

Imagine an I-5 system that supports people, place, and prosperity in the Puget Sound region

The I-5 System Partnership is seeking to reimagine what can be done to maximize I-5's value to our changing economy and our people. How can we move more freight and more people with fewer vehicles?

About the I-5 System Partnership Stakeholder Group

From spring 2018 to winter 2019, a stakeholder group is developing strategies to achieve long-term goals for the I-5 system. It is a partnership between WSDOT, local governments, major employers, transit agencies, non-profits, community organizations, and the University of Washington, all working together to create an action plan to address the pressing challenges of the I-5 system.

I-5 System Partnership Goals

Environmentally responsible: Maintain the highest standards for environmental management.

Resiliency: Create resilience in anticipation of disruptive conditions.

Connected communities: Improve multimodal connections through partnerships.

Equitable opportunity: Advance access to support economic opportunity, equity, health and quality of life for our region and its people.

Safety and reliability: Predictably, safely and efficiently serve the transportation needs of our region.

Adaptive innovation and technology: Innovate with mobility solutions, land use decisions, and emerging technologies that serve the evolving needs of our communities and economy.

Sustainably funded: Ensure revenues and resources are available that set the I-5 system on a new course toward sustainable funding, less burdened by debt.

Maintain a state of good repair: Lower life cycle cost to preserve the system in a state of good repair.

Next steps

Stakeholder Meetings

- Build lasting and transformational partnerships
- Develop long-term goals and objectives for the system
- Issue a report to support a scenario planning process (spring 2019)

I-5 Near-Term Action Agenda

- Develop solutions that can be implemented now (2018-2021)
- Manage demand without building new infrastructure
- Bring partners together to remove barriers

Future Work

- Mid- to long-term scenario development and environmental analysis
- Develop I-5 Master Plan

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I-5 System Partnership

A lot is riding on I-5

The 107 mile stretch of I-5 between Tumwater and Marysville needs urgent attention. The cracked, rutted, crumbling pavement and seismically vulnerable structures on the interstate facility increase costs and threaten the safety of everyone on it, including transit, freight and commuters. The carpool lanes on I-5 are failing state performance standards. This interstate is the backbone of Washington's transportation system, powering our economy, linking statewide markets to our ports, connecting people to jobs, goods and each other. All of the transportation systems it connects to, including local streets, highways, transit, freight and national defense rely on I-5. Yet I-5's current lack of reliability threatens the state's ability to compete globally.

The region is projected to add 1.8 million residents by 2050, requiring us to re-think how we partner to strategically address these issues. WSDOT's Practical Solutions approach advances solutions to these issues by leveraging the next generation of transportation investment, rather than fixing individual problems as they arise.

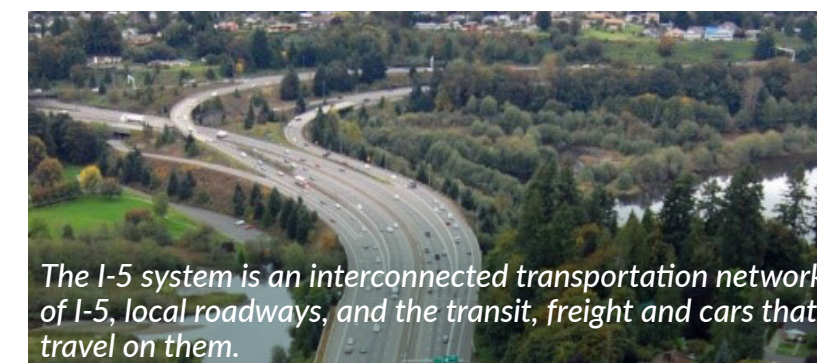
Partnering for the Future

The **I-5 System Partnership** is a collaborative initiative to plan for the preservation and redevelopment of the I-5 system.

WSDOT is working with a broad group of public, private, academic, local government and transportation agency representatives to plan for the future of I-5. These stakeholders' focus includes the inter-related, multimodal facilities beyond I-5, the regional HOV system, and local land use planning.

The **I-5 System Partnership** is:

- **Developing a regionally shared understanding** of longer-term challenges facing the I-5 system and regional HOV system.
- **Exploring emerging opportunities** to maximize the value of I-5 to the economy and our people.
- **Proposing potential solutions** within the Tumwater to Marysville study area and developing goals, objectives and a broader regional consensus on a strategic plan for the future



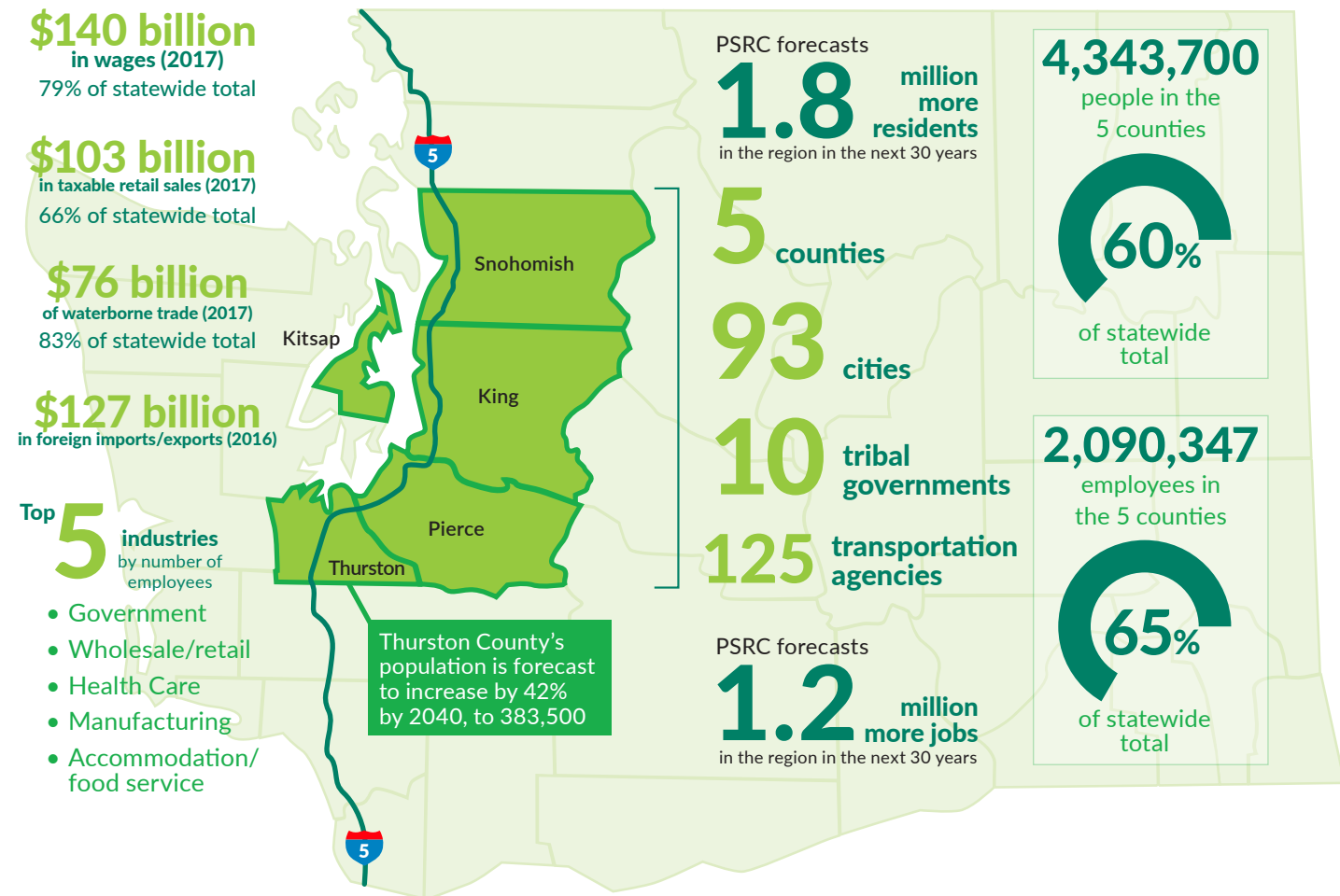
The I-5 system is an interconnected transportation network of I-5, local roadways, and the transit, freight and cars that travel on them.



I-5 System Partnership study area

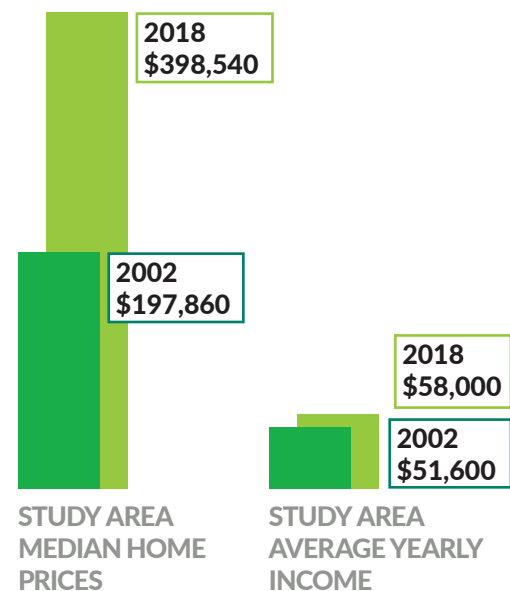
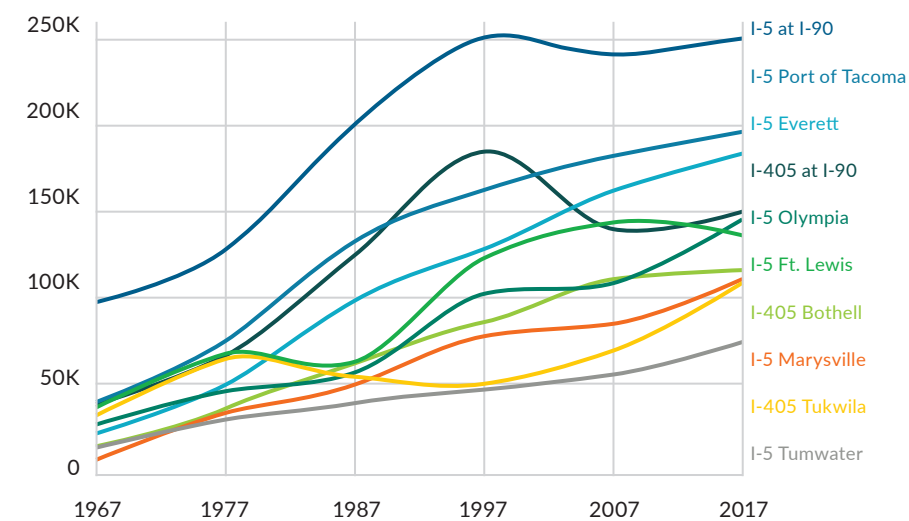
A Growing Region on the Move

Interstate 5 is more than just a highway. It is the interconnected spine of a complex system that supports an exploding population and robust economy. The state of I-5, the roadways and HOV system and the local arterials it feeds impacts the movement of people and goods, national defense, public health, community vitality, the natural environment, and everything in between.



The Puget Sound region is ranked tenth in the U.S. for hours spent in traffic. As housing costs outpace income in the study area, residents are forced to live farther from where they work, leading to longer commute times and increased congestion.

Estimated Annual Average Daily Traffic



A Transportation System Under Pressure

Economic lifeline



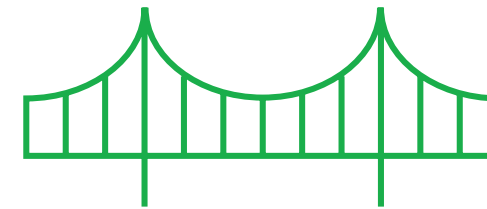
- A primary connector for ports of Tacoma and Seattle.
- Carries over 10 million tons of freight per year.
- Both a lifeline and a barrier for the region's booming economy.

\$550 billion comes from freight-dependent industries

88% of all statewide air cargo goes through the Puget Sound region

Congestion costs **\$5 billion** annually, and is forecast to increase to **\$15 billion** by 2026

State of good repair



I-5 faces huge maintenance needs and funding hasn't kept pace.

\$2.5 billion needed for preservation through **2040**.

\$700 million needed to preserve **430 bridges** through **2040**.

\$1.3 billion needed to preserve pavement through **2040**.

\$550 million needed for seismic retrofits to I-5 through Seattle. Drivers will have to use other routes following a major earthquake.

Safety and community health

I-5 is critical to the communities it touches and the health of everyone on and around it.

30% increase in road incidents since **2012**

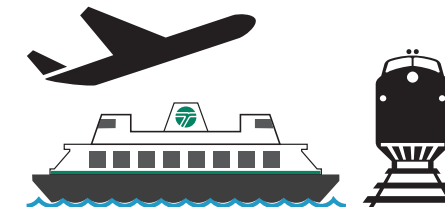
WSDOT's Incident Response Team (IRT) makes **68 contacts per day**, on average.

56% of IRT contacts are for disabled vehicles

Air pollution can reach **500 - 1000 feet** from the roadway

Multimodal connections

Besides automobiles, the I-5 travelshed must serve freight, HOV, rail, ferries, bicycles, pedestrians and airports.



12 Commuter rail stations
6 Amtrak rail stations
22 Light rail stations

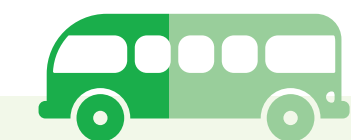
4 Airports
12 Ferry terminals
5 East side of Sound
7 West side of Sound

HOV system

High occupancy vehicles move more people through the system with fewer vehicles.

The HOV lane on I-5 at Northgate moved **2.5 times the people** as adjacent lanes, and had reliable travel times up to **10 minutes faster**

24 percent of lanes between Federal Way and Everett are HOV



42 percent of drivers between Federal Way and Everett use HOV

7 HOV projects in the study area cost **\$1.6 billion** (three completed, three under construction, one in design)

Sources: Puget Sound Regional Council, Thurston Regional Council, Inrix, Washington State Department of Transportation CCR 2017, Washington State Freight System Plan, Boston Consulting Group, United States Census, Washington Center for Real Estate Research/Washington State University, University of California, The Seattle Times