

Project Supporters (continued)

Sumner Community Food Bank Sunset
Chevrolet
Tacoma Diesel
Tacoma-Pierce County Assoc. of REALTORS®
Tacoma-Pierce County Chamber of Commerce
Tacoma Transload, Inc.
Tana Hasart and Associates
Tiny's Tire Factory of Sumner
Totem Ocean Trailer Express (TOTE) Truck Express, Inc.
Truck Force
Tyson Trucking, Inc.
Umpqua Bank of Puyallup
Union Bank of Puyallup
U.S. Bank of Puyallup
U.S. Oil Corporation
Vadis
Valley Cities Association
Valley Vending of Sumner
Washington Asphalt and Paving Association
Washington Cold Storage
Washington Council on International Trade
Washington Movers Conference
Washington Realty Group
Washington State Fair
Washington State Farm Bureau
Washington State Potato Commission
Washington Trucking Association
Waste Connections, Inc.
Wenatchee Valley Traffic Association
Wesley Homes
Weyerhaeuser
World Trade Center of Tacoma

The Puget Sound Gateway needs heroes in Olympia

The News Tribune, 5/18/13

Take a good look at the list of [South Sound legislators]. Those 24 lawmakers have the power to create nearly 100,000 jobs and keep Pacific Rim shipping pouring into Puget Sound through the 21st century.

Yet those same lawmakers could also help forfeit 100,000 jobs. For lack of interest or courage, they could allow the ports of Tacoma and Seattle to become backwaters of maritime commerce — which supports more than 200,000 livelihoods.

The decision before these South Sound legislators is whether to throw their combined weight behind the Puget Sound Gateway to secure its passage in the special session of the Legislature....

...It's an expensive project: Highways don't come cheap. Regardless, the future of the ports of Tacoma and Seattle, the preservation of jobs, the expansion of payrolls, and the efficiency of Interstate 5 all depend on passage of the \$1.8 billion Gateway project....

...But so far, there has been no corresponding push from what might be called the Pierce County caucus. (We're including the three lawmakers from the 30th District in the Federal Way area.)

The Pierce County delegation has moved mountains in the past, repeatedly securing funding for important transportation projects — such as the Nalley Valley viaduct in Tacoma — against political odds. If the area's 24 lawmakers are united and determined, they can put the Puget Sound Gateway over the top.

The transportation package has statewide appeal; among its projects are a widening of I-405, a much-needed highway corridor in Spokane and major improvements to Interstate 90 at Snoqualmie Pass.

But nothing of this magnitude happens without forceful leadership. Nor does it happen if the regions that would benefit most seem divided or apathetic about it. Witness the Legislature's declining interest in funding a new bridge over the Columbia River as factions in Vancouver squabble over its merits.

Three Pierce County lawmakers — Hans Zeiger and Dawn Morrell of Puyallup, and Jake Fey of Tacoma — have been courageous advocates of the Puget Sound Gateway. Zeiger in particular has bucked anti-tax sentiment in his own Republican Party.

Others have shown varying degrees of interest. No one appears outright opposed. But the delegation as a whole has not thrown its heart and soul into the effort.

This should be a full-court press on the part of Republicans and Democrats alike: Jobs and economic strength should be bipartisan goals. The South Sound and the entire state have too much to lose if the Puget Sound Gateway never opens.

State Route 167 Completion



Project supporters

Adriatic Grill
Agriculture Transportation Coalition (AgTC)
AIM Aerospace
Alaska State Chamber of Commerce
Allied Alaska
American Apparel & Footwear Association
American Container Transport, Inc.
American Fast Freight
Anderson Transport Safety Services
Aota Graphics
APM Terminals
Ashley Road Development
Associated General Contractors of Washington
Auto Warehousing Company
Association of Washington Businesses
Beall's Pharmacy
Berger Abam
Blue Star Transportation
Bridge Terminal Transport
Brown and Haley
Calaway Trading
Carlile Transportation
Cement Masons and Plasterers Local #528
Chase Construction Northwest, Inc.
Chevrolet of Puyallup
Chuckals Office Products
City of Algona

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<http://sr167.portoftacoma.com>

Port of Tacoma position

The Port supports completing State Route 167 by adding the remaining six miles between Puyallup (SR-161) and Tacoma (SR-509) originally envisioned in the highway's design 30 years ago.

SR-167 improves mobility

- Completion of SR-167 provides a direct link to Kent and Puyallup River valleys, the second largest distribution center on the West Coast; 44% of regional truck trips by the Ports of Seattle and Tacoma are destined for this area.
- Travel time between Puyallup and Tacoma would improve by 15%, saving 13,915 person-hours of travel time per year.
- SR-167 will carry 100,000 vehicles per day.
- Substantial traffic reductions are expected on I-5 as SR-167 and SR-509 provide alternatives during peak congestion.
- SR-167 provides the "last mile" connection for agriculture products grown in eastern Washington to get to the docks at the Port of Tacoma for export.

Project Funding

Total invested to date (includes 20% design and 70% ROW)	\$159.9 million
Remaining design	\$100.7 million
Remaining ROW	\$190.0 million
Construction	\$1.20 billion
TOTAL SHORTFALL	\$1.50 billion

SR-167 creates economic vitality and jobs

- A completed SR-167 could fuel job growth to the tune of \$10.1 billion. That's the size of the new payroll expected to be generated by an expansion of the Port of Tacoma's international cargo and other operations — an expansion that is contingent on good transportation connections to move the freight to and from the docks.
- The economic benefit of saved travel time over 30 years is \$940 million.
- SR-167 is estimated to generate 948 direct jobs and up to 1,990 indirect jobs per year of construction.

SR-167 improves safety

- The current gap in the SR-167 consists of surface streets with multiple turns, intersections and driveways.
- These features result in accident ratios on the non-freeway segment of SR-167 that are 20 to 70 percent higher than statewide averages for similar highways.

Project Supporters (continued)

- City of Auburn
- City of Edgewood
- City of Fife
- City of Lakewood
- City of Milton
- City of Pacific
- City of Puyallup
- City of Sumner
- City of Tacoma
- Clean Energy Fuels
- Coca Cola Refreshments
- Coldwell Banker Commercial Offenbecher
- Coleman American Moving
- Columbia Bank of Puyallup
- Communita Design
- Creative Local Strategies
- D&B Trucking
- Dara Supply Company
- Denny's Valley Autobody
- Eagle Home Mortgage
- East Pierce Fire and Rescue
- Eco-Tec, Inc.
- Economic Development Board of Tacoma-Pierce County
- Envirolssues
- ESI Security
- Everbright
- Evergreen Groundworks
- Executive Council for a Greater Tacoma
- Fife, Milton, Edgewood Chamber of Commerce
- Fife You Store It
- Fix Auto
- Foss Waterway Development Authority
- Freight Mobility Strategic Investment Board
- Fullaway Lamphear and Sauve
- Graham Chiropractic
- Green Mountain Coffee Roasters
- Group Health
- Hammermasker Law Offices
- Hampton Inn and Suites of Puyallup
- Harborstone Credit Union
- HDR Engineering
- Heritage Bank of Puyallup
- Homes Plus Property Management
- Horiachi, Zimmerman, and Bartels
- Husky Container Terminal
- ILWU Local #23
- Integra
- International Union of Operating Engineers
- Jay Ray
- K-Line
- Konoike Pacific (K-Pac)
- Laborers Local 252
- Lake Tapps Family Medicine
- LeRoy Surveyors and Engineers
- Lewis County Economic Development Council



SR-167 is good for the environment

- The project will improve air quality by reducing congestion, improve truck mobility, and smooth traffic flow levels. CO emissions, for example, are projected to be reduced by an estimated 26% under the build alternative compared to the no-build alternative.
- The proposed project mitigation links multiple fragmented habitats together, providing over 1,000 acres of contiguous habitat and resulting in a cumulative 70 percent increase in ecological services in the area.
- The project's proposed mitigation enhancements will reduce predicted flooding along Hylebos Creek from 246 acres to 187 acres—a 50 percent reduction.

SR-167 in a statewide context



Project Supporters (continued)

- MacKay Sposito
- MacMillan-Piper, Inc.
- Magellan Mortgage
- Marine Floats Corporation
- Master Builders Association of Pierce County
- Matthews Bookkeeping
- McConkey Company
- Milgard
- Multicare
- Murray Pacific
- NAIOP**
- Newland Communities
- Northwest Christian Schools
- Northwest Java Group
- Occasions Catering
- The Old Cannery
- Olympic Container Terminal
- Pacific Northwest Asia Shippers Association
- Pacific Northwest Waterways Association
- Parametrix
- Patrick Duffy, Attorney
- Paws-Abilities
- PCC Logistics
- Pierce County
- Pierce County Building and Construction Trades Council
- Pierce County Regional Council
- Pierce County Terminal
- Plan It Management
- Port of Tacoma
- Port Pass, Inc.
- Premier Northwest Agents
- Premier Transport
- Puget Sound Pilots
- Pulte Group
- Puyallup Chamber of Commerce
- Puyallup Tribe of Indians
- Quality First Pest Solutions
- Regional Access Mobility Partnership
- Riverside Ford
- The Rush Companies
- Safeway Northwest Division
- San Mar
- Sharpo Business Systems
- South County Area Transportation Board
- South Sound Transportation Coalition
- South Sound Chambers of Commerce Legislative Coalition
- Schnitzer Steel
- Shinstine Associates
- Spartan Agency
- SSA Marine Stac Inc.
- STAC, Inc.
- Stafford Suites
- Stephens Law Group
- Stolz and Associates
- Sumner Collision

If you want to get to heaven, build SR-167.
- Gov. Jay Inslee

Some say we can wait another year or two. I say the wait is over. It is time to get a move on. We could wait another year, but Port Metro Vancouver BC is not waiting. We could wait another year but the Port of Price Rupert is not waiting. We could wait another year by the Panama Canal Authority is not waiting. We could wait another year, but the Port of Norfolk, Baltimore, New York/New Jersey—they aren't waiting. We've waited long enough.
- Rep. Hans Zeiger

There isn't a legislative district in Washington that doesn't export something. Every district has an interest in the success of our ports.
- Rep. Judy Clibborn

What will help trade in Washington? Three things: SR-167, SR-167, SR-167.
-John Parrott, Totem Ocean Trailer Express

SR-167 is the backbone of the South Sound Economy. Without SR-167 we cannot compete economically. The idea of dead-ending in Puyallup was a bad idea 30 years ago and it is still a bad idea.
- Bruce Kendall, Tacoma Pierce Co. EDB

If we don't protect our ports and keep them viable and competitive then we are kidding ourselves. Cargo has to be able to get into those ports quickly and it has to be able to get out of the ports quickly, too.
- Sen. Curtis King

So how can you help me? Keep me competitive. Complete SR-167. Connections to the Port of Tacoma are vital.
-Pierson Clare, Brown and Haley

Never again will SR 167 not be on a transportation list. It is time to get to work.
- Congressman Denny Heck