

COMMISSION AGENDA

Item No: 10A

Meeting: 9/17/20

DATE: September 2, 2020
TO: Port Commission
FROM: Eric D. Johnson, Executive Director
Project Manager: Christine Wolf, Senior Planner
SUBJECT: Road Transportation Project Update

A. BRIEFING REQUESTED

Port staff will provide an update on the status of various transportation projects affecting access and egress to the Tideflats and the Port of Tacoma.

No action is requested.

B. SYNOPSIS

This roadway project update covers the following partner agency projects:

1. Washington State Department of Transportation (WSDOT)
 - Puget Sound Gateway – State Route 167
 - Interstate 5 Southbound High Occupancy Vehicle (HOV) lane
 - Tacoma Area Joint Operations Group
2. City of Fife
 - Port of Tacoma Road / Interstate 5 Interchange
3. City of Tacoma
 - Fishing Wars Memorial Bridge
 - East 11th Street Bridge
 - Taylor Way Rehabilitation
 - Truck Trip Forecasting Mode
4. Pierce County
 - Canyon Road Regional Connection

C. CONTEXT FOR TRANSPORTATION PROJECT DECISION-MAKING

Funding for transportation projects is scarce, requiring our partner agencies to prioritize projects among many competing needs. Typically, plans like the Transportation Element of

Tacoma’s Comprehensive Plan and the more detailed Tideflats Subarea Plan provide the framework for these prioritization decisions. Port staff work with their counterparts in the respective partner agencies to ensure that the Port’s needs are addressed and prioritized at the technical level and Commission members engage with their peers in a number of different forums, but the ultimate decision rests with our partners.

The table below shows what level of analysis the Strategic Plan, the NWSA’s Gateway Infrastructure Plan (GIP) and the City of Tacoma’s Tideflats Subarea Plan are expected to include. The Tacoma Truck Model will be a tool both our partner agencies and the Port of Tacoma can use to better understand the relative merits of, and support prioritization decisions about these, and other future, transportation projects.

Planning Efforts	 Strategic Plan 2020	 Gateway Infrastructure Plan 2021 - 2022	 Tideflats Subarea Plan 2020 - 2023
Plan Focus	A long-term vision for the Port of Tacoma, supporting its role as economic development agency for Pierce County.	A flexible decision framework that will enable NWSA to identify, prioritize and implement infrastructure projects that address a range of future conditions.	A shared, long-term vision and more coordinated approach to land use decisions and strategic capital investments.
Transportation Focus	Limited, with a focus on critical routes and projects, will rely on GIP for detailed infrastructure planning.	Comprehensive, system- wide approach resulting in a prioritized project list for facility access needs.	Focus on circulation within and access to Tideflats with potential for corridor prioritization.

D. PROJECT SUMMARIES

1. Washington State Department of Transportation (WSDOT)

Puget Sound Gateway – State Route 167

The new 70th Avenue East bridge across I-5 is under construction. This includes a new roundabout at the intersection with SR-99 on the north side. The roundabout is designed so that two large trucks next to each other can move around it. This [animation](#) shows how the new roundabout is expected to function during the busiest time of the day in 2030—note

mountable truck apron in the middle and the extra hatched space along the outside lanes giving trucks room to maneuver. Monitor these CCTVs for [real-time construction progress](#).

Status: Stage 1a under construction, Stage 1b (I-5 interchange, connection between I-5 and SR-509) will go to bid at the end of the year.

Port contribution: \$30 million for the entire program, partially in-kind (soil fill and right-of-way). There is an ILA for an initial financial contribution of \$3 million. Staff is currently working to determine the value of the in-kind contributions.



Puget Sound Gateway

Interstate 5 Southbound High Occupancy Vehicle (HOV) lanes

Project builds new bridge across the Puyallup river, straightening out existing curves. The project is designed to:

- Modify the POT on-ramp to southbound I-5 (coordinated with Fife's POT Road project)
- Demolish the existing old I-5 bridges over the Puyallup River
- Demolish and rebuild the L Street overpass that crosses I-5
- Replace concrete pavement from McKinley Avenue to Portland Avenue
- Upgrade signs, lights, stormwater collection facilities, and water treatment facilities
- Add HOV lanes in both directions on I-5 from SR-16 to Fife

Status: Project is under construction with a tentative 2023 completion date—the end is finally in sight.

Port contribution: None.

Tacoma Area Joint Operations Group

Staff is coordinating with WSDOT and the City of Tacoma to establish a formal working group to improve our collective ability to get traffic moving after an emergency or incident. This is similar to an existing Seattle group where the NWSA is an informal member. Staff is currently working with Legal to determine the best approach for POT & NWSA participation. While the effort is initially focused on establishing protocols to improve future cooperation among staff from different agencies during incidents, there is potential for future joint grant applications. An example of a potential joint grant application: Coordinating investment and implementing the technology needed for sharing CCTVs to provide advance information on at-grade rail blockages along Taylor Way.

Status: Charter under development, expected to be signed by participating agencies by the end of 2020.

Port contribution: To date: Staff time. Potential for future joint grant applications.

2. City of Fife

Port of Tacoma Road / Interstate 5 Interchange

The project is a multi-phased plan to improve the Port of Tacoma Road/Interstate 5 interchange at Pacific Highway East and the Port of Tacoma Road. The Port of Tacoma Road and its existing bridge over I-5 will be converted to one-way southbound traffic while the parallel 34th Avenue East and a future new bridge over I-5 will move north-bound traffic.

Status: Phase 1, on the north side of I-5, is almost complete. Fife has secured and allocated funding for planning, design, and right-of-way of Phase 2, which builds a new bridge across I-5 and improvements on the south side of I-5. Fife is awaiting the results of a \$25 million BUILD grant application to complete the funding package for this phase.

Port contribution: \$1,500,000 for Phase 1. Fife's current funding plan for Phase 2 does not include a Port of Tacoma contribution.



Port of Tacoma Road and I-5 Interchange.

3. City of Tacoma

Fishing Wars Memorial Bridge

The Fishing Wars Memorial Bridge connecting the City of Tacoma to the City of Fife over the Puyallup River provides freight and multimodal network connectivity within the Port of Tacoma Industrial/Manufacturing Center. The 93-year old structure needs to be replaced.

Tacoma completed about 30% of the work: In September 2019 a new westernmost section, between East Portland Avenue and the Puyallup River, re-opened for traffic. This eliminated some height restrictions on rail lines serving the Port of Tacoma.

Now the City of Tacoma is focused on replacing the remainder of the bridge. It just completed a Design Criteria Report focused on the most critical component of the remaining replacement effort, the green steel truss section that spans the Puyallup River. The report, designed to support future grant applications, covered the following elements:

- Cultural significance of this river and bridge to the Puyallup Tribe of Indians
- Economic significance to the local community, the region, and the state
- Consistency with local and regional land use plans and other coordinated efforts
- Significance of the bridge within the overall transportation system for mobility and emergency access

If the funding process were started today, it could be 5 years, at the earliest, before all grants and partners could be aligned. Considering the type of structure proposed is very common, the construction would last 2 years. Total time to get the project open would be 8-10 years.

Status: The project is currently unfunded and not listed in Tacoma's Transportation Improvement Program. The cost estimate for a long span arch option that would avoid the placement of pilings in the river is \$114 million. City staff indicates that funding the project will likely require the city to partner with many entities from federal down to local agencies, including the port.

Port contribution:

- \$500,000 for the bridge section completed in 2019.
- No further official request or commitment. City will likely ask for a Port contribution to complete construction of the remainder of the bridge. (\$1 million City staff estimate.)

East 11th Street Bridge

The 2019 Corridor Study shows a clear need and desire to replace the existing structure, in lieu of removal, by those working in the area. If the funding process were started today, it could be 5 years, at the earliest, before all grants and partners could be aligned. Considering the type of structure proposed is very common, the construction would last 2 years. Total time to get the project open would be 8-10 years. The costs to replace this entire structure with the preferred alternative from the 2019 11th Street Corridor Study, is approximately \$150 million per the 2019 City's Transportation Improvement Program (TIP).

Status: Study complete, City TIP includes \$150,000 for design and \$150 million for construction, but both are currently unfunded.

Port contribution:

- \$25K for the study.
- Construction: No official request or commitment. City will likely ask for a Port contribution for bridge construction. (\$1 million City staff estimate.)

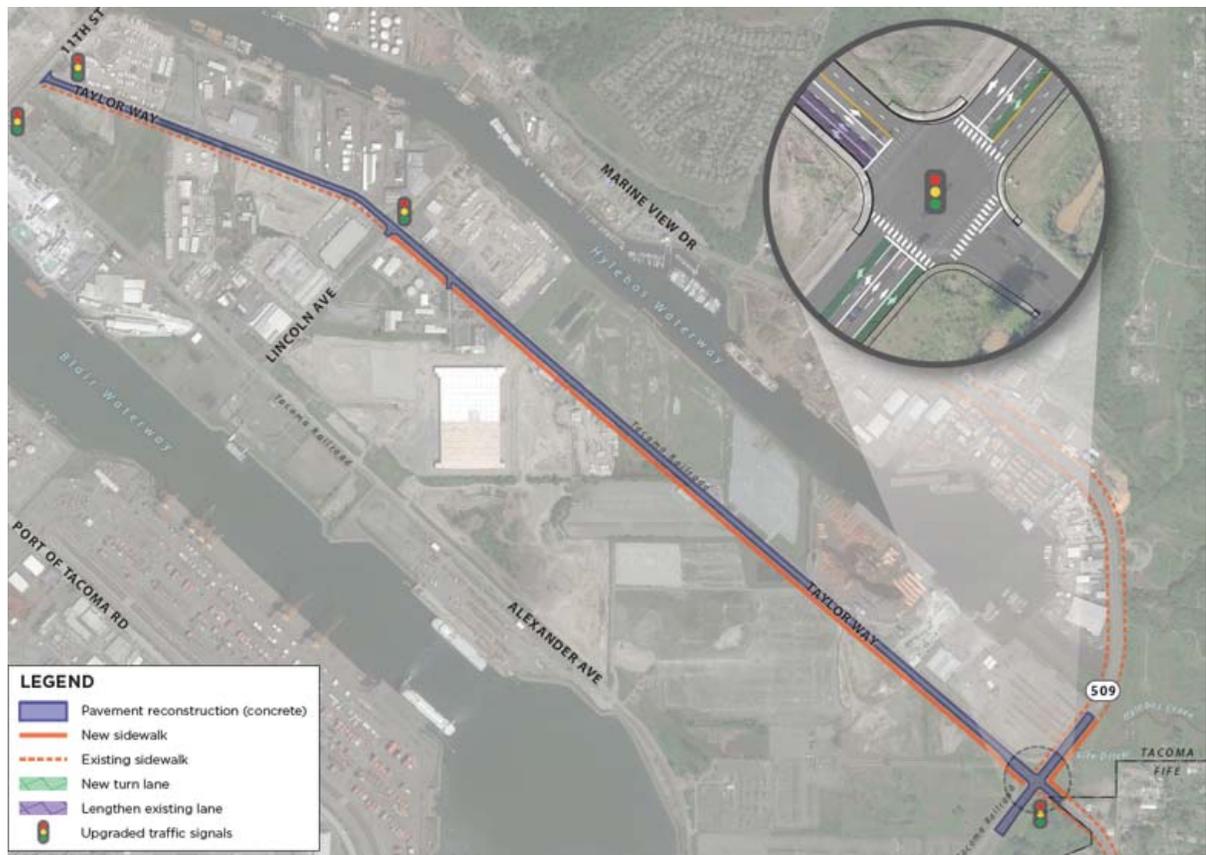
Taylor Way Rehabilitation

The project:

- Replaces asphalt with concrete designed to heavy haul standards
- Removes four rail crossings and upgrade the remaining rail crossings
- Widens SR-509/Taylor Way intersection with added turn and through lane capacity
- Adds dedicated turn and overflow lanes at E. 11th/Alexander
- Installs Intelligent Transportation System (ITS) components to relay traffic information to the Port, WSDOT and City/EMS
- Adds LED street lighting and a continuous sidewalk

Status: Under construction.

Port contribution: \$500,000 with the stipulation that our contribution is our last money toward the project if needed.



Taylor Way Rehabilitation

Tacoma Truck Trip Forecasting Model

- Current tools for forecasting truck movements on the roadways supporting the Tideflats are limited. This hampers the ability of local and regional agencies to develop and prioritize the transportation infrastructure projects necessary to support the efficient and reliable movement of cargo in the Tideflats and the South Sound. The City of Tacoma has just completed the first phase of a two-phased approach to updating its truck trip

forecasting model. Staff participated in the development of the scopes of work for both phases and provided technical support throughout the process.

Status: Phase 1 is complete. Phase 2 is on the contingency list for Federal fiscal years 2023-2024 funding through PSRC's Pierce County process. Due to its position on the contingency list, it is likely that project will receive funding during that biennium. Total Phase 2 cost is \$930,000, with a \$755,000 grant request and council-approved local matches of \$95,000 by the City and \$25,000 by the County.

Port contribution: To date: Staff time. Phase 2: Once Tacoma receives grant funding from PSRC, the City will request a Port contribution of \$40,000, spread across the 2023 and 2024 budget years.

4. Pierce County

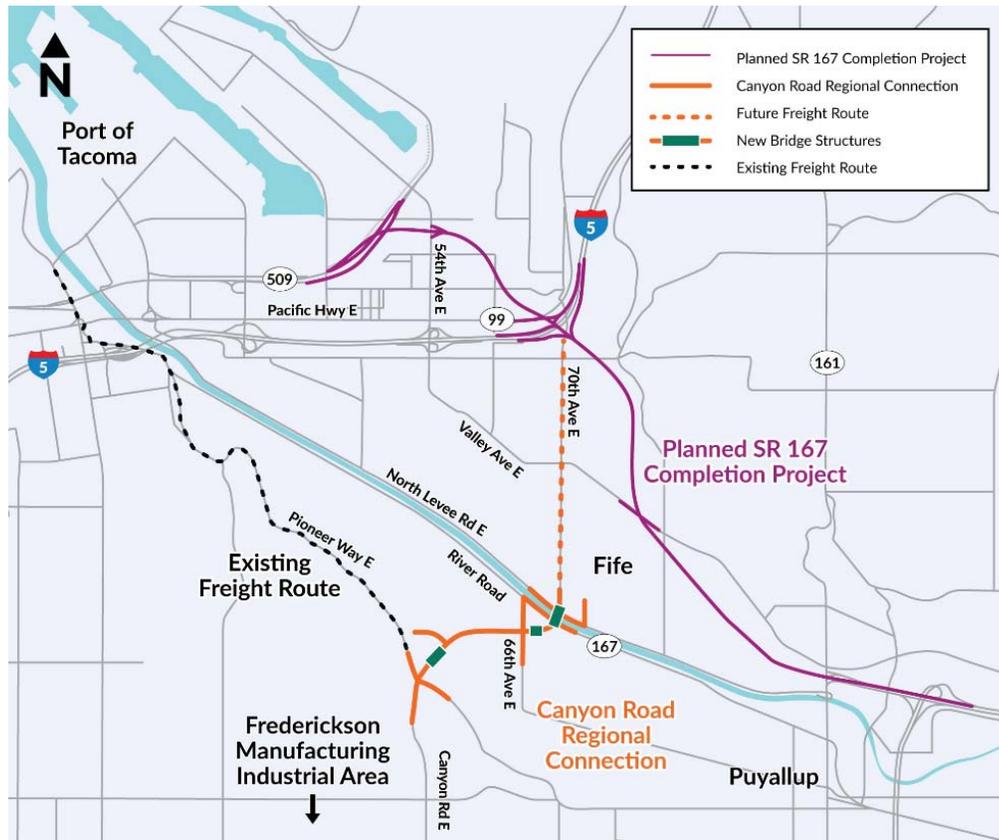
Canyon Road Regional Connection

This project will provide the north Canyon Road East corridor connection from Fredrickson to the Port. The project includes:

- Canyon Road East extension from south of Pioneer Way East to 52nd Street East and from 52nd Street to 70th Avenue East
- A new bridge over the Puyallup River and removal of the existing Milroy Bridge
- A new bridge over BNSF tracks
- New traffic signals, curbs, gutters and sidewalks

Status: Design and right-of-way are fully funded and moving ahead. New construction cost estimate in development (\$250-300 million.) The County is pursuing a variety of opportunities to fill the remaining funding gap. Construction on both the railroad crossing in Fife and the Puyallup River crossing at the northern terminus is scheduled to start in 2025, pending funding.

Port Contribution: Via the Port's Local Economic Development Fund we contributed \$15K in 2017 for an Economic Impact Study to help with grant applications and \$45K in 2018 for an adaptive signalization project. There is currently no pending ask for a Port contribution.



Canyon Road Regional Connection

E. ATTACHMENTS TO THIS GENERAL BUSINESS UPDATE

- Power Point slide presentation.



Item No.: 10A
Date of Meeting: September 17, 2020

General Business Update: Road Transportation Projects

Christine Wolf
Senior Planner, NWSA



Transportation Planning Framework



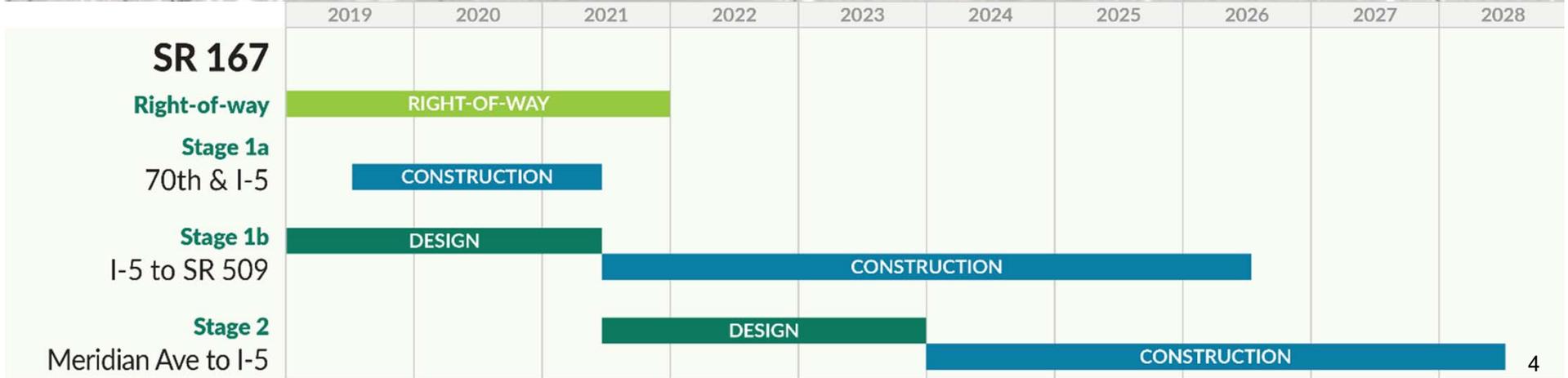
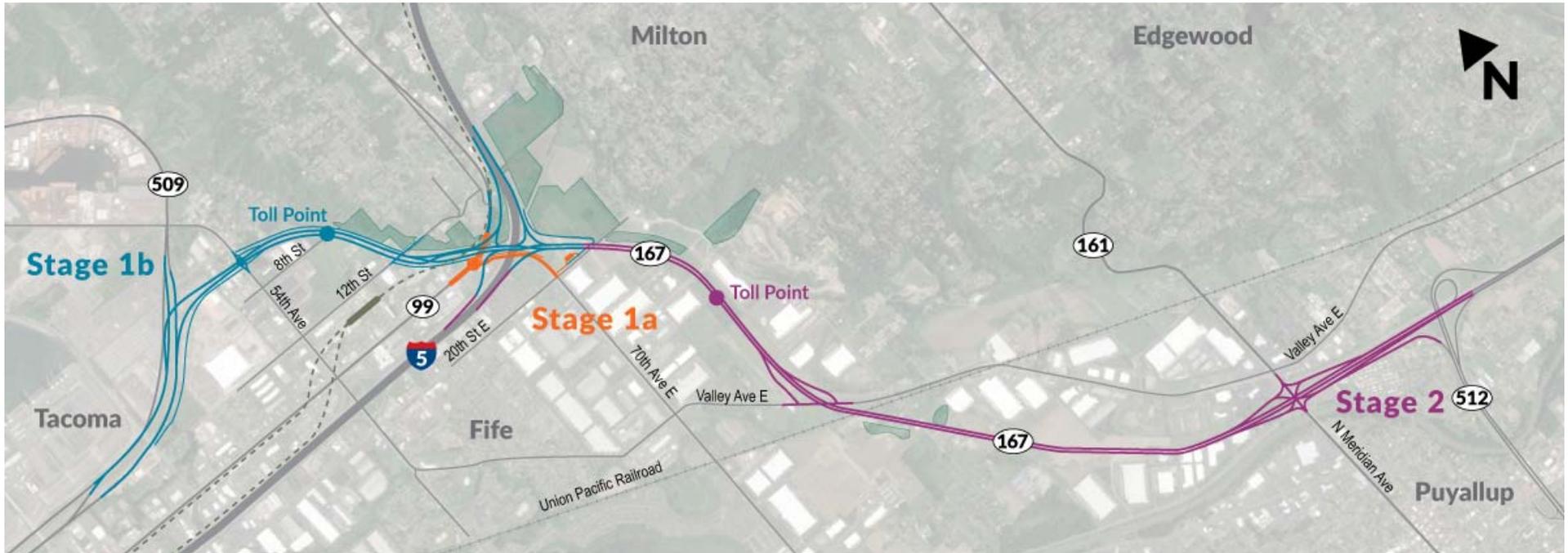
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Transportation Projects

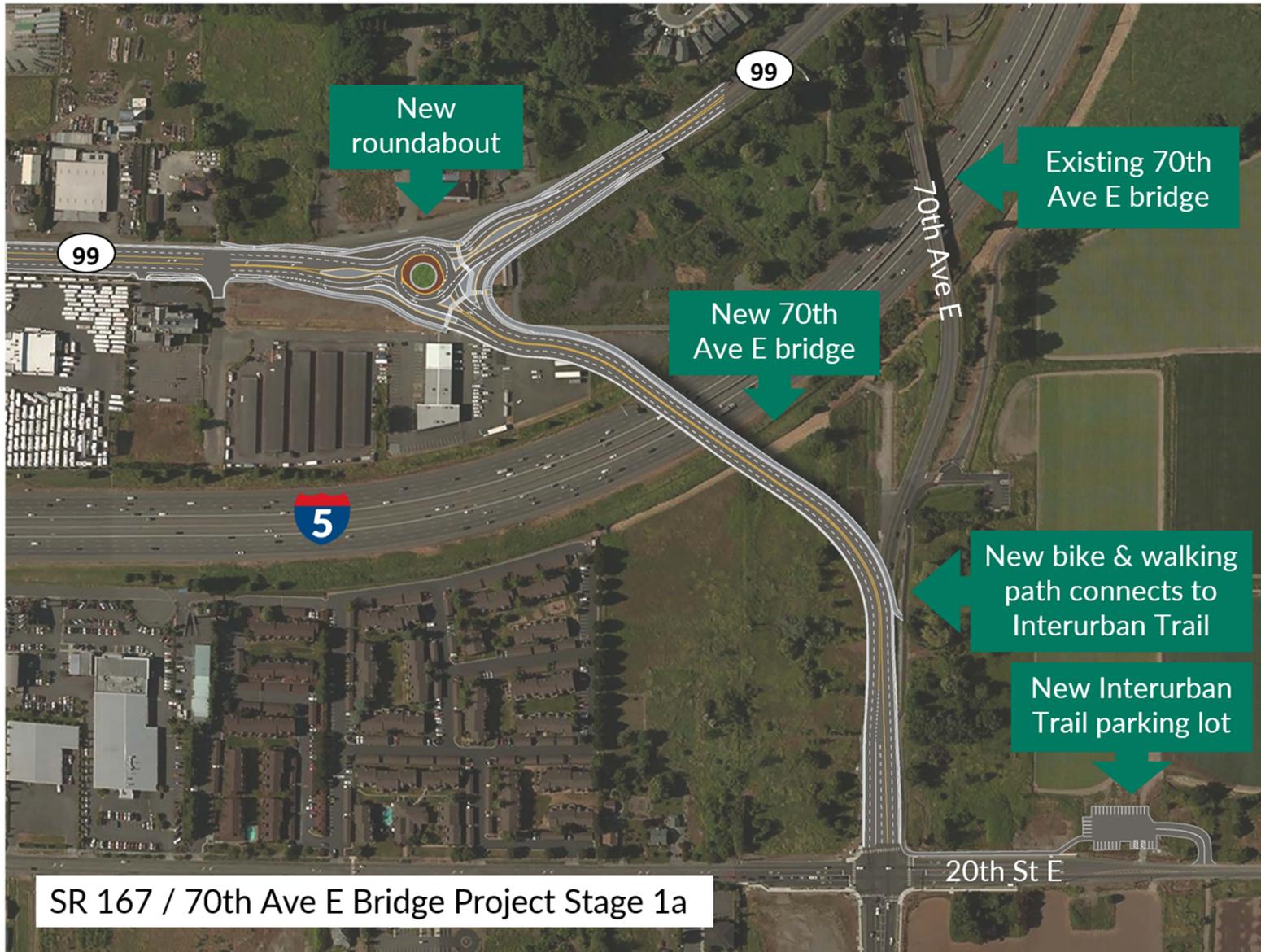


- WSDOT
 - Puget Sound Gateway — SR-167
 - I-5 Southbound HOV lanes
 - Tacoma Area Joint Operations Group
- Fife — Port of Tacoma Road Interchange
- Tacoma
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- Pierce County — Canyon Road

SR-167 Timeline



SR-167 Stage 1a



SR-167 Stage 1a Construction



I-5 Southbound HOV Lanes



Tacoma/Pierce County HOV Program
I-5 Southbound HOV

- I-5: M Street to Portland Avenue - HOV
- I-5: Portland Avenue to Port of Tacoma Road - Northbound HOV
- I-5: Portland Avenue to Port of Tacoma Road - Southbound HOV
- Southbound HOV/HMA
- Southbound HOV/HMA Overlay
- Southbound HOV Approach Slab
- Southbound HOV/FCCP

City Limits
Puyallup Indian Tribe Reservation Boundary
Existing WSDOT Right-of-Way
New Bridges

Scale in Feet
0 200 400 800



Tacoma Area Joint Operations Group

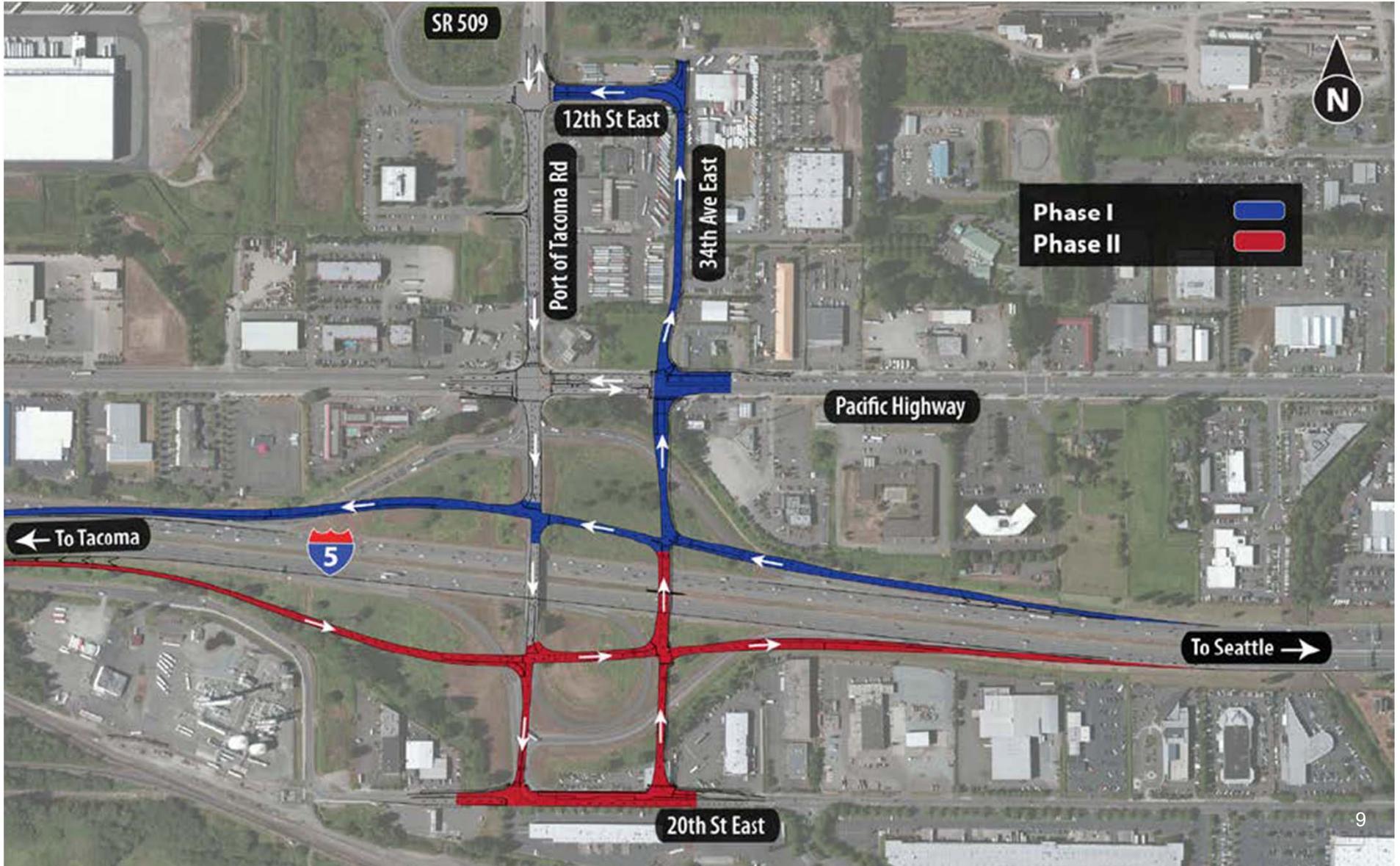


Purpose

- 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



Port of Tacoma Road

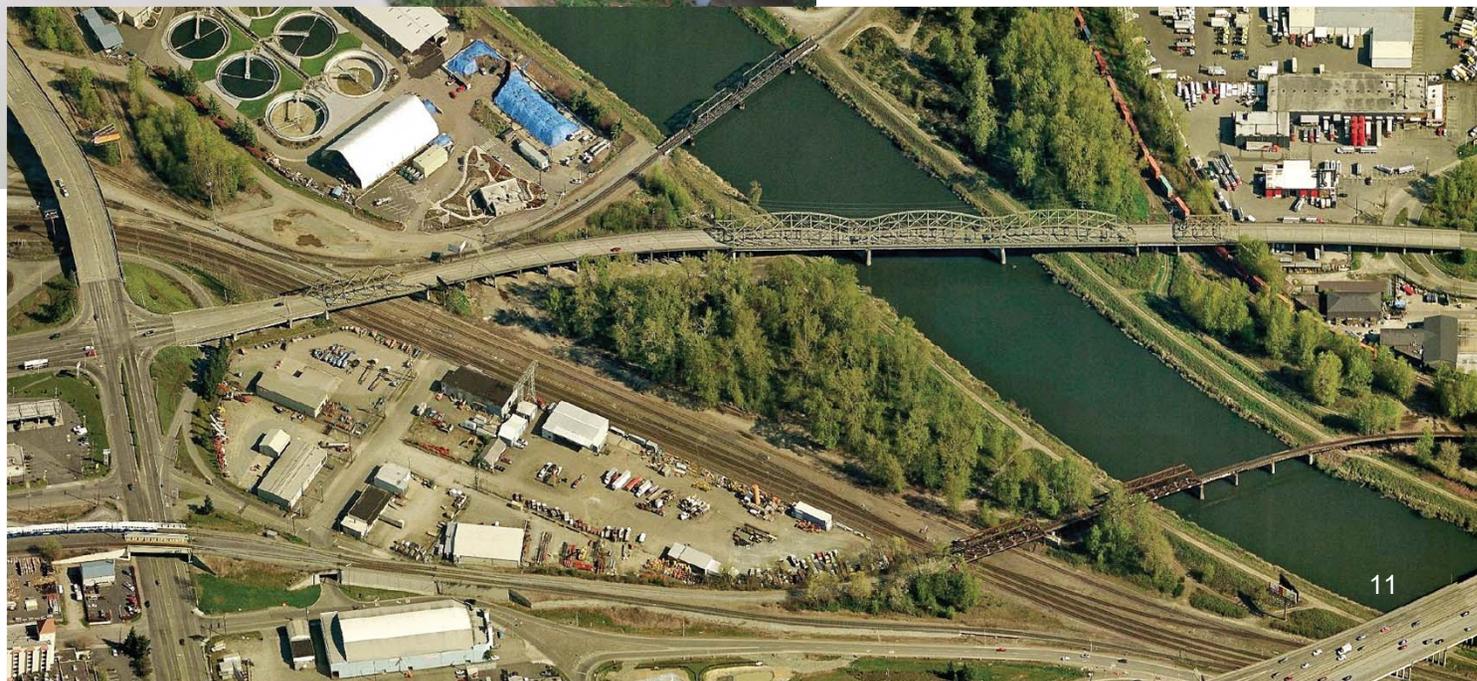


Port of Tacoma Road Phase 1

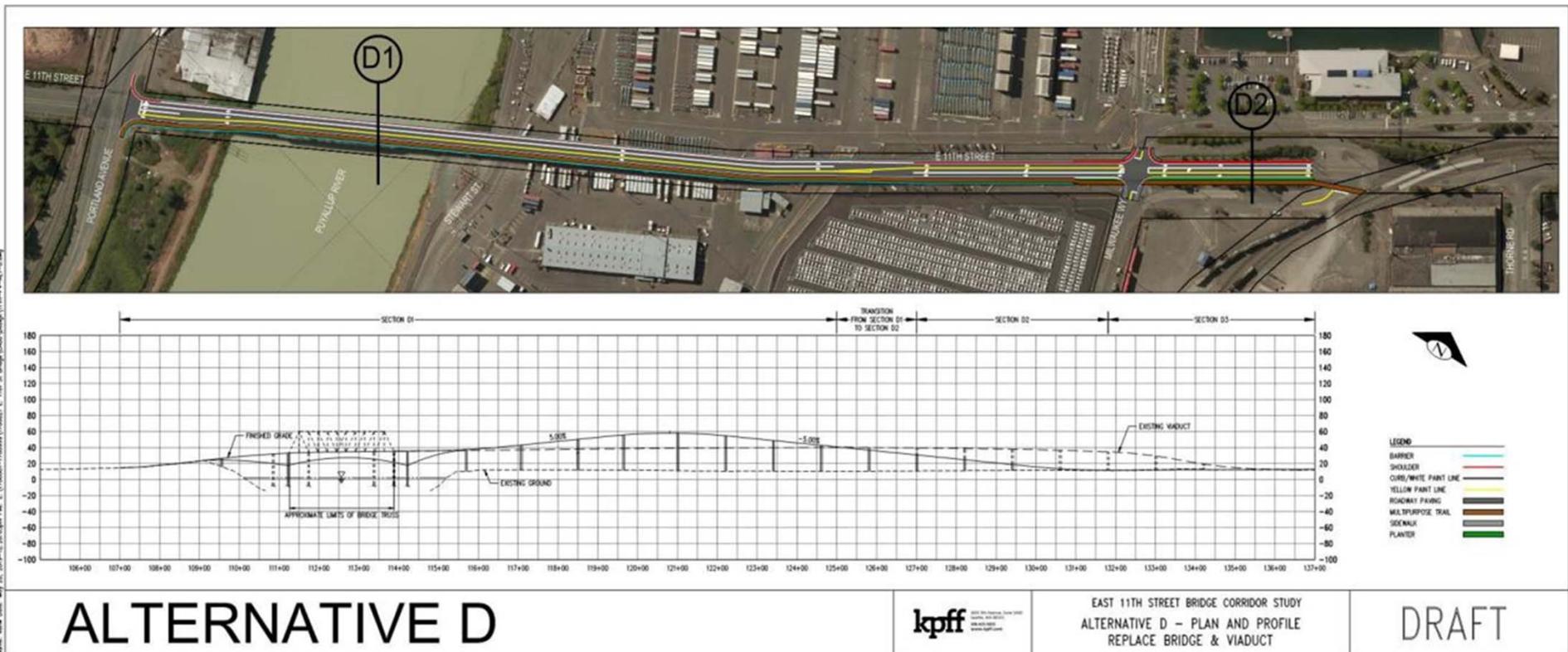


New access to
Central Peninsula via 34th

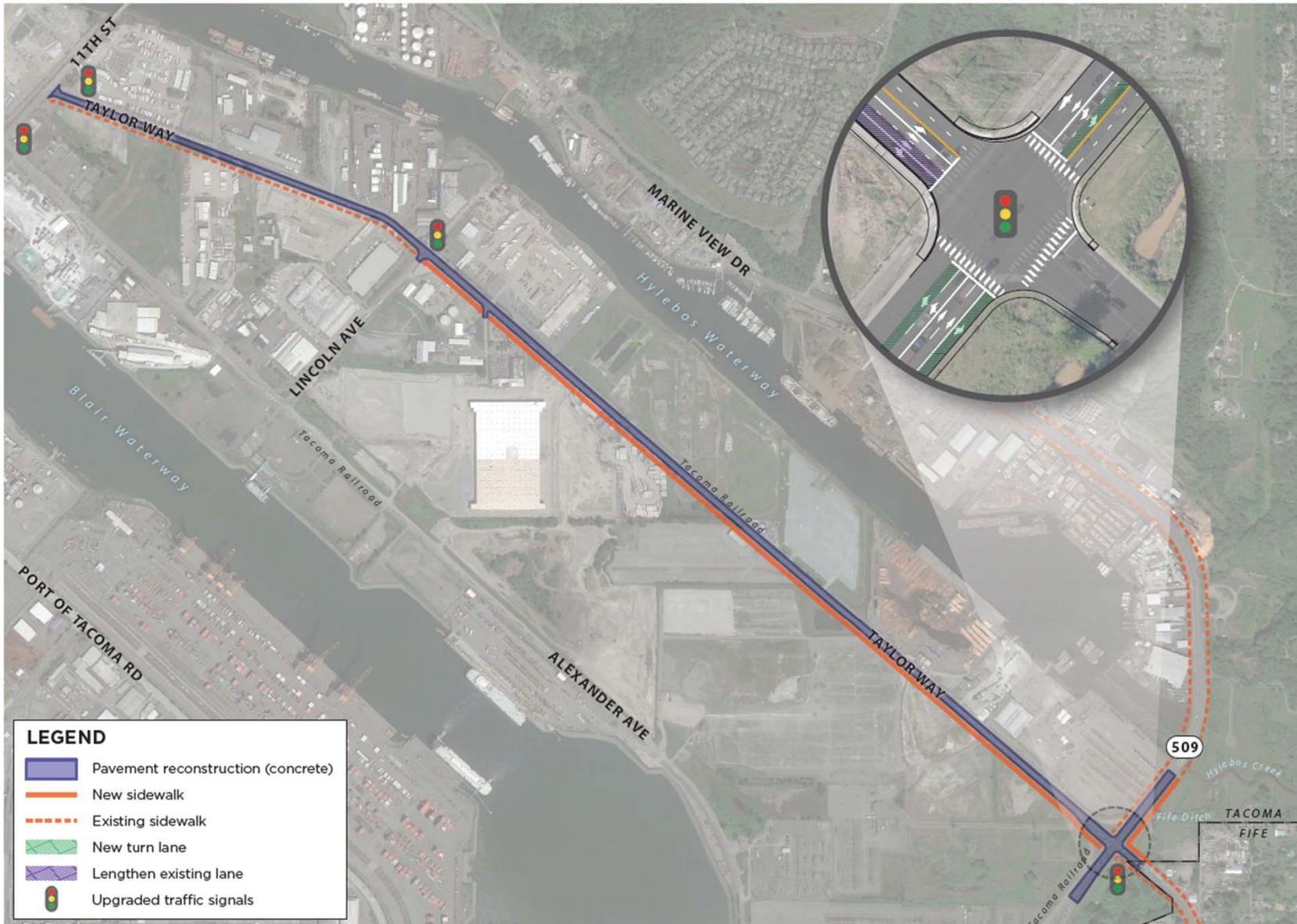
Fishing Wars Memorial Bridge



East 11th Street Bridge



Taylor Way Rehabilitation



Tacoma Truck Model



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



Canyon Road Regional Connection



Transportation Update



Questions?

Thank you!