



CANYON ROAD REGIONAL CONNECTION PROJECT

IMPROVING CRITICAL PIERCE COUNTY INFRASTRUCTURE

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Port of Tacoma Commission
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Agenda

- Project overview
- Review of benefits
- Project updates
- Public outreach and support
- Q&A

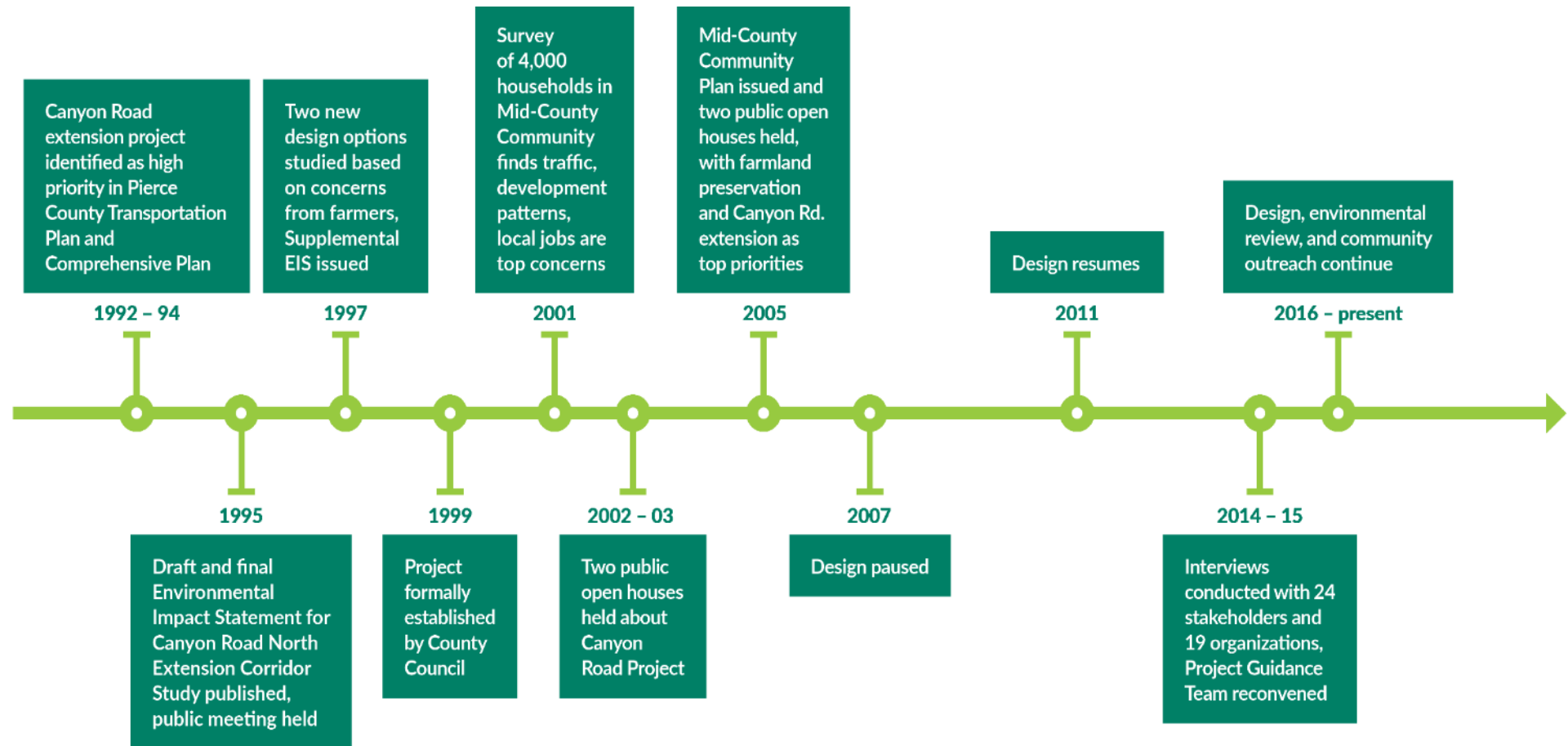
Canyon Road Regional Connection Project

Supporting Pierce County's economy, environment, and mobility while maintaining regional rural character.

- Replaces aging infrastructure
- Responds to current and future congestion in Pierce County
- Fosters economic opportunities and job growth
- Provides a more efficient connection between the Port of Tacoma and manufacturing centers across the Puyallup River
- Invests in environmental restoration and improvements
- Supports active transportation

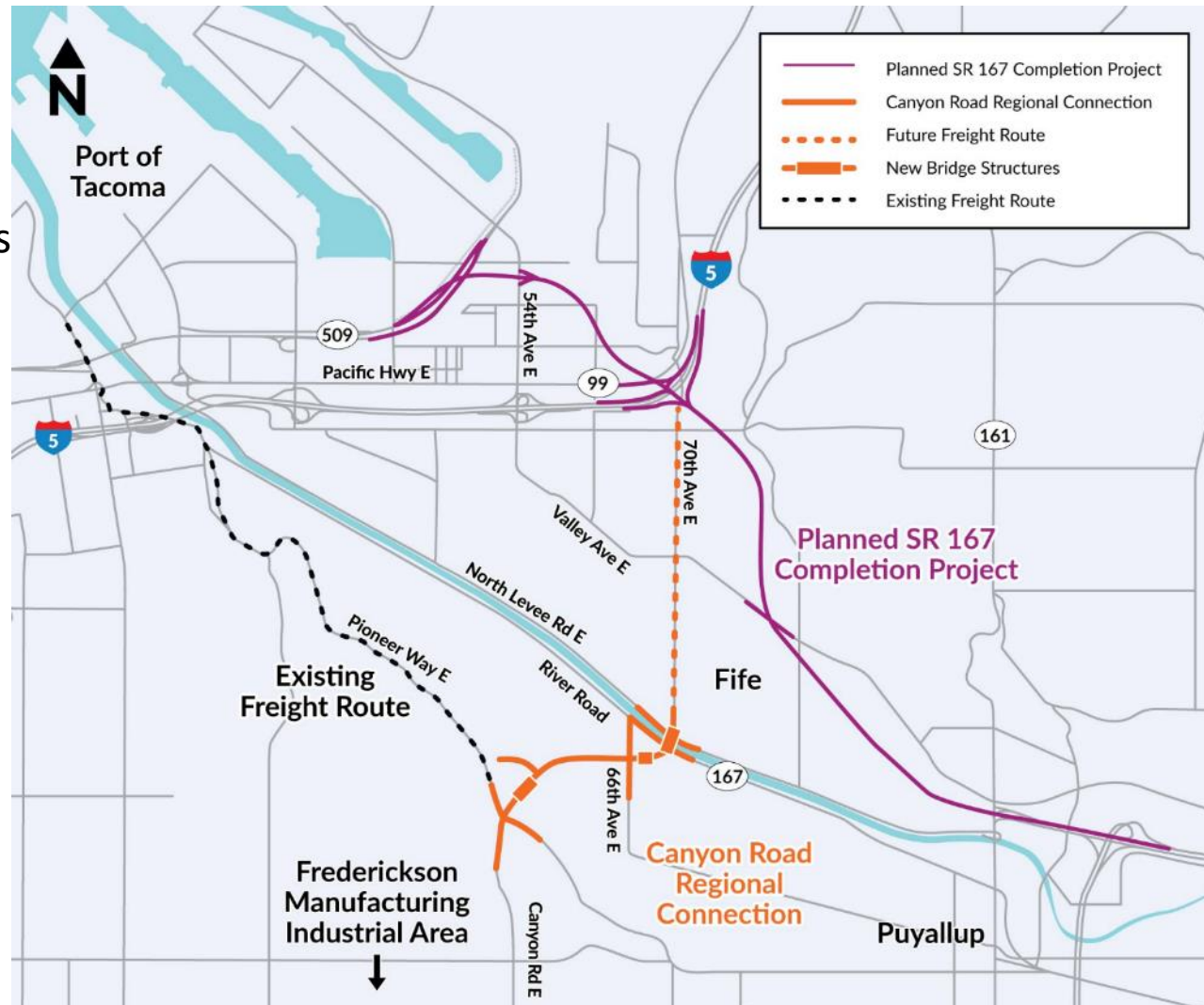


30 years of study and public process



Connecting Pierce County to the world

- Leverages WSDOT's planned SR 167 Completion Project to provide faster connections so people and goods can move more quickly and safely
- More efficient connections between manufacturing/ industrial center and Port of Tacoma will facilitate global distribution of local products



Problem - existing infrastructure is inadequate

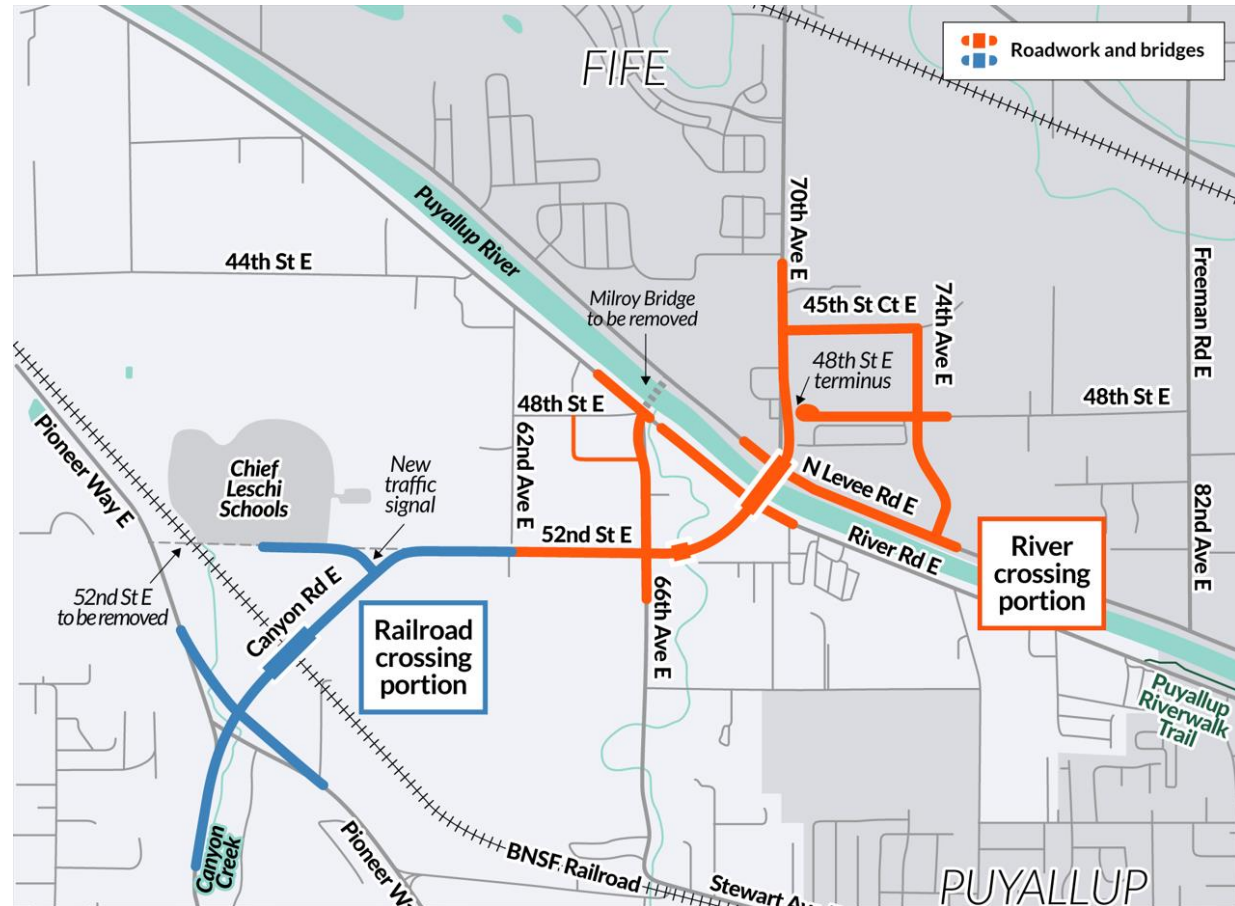


- Pierce County is expected to grow at 1.3 percent per year over the next 10 years
- Currently over 35,000 people commute to work in Pierce County's five industrial zones
- Freight traffic is increasing
- Existing infrastructure inadequate for current traffic and will not support future growth

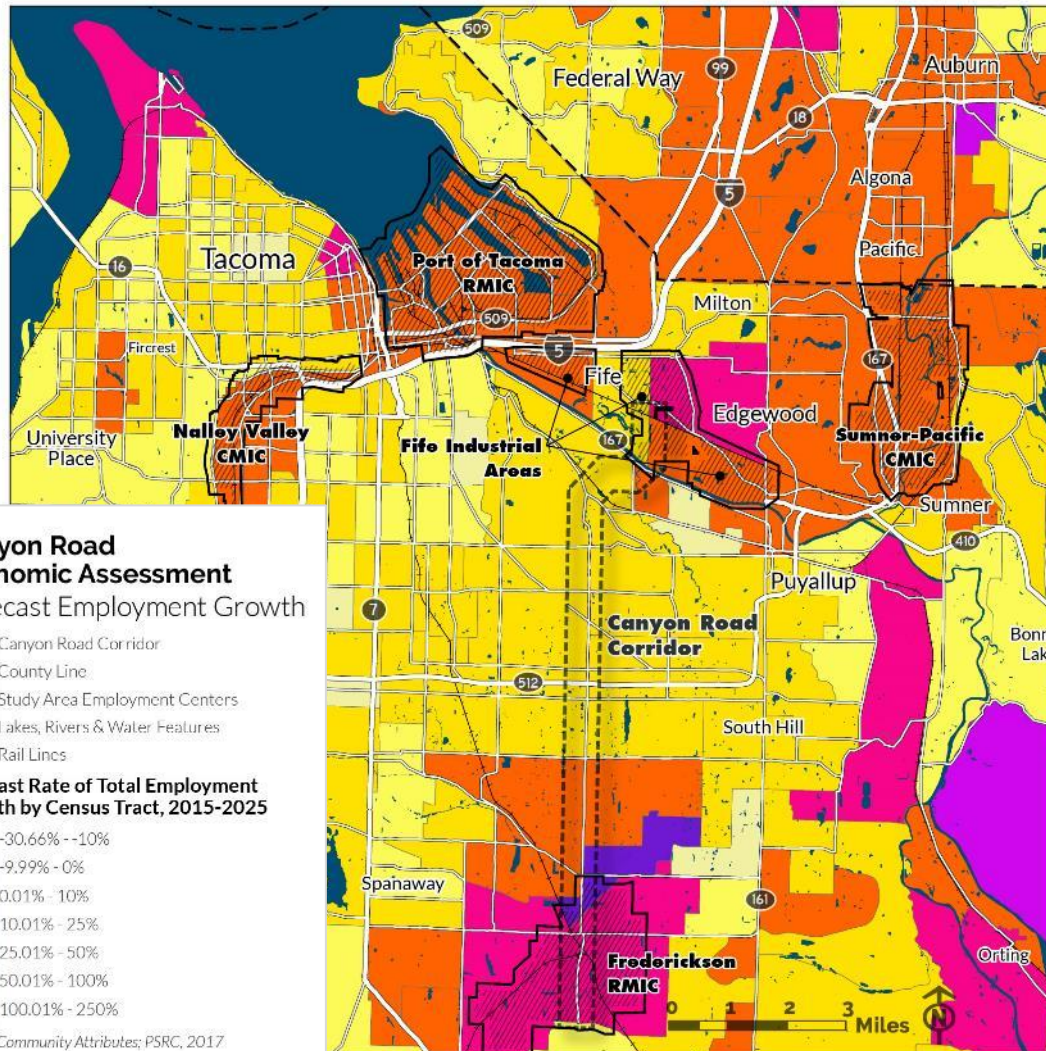
Our solution – A significant infrastructure investment



- Four lanes with additional turn lanes at intersections, sidewalks, paved shoulders, illumination
- New bridges over Clarks Creek and Puyallup River
- A new bridge over BNSF railroad
- Traffic signals at Pioneer Way, 66th Avenue East and at Chief Leschi School
- Pedestrian and bike-friendly features and connections to future Puyallup River trail system
- Stream and wetland restoration and mitigation



Economic benefits



Supports local job growth

- Frederickson area could accommodate thousands of new additional jobs based on vacant and available land

Accommodates future planned population growth

- Allows more people easier access to where they live, work and shop

Fredrickson Mfg/Industrial Center	2030 Comp Plan Target	PSRC Vision 2050	Current Estimate
Employment Density (Jobs/Ac)	5.1	5	3.77
Employment Target (# Jobs)	13,700	10,000	5,239
Economic Impact (\$B)	N/A	N/A	\$1.7B 33% increase last 10 years

Environmental benefits - restoring wetlands

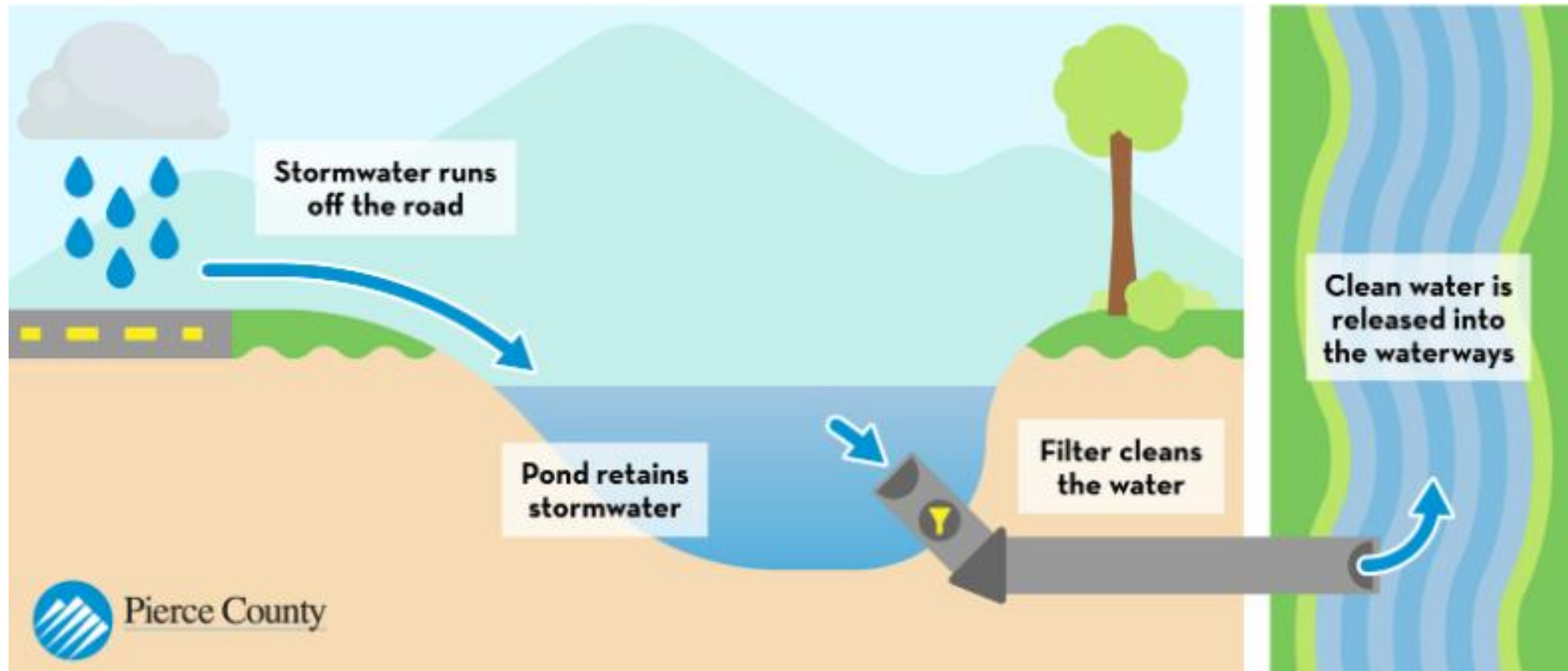


- **Reconnect and restore 31.11 acres of wetlands and reconnect riparian floodplain.**



Environmental benefits – treating stormwater

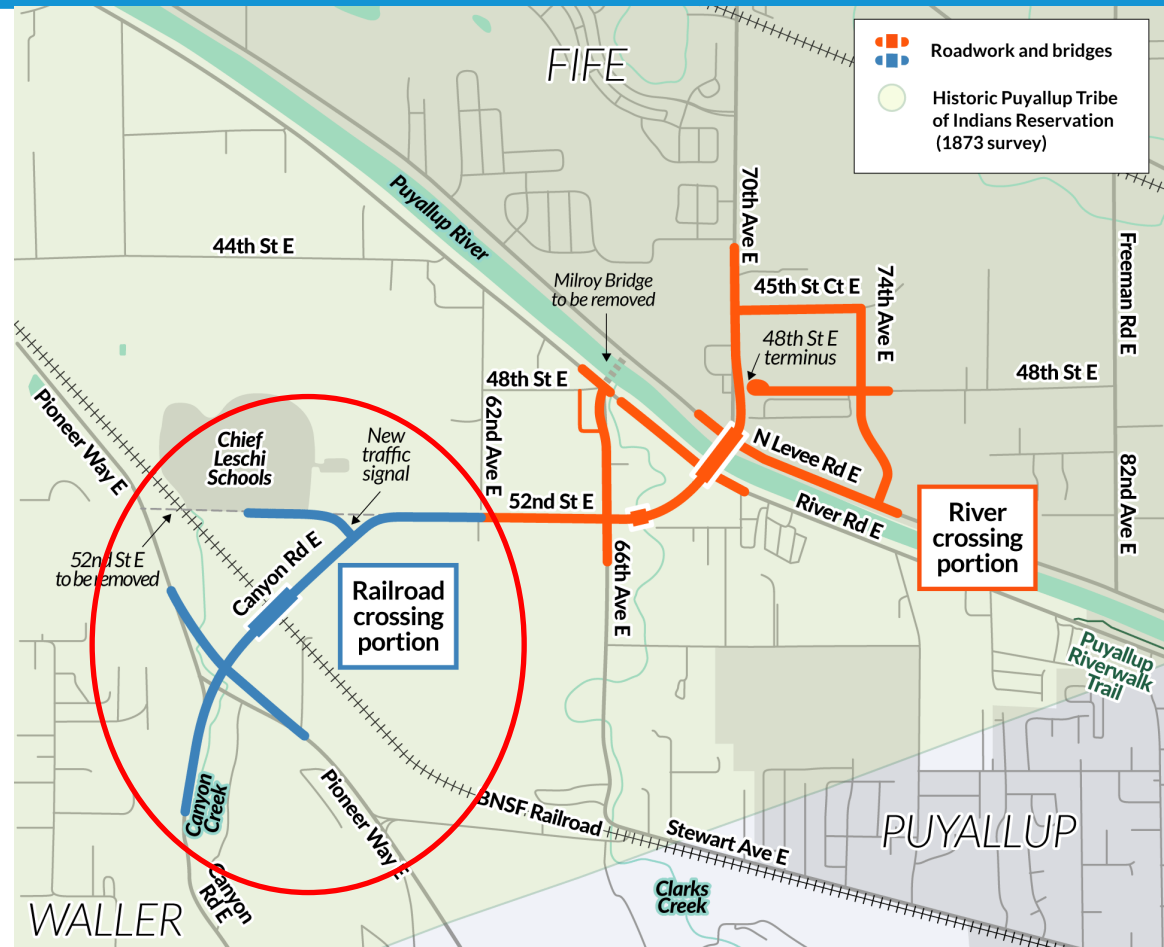
Improving the health of our waterways



Progress – Railroad crossing

Pioneer Way to 52nd Street

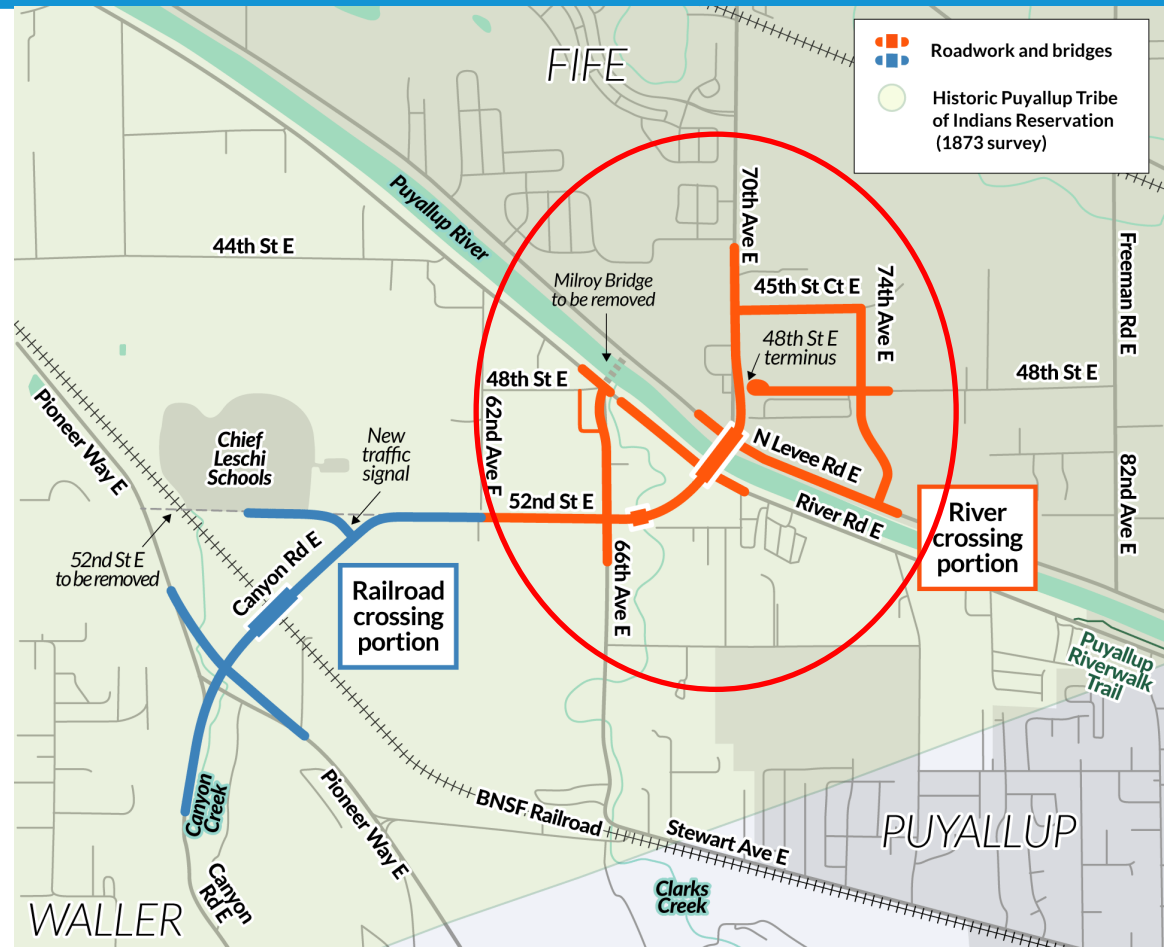
- Completed 90% plans
- Added Chief Leschi traffic signal
- Nearly completed right-of-way acquisitions



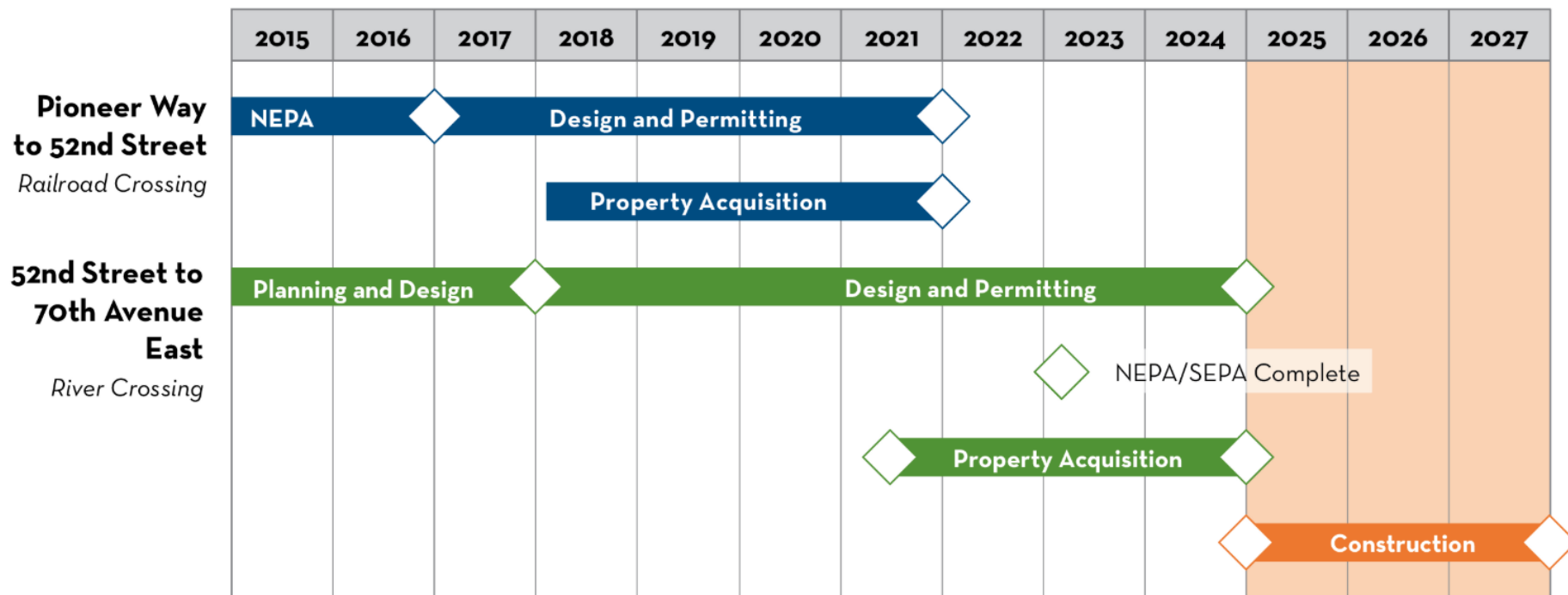
Progress – River crossing

52nd Street to 70th Avenue East

- Completed 60% design plans
- Making progress on right of way acquisitions
- Completed bridge design for Puyallup River
- Wrapping up NEPA/ SEPA Environmental Assessment



Project schedule



Project funding

What is the project cost?

- Construction cost estimate – \$250-300 million
- Design and right of way acquisition are fully funded

Secured funding partners

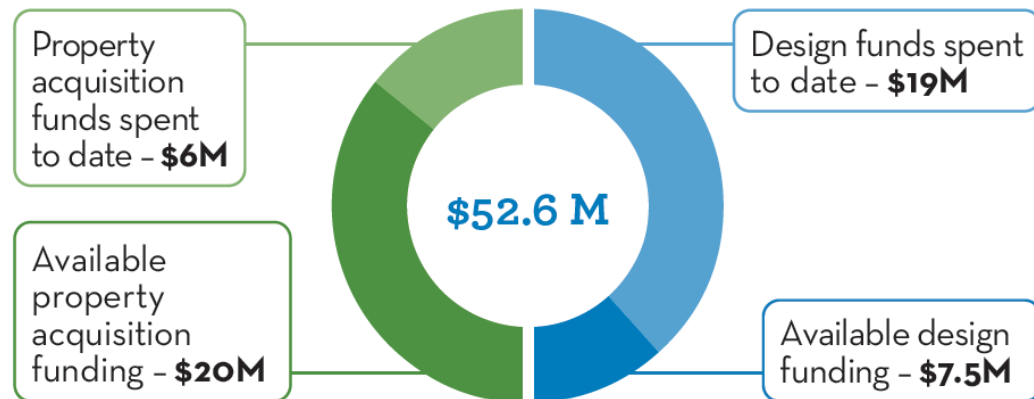
- FMSIB commitment: \$5 million
- BNSF contribution (grade separation)
- Five federal grants (2000 to present): \$7 million for design; \$4 million for right of way
- Pierce County: \$10 million

Upcoming funding opportunities

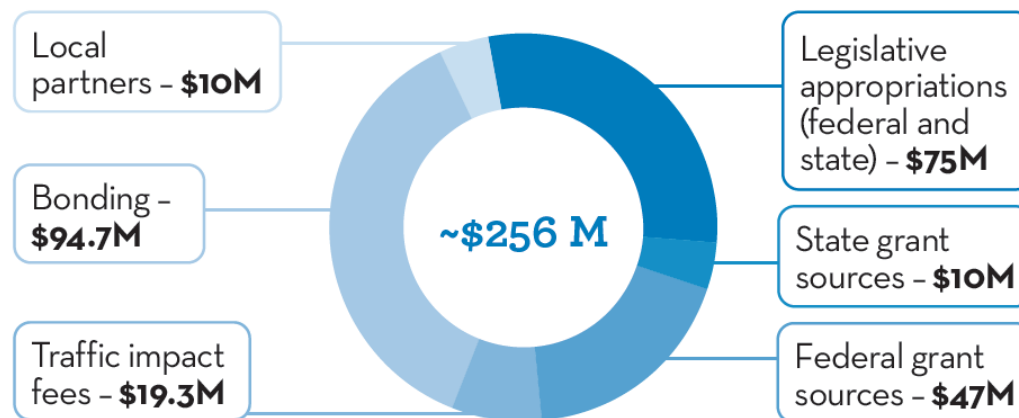
- Federal grants (INFRA/BUILD): [seeking \\$125 million](#)
- Legislative appropriations: [seeking \\$50 million](#)
- Bonding

Financing strategy for remaining work

Design and property acquisition (fully funded)



Construction financing strategy (subject to change)



- Bipartisan Infrastructure Law has created new funding opportunities, on top of historical programs
 - FRA Grant: \$25M
 - PSRC (STP): \$4M
 - TIB: \$10M
 - DOT Bridge: \$5M
 - INFRA \$80M
 - RAISE : \$25M
 - BNSF share: \$3M
 - FMSIB: \$5M

Keeping the public informed



Community outreach

- Email updates
- Online open houses
- Virtual town halls
- Social media
- Fairs and festivals

Briefings

- Neighborhood briefings
- Partner jurisdictions
- Washington State Legislators
- Puget Sound Regional Council
- Strategic Conservation Partnership
- Floodplains for the Future



Stay connected!

- Website
- Email
- Blog

Messaging shift



Prior focus	Current focus
Reduce congestion	Invest in infrastructure
Foster economic opportunities	Invest in safety
Create faster, more direct routes for freight	Improve connections for communities
Restore environment	Restore environment

What we heard from the public

- Excitement about a “safer” crossing over the Puyallup River
- Appreciation for faster connections and less time in traffic
- Support for the active transportation elements
- Enthusiasm for the environmental improvements



What we are hearing from others

Concerns	Response
Project is based on economic and environmental assumptions that are no longer valid	We are continually updating our economic and environmental assessments
Adequate funding will never be identified	<p>The Bipartisan Infrastructure Law has created new funding opportunities, on top of historical programs</p> <p>The project is well positioned for successful grant applications</p>
Tribe may not support	The project added over \$20 million in elements that specifically address tribal concerns. Project staff are working closely with tribal staff.

Next steps

- Continue design and environmental work
- Continue outreach to partners and community groups
- Pursue funding opportunities

FOR MORE INFORMATION

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