

Puyallup River Bridge Interlocal Agreement between the City of Tacoma & Port of Tacoma

Port of Tacoma
Commission Meeting
May 9, 2019



Action Requested

Staff requests authorization for the Port of Tacoma's CEO or designee to enter into an Interlocal Agreement (agreement) with the City of Tacoma (City) for an amount not to exceed \$500,000 for the replacement of structures F16A, F16B and F22 of the Puyallup River Bridge per the March 15, 2012 Letter of Intent.



Background

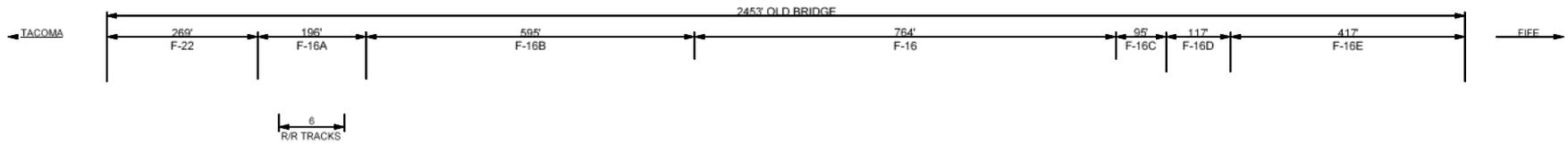
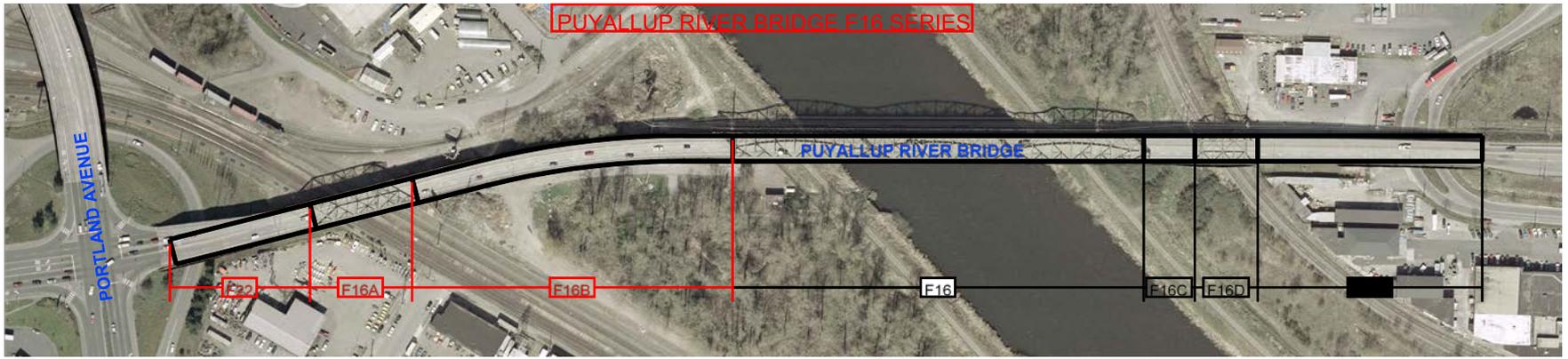
2008 – Port Commission and Tacoma City Council agree to cooperatively seek funding for the Hylebos Bridge Project. Port commits an additional \$9.97 million in future right-of-way vacation funding to fill the funding gap for the Hylebos Bridge Project. Previous contribution was \$2 million.



Background

2012 – The Hylebos Bridge Project is nearly complete and under budget. The Port's total contribution is well under the \$12 million commitment. City asks the Commission to consider a \$500,000 contribution to the Puyallup River Bridge Project in the hope of leveraging the Port's support for additional grants to fill a multi-million dollar funding gap for the estimated \$42 million structure improvement.





PUYALLUP BRIDGE



DEFICIENT COLUMN

Background

March 2012 – Commission approved the partnership request and a Letter of Intent conveying the Port's commitment to redirect \$500,000 of the expected savings from the Port's Hylebos Bridge contribution as a partial match for additional City of Tacoma grant applications for the Puyallup River Bridge Reconstruction.

2016 – City of Tacoma obtained full-funding for the project.



Funding Sources	Amount
BRAC Grant	\$15,628,538
State Legislature via Dept of Commerce	\$ 6,950,000
FHWA (STP) Grant	\$12,200,000
FMSIB	\$ 5,000,000
City of Tacoma	\$ 1,713,510
Port of Tacoma	\$ 500,000
TOTAL FUNDING	\$41,992,048

Scope of Work

The Puyallup River Bridge Replacement Project consists of the replacement of structures F16A, F16B and F22. All structures are west of the Puyallup River.

Time Frame/Project Schedule

Construction began in May 2018 with expected completion in Summer 2019.



Financial Summary

The \$500,000 is included in the current Capital Investment Plan.

The \$500,000 credit from the City of Tacoma for future ROW purchases will be recorded as a non-depreciating asset, and there is no P&L impact.

Economic Investment

The bridge is located midway along the five-mile Puyallup Avenue/Pacific Highway corridor which serves one hundred manufacturing and commercial businesses in the Tacoma/Fife/Port of Tacoma region. In addition, re-opening the bridge will lessen the vehicle traffic on Lincoln Avenue, and improve freight mobility through the Tideflats.



Environmental Impacts

Re-opening the bridge will improve air quality with less traffic congestion and reduced vehicle idling times.



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