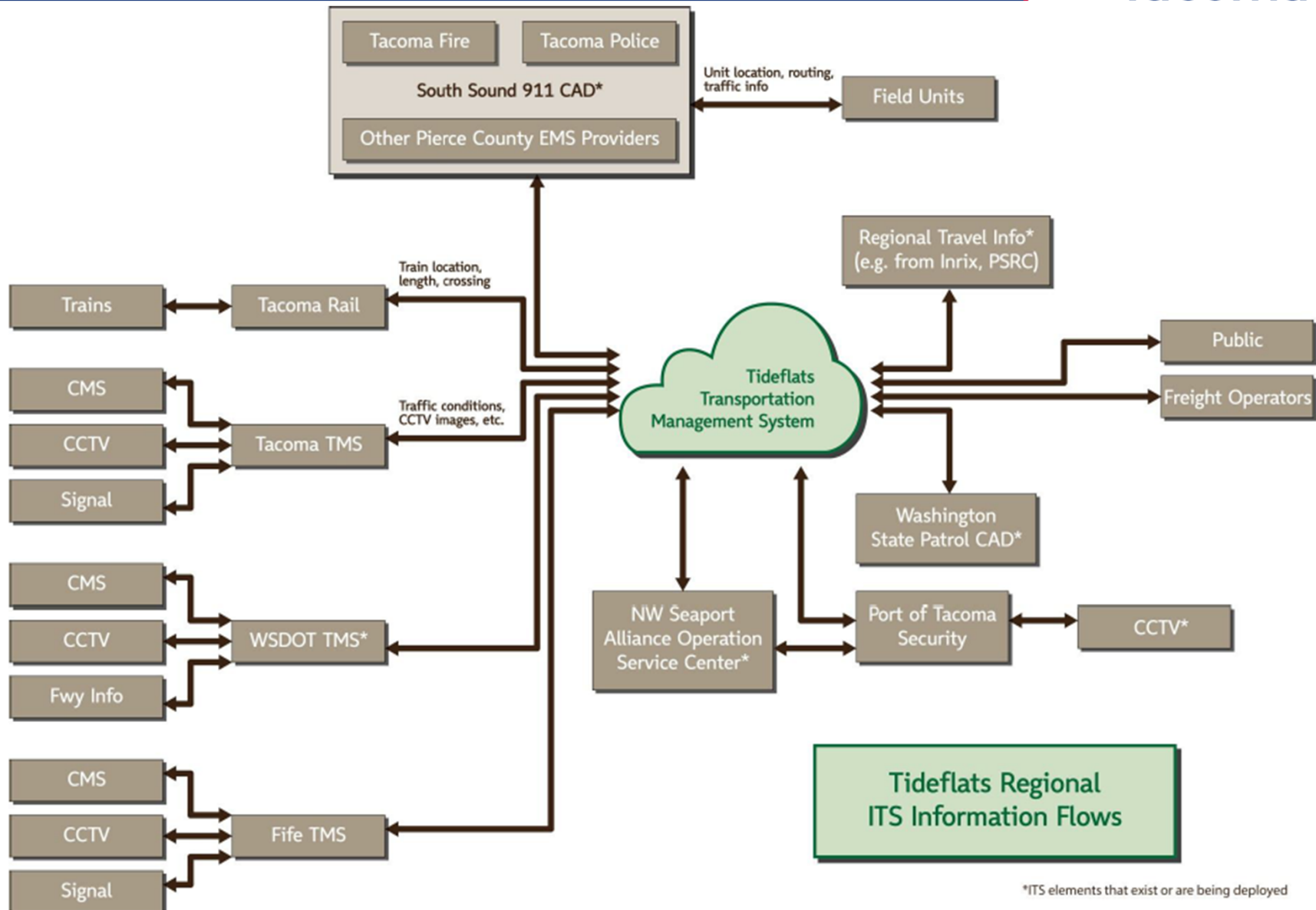
- Provide a collaborative, institutionalized forum to find effective solutions to traffic incidents
- Support best practice Transportation Systems Management and Operations on freeways, highways and local arterials in the Tacoma Area
- Develop potential joint (including grant) funding opportunities



Tideflats ITS Plan Long-Term Projects



ITS Plan Tideflats TMS Concept



*ITS elements that exist or are being deployed

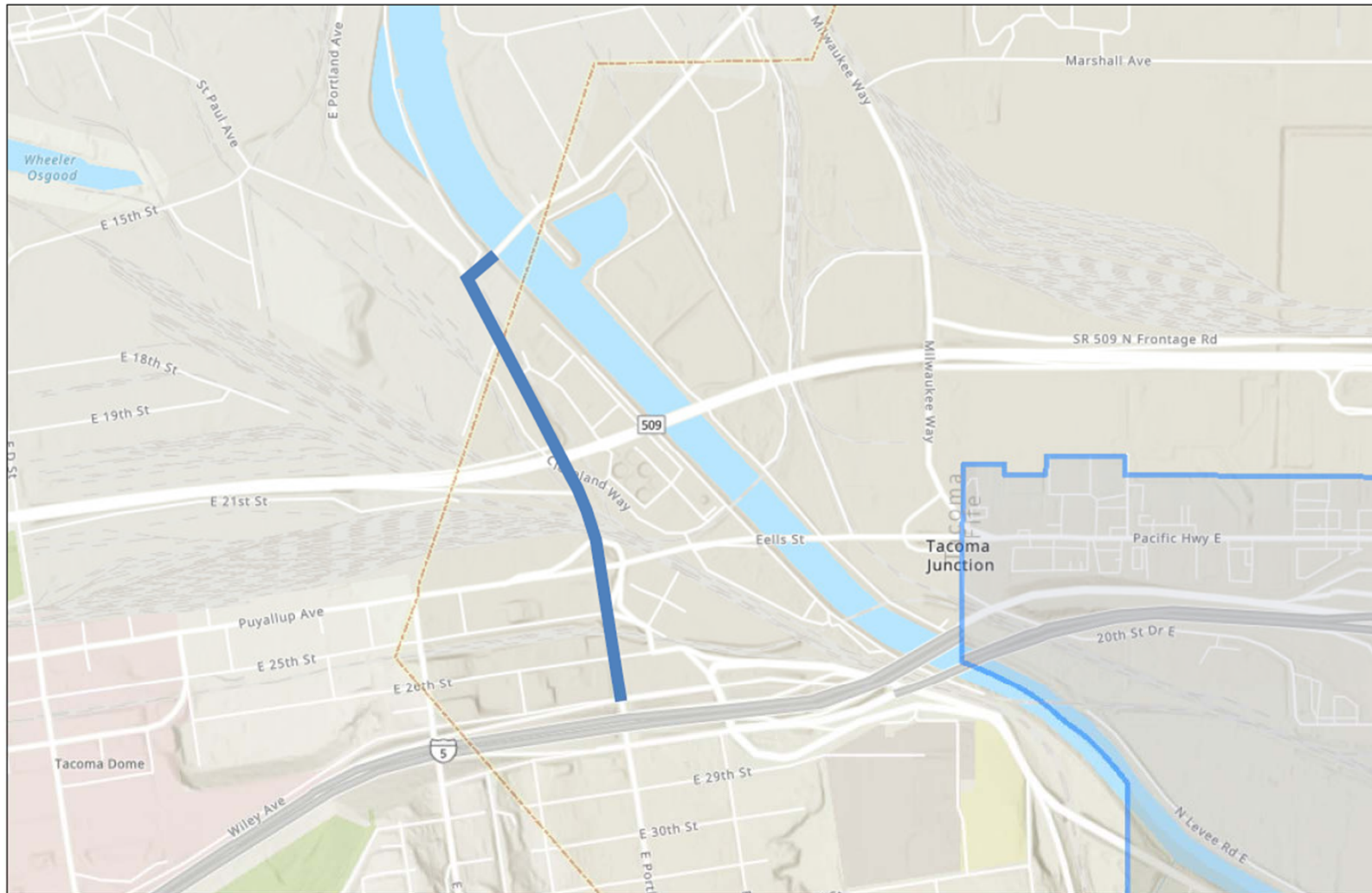
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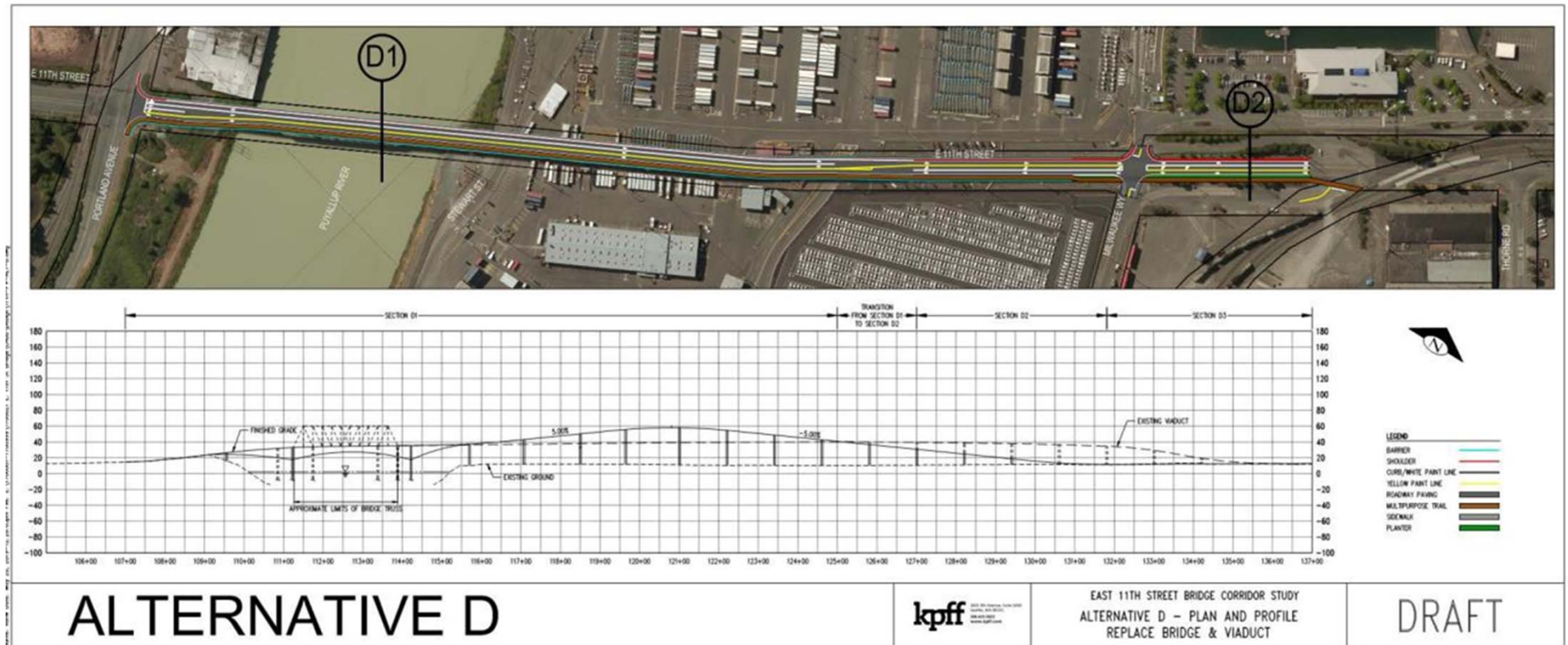
Potential alternate ITS slide

Wolf, Christine, 7/2/2021

Portland Ave Freight and Access Improvements



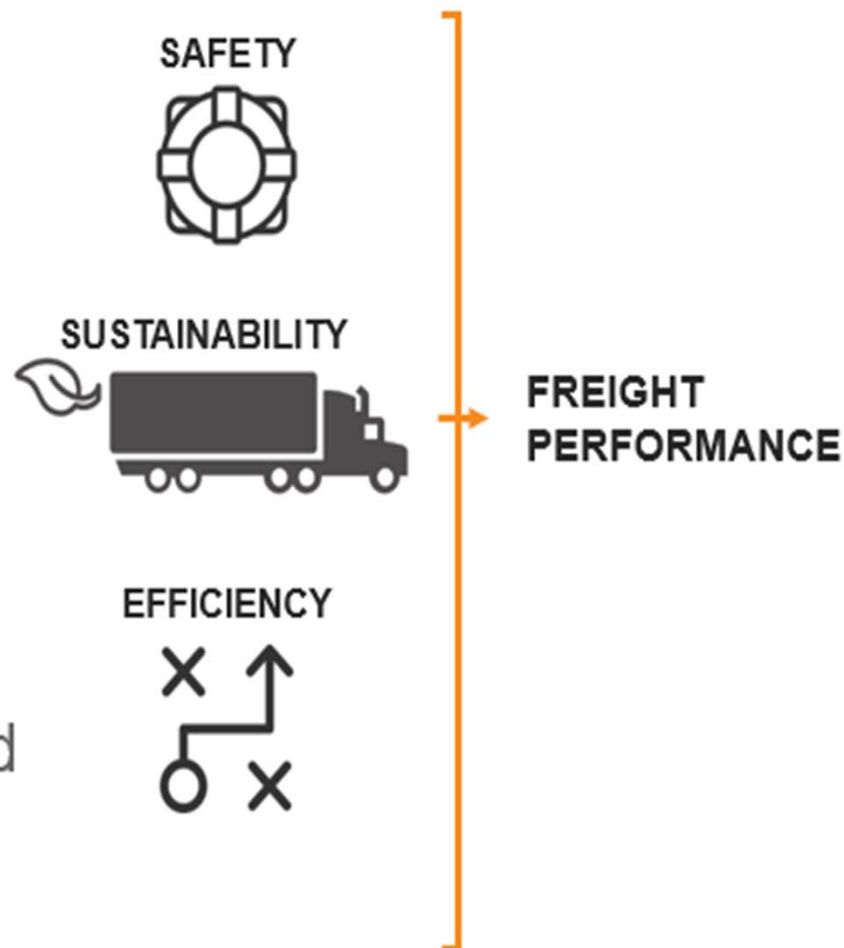
East 11th Street Bridge



Tacoma Truck Model Goals



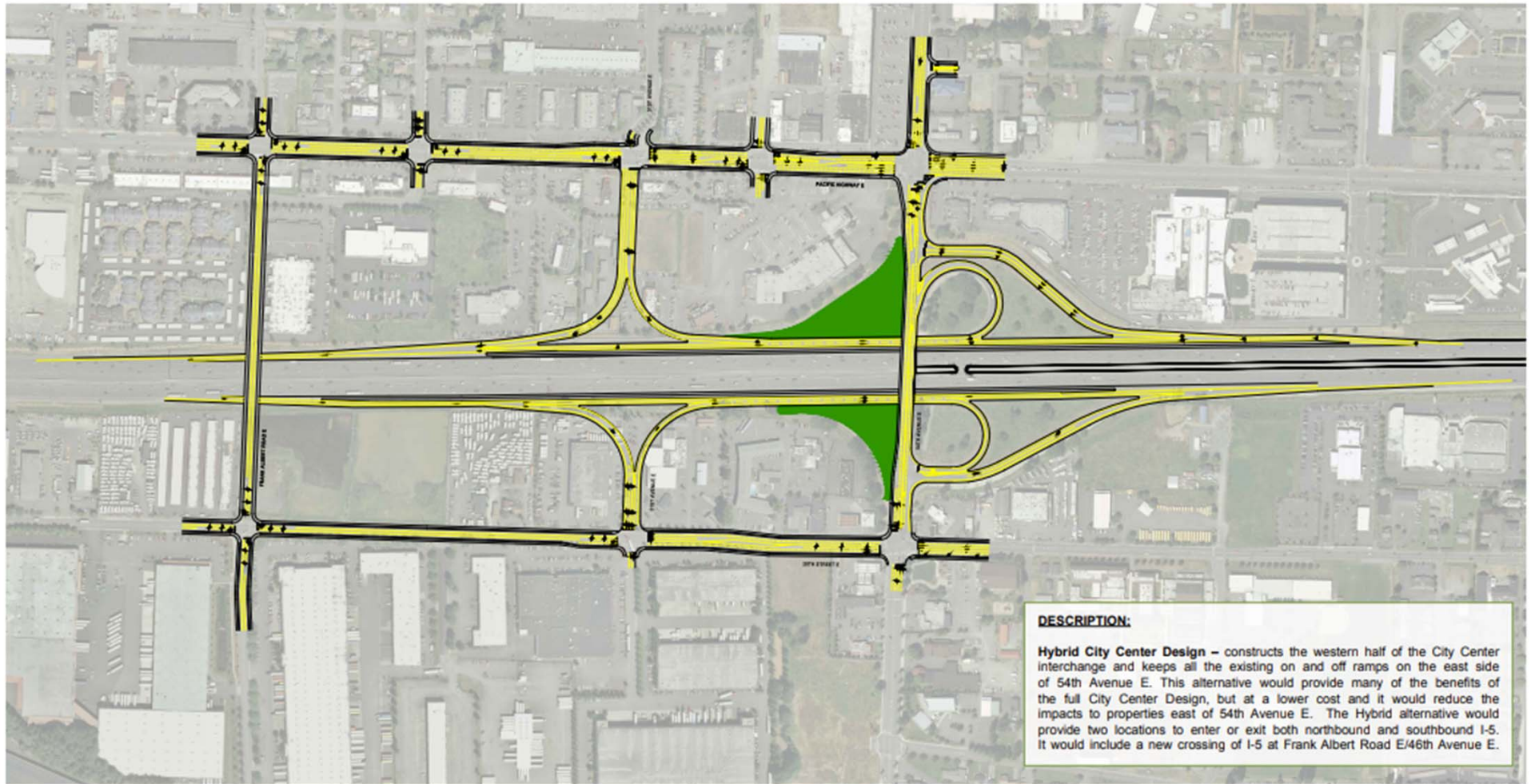
- Evaluate freight investments
- Test effectiveness of regional policies
- Support regional and statewide freight planning
- Evaluate private sector and global trade decisions



54th and Taylor Corridor



54th Avenue Interchange



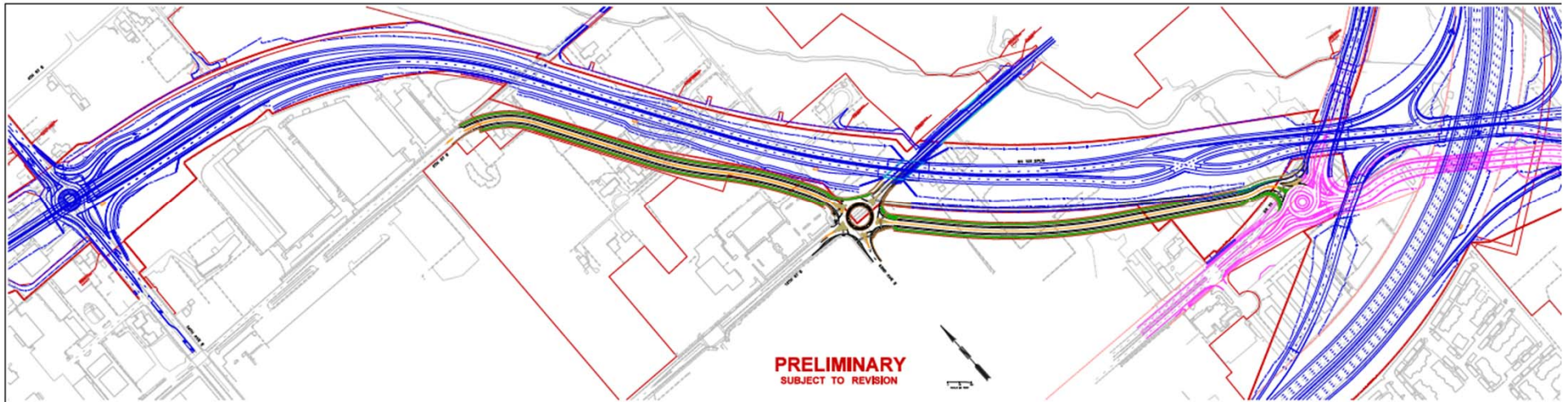
DESCRIPTION:

Hybrid City Center Design – constructs the western half of the City Center interchange and keeps all the existing on and off ramps on the east side of 54th Avenue E. This alternative would provide many of the benefits of the full City Center Design, but at a lower cost and it would reduce the impacts to properties east of 54th Avenue E. The Hybrid alternative would provide two locations to enter or exit both northbound and southbound I-5. It would include a new crossing of I-5 at Frank Albert Road E/46th Avenue E.

54TH AVENUE E / I-5 INTERCHANGE

CITY CENTER: HYBRID OPTION

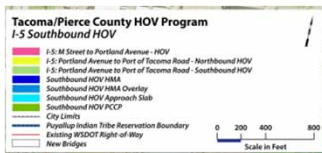
Wapato Way—New 167 Frontage Road



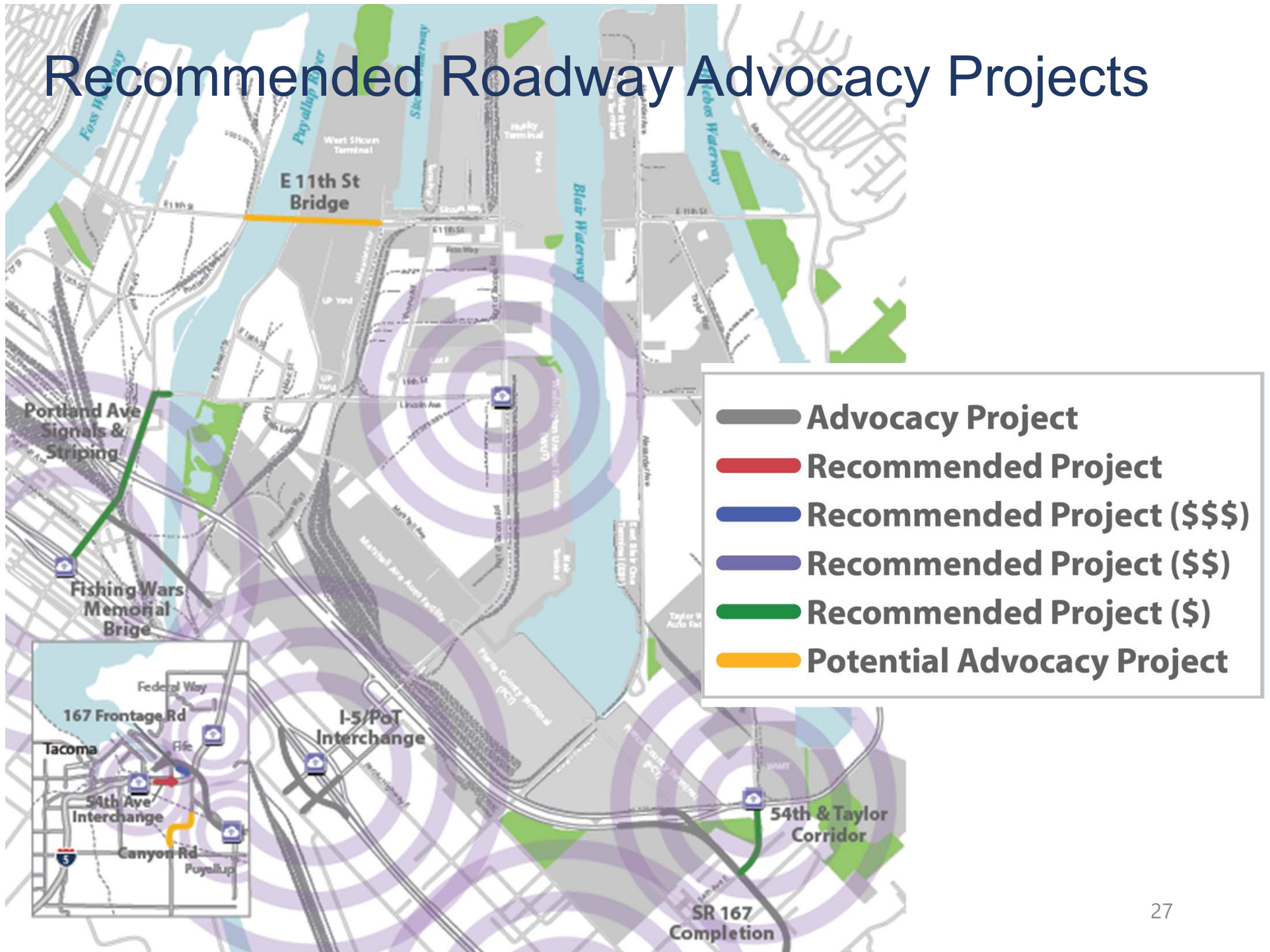
Canyon Road Regional Connection



I-5 South-bound HOV Lanes



Recommended Roadway Advocacy Projects



Initial Staff Recommendations

Recommended Projects (Roadway Focus)



Ownership	Project	Cost	Near to Mid-term	Long-term
Shared	Coordinated ITS Effort: Rail Blockage Notification Tacoma Area Joint Operations Group Tideflats ITS Implementation	\$\$	Yes	Yes
	Truck model	\$	Yes	Yes
Tacoma	Portland Avenue Signals & Paving	\$	Yes	
	11 th Street Bridge	\$\$\$		TBD
Fife	54 th and Taylor Corridor	\$	Yes	
	I-5 54 th Avenue Interchange	\$\$\$\$		Yes
	Wapato Way—New 167 Frontage Road	\$\$\$		Yes
Pierce County	Canyon Road North Regional Connections	\$\$\$\$		TBD

4. Foundational Goals and Strategies

Strategic Plan Transportation Advocacy



Foundational Goal: Promote road, rail and navigation infrastructure and technology improvements to strengthen the regional maritime industry and economy.

TA-1 Support infrastructure projects that increase Port freight mobility, prioritizing the SR 167 Gateway Project, and the Port of Tacoma Road/I-5 interchange.

TA-2 Advocate for the transportation infrastructure and system management needs of Port-related businesses in the Tideflats and Pierce County.

TA-3 Develop criteria and policies to guide decision-making for Port transportation advocacy efforts and to prioritize infrastructure investments.

TA-4 Develop and maintain an understanding of regional transportation projects that support Port-related mobility.

Potential Actions



TA-1 Support infrastructure projects that increase Port freight mobility, prioritizing the SR 167 Gateway Project, and the Port of Tacoma Road/I-5 interchange.

Actions

1. Work with the WSDOT and Fife project teams to finalize design and support implementation of projects.
2. Provide data and grant support at the technical and political level to WSDOT and cities.
3. Provide lobbying support.
4. Continue to budget for Port contribution to SR 167.

Potential Actions



TA-2 Advocate for the transportation infrastructure and system management needs of Port-related businesses in the Tideflats and Pierce County.

Actions

1. Work with project teams (internal and external, as appropriate) to finalize design and support implementation of projects.
2. Provide data and grant support at the technical and political level.
3. Provide lobbying support.
4. Continue to budget for Port contributions as appropriate.

Potential Actions



TA-3 Develop criteria and policies to guide decision-making for Port transportation advocacy efforts and to prioritize infrastructure investments.

Actions

1. Research, develop and review criteria that can be used to guide decision-making on transportation advocacy efforts.
2. Develop the data and analytical tools necessary to evaluate projects against the criteria.
3. Set up work group with Commission to validate staff work.
4. Finalize, and update annually, transportation advocacy decision-making guidance with the Commission.

5. Next Steps Outline for Implementation Plan

Discussion



- How are we going to determine priorities in the future?
- How do we:
 - Determine whether existing project concepts address our needs, values and priorities?
 - Identify system gaps?
 - Turn them into projects?
- What tools do we want to use?
- Do we want to use weights?

Project Highlight—Discussion East 11th Street Bridge



Project Highlight—Discussion

East 11th Street Bridge



E. 11TH ST. BRIDGE CORRIDOR STUDY

CITY OF TACOMA

LONG LIST OF ALTERNATIVES		CAPACITY & TRAFFIC OPERATIONS	EMERGENCY RESPONSE & EVACUATION	FREIGHT MOBILITY & GOODS MOVEMENT	PORT TERMINAL OPERATIONS	NON-MOTORIZED MODES	UTILITIES	COST PER ALTERNATIVE
1	REPLACE BRIDGE	●	●	●	—	●	●	\$
2	REPLACE VIADUCT (KEEP CURRENT PROFILE)	●	●	●	—	●	●	\$\$
3	REHAB BRIDGE FOR TWO-WAY TRAFFIC	◐	◐	◐	—	◐	◐	\$
4	REHAB VIADUCT FOR TWO-WAY TRAFFIC	◐	◐	◐	—	◐	◐	\$
5a	NEW AT-GRADE ROADWAY TO REPLACE VIADUCT	●	●	●	×	●	●	\$
5b	REPLACE VIADUCT W/ 40' HIGHRISE	●	●	◐	◐	●	●	\$\$
6	NEW ROAD ON NEW ALIGNMENT TO REPLACE VIADUCT & BRIDGE	○	—	○	●	◐	●	\$\$
7	RETROFIT BRIDGE & VIADUCT FOR PEDESTRIANS, BIKES, & EMERGENCY EVACUATION ONLY	—	◐	—	—	◐	○	\$\$
8	RETROFIT BRIDGE & VIADUCT FOR ONE-WAY TRAFFIC W/ PEDESTRIANS & BIKES ON THE SHOULDER	○	○	—	—	○	○	\$\$
9	RETROFIT BRIDGE & VIADUCT FOR PEDESTRIANS & BIKES ONLY	—	—	—	—	●	○	\$\$
10	REMOVE BRIDGE & VIADUCT WITHOUT REPLACEMENT	—	—	—	●	—	●	\$

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Keep taking it out, then putting it back in. Don't want the Commissioners to get stuck on it, but it is helpful in explaining how different entities have different and overlapping goals.

Wolf, Christine, 6/30/2021

Sample Decision Criteria



Criterion	Measurement
Consistency with POT/NWSA plans	<ul style="list-style-type: none">• Does the project support POT strategic and business plans?• Does the project support NWSA strategic and business plans?
Proximity	<ul style="list-style-type: none">• How close is it?
Mobility, Access & Reliability	<ul style="list-style-type: none">• How does the project improve freight mobility and access to the Tideflats and supporting businesses?• Does it make trips more reliable?
Safety	<ul style="list-style-type: none">• Does the project eliminate an existing safety risk?• Is the project designed to avoid potential future risks?• Does it improve emergency response and evacuation?
Resiliency	<ul style="list-style-type: none">• Does the project incorporate features that make the facility resilient to climate change and other risk factors?

Sample Decision Criteria, cont'd



Criterion	Measurement
State of Good Repair	<ul style="list-style-type: none">• Does the project repair/rehabilitate a road or bridge in way that makes it last?• Does it replace a failing/failed facility?• Does the project timeline help minimize life cycle cost?
Partnership Opportunities	<ul style="list-style-type: none">• How important is this project to our partners?• Can we align priorities?
Implementation Timeframe	<ul style="list-style-type: none">• What is the timeframe for implementation?• Does it meet our needs?
Greenhouse Gas Reduction	<ul style="list-style-type: none">• Will the project reduce greenhouse gas emissions or support Zero Emissions infrastructure?
Benefit to Cost Analysis	<ul style="list-style-type: none">• How much does the project cost compared to its benefit?• How many truck trips does it carry, how many hours of delay does it reduce?• What is the opportunity cost? What other project(s) could be funded instead, and what are their relative benefits?

Discussion & Conclusions



- Initial reactions to the scoring exercise?
- Take-aways?
- Next steps?

Potential Actions



TA-3 Develop criteria and policies to guide decision-making for Port transportation advocacy efforts and to prioritize infrastructure investments.

DRAFT Actions

1. Research, develop and review criteria that can be used to guide decision-making on transportation advocacy efforts.
2. Develop the data and analytical tools necessary to evaluate projects against the criteria.
3. Set up work group with Commission to validate staff work.
4. Finalize, and update annually, transportation advocacy decision-making guidance with the Commission.

Thank you!

