



SR 167 Master Plan Policy Advisory Committee Meeting

Wednesday, Feb. 2, 2022

9:00 – 10:30 a.m.

Zoom

Policy Advisory Committee members in attendance:

- Robert Barandon, Puyallup Tribe of Indians
- Mayor Nancy Backus, City of Auburn
- Kim Becklund, King County Metro
- Josh Brown, Puget Sound Regional Council
- Mike Dahlem, City of Sumner, Alternate
- Hans Hunger, City of Puyallup, Alternate delegate
- Caylin Jensen, Senator Chris Gildon's Office
- Sharon Love, Federal Highway Administration
- Commissioner Dick Marzano, Port of Tacoma
- Councilmember Valerie O'Halloran, City of Renton
- Mayor Dana Ralph, City of Kent
- Joseph Raetzer, Senator Phil Fortunato's Office
- Mayor Shanna Styron Sherrell, City of Milton
- Darin Stavish, Pierce Transit, Alternate
- Carl See, Washington State Transportation Commission
- Andrew Strobel, Puyallup Tribe of Indians
- Jen Tetatzin, Pierce County
- Greg Vigoren, City of Fife, Alternate
- Councilmember Hans Zeiger, Pierce County

Technical Advisory Committee members/staff in attendance:

- Brianne Bannwarth, City of Renton
- Chad Bieren, City of Kent
- Rob Brown, City of Kent
- Lora Butterfield, Fife Milton Edgewood Chamber of Commerce
- Ken Davies, City of Puyallup
- Steve Friddle, City of Fife
- Vangie Garcia, City of Renton
- Ingrid Gaub, City of Auburn
- Aaron Halbert, Washington State Transportation Commission
- Aaron Hallenberg, Pierce County Council
- Michael Kosa, City of Sumner
- Dustin Madden, City of Milton
- Cecile Malik, City of Auburn
- Kelly McGourty, Puget Sound Regional Council
- Lukas Mraz, Senator Chris Gildon's Office
- Jill Satran, Washington State Transportation Commission
- Lindsey Sehmel, Pierce Transit
- Carl See, Washington State Transportation Commission
- Jacob Sweeting, City of Auburn
- Ryan Windish, City of Sumner
- Christine Wolf, Northwest Seaport Alliance and Port of Tacoma
- Eric Wright, Washington Trucking Association
- Brian Ziegler, Freight Mobility Strategic Investment Board



Presenters and project team members in attendance:

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| <input checked="" type="checkbox"/> Ryan Anderson, SR 167 Master Plan | <input checked="" type="checkbox"/> Loreana Marciante, SR 167 Master Plan |
| <input checked="" type="checkbox"/> Chris Breiland, SR 167 Master Plan | <input checked="" type="checkbox"/> Robin Mayhew, WSDOT |
| <input checked="" type="checkbox"/> Amy Danberg, SR 167 Master Plan | <input checked="" type="checkbox"/> Julie Meredith, WSDOT |
| <input checked="" type="checkbox"/> April Delchamps, WSDOT | <input checked="" type="checkbox"/> Roger Millar, WSDOT |
| <input checked="" type="checkbox"/> Samantha DeMars-Hanson, SR 167 Master Plan | <input checked="" type="checkbox"/> Kristin Sandstrom, WSDOT |
| <input checked="" type="checkbox"/> Alex Henry, WSDOT | <input checked="" type="checkbox"/> Jeff Storrar, WSDOT |
| <input checked="" type="checkbox"/> Ron Judd, WSDOT | <input checked="" type="checkbox"/> Wendy Taylor, SR 167 Master Plan |
| | <input checked="" type="checkbox"/> Karl Westby, SR 167 Master Plan |

Meeting objectives:

- Finalize study area
- Review purpose and need
- Discuss evaluation framework

Introduction

Robin Mayhew, Management of Mobility Director, thanked committee members for coming. Amy Danberg, SR 167 Master Plan Communications, facilitated introductions.

Opening remarks

Julie Meredith, Assistant Secretary for Urban Mobility, Access and Megaprograms, acknowledged the work the project team and Technical Advisory Committee (TAC) members have been doing to move the SR 167 Master Plan, Planning and Environmental Linkages Study forward. She expressed her gratitude for having this time with Policy Advisory Committee (PAC) members to provide them with updates and next steps. She welcomed Secretary Roger Millar to help share additional agency perspective on the Master Plan effort.

Roger Millar, Secretary of Transportation, expressed his hope that the SR 167 Master Plan, Planning and Environmental Linkages Study, will become a model for comprehensive system planning at WSDOT. He emphasized that the PAC's collaboration in this approach is key as this will be a multi-agency and multi-partnership plan. WSDOT knows we also need to listen to and reflect the voices and needs of the overburdened and vulnerable communities along this corridor and in this study area. We know there is an urgency to complete the Master Plan and start building critical projects. We want to complete this master plan in a thoughtful manner, ensuring we have meaningful, inclusive input and prioritizing the needs from these communities that often get left out of public processes. We also know the importance of this critical freight and business corridor to the future of our state. He emphasized the need to be resilient in the face of disasters and demographic changes. He noted how he is looking forward to working with this group on a transparent and collaborative planning process. This is the team's opportunity to develop a transformational plan for the SR 167 Corridor.

Secretary Millar passed it over to Robin to introduce new staff member April Delchamps, SR 167 Master Plan Planning Manager. April reviewed the meeting agenda and objectives. She reiterated that this Policy Advisory Committee (PAC) meeting is the second of seven meetings and there are five additional meetings. The team is currently on step two of the five planning steps, which is existing and future conditions. The next step will be to develop and screen strategies.

Community engagement

Amy provided an update about communications and community engagement. The project team recently completed the draft communications plan, and it is reflective of feedback the listening sessions which



prioritized representation from community-based organizations (CBOs) that represent from overburdened and vulnerable communities. She reminded the group of their overarching approach to community and partner engagement, and then provided an update on the engagement-to-date, what the project team has heard, and what is coming up.

Since the last TAC meeting, the project team was able to generate enough interest from CBOs to commit to participating on the Equity Advisory Committee (EAC) with the first meeting being planned for late February/early March. The committees (TAC, EAC, and PAC) will all act as an advisory group, and the project team will provide space for maximum input. So far, the team has engaged with over 40 organizations about the project. The team recently published [the project website](#).

In the next six months, the project team will launch an online open house in March, and tentatively conduct in-person open houses in April. They will also plan co-creation workshops that will be focused on recruitment from our CBO partners and plan to host them this summer.

Study area update

Robin provided updates on related projects in the study area. Several are in the Governor's proposed budget which include the SR 167 Southbound Auxiliary Lane and SR 167 Toll Upgrade project. She also noted that Olympic Region is kicking off two studies. One is on SR 512 and the other is a south Pierce County study.

April reviewed changes to the study area, reiterating that the final study area is data driven and partner refined. The study area boundary is used for the socioeconomic analysis. Based on feedback from many partners, the study area was formally extended to include the SR 167 extension connecting to the Port of Tacoma. She noted additional updates to the Kent manufacturing and industrial center or MIC boundary. In response to feedback, the next iteration will include the approved and candidate countywide growth centers. The project team will be asking affected jurisdictions to submit data for countywide centers in King and Pierce counties.

Lastly, the SR 167 corridor area has been redefined on the map to include both the SR 167 mainline and the multimodal transportation network accessing and adjacent to the mainline. This edit is in response to feedback about interchanges and access.

Discussion on the study area update:

- Councilmember Valerie O'Halloran, City of Renton, asked if Renton should be identified as a Manufacturing and Industrial Center due to the presence of Boeing.
- April responded that there is a separate PSRC process you have to go through in order to identify something as a MIC but she would be happy to get her the materials.
- Josh Brown, PSRC, said he was happy to follow up with Councilmember O'Halloran after the meeting to discuss.

Review vision, purpose and need

April reviewed the updated vision and goals. She shared how the vision was updated to incorporate feedback since the last meeting. The changes reflect feedback heard at the first TAC and PAC meetings as well as from the listening sessions with CBOs. Some of the edits to the vision included clarifying what the Master Plan will do, ensuring all trip purposes were included, focusing on the need for transit options and active transportation, and incorporating the needs of and feedback from vulnerable and overburdened communities. There were no comments on the updated vision.

Next, April reviewed the updated goals. The SR 167 team incorporated feedback from the same groups as the vision. Key feedback themes mirror the vision feedback with the addition of framing SR 167 in the



context of its role and impact on the greater transportation system, addressing existing and future safety concerns, including freight support facilities and truck parking, and mode specific solutions.

Discussion on goals:

- Hans Hunger, City of Puyallup, brought up practical solutions and State of Good Repair, asking if the plan is constrained by what funding is currently available. How much does that constrain what is in the plan if the need is even bigger?
 - Robin said yes, there is more need than there are resources. That is a big part of why WSDOT has led with this practical solutions conversation. We are identifying needs and doing everything we can to understand the specific needs of the community, freight, and the traveling public. We are looking for solutions that will address those needs, low-cost when possible, and we are looking for all needs to be served, when possible. As we move forward, this evaluation framework will be very important. We're not saying this is a fiscally constrained plan, it is the vision for the future and meeting all goals is the work we have in front of us right now, but we do need to be thinking about resources that are and are not available. It is a vision document for the future.
 - Secretary Millar added that WSDOT's intent is that the strategies identified are scalable. At the end of the day, WSDOT is not the decision maker on this, that is usually the Governor and Legislature if it is state money. We are saying here are the issues on the corridor and here are the goals and strategies to address those issues. Everything should be in the plan, and we will make do with what we have. Each of these solutions will be measured to the goals.
 - Hans commented it sounds like it is not necessarily constrained, but it sounds like it is looking at the need and what funding is available now.
 - Roger agreed and said that in his experience, the big project is the last thing we try after we try the least costly, less time-consuming alternatives.
- Brian Ziegler, Freight Mobility Strategic Investment Board, asked if the TAC considered other improvements to the environment and mentioned there could be an opportunity to improve stormwater runoff.
 - April answered that the TAC did not really get into that. One of the things the project team is striving to do in the existing conditions is to identify the environmental streamline, such as what is in place and where there might be concerns, from historical properties all the way to things like culverts. Where we go from there will be the next steps as we develop the process and metrics.
 - Chris Breiland added that the evaluation framework does include stormwater, stormwater impacts, and benefits. There is a full list of environmental metrics that are consistent with what would be in a planning environmental linkage study, so the project team certainly has that on our agenda to evaluate.
- Christine Wolf, Northwest Seaport Alliance and Port of Tacoma, commented in the chat that the TAC also discussed the need to account for resiliency and asked if this could be included in the goals.
 - April said the team will discuss this. The word resiliency is included in the vision but the team can look to see where it might fit in the goals.
- Councilmember Valerie O'Halloran, City of Renton, said that the need for bioswales and other types of technology to reduce tire compounds getting into our waterways is very important.

Evaluation framework

Chris Breiland, SR 167 Master Plan Project Manager, reviewed changes to the metrics and introduced the screening process. One big shift included a term change from "criteria" to "metrics," which was prompted by TAC comments on using consistent nomenclature from WSDOT's Practical Solutions framework. The metrics were reorganized to match the goals as well.



Other updates included adding countywide growth centers, adding metrics related to equity, adding connectivity analysis focused on active modes to identify barriers, and travel time reliability.

Initial project list

Chris and April reviewed the status of the initial project list, how we got to the list, and that we've asked for feedback on the list from the TAC. This project list came from a review of all the published plans from all jurisdictions. The project team is looking for feedback from the TAC on the initial project list by Feb. 11. TAC members/staff will be working with their PAC representatives to provide feedback.

Discussion on the initial project list:

- Christine Wolf, Northwest Seaport Alliance and Port of Tacoma, said that the draft list does not call out projects that are in the Freight and Goods Transportation System (FGTS) and asked if it would be possible to sort for that.
 - April responded saying she was not sure how simple it would be to add that but she can work with her to identify those and can get her the list to cross reference them.
 - Robin added that they should have a GIS layer for the FGTS.
- Brian Ziegler, Freight Mobility Strategic Investment Board, asked if the team is screening existing local government stormwater improvement plans in order to identify strategies.
 - April said, to her knowledge, they are not doing that. That is not one of the categories. They only looked at projects with transportation elements. She can look into it and get back to him.

Discussion/Q&A

Other questions and comments included:

- Mayor Nancy Backus, City of Auburn, asked how the EAC members were decided on and what outreach was done to form that committee.
 - Amy responded saying that as part of the team's community engagement plan, they did a community profile and an equity analysis, and created a list of CBOs. They mapped those CBOs to the community profile so there was a representative sample, and that is where they recruited from. The project team can send out the list of CBOs, and they will be sending out this final presentation as well.
 - Mayor Backus added that some cities have DEI managers and it might be helpful to include them.
- Commissioner Dick Marzano, Port of Tacoma, asked how many of the CBOs the project team reached out to are based in Pierce County.
 - Amy answered that there were several but they would have to get back to him with an exact number.
- Darin Stavish, Pierce Transit, commented that it would help to know which transit agency the comments from the CBOs were directed towards. He asked if someone on the project team would be able to separate and send them to the appropriate agency or provider (e.g., King County Metro, Sound Transit, Pierce Transit).
 - Robin answered that the project team can go through the comments in the summaries and pull those out.
- Brian Ziegler, Freight Mobility Strategic Investment Board, commented that cities and counties have stormwater advisory committees to provide feedback on water quality and quantity issues.



Next steps

April reviewed next steps, including next steps for engagement, technical work, and upcoming requests for partner feedback. There are multiple engagement and technical tasks underway in the first quarter of the year. The team is wrapping up the listening sessions and starting to plan for the first open house and the first Equity Advisory Committee meeting. The next Policy Advisory Committee meeting will be in March.

Feedback from partners is important. Currently, the preliminary purpose and need document detailing the vision and goals supported by the needs is out for final review to identify any critical issues as well as an internal WSDOT review. The next request for review by partners will be the screened initial project list. In March, the TAC will receive a request to review and comment on the Existing Conditions Report and Scenario Principles.

Items for partner review include:

- Screened initial project list feedback by Feb. 11.
- Existing conditions report in early March.
- Scenario principles anticipated in early March.