

PSRC's 2021 Transportation Alternatives Program Application

NOTE: This application results document contains all of the questions present within the 2021 TAP Application, including those that may have been skipped in the online application due to input provided.

A. Application Type

A1. TAP Project Category

Bicycle and Pedestrian Projects

B. General Project Information

B1. Project Title

Wapato Creek Pedestrian Bridge

B2. RTP ID#

1722

B3. Sponsor

Port of Tacoma

B4. Co-Sponsor

WSDOT - OLY

B5. Certification Acceptance?

No

B6. CA Sponsor

WSDOT - OLY

C. Project Contact Information

C1. Name

Christine Wolf

C2. Phone

2067873458

C3. Email

cwolf@nwseaportalliance.com

D. Project Description

D1. Project Scope: Please provide a clear and concise (300 words or less) description of the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? If this is part of a larger project, please be specific as to the portion on which the grant funds will be used.

The project constructs a bridge for a regional trail/shared-use path for nonmotorized traffic to full width standards across Wapato Creek, connecting the previously funded SR 167 Hylebos to Alexander Avenue E shared use path to Alexander Avenue E immediately south of SR 509. The previous plan was limited to a severely constrained final connection to Alexander Avenue E via a 4-foot wide bicycle lane on the existing SR 509 roadway shoulder, immediately adjacent to high volumes of traffic. This grant will be used to construct a 14-foot wide bridge, separated from vehicle traffic, to ensure long term high-quality access for users of all abilities for this future regional trail. Additionally, the separation of pedestrians and bicyclists from the roadway will improve safety and vehicle operations.

D2. Project Justification, Need or Purpose: Please explain (in 300 words or less) the intent, need or purpose of this project. What is the goal or desired outcome?

The project is part of a multi-stage plan to correct historically underserved nonmotorized connectivity in the north Pierce County area including the Puyallup Tribal Nation and Port of Tacoma Manufacturing Industrial Center (MIC). The area lacks regional nonmotorized access because pedestrian and bicycle facilities were not integrated into previous transportation infrastructure. This project along with the other fully funded segments of the SR 167 shared use path provide the first uninterrupted nonmotorized trail between the MIC, City of Tacoma, City of Fife and Puyallup Tribe of Indians lands to the Interurban Regional Trail.

The initial segment opened in 2021, providing a regional nonmotorized trail from the Interurban Trail across I-5 at Wapato Way E. (formerly 70th Avenue E.). This connection alone corrected decades of a lack of nonmotorized access across Interstate 5: There was no crossing providing pedestrian and bicycle facilities and ADA access. While current nonmotorized activity is suppressed by the lack of infrastructure, future land use plans show a need for improved connections, including Fife City Center Plan, Sound Transit Link Light Rail Station, Puyallup Tribe economic development and the Hylebos Creek Nature Trail riparian restoration program (part of the SR 167 Completion project).

The nonmotorized connection of the Port of Tacoma MIC provides access for future growth in nonmotorized travel generated by proximity to the Fife Link Light Rail Station. The population of the MIC represents a small 0.7 percent of the City of Tacoma population, but the census tract is an area of persistent poverty.

Nonmotorized connectivity to Link Light Rail presents opportunities for improved access to regional employment for those residents. In addition, the project lies within the Puyallup Tribal Nation in an area of residential and commercial activity that is historically underserved with nonmotorized access.

E. Project Location

E1. Location

SR 167 Shared Use Path (future)

E2. County/Counties

Pierce

E3a. Beginning Landmark

SR 509/Alexander Ave E I/S

E3b. Ending Landmark

Alexander Avenue E

E4. Map and Graphics

[Wapato Bridge Engs Drawing 3Nov21.pdf \(299 KB\)](#)

[XL5466 BR12-VICINITY.pdf \(1.04 MB\)](#)

F. Plan Consistency

F1. Is the project specifically identified in a local comprehensive plan?

Yes

F2. If yes, please indicate (1) the plan name, (2) relevant section(s), and (3) page number(s) for the relevant sections.

The City of Tacoma Comprehensive Plan designates the corridor as part of its bicycle priority network with a Protected Bicycle Facility (Transportation Master Plan pp 77).

F3. If no, please describe how the project is consistent with the applicable local comprehensive plan, including specific local policies and provisions the project supports. Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page number.

G. Federal Functional Classification

G1. Federal Func. Class.

Not Applicable

G2. Rural Func.

G3. Urban Func.

H. Support for Centers

H1. Describe the relationship of the project to the center(s) it is intended to support. For example, is it located within a designated regional, countywide or local center, or is it located along a corridor connecting to one of these areas?

The project is located on a corridor serving the Port of Tacoma MIC. The proposed Wapato Creek Bridge completes the final path connection to Alexander Avenue E. at a principal entry intersection to the MIC. Nonmotorized access to the MIC presents an opportunity to improve nonmotorized access and safety to historically underserved populations in a Zone of Persistent Poverty, access to employment via nonmotorized connection to the future Fife light rail station, and to provide high-quality nonmotorized connectivity to the regional trail system for a historically underserved indigenous population. Future planned extensions of the trail to be constructed with SR 167 also link the Puyallup and Tacoma Regional Centers.

H2. Describe how the project supports existing and/or planned population/employment activity in the center and implements specific policies or projects identified for the center in an adopted plan.

The project lies in the Port of Tacoma, a designated regional Manufacturing Industrial Center, as identified in the City of Tacoma Comprehensive Plan. The Comprehensive Plan calls for development of a Bicycle Priority Network. The specific project meets the high quality of facility category "Provides treatment recommended in the Bicycle Priority Network." The Port of Tacoma MIC is a major economic generator for Tacoma and the Region. Jobs within the MIC are expected to almost double in future years. Nonmotorized utilization is modest today in part due to lack of facilities. However, future proximity of light rail and the presence of two social justice populations, the Zone of Persistent Poverty and Puyallup Tribal Nation call for providing a high-quality multimodal network. Planned construction of the missing link as part of a project on the regional highway system presents cost benefits from scale economies; it is less expensive to grade and construct the trail with the highway project. Access to transit connects employment opportunities in the MIC, particularly for the transit dependent or transit preference labor force. Access to jobs around the Region improves for residents in the Tacoma Tideflats and Fife areas.

H3. Describe how the project helps the center develop in a manner consistent with the adopted policies and plans for the center. For example, implementing specific policies or projects identified for the center in an adopted plan.

The project directly implements City of Tacoma Comprehensive Plan Bicycle Priority Network and constructs a project consistent with Transportation Master Plan project ID #42.

City of Tacoma Comprehensive Plan TMP Project List, Project ID 42: SR 509, "shared-use path project as part of any WSDOT new or reconstruction project."

Policy UF-9.2 Integrate transit stations into surrounding communities and enhance pedestrian and bicycle connections to provide safe access to key destinations beyond the station area.

TMP Policy 3.10 Complete and maintain a safe bicycling system that connects all parts of Tacoma and accommodates all types of bicyclists. Achieve the highest level of Bicycle Friendly Community status as

designed by the League of American Bicyclists, or an equivalent designation.

TMP Policy 3.11 Improve access to trails for all areas of Tacoma and connections to neighboring jurisdictions for both transportation and recreational purposes by filling gaps in both the trail network and pedestrian and bicycle networks.

TMP Policy 3.15 Address infrastructure gaps, inadequate design, safety hazards, and at-grade railroad crossing conflicts to increase safety, capacity, and timeliness of both over-land and rail freight, especially on identified heavy haul corridors

using appropriate programs, regulations, and design standards. Design active transportation facilities in manufacturing industrial centers in a manner that minimizes potential conflicts with trucks and trains to allow for the safe and efficient movement of both freight and people.

NOTE: "I. Category-Specific Criteria" will only be filled out for the project category being applied to (question A1).

I. Category-Specific Criteria: Bicycle and Pedestrian Projects

I1. Describe how the project extends or completes a regional or local bicycle and pedestrian system, and/or adds facilities to an existing bicycle and pedestrian system or network.

The project extends previously constructed and fully-funded paths connecting Alexander Avenue E at the Port of Tacoma to the Interurban Trail.

The project vicinity is characterized by a lack of nonmotorized and barrier-free ADA access. Much of the transportation infrastructure in the area was constructed without nonmotorized facilities. This has changed in recent years, but the area still features significant gaps in pedestrian and ADA accessibility, and has no regional nonmotorized facility connecting centers. As a consequence of this historical system development, I-5 bisected the community with no ADA or bicycle access and scant sidewalks linking across the highway from north to south. The SR 167 Shared-use Path corrects this deficiency with the recently completed nonmotorized path on the Wapato Bridge (formerly 70th Avenue E.). That connection will be extended to the start of the subject project during construction of the SR 167 Completion Project from I-5 to SR 509. However, without the proposed project, the final connection to Alexander Avenue E. will be restricted to a 4-foot wide shoulder segment across the existing Wapato Creek highway bridge, adjacent to high traffic speeds and significant volumes of trucks accessing the Port of Tacoma.

A project development study is currently underway to identify a future extension of the SR 167 Shared-use Path westerly to Downtown Tacoma and to Puyallup.

I2. Describe how the project addresses a need in the community and reduces key barriers to use and functionality, i.e. travel distance, a steep slope, a comfort issue, or other identified barrier.

The project provides a full standard width nonmotorized facility in place of a section of 4-foot wide shoulder on SR 509. The shoulder route places users in close proximity to high-speed traffic, large volumes of trucks, and requires single file cycling and walking. The route without the project would significantly constrain the quality, comfort and attractiveness of the route as a nonmotorized facility. With the completion of future phases, the route establishes a continuous regional nonmotorized path from Tacoma to Puyallup. Such a major facility should meet or exceed standards throughout the corridor.

I3. Describe how the project addresses safety and security.

The current network lacks separate facilities for nonmotorized traffic and existing routes show a history of pedestrian and bicycle crashes. This project becomes a segment of the entire SR 167 Shared-use Path

connecting Tacoma and Puyallup. When complete, SR 167 relocates the regional state route from SR 167 River Road. River Road lacks nonmotorized and ADA accessibility but users are present anyway. Previous safety analysis completed for the Tacoma to Puyallup Trail Study in 2019 showed two nonmotorized crashes per year including one pedestrian fatality in 2018, even with low walk/bike traffic. This demonstrates the need for a regional class nonmotorized facility in North Pierce County without the constraint of a 4-foot shoulder at Alexander Avenue E.

The planned nonmotorized bridge provides a full standard nonmotorized facility separated from SR 509 highway traffic. The project avoids exposure to potential hazards of traveling close to traffic. While the 4-foot path can be constructed safely, walkers and bikers are still in close proximity to high-speed traffic and exposed to greater risk from highway mishaps, objects and weather displaced by passing traffic.

14. Describe the connections to other multimodal facilities the project provides. For example, high capacity or other transit stations, ferry terminals, etc.

The project closes nonmotorized and ADA access gaps in walk/bike routes to the planned Sound Transit Link Light Rail Station at Fife. Nonmotorized users will have fully accessible connections from Alexander Avenue E and the Port of Tacoma using the Shared-use Path and its connections into the existing Fife sidewalk system. The path passes within one quarter mile of Fife Station.

15. Describe how the project will project will benefit a variety of user groups, including commuters, residents, and/or commercial users.

The project first benefits nonmotorized users in the project area. High-quality nonmotorized access will promote safe walking and bicycling in the Tacoma Tideflats area and City of Fife. Future transit commuters will have accessible facilities to complete trips to transit, work and home. Transit dependent and transit preference labor force accessing the MIC will have improved nonmotorized access to employment. The area features extremely high truck traffic associated with Port and industrial uses. A separated nonmotorized facility allows commercial users to operate more safely without exposing nonmotorized to heavy vehicle traffic. It will also provide access to a regional trail network, supporting healthy outdoor recreation.

16. Describe how the project will benefit populations identified in the President's Order for Environmental Justice, including people of color and people with low incomes, older adults, people with disabilities, populations located in highly impacted communities, and/or areas experiencing high levels of unemployment or chronic underemployment.

Poverty and poor infrastructure often occur in close proximity to each other as is the case with nonmotorized and ADA access here. The project reverses the correlation, instead providing premium nonmotorized and barrier-free ADA access to the following users:

- The project provides high-quality barrier free access to historically underserved environmental justice populations.
- The project lies within the Puyallup Tribe of Indians boundary. About 2,500 tribal members live in the vicinity, including in close proximity to the project. The area is characterized by a lack of nonmotorized access and community separation from historical highway construction, with many continuity gaps and ADA barriers.
- The residential population of the MIC area is low compared to the surrounding urban area but still represents 0.7 percent of Tacoma population living in a Zone of Persistent Poverty.
- Transit dependent and transit preference labor force accessing the MIC will have improved nonmotorized access to employment.

17. Discuss whether there will be a loss of opportunity if this project is not funded, e.g., development or other economic pressure.

The project will be constructed with the SR 167 Stage 1b Project which will soon be awarded to the successful design-build contractor. Current Covid-era cost increases and employment and supply chain issues places overall pressure on project costs. It is unclear how higher than expected costs will affect individual components of the project, however, this grant will secure the Wapato Creek Pedestrian Bridge as the previous grant to the SR 167 Shared-use Path also secures that portion of the trail.

I. Category-Specific Criteria: Historic Resources Projects

I1. Describe the current or former transportation use of the facility.

I2. Describe the historic significance of the facility. This could include designation as a local, state or national landmark; listing as a contributing part of a local, state or National Register historic district; or a determination of eligibility for listing in the National Register.

I3. Describe the planned use of the facility and the project's relationship to the transportation system.

I4. Describe how the project is part of a larger historic preservation plan.

I5. Describe the level of public access to the project, including access for populations identified in the President's Order for Environmental Justice, including people of color and people with low incomes, older adults, people with disabilities, populations located in highly impacted communities, and/or areas experiencing high levels of unemployment or chronic underemployment.

I6. Discuss whether there will be a loss of opportunity if this project is not funded, e.g., development or other economic pressure.

I7. Describe the long-term preservation and/or maintenance plans for the facility.

I8. Please provide documentation illustrating the commitment to maintenance into the future, and/or information on the steps required to do so.

I. Category-Specific Criteria: Environmental Projects

I1. Describe the relationship of the project to the transportation system.

I2. Describe the level of public access to the project, including access for populations identified in the President's Order for Environmental Justice, including people of color and people with low incomes, older adults, people with disabilities, populations located in highly impacted communities, and/or areas experiencing high levels of unemployment or chronic underemployment.

I3. Describe how well the project goes over and above what is normally required.

I4. Describe the long-term maintenance plans for the project.

I5. Discuss whether there will be a loss of opportunity if this project is not funded, e.g., development or other economic pressure.

I6. Please provide documentation illustrating the commitment to maintenance into the future, and/or information on the steps required to do so.

J. PSRC Funding Request

J1. Has this project received PSRC funds previously?

Yes

J2. Please provide the project's PSRC TIP ID.

1722

K. PSRC Funding Request (cont.)

Phase	Year	Amount
Construction	2022	\$800000
		\$
		\$

Total PSRC Funding Request:

\$800000

Total Estimated Project Cost and Schedule

L. Planning Phase

Fund Type	Fund Source	Funding Status	Amount
State	Other State	Secured	\$200000
			\$
			\$
			\$
			\$

Total Planning Phase Cost:

\$200000

Expected year of completion for this phase:

2019

M. Preliminary Engineering/Design Phase

Fund Type	Fund Source	Funding Status	Amount
State	Other State	Secured	\$150000
			\$
			\$
			\$
			\$

Total Preliminary Engineering/Design Phase Cost:

\$150000

Expected year of completion for this phase:

2021

N. Right of Way Phase

Fund Type	Fund Source	Funding Status	Amount
			\$
			\$
			\$
			\$
			\$

Total Right of Way Phase Cost:

\$0

Expected year of completion for this phase:**O. Construction Phase**

Fund Type	Fund Source	Funding Status	Amount
State	Other State	Secured	\$220000
Federal	TAP(PSRC)	Unsecured	\$800000
			\$
			\$
			\$

Total Construction Phase Cost:

\$1020000

Expected year of completion for this phase:

2025

P. Other Phase

Fund Type	Fund Source	Funding Status	Amount
			\$
			\$
			\$
			\$
			\$

Total Other Phase Cost:

\$0

Expected year of completion for this phase:

Q. Project Summary

Total Estimated Project Cost:

\$1370000

Estimated Project Completion Date (month and year):

December 2025

R. Financial Documentation

R1. Please enter a description of your financial documentation in the text box below.

The project is funded within the SR 167 Puget Sound Gateway Program budget from funds assigned to nonmotorized project elements. Enclosed enacted budget document shows the funds as programmed.

R2. Please upload supporting documentation demonstrating all necessary matching funds for the phase(s) for which PSRC funds are being requested are secure or reasonably expected.

[20210901 Wapato SUP Bridge Est.pdf \(80 KB\)](#)

[SR 167 Puget Sound Gateway Budget 18May21.pdf \(229 KB\)](#)

Project Readiness

S. Preliminary Engineering/Design

S1. Are you requesting funds for ONLY a planning study or preliminary engineering?

No

S2. What is the actual or estimated start date for preliminary engineering/design?

January 2021

S3. Is preliminary engineering/design complete?

Yes

S3a. What was the date of completion (month and year)?

August 2021

S4. Have preliminary plans been submitted to WSDOT for approval?

S3b. Are there any other PE/Design milestones associated with the project? Please identify and provide dates of completion. You may also use this space to explain any dates above.

For the purposes of this design-build contract, this section responds to the preliminary engineering and design necessary to prepare the project for the design-builder to complete full design.

The SR 167 Completion project has NEPA approval but the design-builder will need to obtain NEPA approval for the SR 167 Shared-use Path including the Wapato Creek Pedestrian Bridge.

Preliminary engineering was complete August 2021.

S5. When are preliminary plans expected to be complete? For non-certified agencies, please enter the expected approval date.

T. Environmental Documentation

T1. What is the current or anticipated level of environmental documentation required under the National Environmental Policy Act (NEPA) for this project? For more information on NEPA requirements, please refer to WSDOT's [Local Agency Guidelines Manual](#).

Documented Categorical Exclusion (DCE)

T2. Has NEPA documentation been approved?

No

T3. Please provide the date of NEPA approval, or the anticipated date of completion (month and year).

December 2022

U. Right of Way

U1. Will Right of Way be required for this project?

No

U2. What is the actual or estimated start date for right of way (month and year)?

U3. What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)? If federal funds are to be used on any phase of a project, federal guidelines for acquisition of right of way must be followed, including submittal of a right of way plan and funding estimates.

U4. Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits. Refer to [Chapter 25 of WSDOT's Local Agency Guidelines Manual](#) for more information.

U5. What is the zoning in the project area?

U6. Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.

U7. Does your agency have experience in conducting right of way acquisitions of similar size and complexity?

U7a. If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?

U8. In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each (month and year). For example, these might include: True cost estimate of right of way; Relocation plan; Right of way certification; Right of way acquisition; FTA concurrence; Certification audit by Washington State Department of Transportation Right of Way Analyst; and, Relocation certification, if applicable. Sponsors should assume a minimum of one year to complete the ROW process, longer if there are significant or complex property purchases.

V. Construction

V1. Are funds being requested for construction?

Yes

V2. Do you have an engineer's estimate?

Yes

V3. Please attach the engineer's estimate.

[20210901_Wapato_SUP_Bridge_Est.pdf \(80 KB\)](#)

V4. Identify the environmental permits needed for the project and when they are scheduled to be acquired.

NEPA/SEPA was completed for SR 167 Stage 1b in March 2021. The design-build contractor will need to acquire updates and several permits specific to the Shared-use Path.

1. NEPA/SEPA Update, design-builder will need to acquire DCE for Shared-use Path by December 2022.
2. Section 106 Consultation, Cultural Resources, December 2022

3. Section 7 ESA Update, December 2022
4. Section 404 individual permit, Corps of Engineers, December 2022
5. Section 401 water quality certification, Dept. of Ecology, December 2022
6. CZM Certification, Dept. of Ecology, December 2022
7. Hydraulic Permit, Washington Dept. of Fish & Wildlife, December 2022
8. Shoreline Critical Areas, City of Tacoma, December 2022
9. Land Use Critical Areas, City of Tacoma, December 2022

V5. Are Plans, Specifications & Estimates (PS&E) approved?

Yes

V6. Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year)?

August 2021

V7. When is the project scheduled to go to bid (month and year)?

April 2021

W. Other Considerations

W1. Describe any additional aspects of your project not requested in the evaluation criteria that could be relevant to the final project recommendation and decision-making process.

The project delivery mechanism is design-build. The design-build contract went to bid April 2021, with construction Notice to Proceed June 20, 2022. The design-builder will complete the project as part of the SR 167 Stage 1b Completion Project (I-5 to SR 509 at Alexander Avenue E.). Constructing the project with SR 167 offers significant benefits from scale economies compared to a separately constructed project.

Additional Attachments:

1. IRR Federal Lands Highway Tribal Transportation Program 2021-2026, trail project highlighted
2. Letter of Support, City of Fife
3. Letter of Support, City of Tacoma
4. Letter of Support, Washington State Department of Transportation

W2. Describe the public review process for the project and actions taken to involve stakeholders in the project's development.

The Wapato Creek Pedestrian Bridge is part of the Tacoma to Puyallup Regional Trail project, a product of community-based advocacy. WSDOT worked with a stakeholder advisory group to produce the Tacoma to Puyallup Regional Trail Connection Route Analysis Study, 2019. The stakeholder group included local and tribal government, parks agencies, transit, and community advocacy groups (Forevergreen Trails, Puyallup Watershed Initiative, Downtown on the Go, and area chambers of commerce).

The Tacoma to Puyallup Regional Trail project was the subject of a community engagement forum in June 2019 with 114 attendees.

The Tacoma to Puyallup Regional Trail project moved into the next stage of project development in late 2021. The project team initiated the preliminary engineering study to prepare the project for construction.

W3. Please upload any relevant documents here, if they have not been uploaded previously in this application.

[PSRC Tap Grant-City of Fife Letter of Support.pdf \(106 KB\)](#)

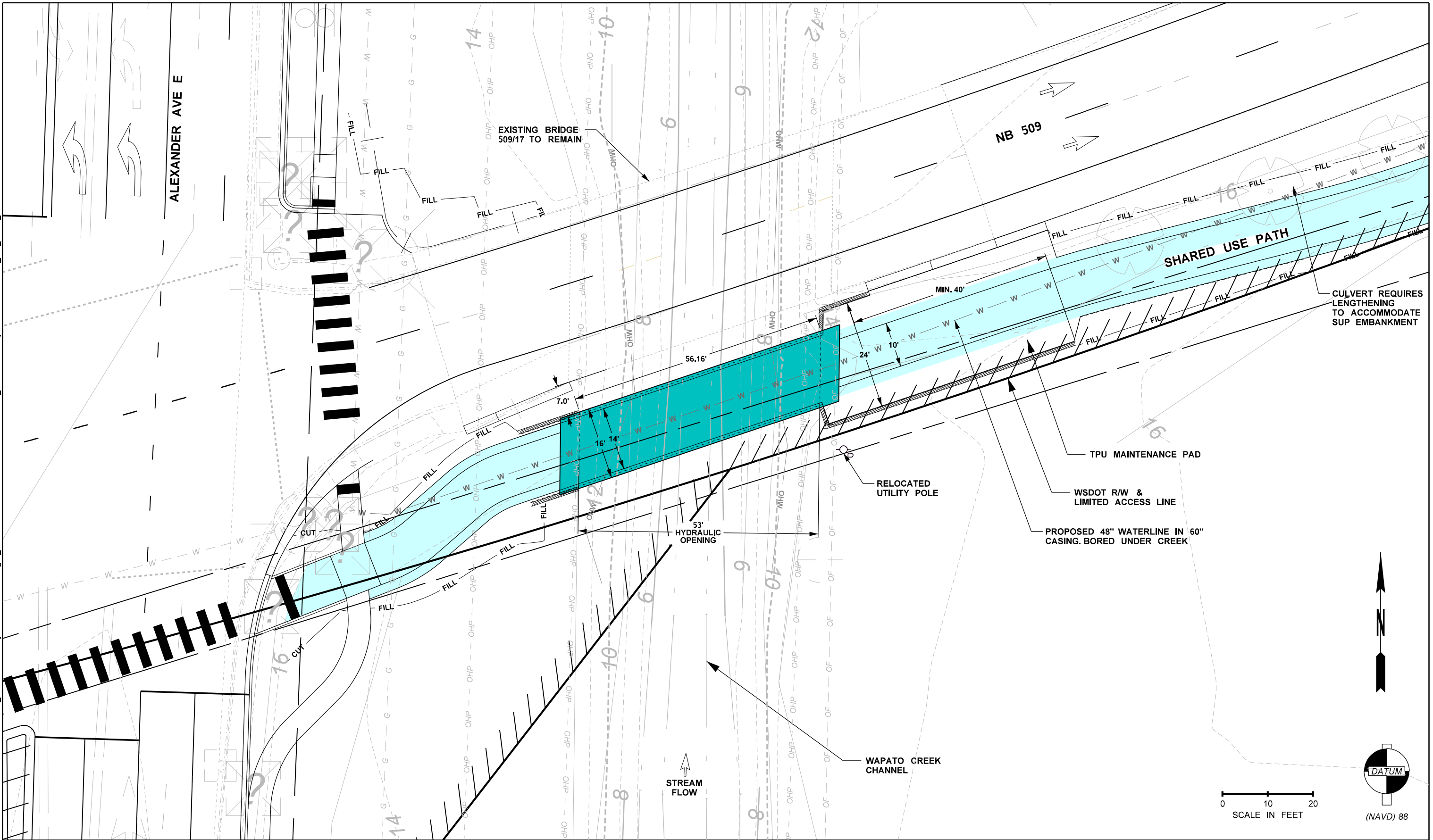
[IRR Tribal Transportation Program T2P.pdf \(458 KB\)](#)


[LOS_CityofTacoma.WapatoCreekPedestrianBridge_TAPGrant_11.29.21.pdf \(128 KB\)](#)

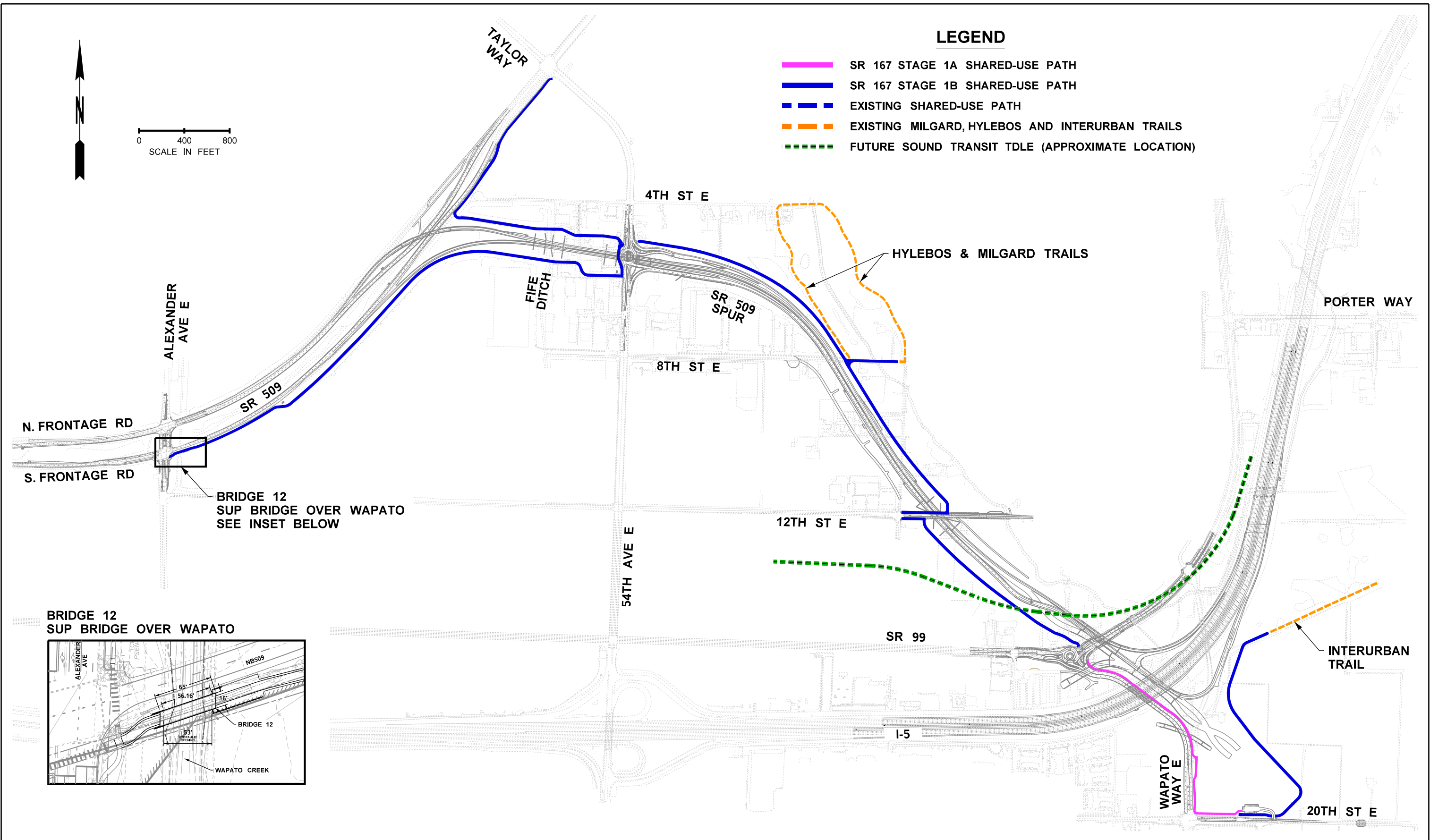
[Document-2021-11-30-PSRC_NM_Grant_Letter.pdf \(1.17 MB\)](#)

End of the Application

NOTE: Sponsors may update and resubmit information included in the application until submission deadline. If you need assistance editing an application that has already been submitted, please contact Kim Pearson at kpearson@psrc.org to have it returned to you.



FILE NAME c:\bms\pw_wsdot\d040896\XL5466_BG_PLAN_WC-SUP-Simplified.dgn														 Washington State Department of Transportation		SR 167 I-5 TO SR 509 NEW EXPRESSWAY			
TIME 8:39:00 AM						REGION NO. 10	STATE WASH	FED.AID PROJ.NO.		PLAN REF NO									
DATE 11/3/2021						JOB NUMBER						LOCATION NO.		SHEET					
PLOTTED BY USDO646693						CONTRACT NO. XL5466		OF											
DESIGNED BY B. NELSON										SHEETS									
ENTERED BY D. OWEN																			
CHECKED BY J. FENEDICK																			
PROJ. ENGR. C. SODERQUIST																			
REGIONAL ADM. J. WHITE																			
REVISION					DATE	BY					BRIDGE #12 SITE DATA - PLAN								

[illegible]

SR 167 COMPLETION PROJECT
Summary of Quantities and Cost Estimate
Wapato Creek SUP Bridge #12

STD ITEM NO.	UNIT	ITEM	TOTAL QTY	UNIT COST	ITEM TOTAL
PREPARATION - SUBTOTAL					\$ 10,376
0025	ACRE	CLEARING AND GRUBBING	0.05	\$ 7,000.00	\$ 376
0050	L.S.	REMOVAL OF STRUCTURE AND OBSTRUCTION	1	\$ 10,000.00	\$ 10,000
GRADING - SUBTOTAL					\$ 5,179
0310	C.Y.	ROADWAY EXCAVATION INCL. HAUL	33	\$ 14.00	\$ 462
0431	TON	GRAVEL BORROW INCL. HAUL	278	\$ 14.00	\$ 3,892
0470	C.Y.	EMBANKMENT COMPACTION	150	\$ 5.50	\$ 825
STRUCTURE - SUBTOTAL					\$ 433,890
	S.F	BRIDGE #12 - PRECAST CONCRETE SLAB GIRDGER BRDIGE	1,040	\$ 350.00	\$ 364,000
4480	S.F	CONCRETE FASCIA PANEL FOR GEOSYNTHETIC WALL	398	\$ 55.00	\$ 21,890
1561	L.F.	BRIDGE RAILING TYPE BP (OFF BRIDGE)	160	\$ 300.00	\$ 48,000
SURFACING - SUBTOTAL					\$ 3,016
5100	TON	CRUSHED SURFACING BASE COURSE	116	\$ 26.00	\$ 3,016
HOT MIX ASPHALT - SUBTOTAL					\$ 5,320
5767	TON	HMA CL. 1/2 IN. PG	56	\$ 95.00	\$ 5,320
TRAFFIC - SUBTOTAL					\$ 3,948
6763	L.F.	SINGLE SLOPE CONCRETE BARRIER	42	\$ 94.00	\$ 3,948
OTHER ITEMS - SUBTOTAL					\$ 36,940
7559	S.F.	GEOSYNTHETIC RETAINING WALL (OR MSE WALL)	398	\$ 30.00	\$ 11,940
	LS	UTILITY RELOCATIONS/DEENERGIZATION	1	\$ 25,000.00	\$ 25,000
Column Subtotals					\$ 498,669
Base D/B Contract					\$ 498,669
Missing Bid Items (% of Base Item Total)				12% \$	59,840
Water Pollution Control /TESC (% of Base Item Total)				4% \$	19,947
Maintenance of Traffic (% of Base Item Total)				10% \$	49,867
Subtotal 1					\$ 628,323
MOBILIZATION (% of Subtotal1)				10% \$	62,832
Subtotal 2					\$ 691,155
DB Engineering and Quality (% of Subtotal 2)				9% \$	62,204
DB Contract Administration (% of Subtotal 2)				5% \$	34,558
DB Engineering Mobilization (% DB Engineering and DB Contract Admin)				10% \$	9,676
Subtotal 3					\$ 797,593
Sales Tax (% of Subtotal3, 171)				0.00% \$	-
CN Risk				0.00% \$	-
Escalation				0.00% \$	-
Subtotal 4 - DB Contract Subtotal (Subtotal 3 + Sales Tax + Risk + Escalation)					\$ 797,593
Owner Paid Sales Tax (170)				10.2% \$	81,354
Subtotal 5					\$ 878,947
Construction Engr and Insp (% of Subtotal5)				12.0% \$	105,474
Standard Contingency (% of Subtotal5)				4.0% \$	35,158
HQ/OLY Region DPS (10% of Construction Engineering)				0.0% \$	-
Subtotal 6					\$ 1,019,579
Standard Contingency (% of Subtotal6)				4.0% \$	-
Escalation				0.00% \$	-
Subtotal 7					\$ 1,019,579
CN - Total: (DB Contract Total + Other Total)					\$ 1,019,579

2021-23 Biennium
Enacted (05/18/2021)
Department of Transportation
(Dollars in Thousands)

Project		Leg Dist	Prior	2021-23	2023-25	2025-27	2027-29	2029-31	Future	Total
Highway Improvements Program (I)			13,470,881	4,089,878	2,768,088	1,960,425	1,061,443	300,227	610,990	24,261,932
<u>Route</u>	SR 167, Tacoma to Puyallup - New Freeway		280,141	487,714	551,336	502,511	136,998	0	0	1,958,700
167	SR 167/SR 509 Puget Sound Gateway - M00600R	25, 27, 30, 31, 33	280,141	487,714	551,336	502,511	136,998	0	0	1,958,700
<u>Route</u>	I-205, Vancouver Area - Corridor Improvements		38,775	0	3,000	13,000	34,000	0	0	88,775
005	I-5/179th St Interchange - L1000111	17, 18	500	0	3,000	13,000	34,000	0	0	50,500
205	I-205/Mill Plain Interchange to NE 18th St 49 - Build Interchange - Stage 2 - 420511A		38,275	0	0	0	0	0	0	38,275
<u>Route</u>	SR 240, Richland Vicinity - Corridor Improvements		43,182	3,789	0	0	0	0	0	46,971
240	SR 240/Richland Y to Columbia Center I/C 08 - Add Lanes - 524002G		41,021	0	0	0	0	0	0	41,021
240	SR 240/Kingsgate Way - Signalize Intersection - 524003S	08	950	0	0	0	0	0	0	950
240	SR 240/Richland Corridor Improvements - L2000202	08	1,211	3,789	0	0	0	0	0	5,000
<u>Route</u>	SR 305/SR 304, Bremerton Vicinity - Corridor Improvements		16,112	20,688	0	0	0	0	0	36,800
305	SR 305 Construction - Safety & Mobility Improvements - N30500R	23	16,112	20,688	0	0	0	0	0	36,800
<u>Route</u>	SR 395, Ritzville to Pasco - Corridor Improvements		15,000	0	0	0	0	0	0	15,000
395	US 395/Safety Corridor Improvements - L2000128	09, 16	15,000	0	0	0	0	0	0	15,000
<u>Route</u>	US 395, Spokane - North Spokane Corridor		436,633	193,699	165,021	179,023	92,797	35,918	0	1,103,091
395	US 395/North Spokane Corridor - 600010A	03, 04, 06, 07	222,853	0	0	0	0	0	0	222,853
395	US 395 North Spokane Corridor - M00800R	03, 04, 07	213,780	193,699	165,021	179,023	92,797	35,918	0	880,238



Indian Reservation Roads Programs

Federal Lands Highway

Any level TIP/EIP Report

Reporting each CSTIP that meets the filter.

REPORT FILTERS:

Location = P-**-***

program_class_code = 6K1 TIP

CSTIP Type



Entity Name P10115 - PUYALLUP TRIBE
Program Class Code 6K1
CSTIP Type TIP Fiscal Year 2021
FHWA Approved Date 28-MAY-21 Funding Amount 1,836,135

FIRST PAGE FOR CSTIP

State 53 - Washington
Location P10115 - Puyallup

Projects on the CSTIP with this state are listed and subtotaled in this section
Covers that part of the reservation within the current state.

PCAS		Phase	FY 2021 (\$)	FY 2022 (\$)	FY 2023 (\$)	FY 2024 (\$)	FY 2025 (\$)	Total
Class	P1011501	PE						
Name	O		41,730	41,730	41,730	41,730	41,730	208,650
County	Puyallup Transportation Planning	CONS	0	0	0	0	0	0
Project Type	053 - Pierce	CE	0	0	0	0	0	0
Work Type	PLANING	Z	0	0	0	0	0	0
	P10	Total	41,730	41,730	41,730	41,730	41,730	208,650
PCAS	P1011517	Phase	FY 2021 (\$)	FY 2022 (\$)	FY 2023 (\$)	FY 2024 (\$)	FY 2025 (\$)	Total
Class	B	PE	6,135	5,000	5,000	5,000	5,000	26,135
Name	Puyallup Ave Bridge	CONS	0	0	0	0	0	0
County	053 - Pierce	CE	0	0	0	0	0	0
Project Type	REHAB	Z	0	0	0	0	0	0
Work Type	B10	Total	6,135	5,000	5,000	5,000	5,000	26,135
PCAS	P1011518	Phase	FY 2021 (\$)	FY 2022 (\$)	FY 2023 (\$)	FY 2024 (\$)	FY 2025 (\$)	Total
Class	R	PE	0	0	0	0	0	0
Name	30th Street East EQC Campus Road Exp	CONS	165,000	0	0	0	0	165,000
County	053 - Pierce	CE	10,000	0	0	0	0	10,000
Project Type	RECONS	Z	10,000	0	0	0	0	10,000
Work Type	7	Total	185,000	0	0	0	0	185,000
PCAS	P1011519	Phase	FY 2021 (\$)	FY 2022 (\$)	FY 2023 (\$)	FY 2024 (\$)	FY 2025 (\$)	Total
Class	O	PE	20,000	20,000	0	0	0	40,000
Name	Eastside Bike/Pedestrian Safety Improve	CONS	5,000	55,000	0	0	0	60,000
County	053 - Pierce	CE	5,000	5,000	0	0	0	10,000
Project Type	SAFETY	Z	5,000	5,000	0	0	0	10,000
Work Type	F1	Total	35,000	85,000	0	0	0	120,000
PCAS	P1011520	Phase	FY 2021 (\$)	FY 2022 (\$)	FY 2023 (\$)	FY 2024 (\$)	FY 2025 (\$)	Total
Class	O	PE	130,000	0	0	0	0	130,000
Name	Sw an Creek Grandview Trailhead Conn	CONS	5,000	150,000	15,000	0	0	170,000
County	053 - Pierce	CE	5,000	15,000	15,000	0	0	35,000
Project Type	WALKWY	Z	1,000	10,000	10,000	0	0	21,000
Work Type	F1	Total	141,000	175,000	40,000	0	0	356,000
PCAS	P1011521	Phase	FY 2021 (\$)	FY 2022 (\$)	FY 2023 (\$)	FY 2024 (\$)	FY 2025 (\$)	Total
Class	O	PE	75,000	100,000	100,000	130,000	295,000	700,000
Name	Puyallup to Tacoma Bike/Pedestrian Safe	CONS	0	0	0	0	850,000	850,000
County	053 - Pierce	CE	0	0	0	0	100,000	100,000
Project Type	WALKWY	Z	0	0	0	0	25,000	25,000
Work Type	F1	Total	75,000	100,000	100,000	130,000	1,270,000	1,675,000



City of Tacoma
Public Works Department

November 29, 2021

Kelly McGourty, Director of Transportation Planning
Puget Sound Regional Council
1101 Western Avenue, Ste 500
Seattle, WA 98104

Dear Ms. McGourty:

I am pleased to provide this letter of support for the Wapato Creek Pedestrian Bridge on the State Route (SR) 167 Shared-use Path. The City of Tacoma previously supported the grant request to construct the SR 167 Shared-use Path, and the Wapato Creek Pedestrian Bridge is an important continuation of that previously-funded work. The proposed project will vastly improve the connections from the SR 167 Trail by upgrading a four-foot-wide connection to Alexander Avenue East, which will, in turn, improve the safety and capacity of this facility for the City of Tacoma, Port of Tacoma, Puyallup Tribe, and other users of this regional facility.

The SR 167 Shared-use Path connects Fife, Tacoma, and the Port of Tacoma Manufacturing/Industrial Center into the recently completed crossing of Interstate 5 at the new Wapato Way Bridge (formerly 70th Avenue East). The Wapato Creek Pedestrian Bridge ensures the trail quality and safety we expect from a connection into the regional active transportation network.

This project is part of the Tacoma to Puyallup Trail Connection – an envisioned corridor between downtown Tacoma and downtown Puyallup for people walking and rolling that is physically separated from vehicular traffic and safe for people of all ages and abilities.

In 2019, project partners undertook a Route Analysis Study to assess the feasibility of three potential routes to complete this crucial connection: Levee Road, River Road, and the new SR 167 alignment. Each potential alignment was assessed for safety, connections, accessibility, equity, environment and community fit, and cost, along with fatal flaws. A bicycle and pedestrian trail along the new SR 167 alignment was the preferred option to make this project a reality. This trail project is a collaborative effort of the Washington State Department of Transportation, the Puyallup Tribe of Indians, the City of Fife, the City of Puyallup, the City of Tacoma, Metro Parks Tacoma, Port of Tacoma, and Pierce County.

We look forward to continued partnership on this project and support the Wapato Creek Pedestrian Bridge to create a safe and inviting trail corridor.

Sincerely,

Kurtis D. Kingsolver, P.E.
Public Works Director/City Engineer



**Washington State
Department of Transportation**

Puget Sound Gateway SR 509/SR167
SR 509: 999 3rd Ave, Ste. 2200
Seattle, WA 98104
SR167: 5720 Capital Blvd SE
Tumwater, WA 98501
206-464-1220
TTY: 1-800-833-6388
www.wsdot.wa.gov

November 23, 2021

Ms. Kelly McGourty
Puget Sound Regional Council
1101 Western Avenue, St. 500
Seattle, WA 98104

Dear Ms. McGourty:

The Washington State Department of Transportation (WSDOT) appreciates and values our long-standing partnership with the Port of Tacoma on the SR 167 Shared-use Path. WSDOT will construct the SR 167 Shared-use Path with the SR 167 Stage 1b (SR 167/I-5 to SR 509 New Expressway Project) contract. This work currently includes a temporary four-foot connection to Alexander Avenue E. along the existing SR 509 shoulder. In order to build the SR 167 Shared-use Path to the standards we expect from a regional trail the project needs to build the requested Wapato Creek Pedestrian Bridge.

The SR 167 Shared-use Path connects Fife, Tacoma, and the Port of Tacoma Manufacturing and Industrial Center to the recently completed Wapato Way Bridge (formerly 70th Avenue E.) crossing I-5. The project effectively extends the Interurban Trail from its current southern terminus and reconnects communities previously divided by I-5. No other crossing of I-5 in Fife provides pedestrian, bicycle, and ADA continuity. The future SR 167 Stage 2 project (SR 167/I-5 to SR 161 New Expressway Project) is expected to further extend the regional trail system to connect the downtown Tacoma regional center with the Puyallup regional center.

We support and request PSRC's support for the Wapato Creek Pedestrian Bridge PSRC TAP grant. Thank you for your consideration.

Thank you.

Sincerely,

A handwritten signature in blue ink, appearing to read 'John H. White'.

John H. White, P.E.
Puget Sound Gateway Program Administrator



November 24, 2021

Kelly McGourty
Puget Sound Regional Council
1101 Western Ave, Suite 500
Seattle, WA 98104

Re: PSRC TAP grant request for the Wapato Creek Pedestrian Bridge on the SR 167 Shared-use Path

Dear Ms. McGourty,

I am pleased to provide this letter of support to the Port of Tacoma and WSDOT for the Wapato Creek Pedestrian Bridge on the SR 167 Shared-use Path.

The City of Fife previously sponsored the PSRC grant for the SR 167 Shared-use Path with a temporary four-foot-wide connection to Alexander Avenue E. along the SR 509 shoulder. The SR 167 Shared-use Path connects Fife, Tacoma and the Port of Tacoma MIC into the recently completed crossing of Interstate 5 at the new Wapato Way Bridge (formerly 70th Avenue E). The Wapato Pedestrian Bridge ensures the trail quality and safety we expect from a connection into the regional nonmotorized network.

Please reach out to me if you have any questions regarding our support of this necessary project.

Sincerely,

A handwritten signature in blue ink that reads "Kim Roscoe".

Kim Roscoe
Mayor