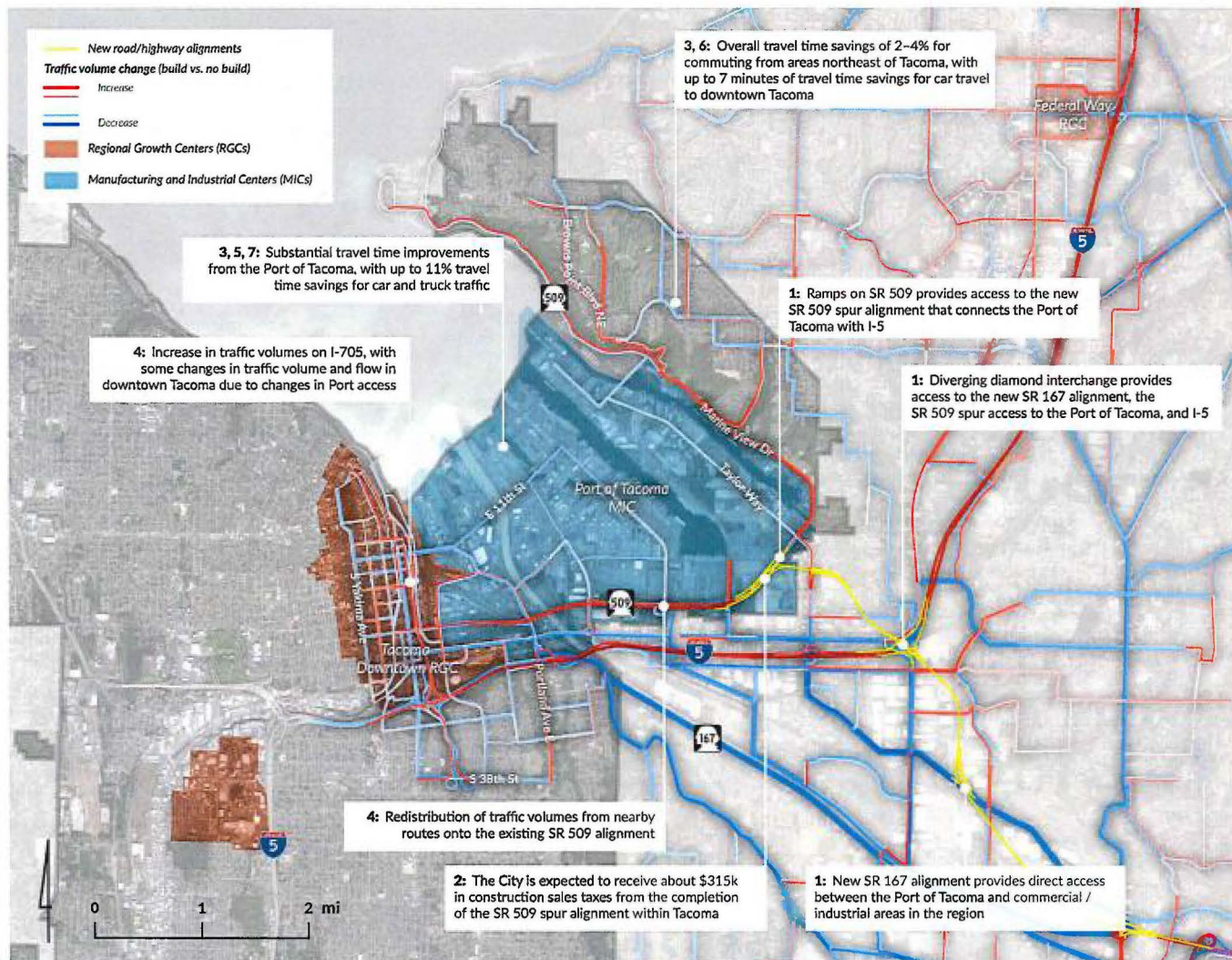


Puget Sound Gateway Partner Assessment

City of Tacoma



Overview

| | |
|-------------------|-----------------------|
| Population: | 208,100 (2017 est.) |
| Employment: | 105,487 (2016) |
| Operating Budget: | \$3.17 billion (2017) |

The City of Tacoma is expected to receive **high** local benefits under the Puget Sound Gateway Program, based on the characteristics summarized below:

- 1. Direct transportation linkages
- 2. Effects on local sales taxes
- 3. Travel time savings
- 4. Traffic diversion from local streets
- 5. Effects on local employment
- 6. Effects on developable residential lands
- 7. Effects on developable employment lands
- 8. Achievement of local policy goals
- 9. Environmental and social benefits

Tacoma includes the terminus of the new SR 509 spur between I-5 and the Port of Tacoma, which is linked with the SR 167 Completion Project, and with I-5 at a new interchange.

The benefits to Tacoma are strongly linked to enhanced Port access, with significant travel time savings for truck traffic going in and out of the Port lands due to improved traffic flow. The SR 509 spur connection will improve access across the Tideflats and enhance access to the Tacoma Downtown Growth Center.

For More Information

www.wsdot.wa.gov/projects/gateway

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Proposed Participation Level: Tier One

Per the Policy adopted by the Puget Sound Gateway Funding and Phasing Subcommittee outlining three tiers of participation, the City of Tacoma commits to the following responsibilities as a **Tier 1** partner:

- **Contribute to local nexus projects.** The City would commit to providing funding and rights-of-way (if applicable) to local nexus projects that would constitute part of the SR 167 completion program. This would focus on the SR 167 completion project, specifically the SR 509 spur access to the Port of Tacoma.
- **Sponsor, initiate and help write grants.** The City would commit to sponsoring grants for local nexus projects and overall project development, and provide staff support for grant writing as required.
- **Support project and grant requests.** The City would commit to supporting project and grant requests that are included under the Gateway Program. This includes providing letters of support to grant applications as necessary, and coordinating applications for other transportation funding to reduce conflicts.
- **Participate in project meetings and reviews.** The City would commit to participating in project meetings and project development reviews for the Puget Sound Gateway Program and allocate sufficient staff time for attendance and participation.

What Tiers are included under the assessments?

The Partner Assessments are structured around three Tiers that classify the levels of benefit received by each community along a continuum, and define the resource commitments to the Puget Sound Gateway Project:

- **Tier 1** communities are serviced directly by the new highway alignments, and receive significant direct benefits due to improved accessibility.
- **Tier 2** communities are located close to the new highway alignments, and receive moderate to high benefits due to improved accessibility.
- **Tier 3** communities receive overall benefits from improvements to regional accessibility, but only receive nominal benefits directly.

What Are the Net Benefits to the City of Tacoma?

The Puget Sound Gateway Program is expected to provide the following net benefits to the City of Tacoma:

Direct Effects

- **Regional transportation linkages are created and improved.** The SR 509 spur provides a new link between I-5 and SR 509, which provides greater access to the Port of Tacoma and downtown. (1,3)
- **Single and high-occupancy vehicles will experience moderate overall travel time savings.** Compared to the no-build scenario, there will be moderate improvements in commuting travel time. On average expect total travel time savings for commuting to and from the downtown to be 3–6%, with travel time benefits north of the Port to be 2–4%. (3)
- **There will be moderate to high overall travel time savings for truck traffic due to network improvements.** Expect to see up to 11% overall time savings for the portions of the city in the Port, with areas to the south of the downtown projected to have 6–7% time savings. (3)
- **Truck traffic will be diverted from city streets onto new regional routes.** Expect a 9% reduction in truck traffic VMT on local streets during PM peak periods, specifically on E 11th St, Puyallup Ave, and Pacific Ave. This may provide benefits with reduced maintenance, capacity improvements, and local safety. (4)
- **Tacoma will receive modest sales tax revenue from project construction.** Based on a preliminary assessment of the SR 509 Spur/Port of Tacoma access elements, Tacoma should receive about \$315,000 in local sales tax from construction activities. This is about 7% of the total sales taxes generated by cities from the SR 167 Completion Project, and is expected during Stage 1B of the project. (2)

Indirect Effects

- **Improving freight mobility around the Port of Tacoma is critical to local and regional success.** The health of the Port of Tacoma is a critical component of local and regional economic health, as it supports over 29,000 jobs and more than \$3 billion in economic activity. Improving traffic flow and the reliability of cargo transportation into and out of the Port can enhance its ability to meet the needs of the region, and can promote the development of businesses that rely directly or indirectly on Port operations. Providing up to 11% time savings on trips into or out of the Port can have significant impacts on this role as an economic engine. (5)
- **Improving access to downtown.** In addition to providing access to the Port, new connections with SR 509 can provide for an additional avenue to access Downtown Tacoma via a limited access highway. Improving the accessibility of these routes can also promote opportunities for new development in the downtown, including both commercial and residential development. (5, 6, 7)

Social and Policy Effects

- **Policies in the City Comprehensive Plan provide direct support for the SR 167 project.** The 2015 One Tacoma Plan specifically highlights the connection between the Port of Tacoma and I-5 and the new SR 167 alignment as missing components of the regional transportation system, and indicates that the City should coordinate with other agencies to initiate these projects. (Policy CP-6.8). (8)
- **The City Transportation Improvement Program specifically identifies the SR 509 connection to the Port as a priority project.** In the appendix of the One Tacoma Plan, the listing of Tier 1 projects for the Transportation Improvement Program specifically includes the SR 509 connection between the Port of Tacoma and I-5. (8)
- **Riparian and wetlands mitigation and restoration at the I-5 interchange will be incorporated into the Program.** The Program includes significant riparian and wetlands restoration as part of the development of the interchange between SR 167 and I-5 to mitigate flooding and improve degraded habitats in this area. (9)
- **Pedestrian and cycling connections will be integrated with the SR 509 spur development.** Extensions of cycling infrastructure on the SR 509 spur alignment and at the I-5 / SR 167 interchange will promote pedestrian and bicycling connections between the Tideflats area and the Interurban Trail. (9)