

SOUTH CORRIDOR – PIERCE COUNTY
County Council and Executive Consensus Package

Proposed Amendment #1 to RTID Executive Board Plan as Adopted May 31, 2007

Amendment Sponsors: RTID Executive Board members Shawn Bunney, Tim Farrell

Amendment Purpose: This amendment presents a revised investment plan for Pierce County. A bipartisan group of Pierce County Council members and the County Executive developed this amendment together, with the support of the environmental community and the business community.

Key Principles: The amendment retains SR 167 as the marquee investment in Pierce County and closes the funding gap left in the May 31 plan. SR 167 is of vital importance to Pierce County's economy. The plan also requires a mediation process for SR 704. It also addresses the mobility needs of those in east Pierce while protecting valuable farmland in Orting valley.

With this amendment Pierce County will be united in their support for the Roads & Transit package.

The project costs noted next to the project names are in Year of Expenditure (YOE) dollars. The 2006 dollar costs will be available pending updated project cost calculations.

SR 167 Tacoma to Puyallup Project (\$1,585 million YOE)

Includes \$95 million for an I-5 connection.

Adds an I-5 northbound on ramp from SR 167 southbound.

Adds a second lane southbound on SR 167 from Valley Ave. I/C to I-5.

Traffic analysis will be performed to prioritize the sequencing of construction.

Description:

Adds funding to include the first phase of a ramp connecting the SR 167 to I-5 at Fife. (WSDOT would conduct a traffic study to determine whether a ramp from northbound I-5 to northbound 167 or a ramp from southbound 167 to northbound I-5 should be constructed with these funds.) This proposal also closes the significant funding gap (approximately \$140 million) that remained under the 5/31 proposal. Funds are added from other projects and the funding plan anticipates a contribution of \$40 million from the Port of Tacoma through use of fill, and early land acquisition. The RTID contribution to this project would be increased more than \$200 million when additional funds and project aging and sequencing are adjusted, going from \$1,358 million to \$1,586 million (YOE).

I-5/ SR 704 / 176th Corridor - Cross Base Highway (\$427 million YOE)

- **Add \$105 million to this corridor, subject to the following requirements:**
 1. \$5 million for environmental enhancements

2. \$5 million for environmental or other mitigation
3. \$30 million is dedicated to the SR 704 corridor
4. \$60 million is available for the SR 704 or 176th St E corridor contingent on a mediation with affected government, business and environmental parties.
5. Mediation is open to all transportation and environmental impact issues. This includes, but is not limited to seeking a solution for the mobility of goods and people in the South Pierce east-west corridor and priority consideration of preventing impacts to the Oak Prairie habitat. Costs of mediation and technical and fact-seeking analyses to be funded under RTID. The funding in paragraph 4 may not be expended until after completion of the mediation.
6. Mediation would not begin until January 5, 2009
 - Mediation parties to include:
 - Military Base representatives
 - Washington State Department of Transportation
 - Pierce County
 - Spanaway/Parkland community
 - Washington Environmental Council
 - Transportation Choices Coalition
 - Futurewise
 - Tahoma Audubon Society
 - Equestrian community and Hunt Club
 - Retired military community
 - Frederickson Industrial Group
 - City of Lakewood

During the mediation all parties to current or future litigation who participate in the mediation shall agree not to litigate before and during the mediation process and the legal rights of all standing parties shall be preserved. All parties reserve their legal rights in the event that mediation agreement is not successful.

The record of decision remains in its current status until the end of the mediation process. If the mediation is successful, then the Record of Decision will be modified as necessary to implement the mediation agreement. If the mediation is not successful, then the Record of Decision retains its status.

The executive board is directed to develop a plan to implement these provisions.

Tacoma Mall Access (\$17 million YOE)

- This will fund the Tacoma Mall Access project.

SR 410/SR 162 Congestion Relief Project (\$121 million YOE)

- Reconstruct the SR 410/ SR 162 interchange
- Addition of lanes south on SR 162 terminating at the urban growth boundary
- Modify SR 410 Traffic Avenue interchange

Focus is on the most congested part of the corridor. It retains funding for a rebuild of the SR 162/SR 410 interchange. Also retained is funding for the widening of the corridor to the Puyallup River Bridge and for minor improvements to the Traffic Avenue interchange on SR 410. Dropped from the proposal is the any right of way acquisition or widening in the 162 corridor from the Puyallup River bridge south. This provides a significant cost savings to the Pierce county plan.

Non-Motorized Investments (\$35 million YOE)

- \$35M to fund the design and construction of non-motorized enhancements to the RTID projects. Examples of possible projects include design and integration of bicycle and pedestrian trails into existing RTID project corridors, such as the Milton Inter Urban Trail adjacent to SR 167, and other corridors affected by RTID projects.
- Pierce County will supplement this amount by \$15M for a total of \$50M.

Construction Mitigation (\$11 million YOE)

YOE Total: \$2,2 M (approximately)

2006 Dollars Total: \$1,3 M