I-5 Statistics

- This section of I-5 comprises some of the worst congestion in the entire state and as such is an issue of local, regional, and national interest
- Over 120,000 vehicles use the corridor daily
- Afternoon traffic speeds slow to 22 MPH to 36 MPH in both directions, 7 days per week
- I-5 is an important regional freight corridor; 12-13% of total vehicles are freight
- Traffic slows to an average speed of 15 MPH during peak-use times

Lakewood Today

- Current population: 58,310; Households: 26,548
- Median age: 36.6 years
- Median household income: $43,801 compared to $59,374 Statewide
- Average household income: $65,912
- Median home value in 2013: $194,610
- Unemployment rate—6.4% compared to 5.6% Statewide and 5.7% in Seattle
- Lakewood property tax rate is $1.44 per $1,000 assessed value
- JBLM: 158,697 population: 46,496 Service Members, 57,946 Family Members, 16,896 Civilians, and 33,938 Retirees
- Approximately 26,250 jobs in Lakewood
- 3,528 businesses operate in Lakewood
- Possess high school diploma/equivalent—86.9% compared to 90% Statewide
- Possess at least a Bachelors degree—20.8 compared to 31.6% Statewide
- Diversity: 60% White, 15% Hispanic, 12% African American, 9% Asian, 4% Native American
City of Lakewood Federal Priorities

1. I-5 JBLM Corridor Interchange and Capacity
   - Current status: WSDOT moving forward with an Alternative Analysis for the full corridor and Interchange Justification Report (IJR) that will result in a preferred alternative by the end of 2014/early 2015
   - Total Project Cost: $820 million
   - Provide congestion relief, improved mobility and travel time reliability
   - Improve connectivity between communities and JBLM location
   - Improve access to JBLM, reducing back up on the interstate
   - Reduce demand on I-5 by rebuilding priority interchanges with phased improvements.
   - Project lead is the Washington State Department of Transportation; other partners include City of Lakewood and JBLM
   - Ramp metering and some minor Intelligent Transportation System improvements have been made

2a. Port Defiance Rail Bypass—Basic Safety Enhancements
   - Provides public safety improvements including, safety fencing, sound walls, security cameras and detection equipment
   - Total Project Cost: $87 million
   - Outstanding Need: $4.6 million

2b. Port Defiance Rail Bypass—Lakewood Amtrak Station
   - Adds a station to the City of Lakewood bringing Amtrak access to the community and JBLM

3. EB5 Foreign Investment Regional Center
   - Lakewood created a Targeted Employment Zone to utilize this federal program
   - Secured commitments of investors to create 2 new hotels in Lakewood
   - Extreme federal delays (more than 2 years) prevented these developments

Community Development Block Grant and HOME
- CDBG funding has dropped from $913,000 in 2000 down to $471,752 in 2014
- HOME funding has dropped from $464,000 in 2000 down to $242,800 in 2014
- Lakewood has helped families fix up nearly 150 homes at a cost of nearly $6 million since 2000 coupled with basic physical infrastructure improvements in needy neighborhoods

JBLM Air Corridor
- Two zones; clear zone and the air corridor
- Zoned for limited use but the area contains numerous businesses and homes that create a large economic impact for the City
- A main entrance to the City of Lakewood

Other Federal Priorities
- A) COMMUTE Act of 2014 (H.R.5290) gives the Office of Economic Adjustment (OEA) the authority to grant awards for the construction of transportation infrastructure improvements in military communities
  - North Gate Road and Edgewood Avenue
  - Veterans Drive at American Lake Park
  - North Thorne Lane at Future Gravelly to Thorne Connector (aka: Union Avenue)
  - Madigan Access Project (Berkeley Street I-5 Interchange)
- B) Expansion of OEA's authority to provide sustainable funding beyond base gates to assist and partner with the communities (e.g. SSMCP) that they serve
- C) The City supports reauthorization of the TIGER grant program in the MAP-21 Reauthorization and supports designating a portion of these funds for cities under 100,000 in population size