



Pierce County

2024-2044 Capital Facilities Plan

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Abbreviations

ADA	Americans with Disabilities Act
ADD	Average Day Demand
ADWF	Average-Dry-Weather Flow
CCB	County-City Building
CFP	Capital Facilities Plan
CIP	Capital Improvement Program
CPFR	Central Pierce Fire and Rescue
CPP	Countywide Planning Policies
CRAB	Washington State County Road Administration Board
CWSP	Coordinated Water System Plan
DEM	Department of Emergency Management
DOH	Washington State Department of Health
EMS	Emergency Medical Services
EMT	Emergency Medical Technician
EPA	US Environmental Protection Agency
EPFR	East Pierce Fire and Rescue
FAA	Federal Aviation Administration
FCZD	Flood Control Zone District
GMA	Growth Management Act
gpm	Gallons per Minute
JBLM	Joint Base Lewis McChord
LOS	Level of Service
MDD	Maximum Day Demand
mgd	Million Gallons per Day
NPDES	National Pollutant Discharge Elimination System
OPBA	Operations per Based Aircraft
OSPI	Office of the Superintendent of Public Instruction
PCC	Pierce County Code
PCFD	Pierce County Fire District
PCLS	Pierce County Library System
PLU	Thun Field
PPW	Planning and Public Works Department
PROS Plan	Parks, Recreation, and Open Space Plan
RCW	Revised Code of Washington
REET	Real Estate Excise Tax
SHWMP	Tacoma-Pierce County Solid and Hazardous Waste Management Plan: 2021-2040
SIP	Sewer Improvement Program

SPFR	South Pierce Fire and Rescue
SWIP	Surface Water Improvement Program
SWM	Surface Water Management Division
TFD	Tacoma Fire Department
TIP	Transportation Improvement Program
TIW	Tacoma Narrows Airport
ULIDs	Utility Local Improvement Districts
USP	Unified Sewer Plan
UWILD	Underwater Inspection in Lieu of Dry Docking
VMT	Vehicle Miles Traveled
WAC	Washington Administrative Code
WPFR	West Pierce Fire and Rescue
WSDOT	Washington State Department of Transportation
WSP	Water System Plan
WUI	Wildland/Urban Interface
WUTC	Washington Utilities and Transportation Commission

Introduction

Purpose

Capital facilities are important because they support the growth envisioned in the County's Comprehensive Plan. The purpose of the Capital Facilities Plan (CFP) is to use sound fiscal policies to provide adequate public facilities consistent with the Land Use, Transportation, Parks and Recreation, Open Space, Capital Facilities, Essential Public Facilities, and Utilities elements and concurrent with, or prior to, the impacts of development to achieve and maintain services levels at or above adopted level of service (LOS) standards.

The Capital Facilities Element and associated CFP are required components of the Comprehensive Plan to guide capital planning necessary to provide services to the community. For the purposes of this document, CFP refers collectively to both the element goals and policies and this detailed CFP technical document which are required per RCW 36.70A.070.

Capital facilities are significant projects for jurisdictions to fund, build, and maintain, and the sooner a jurisdiction plans for its needs the better they can do to meet their needs. The Comprehensive Plan and CFP are 20-year policy and planning documents (or sometimes longer). Some jurisdictions create Capital Improvement Program (CIP) with a 6-year or longer time horizon for budgetary purposes, which may be incorporated into the Comprehensive Plan and associated CFP. Pierce County's 6-year CFP (or CIP) is the operational implementation of the 20-year CFP.

Together, these documents guide the development of capital facilities needed to support forecasted population and employment growth over the next 6-20 years. This CFP updates the inventory of current capital facilities owned by the County, reviews the LOS standards that measure the benefits the County can provide, and includes a project summary that forecasts the expected capital facilities needs and investments over the next 20 or more years.

Growth Management Act Requirements

One of the goals of the GMA is to "Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards ([RCW 36.70A.020](#)).” To support this, the GMA requires that all comprehensive plans contain a Capital Facilities Element that includes an inventory, projected needs, and funding and financing for facilities and infrastructure. Specifically, GMA requires the Capital Facilities Element consist of ([RCW 36.70a.070\(3\)](#)):

(a) An inventory of existing capital facilities owned by public entities, showing the locations and capacities of the capital facilities;

(b) a forecast of the future needs for such capital facilities;

- (c) the proposed locations and capacities of expanded or new capital facilities;*
- (d) at least a six-year plan that will finance such capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes; and*
- (e) a requirement to reassess the land use element if probable funding falls short of meeting existing needs and to ensure that the land use element, capital facilities plan element, and financing plan within the capital facilities plan element are coordinated and consistent.*

This CFP is intended to provide the technical foundation—inventory, service standards, capacity, proposed projects, and funding as appropriate—for the GMA required Capital Facilities Element. Goals and policies for the required element are contained in the Capital Facilities Element of Pierce County's Comprehensive Plan.

GMA requires the CFP to identify specific facilities, include a realistic 6-year financing plan and make adjustment to the plan if funding is inadequate. All capital facilities must have "probable funding" to pay for capital facility needs and jurisdictions must have capital facilities in place and readily available when new development comes in or must be of sufficient capacity when the population grows, particularly for transportation (concurrency) or for services deemed necessary to support development.

In Pierce County, concurrency is required for sanitary sewer, septic and community systems, water, surface water, County roads, transit, and ferries. For these facilities, the following is required: (1) facilities serving the development to be in place at the time of development (or, for some types of facilities, that a financial commitment is made to provide the facilities within a specified period of time); and (2) such facilities have sufficient capacity to serve development without decreasing level of service below minimum standards adopted in the CFP. The GMA requires concurrency for transportation facilities. For transportation facilities, concurrent with development means "improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years." See Pierce County Code (PCC) [19E.10.030](#) and [RCW 36.70A.070\(6\)\(e\)](#).

GMA also requires public facilities and services to be "adequate." In Pierce County, these public facilities and services include streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, parks and recreational facilities, schools, fire protection and suppression, law enforcement, public health, education, recreation, environmental protection, and other governmental services ([PCC 19E.10.030](#); see also [RCW 19.27.097](#), [36.70A.020](#), [36.70A.030](#), and [58.17.110](#)).

The LOS standards adopted in the Comprehensive Plan and discussed in the CFP represent quantifiable, objective measures of capacity. They are minimum standards established by the County to provide capital facilities and services to the community at a certain level of quality and within the financial capacity of the County or special district provider. LOS standards are influenced by local residents, elected and appointed officials, national standards, mandates, and other considerations, such as available funding. Examples of LOS measures include: traffic volume

capacity per mile of road, acres of parks or miles of trails per capita, gallons of water per capita per day, and others. Those facilities and services necessary to support growth should have LOS standards and facilities.

Recent Growth Management Hearings Board cases have placed more importance on the preparation and implementation of CFPs. The key points include:

- **Capital facilities** plans should address the 20-year planning period and be consistent with growth allocations assumed in the Land Use Element.
- **Financial plans** should address at least a 6-year period and funding sources should be specific and committed. The County should provide a sense of the funding sources for the 20-year period though it can be less detailed than for the 6-year period.

Growth, LOS standards, and a funded 6-year CFP are to be in balance; the CFP must be financially feasible such that dependable revenue sources must equal or exceed anticipated costs. In the case where the LOS cannot be met by a service or facility, the jurisdiction could do one of the following: 1) add proposed facilities within funding resources, 2) reduce costs by implementing non-capital alternatives or other methods (such as reducing demand through demand management strategies), 3) lower LOS standards, 4) phase growth, or 5) modify the land use plan to bring development into balance with available or affordable facilities.

State law also requires each city and county to adopt a 6-year CFP (14-years for the ferry system), comprehensive Transportation Improvement Program (TIP), and file the program with the State Secretary of Transportation. Pierce County's CFP incorporates the TIP by reference.

Definition of Capital Facilities and Expenditures

Capital facilities generally have a long useful life and include County and non-County operated infrastructure, buildings, and equipment. Capital facilities planning does not cover regular operation and maintenance (recurring capital improvements), but it does include major repair, rehabilitation, or reconstruction of facilities.

The CFP addresses infrastructure (such as streets, roads, traffic signals, sewer systems, stormwater systems, water systems, parks, etc.) and public facilities through which services are offered (such as fire protection structures and major equipment, law enforcement structures, schools, etc.). Per [WAC 365-196-415](#), at a minimum, those capital facilities to be included in an inventory and analysis are water systems, sewer systems, stormwater systems, reclaimed water facilities, schools, parks and recreation facilities, police, and fire protection facilities. Pierce County's CFP also describes general administration buildings, emergency management facilities, the public transit system, the public library system, and solid waste management.

Recurring capital improvement expenditures excluded from the CFP are generally coded in spend categories beginning with 35 (minor equipment) or 48 (repairs and maintenance) pursuant to the Washington Budgeting, Accounting, and Reporting System (BARS). Examples include IT hardware and software upgrades, Sheriff's patrol aircraft and K-9 units, chairs, and printers.

A “non-recurring capital improvement” for the CFP expenditure must be for the acquisition of a physical asset which has a useful life of at least ten years. Excluded from the definition are such items as vehicles, office and data processing equipment, other equipment items (unless they are an integral part of the larger physical improvement), and normal repairs and maintenance. Also, projects with a total expenditure of less than \$150,000 are excluded from the CFP but are included here to maintain consistency with the adopted budget. Projects funded by real estate excise tax (REET) or the General Fund are usually budgeted and managed by the Facilities Management Department.

Process and Prioritization

Process

The CFP is required to be updated along with the periodic update every 10 years or sooner where needed for consistency. However, it is updated at minimum every two years along with the County’s biennial budget to reflect a new 6-year timeframe, current population projections, and changes to proposed capital improvement projects. The County uses population estimates prepared annually by the Washington State Office of Financial Management (OFM) and extrapolated (straight line) for future years.

The first two years of the CFP are based on the County authorized capital program expenditures for the current fiscal year. The subsequent four years of the CFP are a projection of capital facility needs and funding based upon population projections, available funding, and other factors.

The CFP project lists for County provided facilities and services are prepared and submitted by County departments. Project lists and anticipated financing plans for non-County provided facilities and services are summarized from external providers. The Finance and the County Departments coordinate preparation and publication of the improvement plans and CFP. The Planning Commission reviews the draft, holds hearings in which some departments may be asked to provide additional explanation and detail, and then forwards the plan to the County Council with recommendations. After conducting Council Committee hearings, the County Council adopts the CFP by ordinance. The County’s development regulations implement the CFP and provide detailed regulations and procedures for implementing the requirements of the plan.

Prioritization

The County Executive and County Council establish policies and priorities to meet service and public policy goals. Generally, preservation and maintenance of existing, critical public facilities are the highest priority followed by upgrades and expansion to meet LOS and concurrency goals. Some projects must be undertaken to meet external mandates, such as National Pollutant Discharge Elimination System (NPDES) or to take advantage of grant funding opportunities. Each applicable department prepares 6-year (14 in the case of the ferry system) project plans and budgets to meet these goals. The County Executive, Council, and departments are also guided by

specific long-range plans (such as the Park, Recreation, and Open Space Plan) and other planning documents in Pierce County Code Title 19D and community plans.

Current and anticipated revenues often fall short of identified capital needs. Consequently, projects are often prioritized based upon greatest need and funding availability.

Sources and Assumptions

The CFP is based on the following sources of information and assumptions:

- Capital Facility Functional or System Plans.** Capital facility functional or system plans of Pierce County or other service providers were reviewed for inventories, levels of service, planned facilities, growth forecasts, and potential funding.
- Growth Forecasts.** Population and job growth forecasts were allocated to the unincorporated areas of the County through the Pierce County Countywide Planning Policies. The 2023 population as well as the 2029 (6-year) and 2044 population (20-year) growth for each facility provider is estimated.
- Revenue Forecasts.** Revenues were forecasted to year 2044 using the current budgeted revenues and historical information. The sources of revenue are taken from the County’s current budget document and prior capital facilities plan.

The LOS analysis in this CFP is based on adopted standards in the County’s Comprehensive Plan. Exhibit 1 compares the revised LOS standards adopted as part of the 2024 Comprehensive Plan Periodic Update to those in the previous Comprehensive Plan. The County’s recently adopted 6-year CFP used the previous standards and so the LOS analysis differs for some facilities and services.

Exhibit 1. Summary of Adopted Versus Proposed LOS Standards

Capital Facility	Previous LOS (Used in the 6-year CFP)	New Adopted LOS (Used in this CFP Analysis)
Airport	The airports capital plans through 2015 include airport master plan updates, obstruction surveys, wildlife hazard assessments, security improvements, and pavement maintenance.	Adopts the LOS for County-owned airports detailed in the Tacoma Narrows Airport Master Plan Update and Thun Field Airport Master Plan.
Ferry	Maintain ferry capacity at 100% peak winter weekday demand.	Daily ferry service with the capacity to serve the Anderson Island population.
Corrections and Detention	2.0 beds per 1,000 population	<i>No change.</i>
Juvenile Court	0.132 beds per 1,000 population	<i>No change.</i>
District Court	1 courtroom per judicial position	<i>No change.</i>
Superior Court	One permanent courtroom in the County-City Building for each Superior Court judge; one hearing room per commissioner assigned to the County-City Building; one courtroom/hearing room per judicial officer when serving at locations away from the County-City Building.	<i>No change.</i>

Capital Facility	Previous LOS (Used in the 6-year CFP)	New Adopted LOS (Used in this CFP Analysis)
General Admin. Buildings	The Level of Service for General Administration Buildings has historically been calculated using the most currently available population growths for incorporated Pierce County to calculate and project future office space needs for the general administrative function of the County.	<i>Text edits – no substantive change.</i> Extensive planning and analysis of general administration operations and public services continues through an assessment of program needs and the associated office space in determining overall office space utilization and needs for the County.
Emergency Management	The optimal performance of the radio communications systems is expressed in terms of a load capacity that is not more than 80% of its total capacity.	0.077 square feet of facility space per population.
Fire	<i>None adopted.</i>	The provision of sufficient fire flow in order to provide protection commensurate with planned intensities of future development adopted in the Comprehensive Plan pursuant to the County's adopted version of the International Fire Code. Fire flow standards shall be established by county development regulations.
Law Enforcement	The Sheriff level of service is 0.5 sq. ft./population.	<i>No change.</i>
Library	The level of service target for Pierce County libraries is 0.61 to 0.71 square feet per capita by 2030, which was the planning horizon for the Pierce County Library 2030: Facilities Master Plan.	Adopts the LOS for libraries detailed in the Pierce County Library facility plan.
Parks & Recreation	The PROS Plan establishes a LOS standard for parks based on investment per capita.	<i>Text edits – no substantive change.</i> Adopts the LOS for park and recreation facilities detailed in the PROS Plan. Parks LOS for portions of unincorporated Pierce County serviced by independent Parks districts is as defined by the individual districts.
Roads	Pierce County has established traffic volumes (V), service thresholds (S), and V/S Service Standards that are used for determining transportation concurrency on jurisdictional roadways. The Capital Facilities Plan describes these V/S thresholds and identifies roadway locations where these thresholds are exceeded in the current year and future 6 year period.	Adopts a graduated letter grade-based LOS system for vehicular traffic, with different standards set for rural and urban areas. Multi-modal transportation supported with level-of-stress model for pedestrian and bicycle facilities, with a focus on segments flagged as a high priority for investment.
Sanitary Sewer	The LOS of 220 gallons per day per residential equivalent plus a 15% reserve capacity meets current level of service requirements.	Consistency with the Unified Sewer Plan.
Schools	As determined by individual school district.	<i>No change.</i>
Solid Waste	The SWMP reaffirmed waste reduction and recycling as County priorities and set a goal to reduce per capita waste disposal needs from 4.5 pounds per day (2007 level) to less than 1.1 pounds per day by 2032.	Adopts the LOS for solid waste detailed in the Tacoma-Pierce County Solid and Hazardous Waste Management Plan.

Capital Facility	Previous LOS (Used in the 6-year CFP)	New Adopted LOS (Used in this CFP Analysis)
Surface and Storm Water Management, and River Levees	The level of service (LOS) for stormwater facilities is detailed in the current version of the Pierce County Stormwater and Site Development Manual. The LOS for flood management facilities along major rivers refer to the current version of the comprehensive Rivers Flood Hazards Management Plan.	<i>Text edits – no substantive change.</i> Surface and storm water management: Compliance with the NPDES Permit and the LOS in the adopted manual. Flood/Rivers: Predicated on the goals and objectives outlined by the Comprehensive Flood Hazard Management Plan.
Water	<i>None adopted.</i>	Fire Flow consistent with the Coordinated Water System Plan and International Building and Fire Codes.

Source: Pierce County Comprehensive Plan, 2021; Pierce County, 2024.

Capital Facilities Revenue Analysis

Overview

The revenue analysis of the Capital Facilities Plan supports the financing for providing facilities and services, as required by [RCW 36.70A.070\(3\)\(d\)](#). Revenue estimates use assumptions based on historical trends to represent realistic expectations for revenue that may be available for capital funding.

This revenue analysis looks at Pierce County's capital facility revenues for municipal services. Through identifying fiscal constraints in the future, and potential funding gap options, project prioritization can be incorporated into the capital planning process.

The revenue analysis provides an approximate forecast of future revenue sources. The numbers projected in this analysis are for planning purposes and do not account for sensitivities such as local, state, and federal policy, economic trends, and other factors.

Funding the Capital Facilities Plan

Estimated future revenues are projected for the Plan's 2024-2044 planning period, in year of expenditure dollars. The revenue analysis is organized by service area and fund. The following categories of revenue are included in each service area as appropriate:

- General Capital Revenues.** Revenues under the category of general capital revenues are the revenues required by law to be used for capital projects. The general capital revenues in Pierce County consist of Real Estate Excise Tax (REET) 1 and REET 2 (also referred to in County documents as "First REET" and "Second REET"). REET 1 and REET 2 revenues can be used for a variety of different capital projects. The County uses REET 1 revenues for general capital and surface water projects and allocates 25% of REET 2 revenues to parks and recreation projects and 75% to transportation projects.
- Dedicated Capital Revenues.** Dedicated revenues are required to be used for certain types of capital spending, outlined by the law. The dedicated capital revenues in Pierce County include state and local grants, parks sales tax, and park and transportation impact fees. Parks sales tax revenues can also be used for maintenance, operations, and administration, but must be used to support parks and recreational facilities.
- Enterprise Revenues.** Enterprise revenues are user fees and charges that support a service or system. These revenues are used for operations and capital improvements. The County may transfer these revenues into a separate fund specifically used to account for capital project spending.
- Operating Transfers.** Operating transfers are revenue sources that are transferred to capital improvement funds from operating funds such as the General Fund. Although these are not dedicated sources to be relied on for capital funding, the County has historically made regular

transfers into capital improvement funds for certain service departments. Those are calculated separately as the practice may be common enough to be considered a potential funding source; however, these transfers are not dedicated to capital spending and could be used elsewhere.

- **Potential Policy Options and Other Funding Sources.** There are additional policy tools and sources available to fund capital projects.

Assumptions

The assumptions used in this analysis may not be exact with the County's future budget assumptions and decisions around the same revenue sources. The purpose of these two analyses are different. For example, the County's budget estimates how much money the County will have available for spending in the coming biennium while this revenue analysis estimates how much revenue specifically allocated to capital projects the County is likely to receive in total over the next 6 and 20 years.

For each revenue source, revenue projections were estimated using various methodologies, depending on trends in historical revenues and best available information. These methodologies are as follows:

- Projecting revenues based on a historical per capita rate and growing based on projected population growth.
- Projecting revenues based on a constant historical value.
- Projecting revenues based on existing staff projections or County policies.

County departments identified revenue sources for capital projects from 2024 to 2029 as part of the biennial budget process and this analysis includes those amounts. Projections beyond 2029 incorporate information from long-term system plans and the above methodologies. Some departments identified fund balance as a source of funding for projects in the 2024-2029 time frame. It is the County's current practice that any fund balance carried over from one biennium to the next is committed to projects in the first two years of the CFP. It is not the County's current practice to reserve a balance for projects beyond these two years.

Budgeted and projected revenue amounts are shown in year of expenditure (YOE) dollars, meaning they are adjusted for future inflation. Population growth is assumed to be consistent with population projections outlined in the County's Comprehensive Plan Land Use Element and growth allocations (Ordinances 2022-46s and 2023-22s).

General/Dedicated Capital Revenues and Operating Transfers

General Capital

The County's REET Capital Improvement Fund (Fund 302) provides funding for the County's general capital projects. These projects include improvements to general administration buildings, the juvenile court, sheriff facilities, and detention facilities. Funding sources for the REET Capital Improvement Fund include REET 1, state and local grants, and transfers in from the General Fund and other special revenue funds.

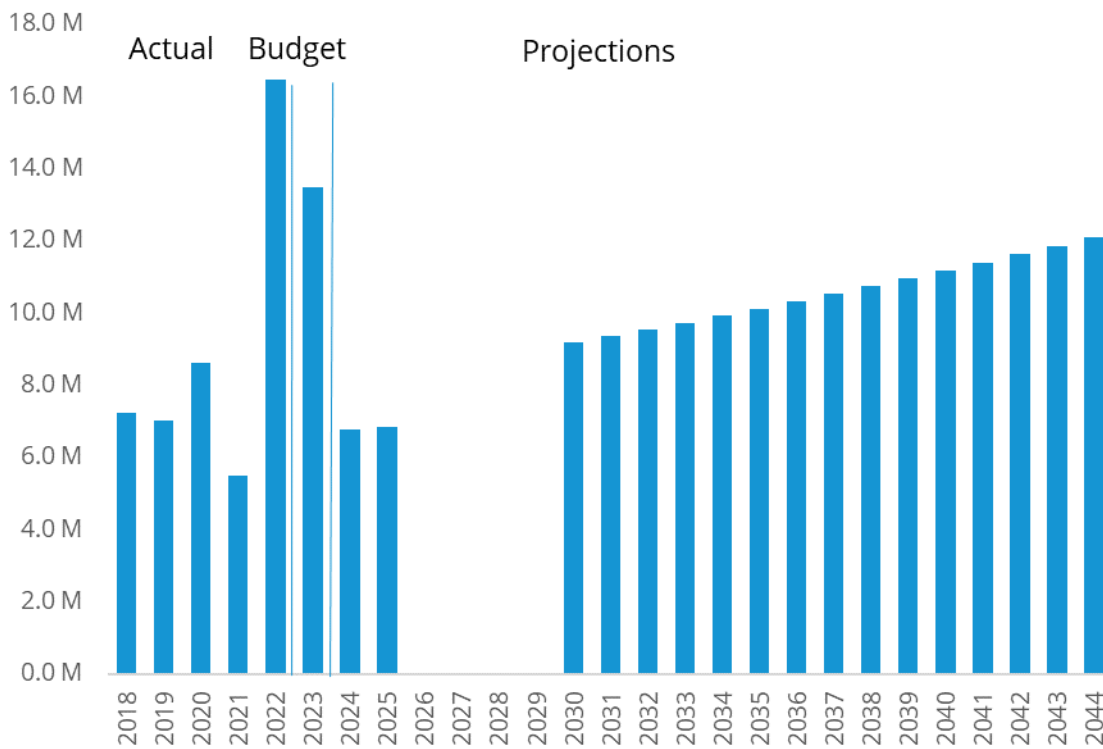
General Capital: REET 1

Pierce County is authorized by the state to impose two separate REET levies. REET 1 and REET 2 each allow for a levy of 0.25% on the sale price of real property, for a total tax of 0.5% on the total sale price. All proceeds must be used for capital spending, as defined in [RCW 82.46.010](#). Within the parameters defined by law, REET 1 can be spent at the discretion of the County. REET 1 revenues are collected in a special revenue fund and a portion is transferred to the REET Capital Improvement Fund. The remainder is transferred to the Surface Water Management Construction Fund, which is discussed later in this section.

REET 1 is based on the total value of real estate transactions each year, and the amount received annually can vary based on fluctuations in the real estate market and trends in the economy. This analysis assumes that real estate assessed values will increase at a rate of 2% annually, beginning in 2024. To be conservative, this rate of increase is lower than the historical average levels of growth. This analysis assumes a turnover rate of 5% for properties. Between 2018 and 2022, the County transferred 78% of REET revenues to the REET Capital Improvement Fund and the remainder to the Surface Water Management Construction Fund. While this percentage is not codified, it is assumed for this analysis that the same share of future revenues will be transferred to the REET Capital Improvement Fund for general capital projects.

The actual amounts from 2018 to 2022 are funds transferred from the REET 1 special revenue fund to the REET 1 Capital Improvement Fund. The higher amounts in 2022 and 2023 reflect a rapid increase in real estate market activity and market value and may include transfers of available fund balance. Projections for 2024 to 2025 are based on departmental capital plan estimates as outlined in the adopted [2024-2029 CFP](#). The adopted 2024-2029 CFP does not include any REET 1 revenue projections for general capital projects for 2026-2029. Projects with funding from 2026-2029 have been identified as necessary to meet desired service levels. REET funding is limited so projects will be prioritized to match available funding. Projections from 2030 to 2044 are estimated in line with historical trends prior to 2022 for the purposes of this CFP. See Exhibit 2.

Exhibit 2. Actual, Budgeted, and Projected REET Capital Improvement Fund REET 1 Revenues, 2018-2044 (YOES)



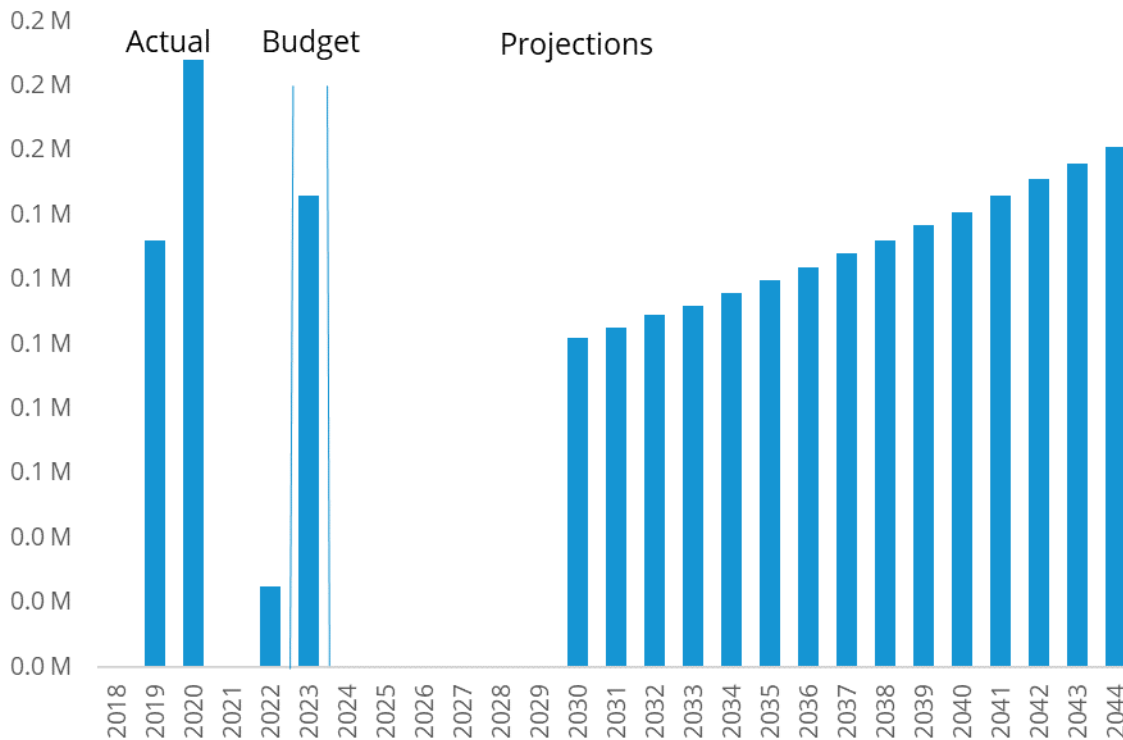
Note: Estimates are shown on an annual basis, but the purpose of this analysis is to establish planning-level estimates appropriate for the 2024-2044 plan period. Estimates for 2024-2029 are consistent with those in the adopted [2024-2029 CFP](#) which does not include any REET 1 revenue projections for general capital projects for 2026-2029. Projections are rounded to the nearest \$10,000.

Sources: Pierce County, 2023; Washington State Auditor’s Office Financial Intelligence Tool, 2023; BERK, 2023.

General Capital: Grants and Miscellaneous Revenues

The REET Capital Improvement Fund also receives state and local grants and miscellaneous revenues such as charges for service. These revenues have historically represented approximately \$78,000, on average, from 2018 to 2022. The County did not receive grants or miscellaneous revenue in this fund in 2021. The adopted 2024-2029 does not include revenue from grants or miscellaneous revenues. Future revenue projections for grants and miscellaneous revenues are based on the historical average amount, annually adjusted for inflation. See Exhibit 3.

Exhibit 3. Actual, Budgeted, and Projected REET Capital Improvement Fund Grant and Miscellaneous Revenues, 2018-2044 (YOES)



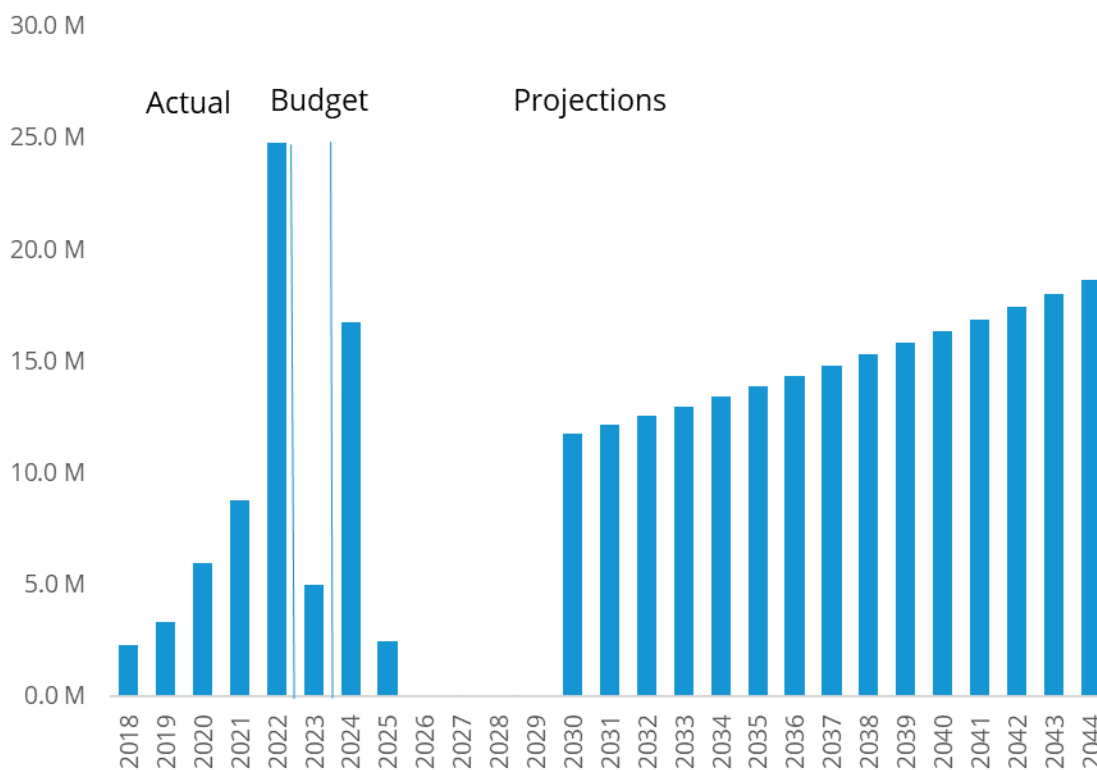
Note: Estimates are shown on an annual basis, but the purpose of this analysis is to establish planning-level estimates appropriate for the 2024-2044 plan period. Estimates for 2024-2029 are consistent with those in the adopted [2024-2029 CFP](#) which includes \$2 million in American Rescue Plan Act (ARPA) funds in 2024 but no other grants or miscellaneous revenues. Projections are rounded to the nearest \$10,000.

Sources: Pierce County, 2023; Washington State Auditor’s Office Financial Intelligence Tool, 2023; BERK, 2023.

General Capital: Transfers in From Other Funds

The REET Capital Improvement Fund also receives transfers in from the General Fund and other special revenue funds, such as the Behavioral Health Partnership Fund (Fund 183-00) and the Building and Development Fund (Fund 176). These transfers are based on capital project needs. Staff notes that there is not a general minimum or maximum amount transferred into capital funds each year. Future revenue projections are based on average annual transfers from 2018 to 2022, annually adjusted for inflation. The high amount in 2022 includes a transfer of over \$24 million from the General Fund to pay for projects. The amounts in 2024 and 2025 are from the departmental capital plan estimates as outlined in the adopted [2024-2029 CFP](#). Transfers for 2026-2029 are not included in the adopted 2024-2029 CFP. See Exhibit 4.

Exhibit 4. Actual, Budgeted, and Projected REET Capital Improvement Fund Operating Transfers, 2018-2044 (YOE\$)



Note: Estimates are shown on an annual basis, but the purpose of this analysis is to establish planning-level estimates appropriate for the 2024-2044 plan period. Estimates for 2024-2029 are consistent with those in the adopted [2024-2029 CFP](#) which does not include any transfers for 2026-2029. Projections are rounded to the nearest \$10,000.

Sources: Pierce County, 2023; Washington State Auditor’s Office Financial Intelligence Tool, 2023; BERK, 2023.

General Capital: Total Estimated Capital Revenues

Exhibit 5 details total projected capital revenues for general capital projects over the planning period, including additional projections not in the adopted [2024-2029 CFP](#) for the purposes of the CFP as outlined above. The County plans to use available fund balance for projects in the 2024 to 2029 time period.

Exhibit 5. Projected General Capital Revenues, 2022-2044 (YOES)

General Capital Revenue Sources	2022-2023 Budget	2024-2029 Estimated	2030-2044 Estimated	TOTAL 2022-2044
REET 1	\$30,390,000	\$13,630,000	\$158,500,000	\$202,510,000
Grants and Misc. Revenues	\$6,150,000	—	\$1,940,000	\$8,090,000
Transfers In from Other Funds	\$24,830,000	\$19,270,000	\$224,790,000	\$268,900,000
Use of Fund Balance	\$17,590,000	\$71,710,000	—	\$89,300,000
Total	\$78,960,000	\$104,610,000	\$385,230,000	\$568,800,000

Note: Estimates for 2024-2029 are consistent with those in the adopted [2024-2029 CFP](#). Projections are rounded to the nearest \$10,000.

Sources: Pierce County, 2023; Washington State Auditor's Office Financial Intelligence Tool, 2023; BERK, 2024.

General Capital: Six-Year Cost and Revenue Comparison

This 6-year comparison looks at the total dedicated general capital revenue sources with planned project costs for the 6-year planning horizon of 2024-2029 in order to understand the difference between future dedicated capital costs and potential future revenues. As shown in Exhibit 6, estimated general Capital Improvement Fund revenues are not expected to be adequate to cover estimated capital costs.

Exhibit 6. Projected General Capital Revenues and Costs, County 2024-2029 CFP (YOES)

General Capital	Revenues and Costs
Estimated General Capital Revenues	\$104,610,000
Estimated General Capital Costs	\$246,680,000
Estimated Dedicated Funding Surplus / (Deficit)	(\$142,070,000)

Note: Estimated capital revenues and costs are rounded to the nearest \$10,000 and are consistent with those in the adopted [2024-2029 CFP](#). Estimated revenues include total source of funds minus unfunded amounts from the adopted [2024-2029 CFP](#) for General Administration Buildings, the Juvenile Court, the Sheriff's Department, and the Sheriff's Corrections Bureau and Detention Center (rounded to the nearest \$10,000).

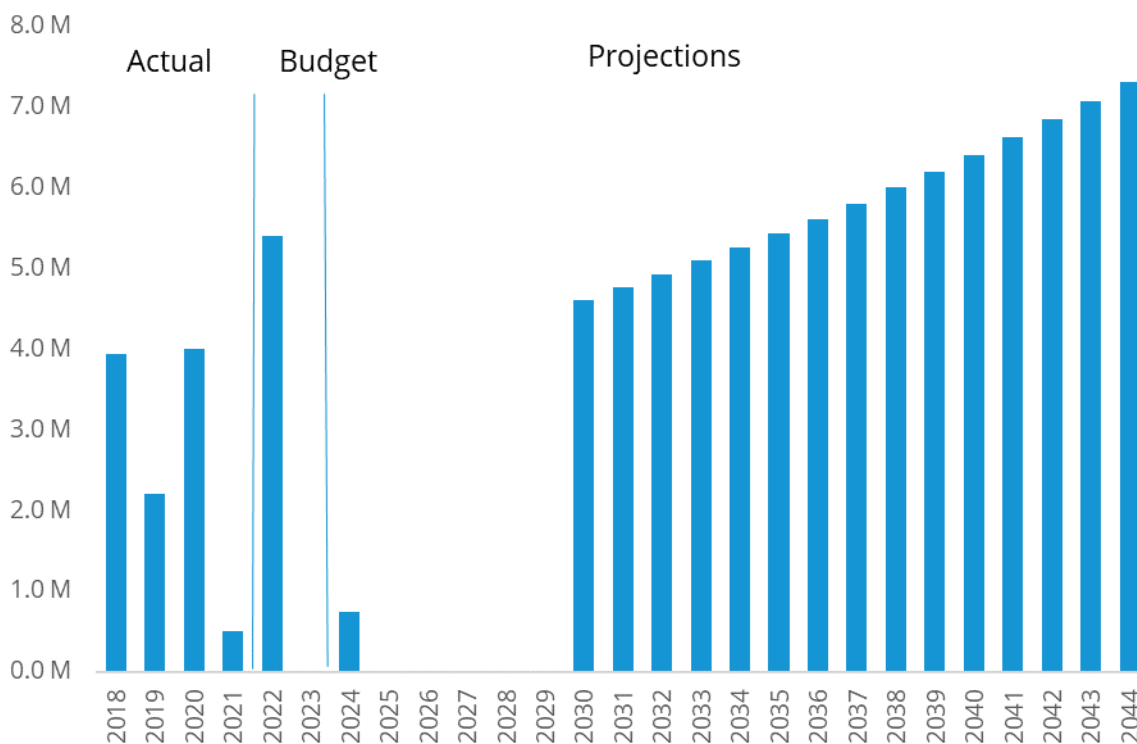
Sources: Pierce County, 2023; BERK, 2024.

More information on specific projects can be found in the General Administration Buildings and Law Enforcement and Corrections sections of the Inventory, Demand, and Planned Projects.

Emergency Management

The County’s Radio Communications Fund (Fund 504) provides funding for the County’s emergency management capital projects. These projects include upgrades to tower sites of the 700 MHz system. The funding source for these projects is service fees. Exhibit 7 provides total emergency management revenues. Projections for 2024 to 2029 are based on departmental capital plan estimates as outlined in the adopted [2024-2029 CFP](#). The adopted 2024-2029 CFP does not include any emergency management revenue or projects for 2025-2029. Projections from 2030 to 2044 are estimated based on the historical average funding amount from 2018 to 2022, adjusted annually for inflation.

Exhibit 7. Actual, Budgeted, and Projected Emergency Management Revenues, 2018-2044 (YOES)



Note: Estimates are shown on an annual basis, but the purpose of this analysis is to establish planning-level estimates appropriate for the 2024-2044 plan period. Estimates for 2024-2029 are consistent with those in the adopted [2024-2029 CFP](#). Projections are rounded to the nearest \$10,000.

Sources: Pierce County, 2023; Washington State Auditor’s Office Financial Intelligence Tool, 2023; BERK, 2023.

Emergency Management: Total Estimated Capital Revenues

Exhibit 8 details total projected capital revenues for emergency management projects over the planning period. The County plans to use available fund balance to pay for capital projects in the 2024 to 2029 period.

Exhibit 8. Projected Emergency Management Capital Revenues, 2022-2044 (YOE\$)

Emergency Management Revenue Sources	2022-2023 Budget	2024-2029 Estimated	2030-2044 Estimated	TOTAL 2022-2044
Use of Fund Balance	5,400,000	750,000	—	6,150,000
Total	5,400,000	750,000	—	6,150,000

Note: Estimates for 2024-2029 are consistent with those in the adopted [2024-2029 CFP](#). Projections are rounded to the nearest \$10,000.

Sources: Pierce County, 2023; Washington State Auditor's Office Financial Intelligence Tool, 2023; BERK, 2024.

Emergency Management: Six-Year Cost and Revenue Comparison

This 6-year comparison looks at the total dedicated emergency management revenue sources with planned project costs for the 6-year planning horizon of 2024-2029 in order to understand the difference between future dedicated capital costs and potential future revenues. Estimated Emergency Management Fund revenues are expected to be adequate to cover estimated capital costs. See Exhibit 9.

Exhibit 9. Projected Emergency Management Capital Revenues and Costs, 2024-2029 (YOE\$)

Emergency Management	Revenues and Costs
Estimated Emergency Management Capital Revenues	\$750,000
Estimated Emergency Management Capital Costs	\$750,000
Estimated Dedicated Funding Surplus / (Deficit)	—

Note: Estimated capital revenues and costs are rounded to the nearest \$10,000 and are consistent with those in the adopted [2024-2029 CFP](#).

Sources: Pierce County, 2023; BERK, 2024.

Parks and Recreation

The County has three capital improvement funds for parks and recreation capital projects: the Parks Construction Fund (Fund 312), the Paths and Trails Construction Fund (Fund 324), and the Conservation Futures Construction Fund (Fund 325). Funding sources for the Parks Construction Fund and Paths and Trails Construction Fund primarily consist of REET 2 for parks, parks sales tax, and parks impact fees. These are supplemented by state and local grants and transfers in from the General Fund. REET 2, parks sales tax, and parks impact fee revenues are transferred into these funds from special revenue funds where those revenues are collected. The funding source for the Conservation Futures Construction Fund is a transfer in from the Conservation Futures Operating Fund, which is funded by property tax revenues.

REET 2 for Parks

REET 2 can only be levied by those cities and counties that are planning under the GMA. The spending requirements for REET 2 are more restrictive than REET 1, as these revenues may not be spent on acquisition of land for parks, recreation facilities, law enforcement facilities, fire protection facilities, trails, libraries, or administrative or judicial facilities ([RCW 82.46.035](#)). For REET 2, the capital projects must be those specifically listed in [RCW 82.46.035\(5\)](#):

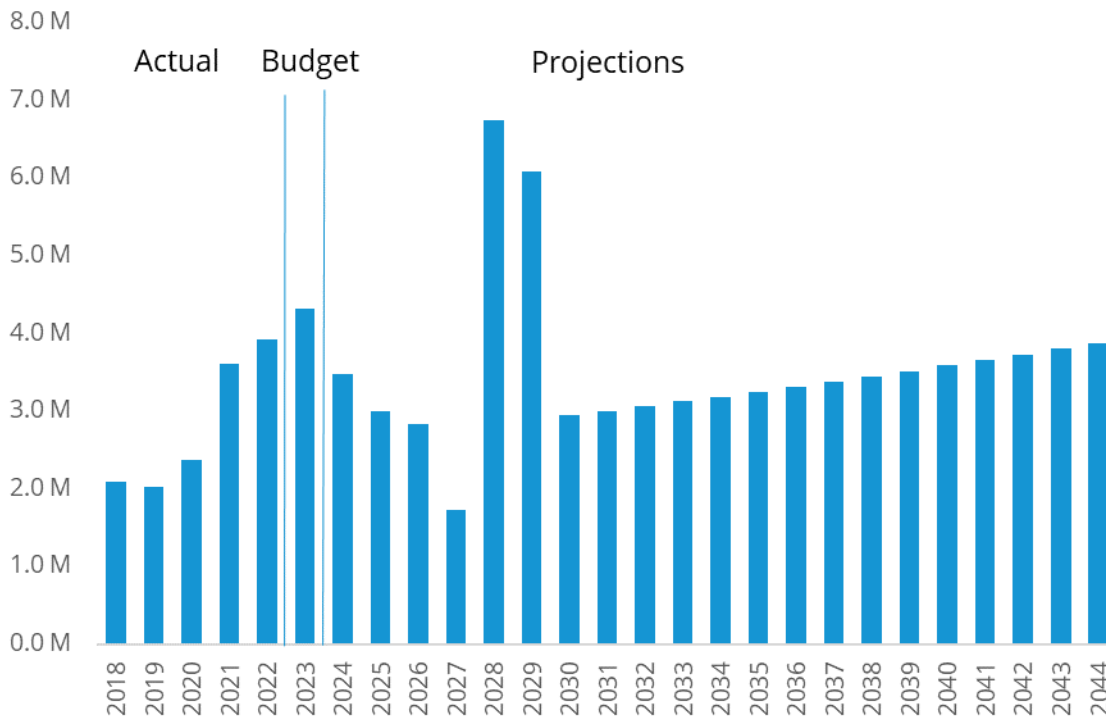
Public works projects of a local government for planning, acquisition, construction, reconstruction, repair, replacement, rehabilitation, or improvement of streets, roads, highways, sidewalks, streets and road lighting systems, traffic signals, bridges, domestic water systems, storm and sanitary sewer systems, and planning, constructions, reconstruction, repair, rehabilitation, or improvement of parks.

The County's collection of REET 2 revenues went into effect January 1, 2002. As described above, the County allocates 25% of REET 2 revenues to parks and recreation projects. This analysis assumes that real estate assessed values will increase at a rate of 2% annually, beginning in 2024. To be conservative, this rate of increase is lower than the historical average levels of growth. This analysis assumes a turnover rate of 5% for properties.

The County uses REET 2 for Parks revenues to pay for debt service and other operational expenses. The estimated amount available for capital is the remaining amount after other expenses. This analysis assumes no new debt obligations between 2024-2044 and operational expenses increase by inflation annually, using 2022 actual expenditures as a baseline.

The higher amounts in 2021 to 2023 reflect a rapid increase in real estate market activity and market value and may include transfers of available fund balance. Projections for 2024 to 2029 are based on departmental capital plan estimates as outlined in the adopted [2024-2029 CFP](#). Revenues in the adopted 2024-2029 CFP align with planned spending on projects, not necessarily expected annual revenue collections. Revenues may be held for future needs. The higher amounts shown in 2028-2029 reflect planned use of REET 2 revenues in these years. Projected REET 2 collections from 2030 to 2044 are in line with historical trends prior to 2021. See Exhibit 10.

Exhibit 10. Actual, Budgeted, and Projected REET 2 Revenues for Parks, 2018-2044 (YOES)



Note: Estimates are shown on an annual basis, but the purpose of this analysis is to establish planning-level estimates appropriate for the 2024-2044 plan period. Estimates for 2024-2029 are consistent with those in the adopted [2024-2029 CFP](#). Projections are rounded to the nearest \$10,000.

Sources: Pierce County, 2023; Washington State Auditor’s Office Financial Intelligence Tool, 2023; BERK, 2023.

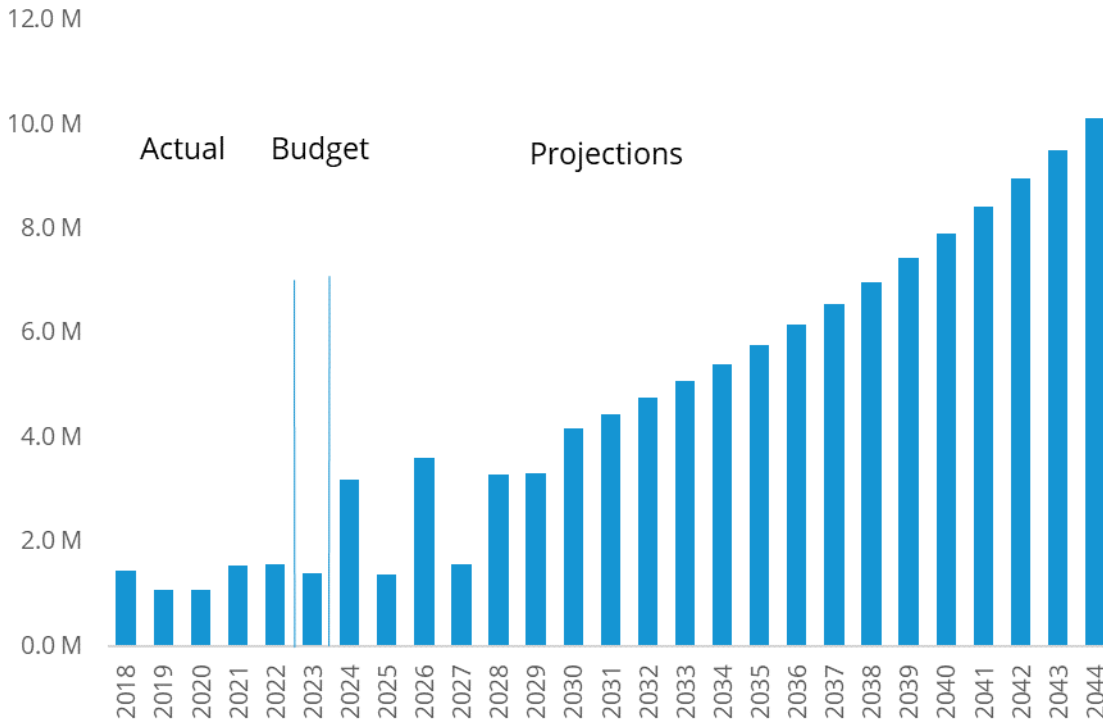
Parks Sales Tax

The County collects a sales and use tax of 0.10% to be used for regional and local parks, accredited zoos, aquariums, and wildlife preserves. Fifty percent of tax receipts are allocated to cities and the County based on the most recent state certified population figures. Funds can be used for capital investment, maintenance, operations, or administration of the park system.

Future Parks Sales Tax revenues are estimated based on projected total taxable retail sales in Pierce County, the share allocated to the cities and the County, and the share of population in the unincorporated area.

The County uses Parks Sales Tax revenues to pay for debt service and other operational expenses. The estimated amount available for capital is the remaining amount after other expenses. This analysis assumes no new debt obligations between 2024-2044 and operational expenses increase by inflation annually, using 2022 actual expenditures as a baseline. The current debt service obligation ends in 2026, leaving additional revenue capacity for projects. Projections for 2024 to 2029 are based on departmental capital plan estimates. Revenue projections for 2024 to 2029 align with planned spending on projects, not necessarily expected annual revenue collections. Revenues may be held for future needs. See Exhibit 11.

Exhibit 11. Actual, Budgeted, and Projected Parks Sales Tax Revenues, 2018-2044 (YOE\$)



Note: Estimates are shown on an annual basis, but the purpose of this analysis is to establish planning-level estimates appropriate for the 2024-2044 plan period. Estimates for 2024-2029 are consistent with those in the adopted [2024-2029 CFP](#). Projections are rounded to the nearest \$10,000.
 Sources: Pierce County, 2023; Washington State Auditor’s Office Financial Intelligence Tool, 2023; BERK, 2023.

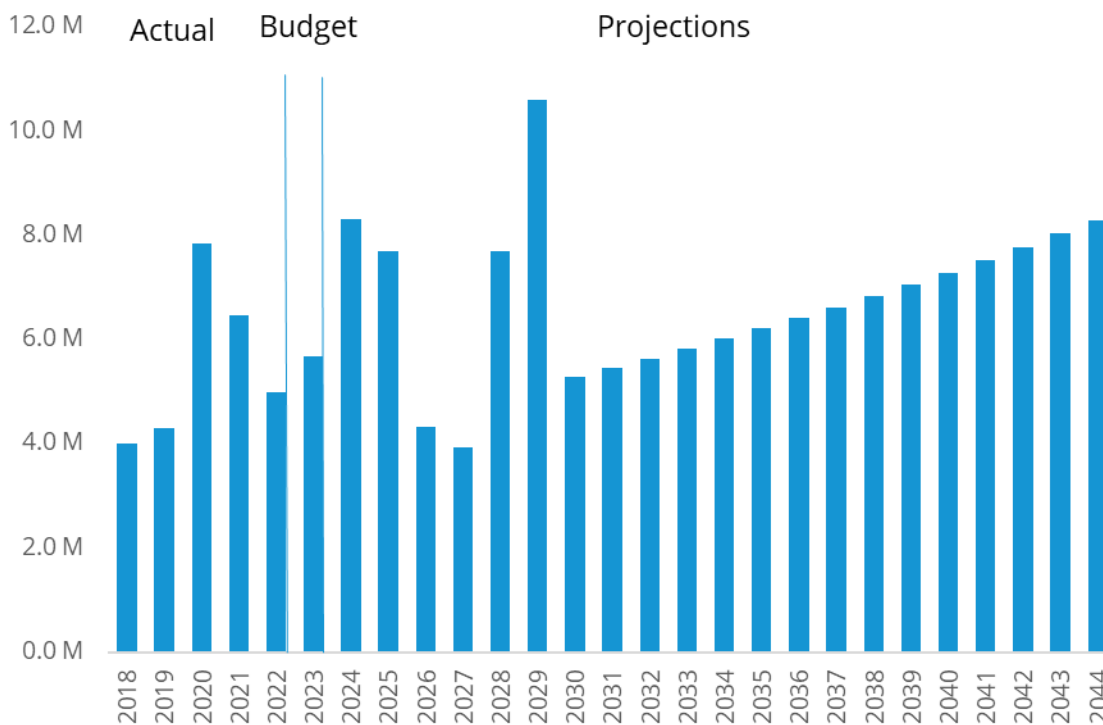
Park Impact Fees

The County began collecting park impact fees in 1996; it updated its method and rate in 2016 and phased in new park impact fees in 2018. The fee basis was reevaluated in 2021. Park impact fees are used for development of park system facilities to serve new growth and development in Pierce County. Park impact fees are collected on new residential development in unincorporated areas. This analysis estimates future revenues based on the projected number of new residential dwelling units and an inflationary increase in the impact fee rate. Impact fees are adjusted annually according to the average of the Building Cost Index and the Construction Cost Index. The number of new dwelling units is based on the County’s 2044 housing growth targets. This methodology is consistent with revenue analysis for the 2020-2030 Parks, Recreation, and Open Space (PROS) Plan ([Ordinance 2020-3s](#)) and the park impact fee update ([Ordinance 2021-112](#)). The analysis may be updated with the pending PROS Plan update expected in 2026.

The County uses park impact fee revenues to pay for capital improvement projects that increase the capacity of the park system and a portion of costs for staff to manage those projects. The estimated amount available for capital is the remaining amount after other expenses. This analysis assumes operational expenses increase by inflation annually, using 2022 actual expenditures as a baseline. The high amount of revenue collected in 2020 reflects a high level of

new residential development. Projections for 2024 to 2029 are based on departmental capital plan estimates as outlined in the adopted [2024-2029 CFP](#). Revenues in the adopted 2024-2029 CFP align with planned spending on projects, not necessarily expected annual revenue collections. Revenues may be held for future needs for up to ten years. The higher amounts shown in 2024, 2025, 2028, and 2029 reflect planned use of impact fee revenues in these years. See Exhibit 12.

Exhibit 12. Actual, Budgeted, and Projected Parks Impact Fee Revenues, 2018-2044 (YOES\$)



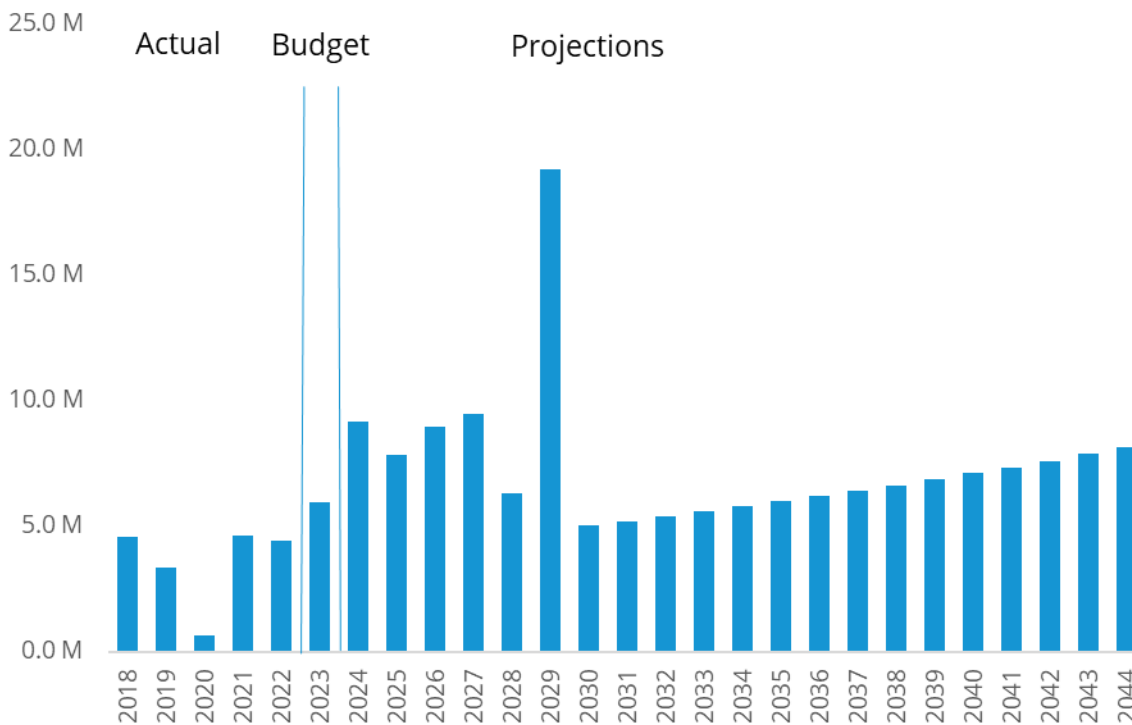
Note: Estimates are shown on an annual basis, but the purpose of this analysis is to establish planning-level estimates appropriate for the 2024-2044 plan period. Estimates for 2024-2029 are consistent with those in the adopted [2024-2029 CFP](#). Projections are rounded to the nearest \$10,000.

Sources: Pierce County, 2023; Washington State Auditor’s Office Financial Intelligence Tool, 2023; BERK, 2023.

Parks and Recreation: Grants and Miscellaneous Revenues

The Parks Construction Fund and the Paths and Trails Construction Fund receive federal, state, and local grants and miscellaneous revenues. These revenues have historically represented approximately \$1.94 per capita, on average, from 2018 to 2022. Projections for 2024 to 2029 are based on departmental capital plan estimates as outlined in the adopted [2024-2029 CFP](#). The County is projecting a large amount of revenue from grants and donations in 2029. Projections for 2030 to 2044 for grants and miscellaneous revenues are based on this per capita average amount, annually adjusted for inflation. Exhibit 13 provides the grants and miscellaneous revenues.

Exhibit 13. Actual, Budgeted, and Projected Parks and Recreation Grants and Miscellaneous Revenues, 2018-2044 (YOES)



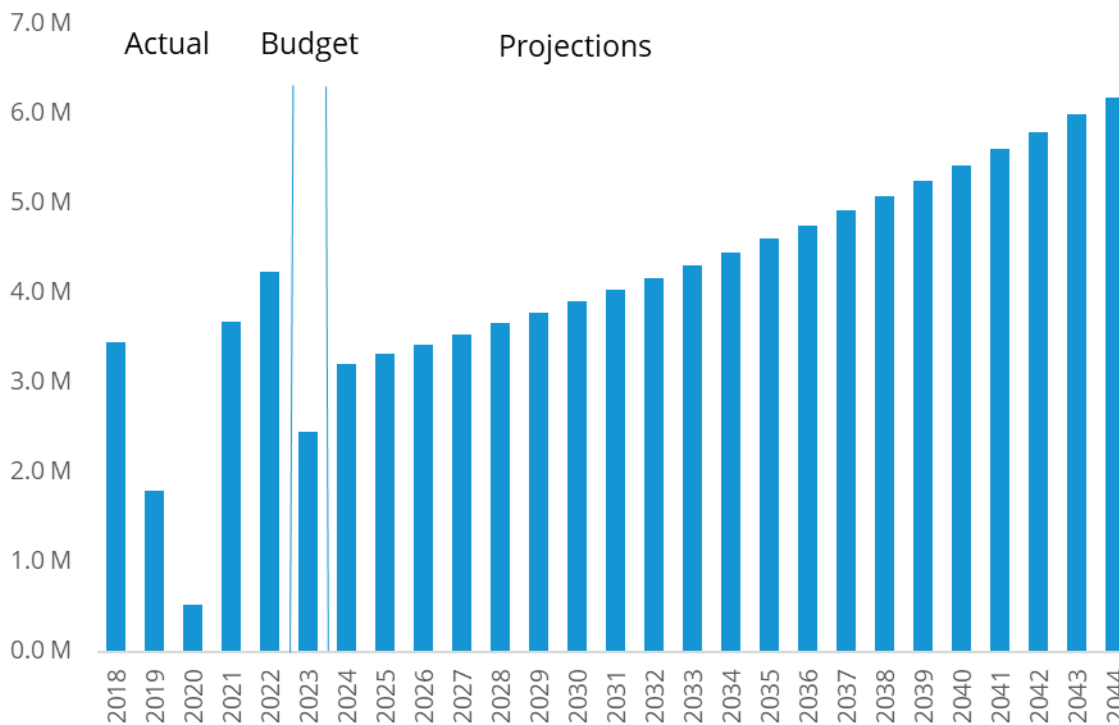
Note: Estimates are shown on an annual basis, but the purpose of this analysis is to establish planning-level estimates appropriate for the 2024-2044 plan period. Estimates for 2024-2029 are consistent with those in the adopted [2024-2029 CFP](#). Projections are rounded to the nearest \$10,000.

Sources: Pierce County, 2023; Washington State Auditor’s Office Financial Intelligence Tool, 2023; BERK, 2023.

Conservation Futures funding is one source for capital projects (included in the Exhibit 13 totals). The Conservation Futures Fund, established by the County in 1991, is intended to help preserve open space and to provide public access to open space. It is funded by a property tax levy assessed on all county property. The State permits a levy of up to 6.25 cents per \$1,000 assessed value ([RCW 84.34.230](#)). In 2023, Pierce County charges approximately 2.72 cents per \$1,000 of assessed property value countywide. Because Conservation Futures is a competitive grant program to eligible jurisdictions and organizations countywide, Pierce County must compete for Conservation Futures resources to acquire properties. Once acquired, no more than 25% of Conservation Futures resources can be used to maintain and operate the properties acquired by the County. Conservation Futures funding is also used by the County to pay debt service, which will end in 2026.

Future projections for Conservation Futures revenue for capital projects are based on the historical average amount transferred to the Conservation Futures Construction Fund for 2018 to 2022. These historical amounts reflect what the County received and dedicated to capital projects, so provide a reasonable basis for future projections. See Exhibit 14.

Exhibit 14. Actual, Budgeted, and Projected Parks and Recreation Conservation Futures Revenues, 2018-2044 (YOES)



Note: Estimates are shown on an annual basis, but the purpose of this analysis is to establish planning-level estimates appropriate for the 2024-2044 plan period. Estimates for 2024-2029 are consistent with those in the adopted [2024-2029 CFP](#). Projections are rounded to the nearest \$10,000.

Sources: Pierce County, 2023; Washington State Auditor’s Office Financial Intelligence Tool, 2023; BERK, 2023.

Parks and Recreation: Transfers in From Other Funds

The Parks and Paths and Trails construction funds may also receive transfers in from the General Fund. These transfers must be approved with the Department budget for a specific project and are rare. Transfers in from other funds are not projected from 2024-2029 in the adopted [2024-2029 CFP](#) and are not projected for 2030-2044.

Parks and Recreation: Total Estimated Capital Revenues

Exhibit 15 details total projected capital revenues for park system capital projects over the planning period, including additional projections not in the adopted [2024-2029 CFP](#) for the purposes of the CFP as outlined above. The County plans to use available fund balance for projects in the 2024 to 2029 time period.

Exhibit 15. Projected Parks and Recreation Capital Revenues, 2022-2044 (YOE\$)

Parks and Rec. Revenue Sources	2022-2023 Budget	2024-2029 Estimated	2030-2044 Estimated	TOTAL 2022-2044
REET 2 for Parks	\$8,650,000	\$23,820,000	\$50,780,000	\$83,250,000
Parks Sales Tax	\$2,830,000	\$16,400,000	\$101,770,000	\$121,000,000
Park Impact Fees	\$11,370,000	\$42,490,000	\$138,870,000	\$192,730,000
Grants and Misc. Revenues	\$19,650,000	\$60,950,000	\$97,170,000	\$177,770,000
Transfers In from Other Funds	\$1,110,000	—	—	\$1,110,000
Use of Fund Balance	\$3,060,000	\$8,910,000	—	\$11,970,000
Total	\$46,670,000	\$152,570,000	\$388,590,000	\$587,830,000

Note: Estimates for 2024-2029 are consistent with those in the adopted [2024-2029 CFP](#). Projections are rounded to the nearest \$10,000.

Sources: Pierce County, 2023; Washington State Auditor's Office Financial Intelligence Tool, 2023; BERK, 2024.

Parks and Recreation: Six-Year Cost and Revenue Comparison

This 6-year comparison looks at the total dedicated park system revenue sources with its planned project costs for the 6-year planning horizon of 2024-2029 in order to understand the difference between future dedicated capital costs and potential future revenues. As shown in Exhibit 16, estimated general park and recreation revenues are not expected to be adequate to cover estimated capital costs. Capital projects that are unfunded are primarily associated with major capital improvements or projects with a known need that cannot be funded with current capital resources. Examples include: Sprinkler Building Improvements and Sports Complex and the Meridian Habitat Park building replacement.

Exhibit 16. Projected Parks Capital Revenues and Costs, County 2024-2029 CFP (YOE\$)

General Capital	Revenues and Costs
Estimated Parks Capital Revenues	\$152,570,000
Estimated Parks Capital Costs	\$275,140,000
Estimated Dedicated Funding Surplus / (Deficit)	(\$122,570,000)

Note: Estimated capital revenues and costs are rounded to the nearest \$10,000. Estimated revenue includes total source of funds minus unfunded amounts from the adopted [2024-2029 CFP](#) for Parks and Recreation (rounded to the nearest \$10,000).

Sources: Pierce County, 2023; BERK, 2024.

More information on specific projects can be found in the Parks and Recreation section of the Inventory, Demand, and Planned Projects.

Transportation

The County has two capital improvement funds for transportation-related facilities and transportation system capital projects: the Public Works Construction Fund (Fund 320) and the Transportation Facilities Fund (Fund 321). Funding sources for the Public Works Construction Fund consist of REET 2 for roads, traffic impact fees, transfers in from the General Fund and the County Road Fund (Fund 150), federal, state, and local grants, and other miscellaneous revenues. Funding sources for the Transportation Facilities Fund consist of revenue from the sale of capital assets, REET 2, and traffic impact fee revenues.

The County has two enterprise funds that pay for capital projects for the County's airports and ferry system: the Airport Fund (Fund 460) and the Ferry Services Fund (Fund 480). Airport capital projects are funded primarily by federal grants, with some additional support from state funding and airport fees. Ferry capital projects are funded by federal and state grants, transfers from the County Road Fund, and ferry farebox revenue.

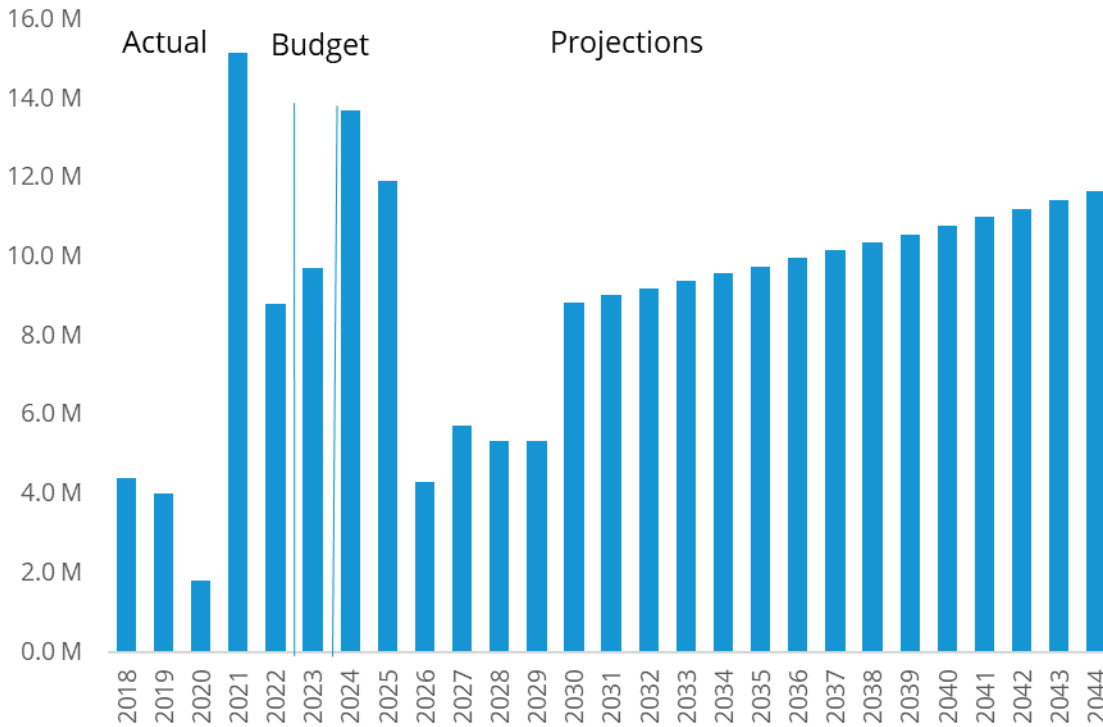
Transportation-Related Facilities and Transportation System

REET 2 for Roads

As described above, the County allocates 75% of REET 2 revenues to transportation projects. The collection of REET 2 revenues went into effect January 1, 2002. This analysis assumes that real estate assessed values will increase at a rate of 2% annually, beginning in 2024. To be conservative, this rate of increase is lower than the historical average levels of growth. This analysis assumes a turnover rate of 5% for properties. The County uses REET 2 for Roads revenues to pay for debt service. The estimated amount available for capital is the remaining amount after this other expense. This analysis assumes no new debt obligations between 2024-2044.

Projected REET 2 revenues from 2024 to 2029 are based on the Adopted 2024-2029 Six-Year Transportation Improvement Plan (TIP). Revenues in the 2024-2029 Six-Year TIP align with planned spending on projects, not necessarily expected annual revenue collections. Revenues may be held for future needs. The higher amounts shown in 2024-2025 reflect planned use of REET 2 revenues in these years. Projections from 2029 to 2044 are in line with historical trends prior to 2021. The higher amounts in 2021 to 2024 reflect a rapid increase in real estate market activity and market value and may include transfers of available fund balance. The current debt service obligation ends in 2029, leaving additional revenue capacity for projects. See Exhibit 17.

Exhibit 17. Actual, Budgeted, and Projected REET 2 Revenues for Roads, 2018-2044 (YOES)



Note: Estimates are shown on an annual basis, but the purpose of this analysis is to establish planning-level estimates appropriate for the 2024-2044 plan period. Estimates for 2024-2029 are consistent with those in the adopted [2024-2029 CFP](#). Projections are rounded to the nearest \$10,000.
 Sources: Pierce County, 2023; Washington State Auditor’s Office Financial Intelligence Tool, 2023; BERK, 2023.

Traffic Impact Fees

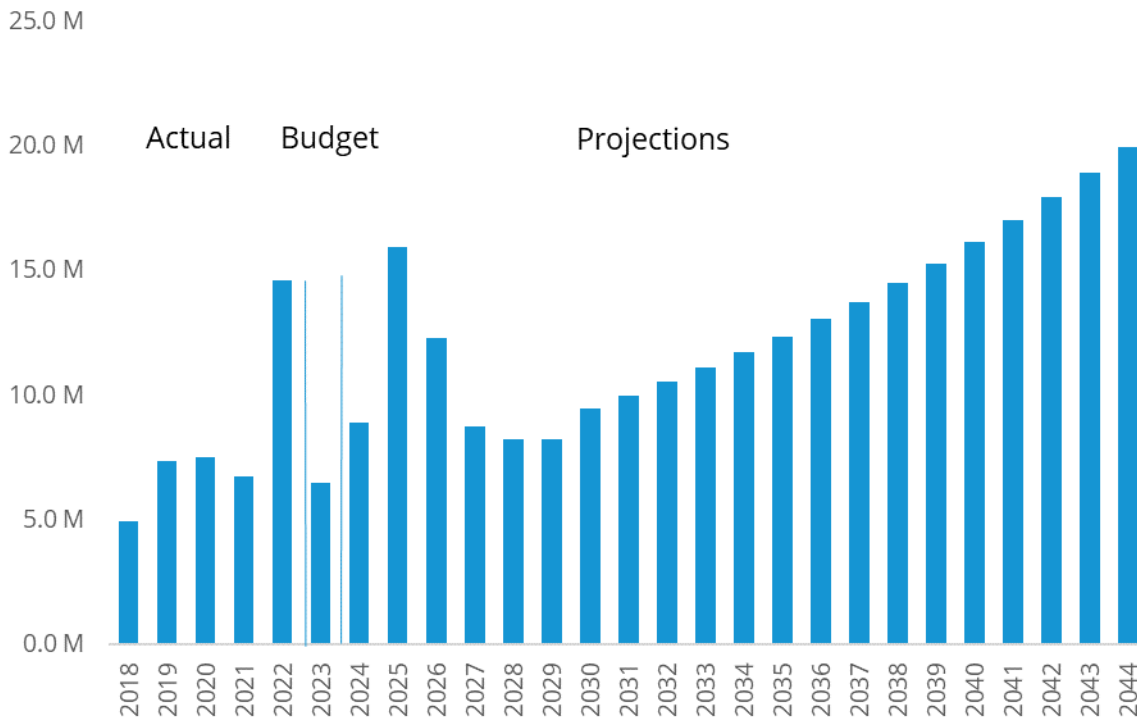
The County began collecting traffic impact fees (TIF) in 2007 with a major update to the program in 2018 via [Ordinance 2018-71s](#). The intent is that new growth and development pays a proportionate share of the cost of public road infrastructure improvements needed to serve that development. Traffic impact fees are collected on all new development. Separate fee rates are established for various types of residential, commercial, and industrial land use types based on projected traffic generation and the assumed impact on roads.

Like REET revenues, annual impact fee revenue can vary based on fluctuations in the real estate market and trends in the economy. This analysis projects future revenues based on the projected amount of new construction in the unincorporated area of the county. New construction is assumed to be one percent of total assessed value. Between 2018 and 2022, the County collected on average \$8.0 M in traffic impact fees per \$1,000 of assessed value of new construction. To estimate these revenues going forward, this analysis holds a constant relationship of \$8.0 per \$1,000 of assessed value of new construction, with future years adjusted for inflation. Impact fees increase annually according to the change in the Construction Cost Index, so the annual inflation adjustment is included to account for the increase in impact fee rates over time. Projected TIF revenues from 2024 to 2029 are based on the adopted 2024-2029 Six-Year TIP. Revenues in the

2024-2029 Six-Year TIP align with planned spending on projects, not necessarily expected annual revenue collections. Revenues may be held for future needs. The higher amounts shown in 2025-2026 reflect planned use of TIF revenues in these years.

The County uses Traffic Impact Fee revenues to pay for some administrative expenses. The estimated amount available for capital is the remaining amount after other expenses. This analysis assumes operational expenses increase by inflation annually, using 2022 actual expenditures as a baseline. See Exhibit 18.

Exhibit 18. Actual, Budgeted, and Projected Traffic Impact Fee Revenues, 2018-2044 (YOES)



Note: Estimates are shown on an annual basis, but the purpose of this analysis is to establish planning-level estimates appropriate for the 2024-2044 plan period. Estimates for 2024-2029 are consistent with those in the adopted [2024-2029 CFP](#). Projections are rounded to the nearest \$10,000.

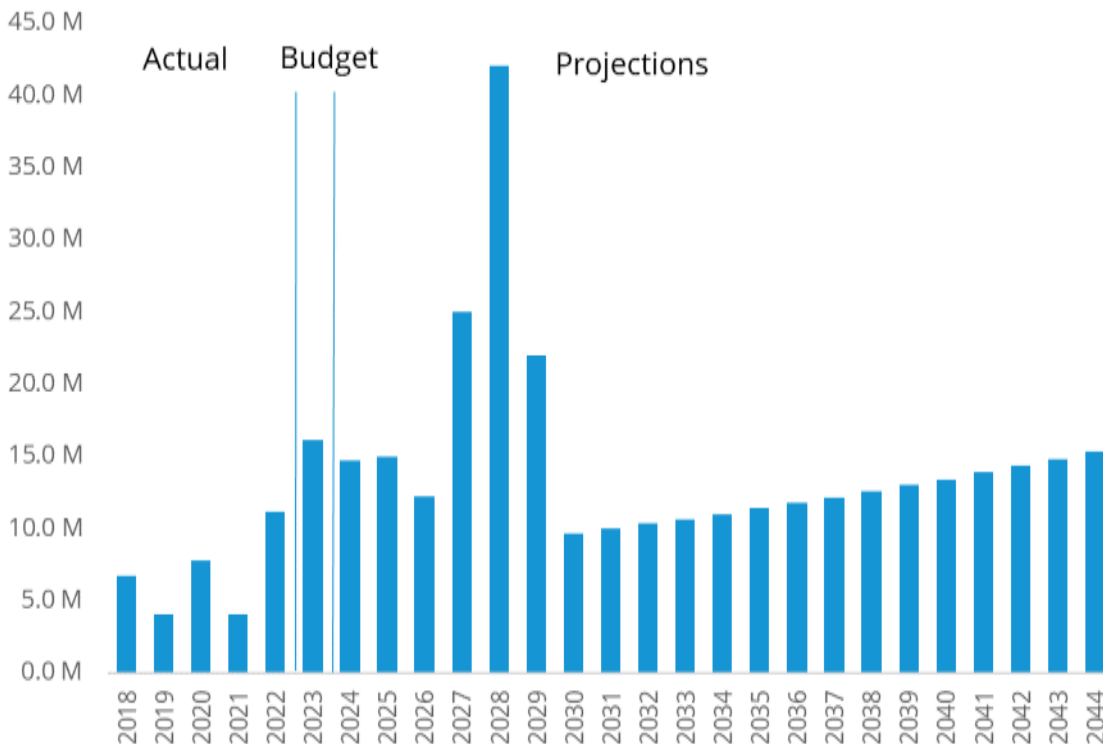
Sources: Pierce County, 2023; Washington State Auditor’s Office Financial Intelligence Tool, 2023; BERK, 2023.

Transportation-Related Facilities and Transportation System: Grants and Miscellaneous Revenues

The County receives federal and state grants to support the cost of transportation related capital projects. These revenues have historically represented \$6.9 million, on average, from 2018 to 2022. Future revenue projections for grants are based on this average amount, annually adjusted for inflation. Other local revenue sources, such as charges for service, are also based on the average amount from 2018 to 2022, annually adjusted for inflation. Projected grant and miscellaneous revenues from 2024 to 2029 are based on the adopted 2024-2029 Six-Year TIP. The TIP includes revenue from bonds from 2027 to 2029.

The Transportation Facilities Fund, which funds building projects, has not received any revenue from the sale of capital assets from 2018 to 2022 so no revenue for this fund is assumed in future years. The County may choose to pursue the sale of capital assets in future years. Transportation-related facility projects in 2024 to 2029 are funded by available fund balance. See Exhibit 19.

Exhibit 19. Actual, Budgeted, and Projected Transportation-Related Facilities and Transportation Grant and Miscellaneous Revenues, 2018-2044 (YOES)



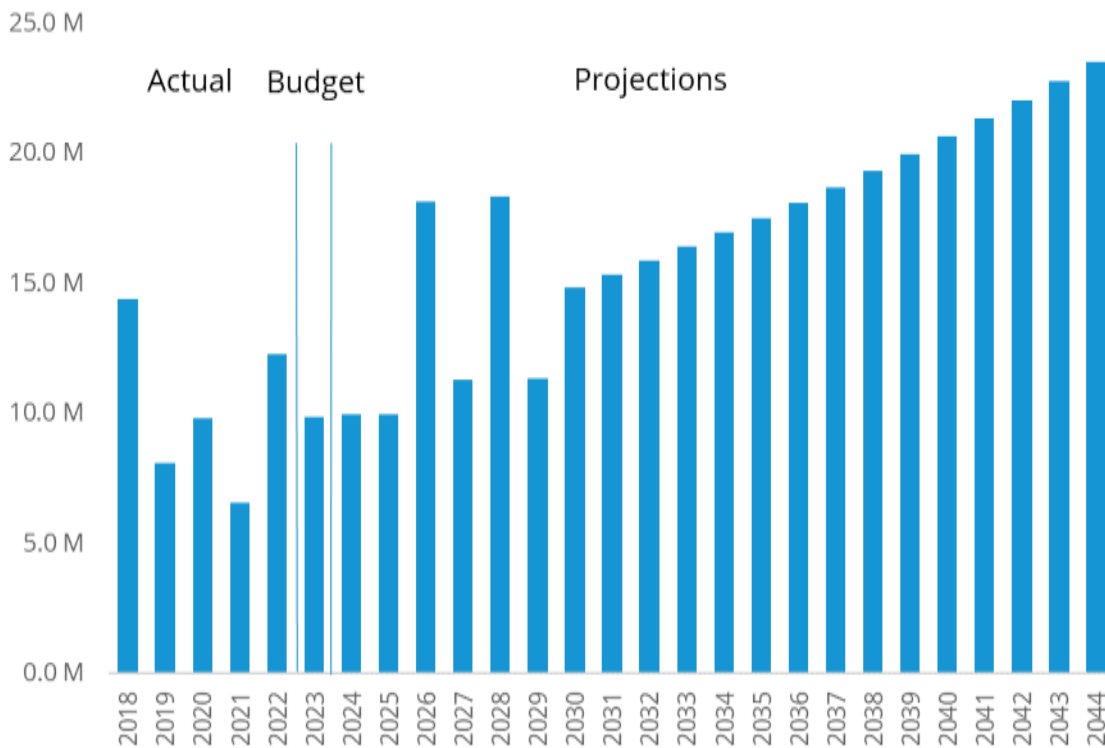
Note: Estimates are shown on an annual basis, but the purpose of this analysis is to establish planning-level estimates appropriate for the 2024-2044 plan period. Estimates for 2024-2029 are consistent with those in the adopted [2024-2029 CFP](#). Projections are rounded to the nearest \$10,000.
Sources: Pierce County, 2023; Washington State Auditor’s Office Financial Intelligence Tool, 2023; BERK, 2023.

Public Works Construction Fund: Transfers in From Other Funds

The Public Works Construction Fund also receives transfers in from the County Road Fund, the General Fund, and the Stormwater Management Operating Fund. These transfers are based on

capital project needs. Projections for 2024 to 2029 are based on revenues assumed in the adopted 2024-2029 Six-Year TIP. The lower amount projected in 2029 aligns with planned project spending in that year. Projections after 2029 are based on average annual transfers from 2018 to 2022, annually adjusted for inflation. The projections for 2029 to 2044 assume the County Road Fund continues to have capacity to support projects, though the Road Fund’s own primary revenue sources—property tax and motor vehicle fuel tax—are limited in their growth potential. See Exhibit 20.

Exhibit 20. Actual, Budgeted, and Projected Public Works Construction Fund Operating Transfers, 2018-2044 (YOES)



Note: Estimates are shown on an annual basis, but the purpose of this analysis is to establish planning-level estimates appropriate for the 2024-2044 plan period. Estimates for 2024-2029 are consistent with those in the adopted [2024-2029 CFP](#). Projections are rounded to the nearest \$10,000.

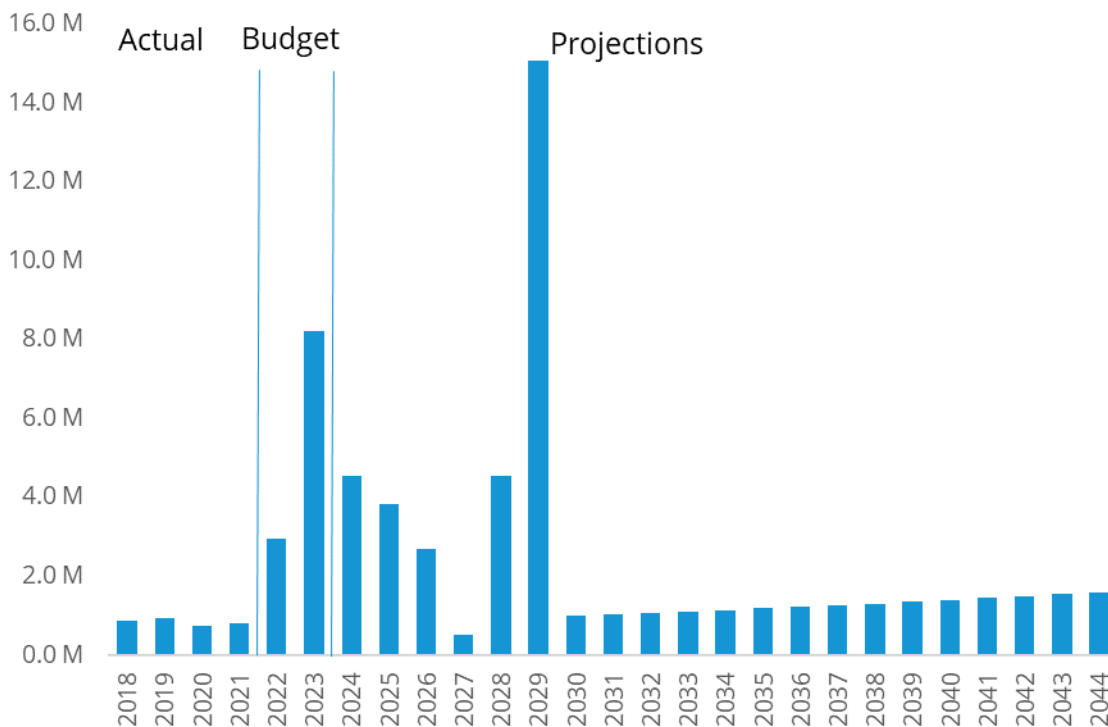
Sources: Pierce County, 2023; Washington State Auditor’s Office Financial Intelligence Tool, 2023; BERK, 2023.

Airport Revenues: Grants and Transfers in From Other Funds

Airport capital projects are primarily funded by federal grants from the Federal Aviation Administration (FAA), followed by a small amount of state grant funding and airport fees. These locally collected funds are used to match grant funding. The County meets annually with the FAA to prioritize projects for the next six years.

Projections from 2024 to 2029 are based on department capital plan estimates as outlined in the adopted [2024-2029 CFP](#). Revenue projections from 2030 to 2044 are based on average revenues for capital from 2018 to 2022, annually adjusted for inflation. The Airport Fund will be used to match grant revenues as necessary. The large increases in revenue in the 2022-2023 budget and in 2029 reflect federal grants. See Exhibit 21.

Exhibit 21. Actual, Budgeted, and Projected Airport Fund Revenues, 2018-2044 (YOES)



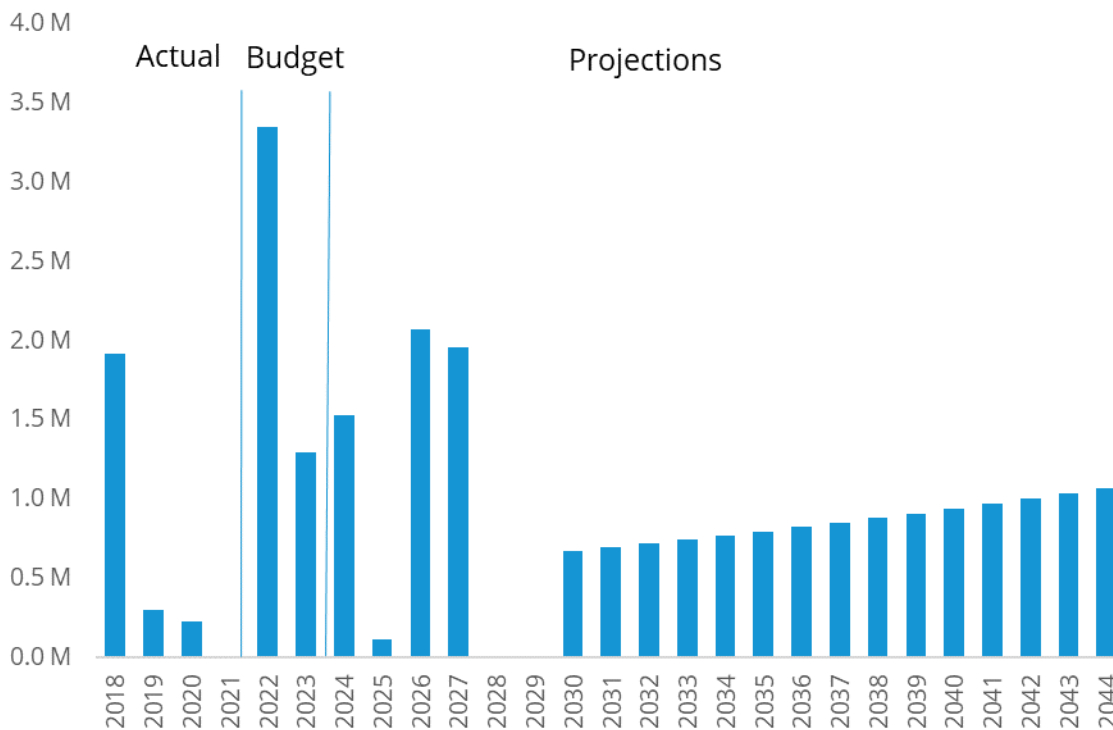
Note: Estimates are shown on an annual basis, but the purpose of this analysis is to establish planning-level estimates appropriate for the 2024-2044 plan period. Estimates for 2024-2029 are consistent with those in the adopted [2024-2029 CFP](#). Projections are rounded to the nearest \$10,000.

Sources: Pierce County, 2023; Washington State Auditor’s Office Financial Intelligence Tool, 2023; BERK, 2023.

Ferry Revenues: Fares, Grants, Transfers in From Other Funds

Ferry capital projects are funded by transfers from the County Road Fund, the Ferry Fund, and grants. Projects are typically shown as funded by the County Road Fund or the Ferry Fund until grant funding is secured. Revenue projections from 2024 to 2027 are based on projects and revenues identified in the adopted 2024-2037 Fourteen-Year Ferry Program. The adopted [2024-2029 CFP](#) does not include revenue projections for 2028 and 2029. No projects are identified from 2028 to 2037 but staff anticipates adding projects to the long-term ferry program. Revenue projections from 2030 to 2044 are based on average revenues for capital from 2018 to 2022, annually adjusted for inflation. See Exhibit 22.

Exhibit 22. Actual, Budgeted, and Projected Ferry Services Fund Revenues, 2018-2044 (YOES)



Note: Estimates are shown on an annual basis, but the purpose of this analysis is to establish planning-level estimates appropriate for the 2024-2044 plan period. Estimates for 2024-2029 are consistent with those in the adopted [2024-2029 CFP](#). Projections are rounded to the nearest \$10,000.

Sources: Pierce County, 2023; Washington State Auditor’s Office Financial Intelligence Tool, 2023; BERK, 2023.

Transportation: Total Estimated Capital Revenues

Exhibit 23 details total projected capital revenues for transportation capital projects over the planning period, including additional ferry revenue projections not in the adopted [2024-2029 CFP](#) for the purposes of the CFP as outlined above. The County plans to use available fund balance for projects in the 2024 to 2029 time period.

Exhibit 23. Projected Transportation Capital Revenues, 2022-2044 (YOES)

Transportation Revenue Sources	2022-2023 Budget	2024-2029 Estimated	2030-2044 Estimated	TOTAL 2022-2044
Transportation-Related Facilities and Transportation System	\$91,610,000	\$328,760,000	\$833,170,000	\$1,253,540,000
<i>REET 2 for Roads</i>	\$19,670,000	\$46,390,000	\$153,070,000	\$219,130,000
<i>Traffic Impact Fees</i>	\$13,050,000	\$62,510,000	\$212,120,000	\$287,670,000
<i>Grants and Misc. Revenues</i>	\$32,650,000	\$131,060,000	\$184,260,000	\$347,980,000
<i>Transfers In from Other Funds</i>	\$22,970,000	\$79,240,000	\$283,730,000	\$385,930,000
<i>Use of Fund Balance</i>	\$3,280,000	\$9,560,000	—	\$12,830,000
Airport Revenues	\$11,170,000	\$31,240,000	\$19,240,000	\$61,650,000
Ferry Revenues	\$4,650,000	\$5,680,000	\$12,890,000	\$23,220,000
Total	\$107,440,000	\$365,680,000*	\$865,310,000	\$1,338,410,000

Note: Estimates for 2024-2029 are consistent with those in the adopted [2024-2029 CFP](#). Projections are rounded to the nearest \$10,000.

Sources: Pierce County, 2023; Washington State Auditor's Office Financial Intelligence Tool, 2023; BERK, 2024.

Transportation: Six-Year Cost and Revenue Comparison

This 6-year comparison looks at the total dedicated transportation revenue sources with planned project costs for the 6-year planning horizon of 2024-2029 in order to understand the difference between future dedicated capital costs and potential future revenues. As shown in Exhibit 24, estimated transportation revenues are expected to be adequate to cover estimated capital costs.

Exhibit 24. Projected Transportation Capital Revenues and Costs, 2024-2029 (YOES)

Transportation	Revenues and Costs
Estimated Transportation Capital Revenues	\$365,680,000
Estimated Transportation Capital Costs	\$365,180,000
Estimated Dedicated Funding Surplus / (Deficit)	\$500,000

Note: Estimated capital revenues and costs are rounded to the nearest \$10,000 and are consistent with those in the adopted [2024-2029 CFP](#).

Sources: Pierce County, 2023; Fehr & Peers, 2024; BERK, 2024.

More information on specific projects can be found in the Transportation section of the Inventory, Demand, and Planned Projects.

Sewer

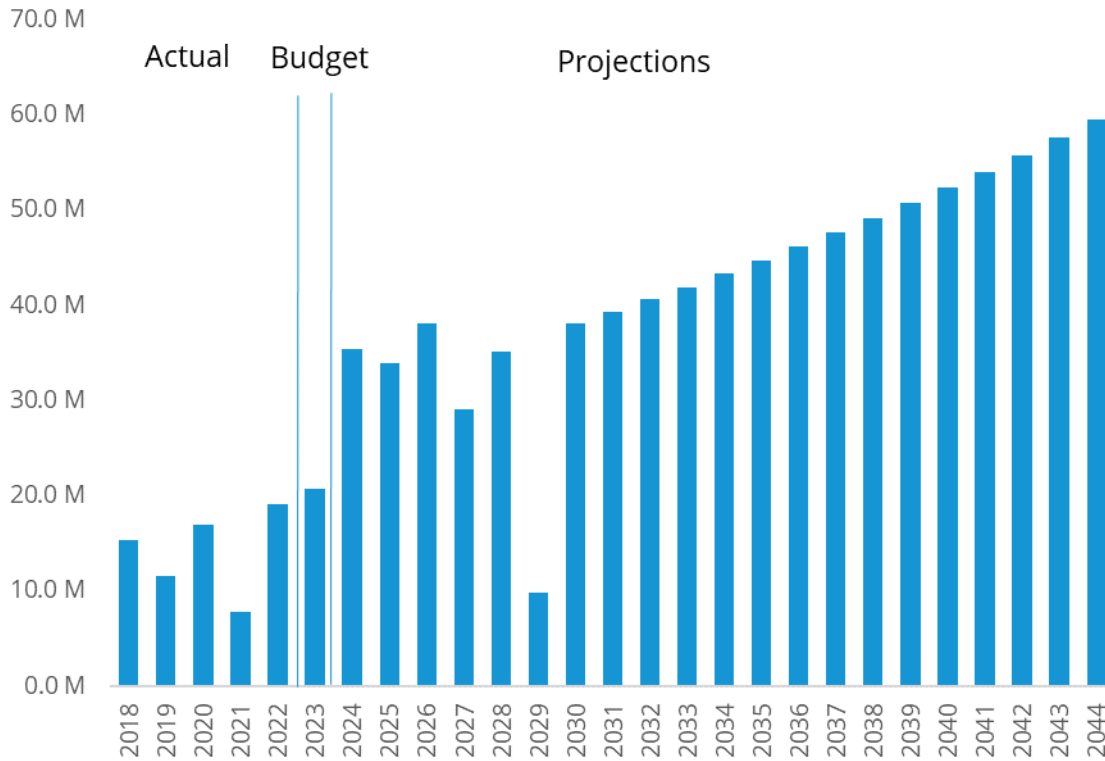
The County's Sewer Utility Construction/Reserve/Preservation Fund (Fund 425) is an enterprise fund that pays for sewer construction projects. The source of funding for projects is service fees and new development connection charges, which are transferred into this fund from the enterprise funds where those revenues are collected. The Sewer utility can issue revenue bonds to finance capital projects but does not have plans to do so in the 6-year planning horizon, per the adopted 2024-2044 Sewer Improvement Program.

Sewer Fees

The County collects fees based on monthly usage, connection and capacity, and development permits to maintain the regional wastewater treatment plan and collection system. A financial model is used to establish rates and connection charges to recover utility costs related to operational services and capital facilities projects. Rates are set at a level to meet current and future identified expenses, and to maintain reserves consistent with debt service requirements and long-term financial forecasts. Sewer fee revenues are transferred from the Sewer Utility Operating Fund to the Sewer Utility Construction/Reserve/Preservation Fund on an as needed basis.

Sewer fee revenue projections for 2024-2029 are based on planned projects as outlined in the adopted [2024-2029 CFP](#). For the period 2030-2044, staff will identify revenue needed to fully fund the utility, considering operating and maintenance expenditures, capital costs and funding for needs identified in the comprehensive plan, existing and future debt requirements, and achievement of identified fiscal policies. Revenue projections form the basis for a long-range financial plan and multi-year rate management strategy. Funding for projects in this timeframe are forecasted using variable economic and financial factors, predictable rate increases, and capital financing assumptions to match growth and asset preservation needs. In Exhibit 25, revenues shown for 2030-2044 are spread based on the total estimated need and do not necessarily align with when projects are planned.

Exhibit 25. Actual, Budgeted, and Projected Sewer Fee Revenues, 2018-2044 (YOE\$)



Note: Estimates are shown on an annual basis, but the purpose of this analysis is to establish planning-level estimates appropriate for the 2024-2044 plan period. Projections are rounded to the nearest \$10,000. Revenues in the adopted [2024-2029 CFP](#) align with planned spending on projects, not necessarily expected annual revenue collections. Sources: Pierce County, 2023; Washington State Auditor’s Office Financial Intelligence Tool, 2023; BERK, 2023.

Sewer: Total Estimated Capital Revenues

Exhibit 26 details total projected capital revenues for sewer projects over the planning period. The County plans to use available fund balance to cover sewer capital costs during the 2024-2029 time period.

Exhibit 26. Projected Sewer Waste Capital Revenues, 2022-2044 (YOE\$)

Sewer Revenue Sources	2022-2023 Budget	2024-2029 Estimated	2030-2044 Estimated	TOTAL 2022-2044
Sewer Fees	\$20,750,000	\$181,540,000	\$721,420,000	\$923,950,000
Use of Fund Balance	—	\$31,390,000	\$0	\$31,390,000
Total	\$20,750,000	\$212,930,000	\$721,420,000	\$955,340,000

Note: Estimates for 2024-2029 are consistent with those in the adopted [2024-2029 CFP](#). Projections are rounded to the nearest \$10,000. Sources: Pierce County, 2023; Washington State Auditor’s Office Financial Intelligence Tool, 2023; BERK, 2024.

Sewer: Six-Year Cost and Revenue Comparison

This 6-year comparison looks at the total dedicated sewer revenue sources with planned project costs for the 6-year planning horizon of 2024-2029 in order to understand the difference between future dedicated capital costs and potential future revenues. Estimated sewer capital revenues are expected to be adequate to cover estimated capital costs. See Exhibit 27.

Exhibit 27. Projected Sewer Capital Revenues and Costs, 2024-2029 (YOES)

Sewer	Revenues and Costs
Estimated Sewer Capital Revenues	\$212,930,000
Estimated Sewer Capital Costs	\$212,930,000
Estimated Dedicated Funding Surplus / (Deficit)	—

Note: Estimated capital revenues and costs are rounded to the nearest \$10,000 and are consistent with those in the adopted [2024-2029 CFP](#).

Sources: Pierce County, 2023; BERK, 2024.

More information on specific projects can be found in the Sewer Division of Planning and Public Works section of the Inventory, Demand, and Planned Projects.

Solid Waste Management

The County contracts with Pierce County Recycling, Composting, and Disposal LLC (operating as LRI) to operate and maintain solid waste disposal sites in the County. LRI collects solid waste tipping fees from residential and commercial customers. Solid waste tipping fees pay for transportation, disposal, composting, County programs, and capital projects at County owned facilities, as identified in the 2021-2040 Tacoma-Pierce County Solid and Hazardous Waste Management Plan (SHWMP). The next update for the Pierce County SHWMP is expected to begin in 2026 or 2027.

As part of the annual Rate Setting and Service Guidelines outlined in the 2008 Waste Handling Agreement between LRI and Pierce County, capital facility improvements are agreed upon by both parties and then included in the new tipping fee.

Planning occurs on a yearly basis to set collection rates annually based on prior year tonnages, inflation, and identified capital needs. LRI collects all revenues for capital facility improvements and is then responsible for the costs and management of those projects. Pierce County has no financial role for capital improvements but does work closely with LRI to monitor the overall success of each improvement project.

Solid Waste: Total Estimated Capital Revenues

Expected revenues shown in Exhibit 28 for 2024-2029 match the County’s adopted [2024-2029 CFP](#) and are based on adopted tonnage rates. The March 1, 2023 – February 29, 2024 rate is \$171.23 per ton and March 1, 2024 through February 28, 2025 rate is \$174.84 per ton.

Exhibit 28. Projected Solid Waste Capital Revenues, 2022-2044 (YOES)

Solid Waste Revenue Sources	2022-2023 Budget	2024-2029 Estimated	2030-2044 Estimated	TOTAL 2022-2044
Solid Waste Fees	\$4,130,000	\$6,780,000	<i>Not available</i>	\$18,920,000
Total	\$4,130,000	\$6,780,000	<i>Not available</i>	\$18,920,000

Note: Estimates for 2024-2029 are consistent with those in the adopted [2024-2029 CFP](#). Projections are rounded to the nearest \$10,000.

Sources: Pierce County, 2023; BERK, 2024.

Solid Waste: Six-Year Cost and Revenue Comparison

This 6-year comparison looks at the total dedicated solid waste revenue sources with planned project costs for the 6-year planning horizon of 2024-2029 in order to understand the difference between future dedicated capital costs and potential future revenues. Estimated solid waste capital revenues are expected to be adequate to cover estimated capital costs. See Exhibit 29.

Exhibit 29. Projected Solid Waste Capital Revenues and Costs, 2024-2029 (YOES)

General Capital	Revenues and Costs
Estimated Solid Waste Capital Revenues	\$6,780,000
Estimated Solid Waste Capital Costs	\$6,780,000
Estimated Dedicated Funding Surplus / (Deficit)	—

Note: Estimated capital revenues and costs are rounded to the nearest \$10,000 and are consistent with those in the adopted [2024-2029 CFP](#). All capital projects are budgeted and managed through the waste handling agreement.

Sources: Pierce County, 2023; BERK, 2024.

More information on specific projects can be found in the Solid Waste Management section of the Inventory, Demand, and Planned Projects.

Surface Water

The County’s Surface Water Management Construction Fund (Fund 323) pays for surface water and storm water drainage projects. Primary funding sources for the Surface Water Construction Fund consists of REET 1, surface water management utility fees, federal, state, and local, grants, and Flood Control Zone District (FCZD) property tax revenue. The Flood Control Zone District is a special purpose junior taxing district formed to address flood management needs. The County, cities, towns, and other entities carry out the district’s approved projects and programs with FCZD funds. Funding for the FCZD comes from a countywide property tax levy.

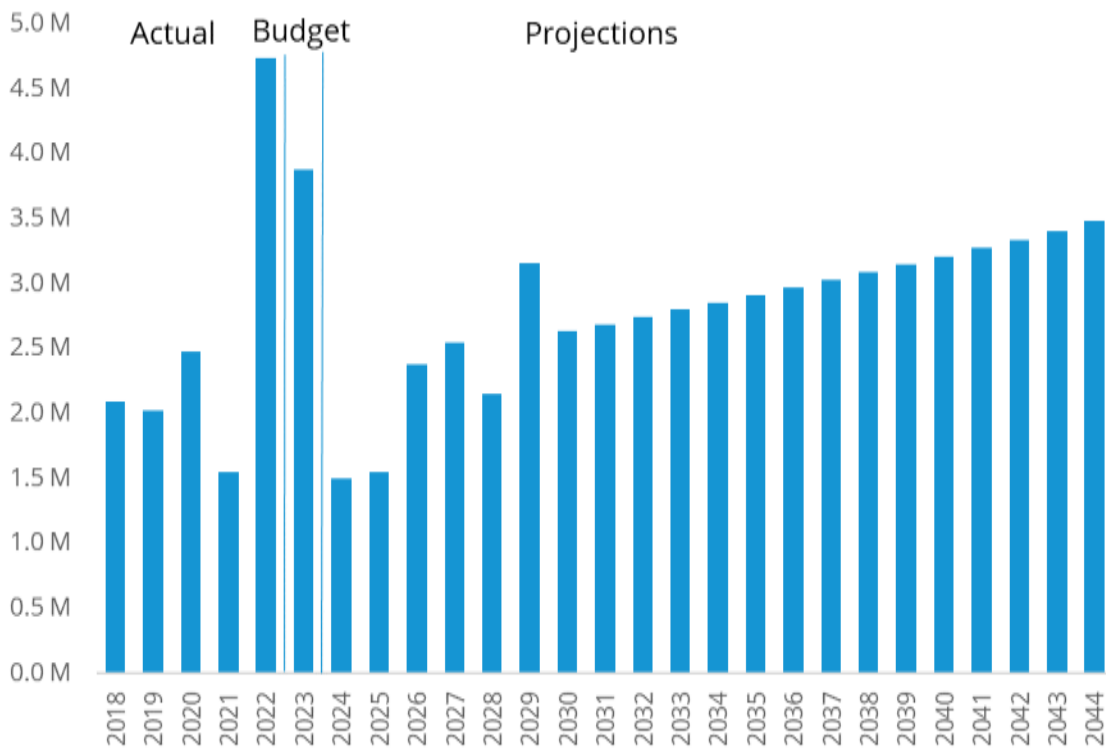
Surface Water: REET 1

As described above, the County allocates REET 1 revenues for general capital and surface water capital projects. These revenues are transferred from the REET special revenue fund to the Surface Water Management Construction Fund. REET revenue is based on the total value of real estate transactions each year, and the amount received annually can vary based on fluctuations in

the real estate market and trends in the economy. This analysis assumes that real estate assessed values will increase at a rate of 2% annually, beginning in 2024. To be conservative, this rate of increase is lower than the historical average levels of growth. This analysis assumes a turnover rate of 5% for properties. Between 2018 and 2022, the County has transferred 22% of REET revenues to the Surface Water Management Construction Fund. While this percentage is not codified, it is assumed the same share of future revenues will be transferred to this fund for surface water capital projects.

The actual amounts from 2018 to 2022 are funds transferred from the REET 1 special revenue fund to the Surface Water Management Construction Fund. The higher amounts in 2022 and 2023 reflect a rapid increase in real estate market activity and market value and may include transfers of available fund balance. Projections for 2024 to 2029 are based on departmental capital plan estimates as outlined in the adopted [2024-2029 CFP](#). Revenues in the adopted 2024-2029 CFP align with planned spending on projects, not necessarily expected annual revenue collections. Revenues may be held for future needs. The higher amounts shown in 2026, 2027, and 2029 reflect planned use of REET 1 revenues in these years. Projected REET 1 collections from 2030 to 2044 are in line with historical trends prior to 2022. See Exhibit 30.

Exhibit 30. Actual, Budgeted, and Projected REET 1 Revenues for Surface Water, 2018-2044 (YOES)



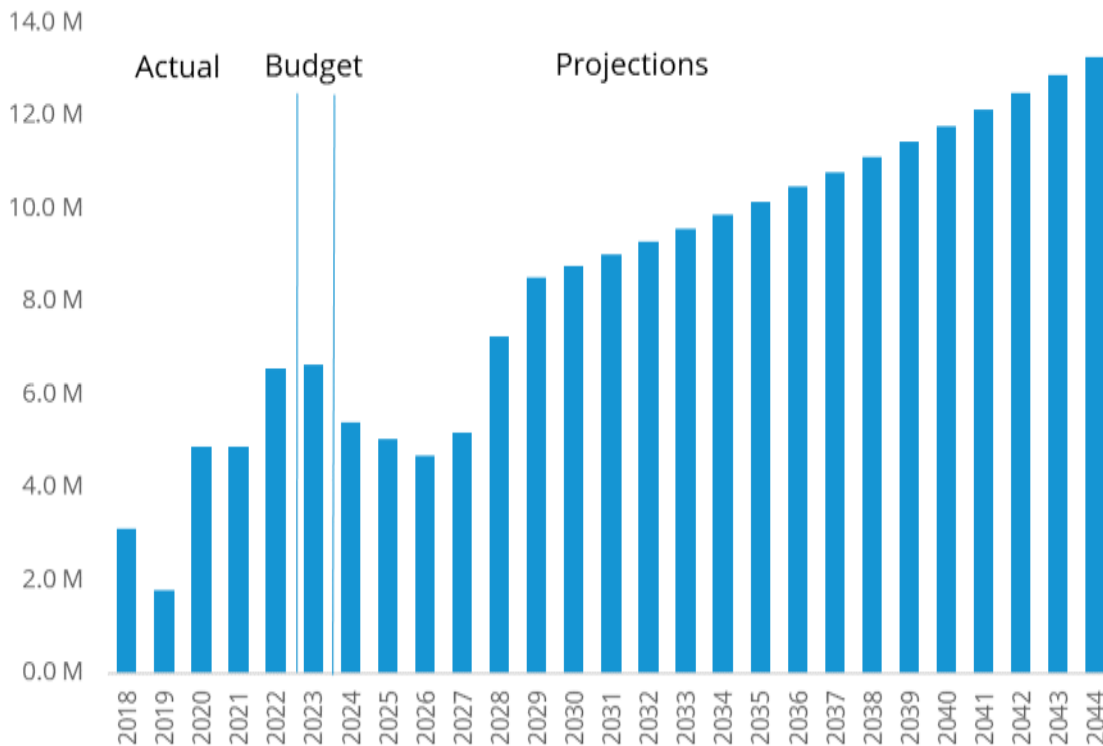
Note: Estimates are shown on an annual basis, but the purpose of this analysis is to establish planning-level estimates appropriate for the 2024-2044 plan period. Estimates for 2024-2029 are consistent with those in the adopted [2024-2029 CFP](#). Projections are rounded to the nearest \$10,000.

Sources: Pierce County, 2023; Washington State Auditor’s Office Financial Intelligence Tool, 2023; BERK, 2023.

Surface Water: Surface Water Management Fees

The County collects fees to maintain the storm drainage and surface water runoff systems in the County. The County sets these fees, in part, based on planned capital projects. Funds are transferred from the Surface Water Management Operating Fund to the Surface Water Management Construction Fund on an as needed basis. Surface water fee revenue projections for 2024-2029 are based on planned projects as outlined in the adopted [2024-2029 CFP](#). Projections for 2030-2044 assume an annual increase of 3% using the 2029 amount as a baseline. See Exhibit 31.

Exhibit 31. Actual, Budgeted, and Projected Surface Water Management Fee Revenues, 2018-2044 (YOE\$)



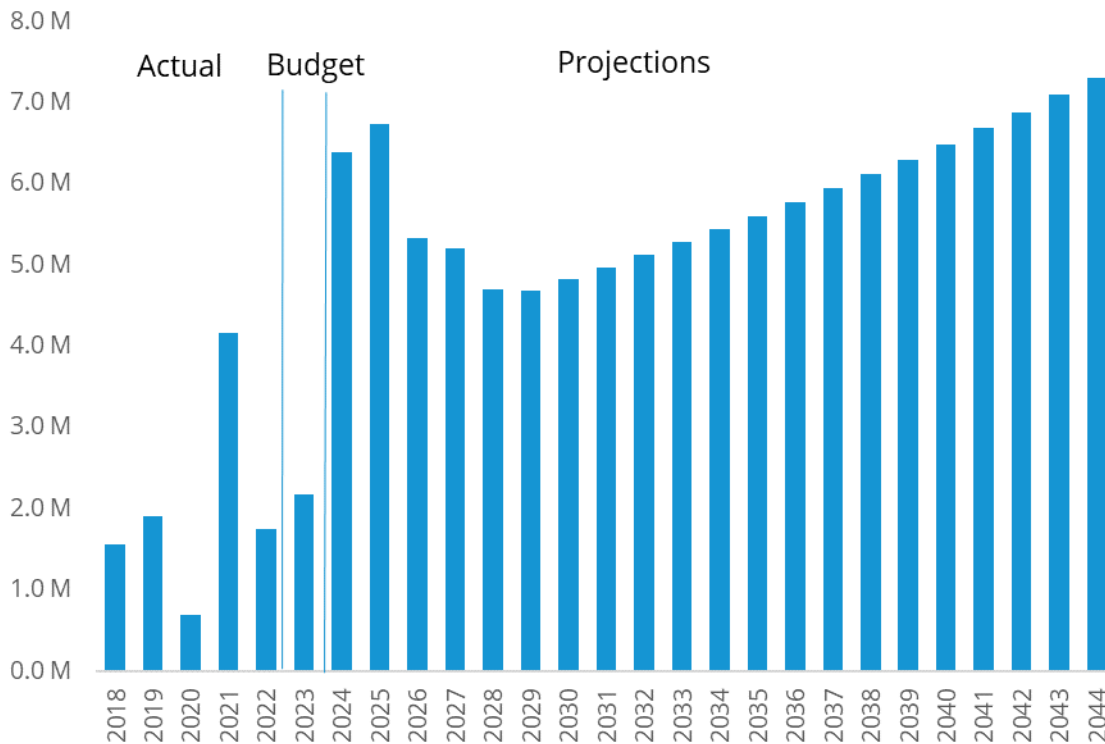
Note: Estimates are shown on an annual basis, but the purpose of this analysis is to establish planning-level estimates appropriate for the 2024-2044 plan period. Estimates for 2024-2029 are consistent with those in the adopted [2024-2029 CFP](#). Projections are rounded to the nearest \$10,000.

Sources: Pierce County, 2023; Washington State Auditor’s Office Financial Intelligence Tool, 2023; BERK, 2023.

Surface Water: Flood Control Zone District Property Tax

The Flood Control Zone District (FCZD) receives property tax revenues that support capital improvements. Revenue projections for 2024-2029 are based on planned projects as outlined in the adopted [2024-2029 CFP](#). Projections for 2030-2044 assume an annual increase of 3% using the 2029 amount as a baseline. See Exhibit 32.

Exhibit 32. Actual, Budgeted, and Projected FCZD Property Tax Revenues, 2018-2044 (YOES)



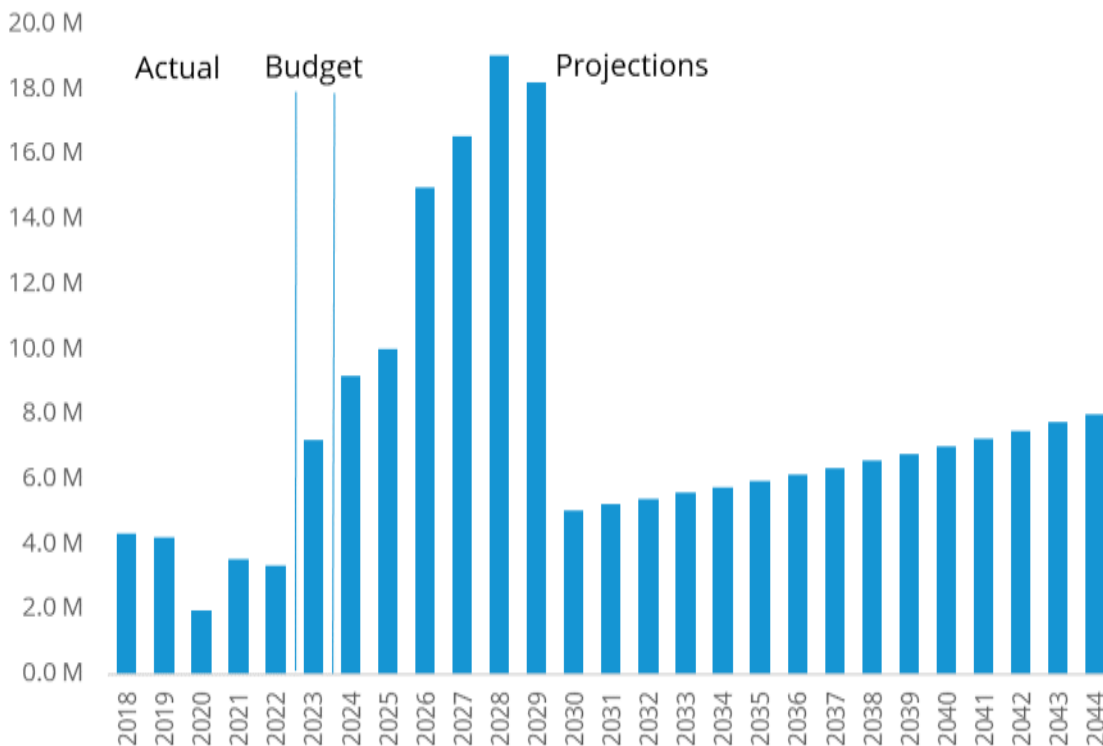
Note: Estimates are shown on an annual basis, but the purpose of this analysis is to establish planning-level estimates appropriate for the 2024-2044 plan period. Estimates for 2024-2029 are consistent with those in the adopted [2024-2029 CFP](#). Projections are rounded to the nearest \$10,000.

Sources: Pierce County, 2023; Washington State Auditor’s Office Financial Intelligence Tool, 2023; BERK, 2023.

Surface Water: Grants and Miscellaneous Revenues

The County receives federal, state, and local grants to support the cost of surface water related capital projects. The County also occasionally partners with other local agencies or the U.S. Army Corps of Engineers to fund projects. Revenue projections for 2024-2029 are based on planned projects as outlined in the adopted [2024-2029 CFP](#). Projections for 2030-2044 are based on the average amount from 2018 to 2022, annually adjusted for inflation. Other local revenue sources, such as charges for service, are also based on the average amount from 2018 to 2022, annually adjusted for inflation. See Exhibit 33.

Exhibit 33. Actual, Budgeted, and Projected Surface Water Grant Revenues, 2018-2044 (YOES)



Note: Estimates are shown on an annual basis, but the purpose of this analysis is to establish planning-level estimates appropriate for the 2024-2044 plan period. Estimates for 2024-2029 are consistent with those in the adopted [2024-2029 CFP](#). Projections are rounded to the nearest \$10,000.

Sources: Pierce County, 2023; Washington State Auditor’s Office Financial Intelligence Tool, 2023; BERK, 2023.

Surface Water: Total Estimated Capital Revenues

Exhibit 34 details total projected capital revenues for surface water projects over the planning period. The County plans to use available fund balance for projects in the 2024 to 2029 time period.

Exhibit 34. Projected Surface Water Capital Revenues, 2022-2044 (YOE\$)

Surface Water Revenue Sources	2022-2023 Budget	2024-2029 Estimated	2030-2044 Estimated	TOTAL 2022-2044
REET 1	\$8,740,000	\$13,280,000	\$45,600,000	\$67,620,000
Surface Water Management Fees	\$13,190,000	\$36,030,000	\$163,030,000	\$212,250,000
Flood Control Zone District Revenues	\$7,910,000	\$33,060,000	\$89,850,000	\$130,820,000
Grants and Misc. Revenues	\$16,660,000	\$87,910,000	\$96,200,000	\$200,770,000
Use of Fund Balance	—	\$10,040,000	—	\$10,040,000
Total	\$46,500,000	\$180,320,000	\$394,680,000	\$621,500,000

Note: Estimates for 2024-2029 are consistent with those in the adopted [2024-2029 CFP](#). Projections are rounded to the nearest \$10,000.

Sources: Pierce County, 2023; Washington State Auditor's Office Financial Intelligence Tool, 2023; BERK, 2024.

Surface Water: Six-Year Cost and Revenue Comparison

This 6-year comparison looks at the total dedicated surface water revenue sources with planned project costs for the 6-year planning horizon of 2024-2029 in order to understand the difference between future dedicated capital costs and potential future revenues. Projections for surface water capital revenues are assumed to match planned project costs and so estimated Surface Water Management Construction Fund revenues are expected to be adequate to cover estimated capital costs. See Exhibit 35.

Exhibit 35. Projected Surface Water Capital Revenues and Costs, 2024-2029 (YOE\$)

Surface Water	Revenues and Costs
Estimated Surface Water Capital Revenues	\$180,320,000
Estimated Surface Water Capital Costs	\$180,320,000
Estimated Dedicated Funding Surplus / (Deficit)	—

Note: Estimated capital revenues and costs are rounded to the nearest \$10,000 and are consistent with those in the adopted [2024-2029 CFP](#).

Sources: Pierce County, 2023; BERK, 2024.

More information on specific projects can be found in the Surface Water Management and River Improvement section of the Inventory, Demand, and Planned Projects.

Total Capital Revenues

Exhibit 36 summarizes the projected total capital revenues available over the planning period, including 2022 year end fund balances.

Exhibit 36. Budgeted and Projected Total Capital Revenues, 2022-2044 (YOE\$)

Revenue Sources	2022-2023 Budget	2024-2029 Estimated	2030-2044 Estimated	TOTAL 2022-2044
REET 1	\$39,130,000	\$26,910,000	\$204,090,000	\$270,130,000
REET 2	\$28,310,000	\$70,210,000	\$203,850,000	\$302,370,000
Parks Sales Tax	\$2,830,000	\$16,400,000	\$101,770,000	\$121,000,000
Park Impact Fees	\$11,370,000	\$42,490,000	\$138,870,000	\$192,730,000
Traffic Impact Fees	\$13,050,000	\$62,510,000	\$212,120,000	\$287,680,000
Airport Fund Revenues	\$11,170,000	\$31,240,000	\$19,240,000	\$61,650,000
Ferry Fund Revenues	\$4,650,000	\$5,680,000	\$12,890,000	\$23,220,000
Emergency Management Revenues	\$5,400,000	\$750,000	—	\$6,150,000
Sewer Fee Revenues	\$20,750,000	\$181,540,000	\$721,410,000	\$923,700,000
Surface Water Management Fees	\$13,190,000	\$36,030,000	\$163,030,000	\$212,250,000
Flood Control Zone District Revenues	\$7,910,000	\$33,060,000	\$89,850,000	\$130,820,000
Solid Waste Fees	\$12,150,000	\$6,780,000	—	\$18,930,000
Grants and Misc. Revenue	\$75,100,000	\$279,920,000	\$379,570,000	\$734,590,000
Transfers In From Other Funds	\$48,910,000	\$98,510,000	\$508,520,000	\$655,940,000
Use of Fund Balance	\$23,930,000	\$131,610,000	—	\$155,540,000
Estimated Revenues	\$317,850,000	\$1,023,640,000	\$2,755,210,000	\$4,096,700,000

Note: Estimates for 2024-2029 are consistent with those in the adopted [2024-2029 CFP](#). Projections are rounded to the nearest \$10,000.

Sources: Pierce County, 2023; BERK, 2024.

Six-Year Cost and Revenue Comparison

Six-Year Cost and Revenue Comparison

This 6-year comparison looks at the total dedicated revenue sources with the County's planned project costs for the 2024-2029 6-year planning horizon in order to understand the difference between future dedicated capital costs and potential future revenues. This analysis is done for the 6-year period rather than the 20-year period because project lists are constantly evolving, and a longer-term outlook would provide an increasingly less accurate estimate of a potential funding gap or surplus.

Exhibit 37 details total estimated dedicated capital revenues and total estimated dedicated capital costs for the County over the six-year period. See also Exhibit 205 at the end of the Inventory,

Demand, and Planned Projects section for a more detailed summary of capital costs by service type for County provided facilities and services.

Exhibit 37. Projected Total Capital Revenues and Costs, 2024-2029 (YOE\$)

Total Projected Revenues	Revenues and Costs
Estimated General Capital Revenues Available	\$104,610,000
Estimated Emergency Management Capital Revenues Available	\$750,000
Estimated Parks and Recreation Capital Revenues Available	\$152,570,000
Estimated Transportation Capital Revenues Available	\$365,680,000
Estimated Sewer Capital Revenues Available	\$212,930,000
Estimated Solid Waste Capital Revenues Available	\$6,780,000
Estimated Surface Water Capital Revenues Available	\$180,320,000
Total Capital Revenues Available Including Fund Balance	\$1,023,640,000
Total Capital Costs for County Provided Capital Facilities	\$1,287,770,000
Estimated Total Dedicated Funding Surplus/(Deficit)	(\$264,130,000)

Note: Estimated capital revenues and costs are rounded to the nearest \$10,000 and are consistent with those in the adopted [2024-2029 CFP](#). Detailed capital costs for County provided facilities and services are available in the Inventory, Demand, and Planned Projects section. See Exhibit 205 at the end of the Inventory, Demand, and Planned Projects section for a more detailed summary of capital costs by service type for County provided facilities and services.

Sources: Pierce County, 2023; Fehr & Peers, 2024; BERK, 2024.

Unfunded Future Needs

Future capital facility needs where a funding source has not been determined include General Administration Buildings, Law Enforcement and Corrections, and Park and Recreation Facilities (see Exhibit 6 and Exhibit 16). This information is consistent with departmental 2024-2029 capital plan estimates as outlined in the adopted [2024-2029 CFP](#). General administration and law enforcement and corrections are dependent on REET revenue and prioritization of projects against this revenue source and on transfers in from other funds. Park projects are often dependent on awarding of grants and prioritization of projects.

Impact on the Operating Budget

The County forecasts future maintenance and operating costs of capital improvement projects for County provided facilities and services. The impacts of each project are presumed to begin in the year after the year in which the project is completed. Since it is not possible to forecast the completion date of each project, no attempt has been made to identify impacts for any portion of the year in which the project is completed. Exhibit 38 summarizes the future maintenance and operating costs by facility/service category as outlined in the adopted [2024-2029 CFP](#).

Exhibit 38. Estimated Future Maintenance and Operating Costs of Capital Improvement Projects by Category, County Provided Facilities and Services (2023\$)

Capital Project Category	2024-2029 Estimated Maintenance and Operating Costs
General Administration Buildings	\$9,950,000
Law Enforcement and Corrections	
<i>Courts</i>	—
<i>Sheriff</i>	\$1,210,000
<i>Sheriff's Corrections and Detention Center</i>	—
Emergency Management	—
Transportation	
<i>Transportation Related Facilities</i>	—
<i>Transportation System</i>	—
<i>Airports</i>	—
<i>Ferry System</i>	—
Parks and Recreation	—
Sewer	\$1,140,000
Solid Waste Management	—
Surface Water Management and River Improvement	—
Total Estimated Maintenance and Operating Costs for County Capital Improvement Projects	\$12,300,000

Note: Estimates are consistent with those in the adopted [2024-2029 CFP](#). Amounts are rounded to the nearest \$10,000. Sources: Pierce County, 2023; BERK, 2024.

This forecast of operating impacts is included because the substantial cost impacts of some facilities may be a factor in the County's decision to construct a project. No "financing plan" is offered for the operating costs, and the County will be obliged to identify revenue to pay for such costs. Some of the revenue may come from increases to the tax base that accompany the new development that created the need for the capital facility. However, there is no assurance that the increased tax revenue from new development will be sufficient to pay for the cost of operating the new facilities.

The operating impact costs reflect the amount by which each future year's operating budget will increase compared to the current operating budget. The same project is shown to have the same annual impact on each succeeding year's operating budget. Sometimes, the completion of a capital improvement project will result in savings in operating costs rather than incur new costs. In other instances, such as "maintenance" projects, there will be no impact on operating costs. For some projects the operating impact of the capital improvement project cannot be calculated because of too many unknown factors such as final configuration and type of facility, realignment of staffing, or the amount of shared infrastructure with current facilities.

Policy Options and Other Funding Sources

There are additional policy tools and sources available to the County to fund capital projects. These policy tools and sources include:

- Bonds.** The County can use bonds to support capital facilities funding. Pierce County has a rating of AAA from Moody's and AA+ from Standard and Poor's on its general obligation bonds. The County has historically maintained consistently low debt obligations. One benefit of using bond funding is the ability to get major projects started and completed more quickly than using pay-as-you-go funding. Because projects can get completed more quickly, the County could mitigate the increasing cost of construction over time. Debt financing also shares the cost of a project among current and future residents. A challenge with bond funding is the annual debt service requirement, which would become a long-term obligation for the operating budget and could limit other funding priorities.
- Levy Lid Lift.** With the steady rise in property values and restrictions on property tax revenue growth, the County's levy rates have declined over time. The County could propose a levy lid lift for the Conservation Futures levy rate or the Road levy rate to collect additional revenue. The Conservation Futures levy rate could be increased to provide additional funding for open space opportunities, although the County would still need to compete for these funds with other eligible jurisdictions and organizations countywide. The Road levy, which supports transportation projects, could be increased to provide additional funding for road improvements and ferry projects. This option was presented in the County's [Road Fund Sustainability Evaluation](#) and the County's [Ferry Financial Assessment](#), both completed in 2023, but no action was taken.
- Transportation Benefit District.** The County has established a transportation benefit district (TBD), which is an independent taxing district that can raise revenues for specific transportation projects. The TBD has been formed but the County has not yet pursued any revenue funding proposals for voter approval. County Council serves as the TBD governing board and could impose by a majority vote a vehicle license fee or a sales tax increase to raise revenues for transportation projects. This option was presented in the County's [Road Fund Sustainability Evaluation](#) and the County's [Ferry Financial Assessment](#), both completed in 2023, but no action was taken.
- Traffic Impact Fee.** The County could expand the Traffic Impact Fee program to increase funding for roadway and active transportation projects that support new development. For example, the County could identify eligible active transportation projects to include in the Traffic Impact Fee program, or simply increase the proportion of project costs covered by the fees collected.
- County Ferry District.** The County may create a ferry district in all or a portion of a county. The county ferry district (CFD) is a municipal corporation with independent taxing authority and governed by the members of the County Council acting ex officio and independently. The

CFD governing board may levy each year an ad valorem tax on all taxable property within the district up to \$0.75 per thousand dollars of assessed valuation. The levy must be sufficient for provision of ferry service including operations and maintenance costs and the cost for construction and improvement of ferry vessels and docks. This option was presented in the County's [Ferry Financial Assessment](#), completed in 2023, but no action was taken.

- **Local Improvement District/Road Improvement District (LID/RID).** The County has the statutory authority to create LID and RID taxing districts. A district could be used to levy additional property tax to cover debt service payments on the sale of bonds purchased to finance projects within the district. Revenues from the levy must be used for local, clearly defined areas where the landowners are being assessed the additional tax benefit. A LID, by law, can be used for water, sewer, and stormwater projects. RIDs may be used for road funding and street improvements.
- **Tax Increment Financing.** In 2021, the Washington State Legislature authorized local jurisdictions to form tax increment financing (TIF) districts. A TIF can be used to fund public infrastructure in targeted areas to encourage private development and investment. The County would designate an area surrounding the site of public improvements. The property tax portion of increases in assessed value of properties within the increment area is allocated towards paying for the public improvement costs. This could be a helpful tool if there were an area where public investment would encourage private development and this development would not reasonably occur otherwise.
- **Grants.** State and Federal grant programs can be pursued for competitive regional priorities for infrastructure investments. Pursuing grant opportunities requires resources, can incur obligations to the granting agencies, and success is not guaranteed.
- **Development Project Mitigation Under SEPA.** Under the Washington State Environmental Policy Act, the City can require mitigation measures from individual private development projects. These mitigation measures can take the form of fees, specified public infrastructure, or changes to project design.
- **Funding from Legislative Action.** The State may restore some of the funding levels once available to local governments for road improvements through Legislative action. Although counties receive a certain percentage of collected MVFT funds, a combination of factors such as decreasing gas prices and a reduction in both vehicle miles driven and vehicle fuel efficiency has resulted in local MVFT allocations that are generally not keeping pace with inflation. In order to restore funding levels, the County could encourage legislators to follow the recent gas tax increase with measures that raise the tax rate alongside cost inflation and increase the tax rate over time with fuel efficiency improvements.

Inventory, Demand, and Planned Projects

County Provided Facilities and Services

County provided capital facilities and services include general government, law enforcement (including courts, enforcement, and corrections and detention), emergency management, transportation (streets/roads, active transportation facilities, airports, and ferries), parks and recreation, surface water management, and wastewater. LOS revisions proposed as part of the Comprehensive Plan Periodic Update, and used in this analysis, are detailed in Exhibit 1 under Sources and Assumptions.

General Administration Buildings

Overview

Facilities Management maintains the County's inventory of general administration buildings and a number of select buildings from non-general fund departments. These buildings serve numerous general administration departments and agencies, including:

- Assessor-Treasurer
- Assigned Council
- Auditor
- Communications
- County Council
- County Executive
- District Court
- Economic Development
- Emergency Management
- Facilities Management
- Finance
- Health Department
- Human Resources
- Human Services
- Medical Examiner
- Parks Administration
- Planning and Public Works Administration
- Prosecuting Attorney
- South Sound 911
- Superior Court

Inventory

Pierce County has a number of buildings that house municipal services across the county. Most of these general administration buildings are located around the downtown Tacoma area, such as the County-City Building (CCB) on Tacoma Avenue and the Annex campus at 2401 S 35th Street. See Exhibit 39. Additional County-owned capital facilities specific to providers discussed in this CFP are described in the sections that follow, including law enforcement facilities (the Sheriff's Foothills, Thun, and Peninsula substations, the Main and New Jail, and Remann Hall Juvenile Detention Facility), parks and recreation facilities. The Facilities Management Department manages County-owned facilities and real property.

Exhibit 39. General Administration Buildings—Current Facilities Inventory (2023)

Facility	Location	Size	Notes
General Administration			
901 Tacoma Building (Hess Building) This building is being used for storage pending the property being sold or demolished.	901 Tacoma Ave S Tacoma, WA 98402	27,800 ft ²	Three story office building built in 1900 has a daylight basement staff parking garage. The 901 building was slated for demolition in the 2020-21 budget, but that project has been postponed pending discussions on declaring multiple parcels as surplus to the County's need.
920 Fawcett Building Houses Prosecuting Attorney.	920 Fawcett Ave S Tacoma, WA 98402	21,020 ft ²	Built in 1982. Pierce County purchased this building in 2022 and constructed improvements to allow the Prosecutor to move in February 2023.
925 Tacoma Building Houses the District Court Resource Center.	925 Tacoma Ave S Tacoma, WA 98402	12,000 ft ²	One story office building with a daylight basement parking garage. Built in 1968 and in fair condition.
933 Tacoma Building This building is being used for staging construction projects taking place in the County-City Building, storage and parking.	933 Tacoma Ave S Tacoma, WA 98402	12,053 ft ²	Built in 1965 and in fair condition. The building is not ADA accessible and would need significant improvements to be occupied on a regular basis.
945 Tacoma Building Temporary location for staff from the Clerk's Office and a Superior Court Commissioner conducting video hearings.	945 Tacoma Ave S Tacoma, WA 98402	18,000 ft ²	One story office building with partially occupied daylight basement, tenant storage, and staff parking. Built in 1931 and in fair condition.
950 Fawcett Building Houses the Finance Department and the Prosecuting Attorney—Family Support Division.	950 Fawcett Ave Tacoma, WA 98402	24,547 ft ²	Three story office building with a partial below grade basement and freight elevator. Built in 1971 and in average condition.
Annex Campus (3 Buildings)			
Annex (Public Services Building)* Houses the Assessor / Treasurer, Auditor, Board of Equalization, Fire Marshal, and Planning and Public Works Development Services and Long Range Planning functions.	2401 S 35th St Tacoma, WA 98409	85,798 ft ²	Single story office building with mezzanines that was converted from a large retail store occupancy. Built in 1959 and in average condition.
Annex West (Emergency Management)* Houses the Auditor, Elections Center, Emergency Management, and Pierce County Sheriff.	2501 S 35th St Tacoma, WA 98409	86,010 ft ²	Single story mixed use building with mezzanines providing general office uses and warehousing/storage. Shop built in 1966 and office space built in 1975, both in average condition.
South Sound 911	2415 S 35th St Tacoma, WA 98409	8,640 ft ²	Single store call center (formerly the LESA Communications Building). Built in 1990 and in average condition. Pierce County

Facility	Location	Size	Notes
Houses back-up communications center for South Sound 911.			owns the land under the building. The building itself is jointly owned with the City of Tacoma. South Sound 911 leases the building from Pierce County.
Central Maintenance Facility Houses Pierce County Planning and Public Works, Road and River Maintenance, Airport Management and Equipment Services functions.	4812 196th St E Spanaway, WA 98387	181,241 ft ²	Buildings include one main two-story administrative and crew support building and six single story storage/maintenance buildings on a 34-acre site. Facilities were built in 2008 (except for one materials storage shed built in 2015) and are in average condition.
County-City Building (CCB)* Campus Houses the City of Tacoma Municipal Court, Clerk of Superior Court, County Executive, County Council, Pierce County District Court, Facilities Management, Prosecuting Attorney, Pierce County Sheriff, Pierce County Law Library, and Superior Court	930 Tacoma Ave S Tacoma, WA 98402	694,042 ft ² <i>Includes 334,537 ft² of courthouse and office space and 359,505 ft² of jail/inmate functions.</i>	Composed of three distinct buildings/wings referred to as A-Wing, B-Tower, and C-Wing with on-site paid public parking, as well as the County's two jails. A-Wing houses mixed use of courtroom and jury assembly occupancies and general government offices. B-Tower houses courtroom assembly occupancies and general office uses. C-Wing houses a mixed use occupancy of general office, courtroom assembly, and jail inmate detention and medical functions. Public entry is by the B-Tower 1 st and 2 nd floor lobbies. All buildings were built in 1959 and are in average condition.
Crisis Recovery Center Provides a safe alternative for individuals in need of support when faced with a mental health and or substance use crisis.	11405 Bob Findlay Rd E Tacoma, WA 98445	9,666 ft ²	Facility opened in 2021 and is owned by Pierce County and leased to/operated by RI International. Referrals to the center must be made by law enforcement, EMS, First Responders, or community providers. Built in 2020 and in average condition.
Environmental Services Building* Houses Pierce County Planning and Public Works Sewer, Sustainable Resources, Ferry Management, and Pierce County Parks	9850 64th St University Place, WA 98466	49,980 ft ²	Located at Chambers Creek Regional Park. Facility includes administration offices and assembly space for a variety of public and private events. Built in 2007 and in average condition.
Fleet Garage Houses Fleet Services and the garage used to maintain and repair County-owned vehicles.	2406 Pacific Ave Tacoma, WA 98402	7,400 ft ²	One story vehicle repair garage with supporting office space. Built in 1985 and in average condition.
Health Department Building Houses Tacoma-Pierce County Health Department.	3629 S D St Tacoma, WA 98418	55,475 ft ²	Built in 1976 and in average condition.
Medical Examiner Building Houses the Medical Examiner.	3619 Pacific Ave Tacoma, WA 98418	19,638 ft ²	Two story office and forensic medical examination facility segregated with general office occupancy and autopsy suites with associated refrigeration/freezer rooms. Both public and secure staff parking are on site. Medical offices and

Facility	Location	Size	Notes
			parking built in 1992 and in average condition.
Mid-County Community Center	10205 44th Ave E Tacoma, WA 98446	3,696 ft ²	Building is owned by Pierce County and leased to the Mid County Community Center non-profit who provides support and services to seniors in Pierce County. Built in 1977 and in average condition.
Sewer and Traffic Operations Facility Houses Pierce County Planning and Public Works Sewer and Traffic Operations and Maintenance functions.	9200 122nd St E Puyallup, WA 98373	105,013 ft ²	Campus-style maintenance and operations facility on 28 acres that includes administration offices, shipping and receiving areas, maintenance areas, a warehouse, a vehicle storage area, and fuel/wash bays. Consists of seven separate buildings built in 2014 all in average condition.
Soundview Building Houses Human Services, WSU Extension, and the Pierce County Sheriff.	3602 Pacific Ave Tacoma, WA 98418	29,912 ft ²	Two story office building with a daylight basement. The upper floor serves the general public and contains the building's main entrance, as well as a large conference room for multipurpose use. The lower floor is occupied by the Sheriff serving general law enforcement administrative activities. Built in 1977 and in average condition.,
Yakima Garage*	910 S Yakima Ave Tacoma, WA 98402	101,100 ft ²	Three story public parking garage. Built in 1999 and in average condition.

*Electric vehicle (EV) charging station(s) available.

Note: Does not include leased office space managed and maintained by other entities.

Sources: Pierce County [Facilities Management Deferred Maintenance Prioritization](#), 2017; Pierce County [Parks & Facilities](#), 2023; Pierce County Assessor, 2023 (condition); BERK, 2023.

Level of Service Standards

Pierce County has historically calculated the LOS for general administration buildings using the most currently available population growth for incorporated Pierce County to calculate and project future office space needs for the general administrative function of the County. Given the dynamic nature of the workforce today and in the future and the variety of workspace utilization (such as hoteling, job sharing, teleconferencing, telecommuting, and remote computer connectivity), an LOS calculation based on population growth is no longer relevant and there is no adopted square feet of facility space per capita in the Comprehensive Plan. Instead, extensive planning and analysis of general administration operations and public services continues through an assessment of program needs and the associated office space in determining overall office space utilization and needs for the County (see Exhibit 1).

Project Summary

Recent and Ongoing Major Accomplishments

Extensive work continues in accommodating office space needs and assessing capital needs related to aging and obsolete buildings and systems in current County-owned General Administration Facilities. Recent capital accomplishments include:

- Updates and improvements across multiple facilities per the ADA Transition Plan are underway.
- Purchased a new 920 Fawcett building and associated parking lots. Designed and constructed modifications for tenant space requirements including connection to the County network and security system installations.
- Co-located divisions of Finance into fewer buildings via building space modifications at the 950 Building. Modifications included new tenant space requirements in an area on the 2nd Floor including connection to the County network.
- Co-located divisions of the Prosecuting Attorney's Office into fewer buildings via building space modifications at the 955 Building.
- Remodeling the Annex to accommodate Human Resources, training programs, and changes to adjacent spaces including Board of Equalization and common areas. Improvements underway include tenant space improvement, updating building systems for current code, security, parking lot improvements, HVAC improvements, removal of abandoned wiring, lighting updates, and exterior door improvements.
- Began improvements at the Annex West building including HVAC improvements, lobby renovation, controls and building management system upgrades, tenant improvements, and loading dock.
- Remodeled the County-City Building 7th floor for law and justice functions. Remodeled the 10th floor for office and meeting locations including modifications for tenant space requirements, updating building systems for current code, and updating finishes. Replaced the emergency generator and started installing fire alarm systems and updating equipment at the County-City Building.
- Installing new equipment, improving the parking lot, replacing the sewer pipes, and updating the network room at the Medical Examiner Building.
- Tenant improves at the Soundview building for Human Services, changes to the building systems and finishes, and parking lot improvements.
- Started design and construction modifications for the Auditor's Election Center at the Annex West including network and security systems.

Non-Capital Alternatives

Non-capital alternatives the County could pursue to relieve pressure on general administration facilities and meet LOS standards include facility consolidation, shared services or building amenities amongst various departments, telework options, and flextime. The County will continue to consider non-capital alternatives and shifting space requirements as needs change over time.

Capital Projects

Exhibit 40 contains a list of general administration building projects identified by the County to meet the demands of growth over the next six years (2024-2029). No general administration capital projects are currently identified beyond the six year planning period. Priorities may change over time and new funding sources may become available or existing funding sources may be eliminated or shifted. The County will continue to regularly assess program needs and the associated office space in determining overall general administration office space utilization and needs for the County.

Exhibit 40. General Administration Buildings—Planned Capital Projects, 2024-2044

Project Description	2024	2025	2026	2027	2028	2029	2030-2044	Total 2024-2044
Justice Center Improvements & Administrative Building	\$22,431,680	\$297,220	—	—	—	—	—	\$22,728,900
112th Street - Building & Site Improvements	—	—	\$693,000	\$1,100,000	\$16,001,000	—	—	\$17,794,000
901/911 Building & Site Improvements	—	—	—	—	\$2,700,000	—	—	\$2,700,000
920 Building & Site Improvements	\$150,000	—	—	—	\$20,000	—	—	\$170,000
925 Building & Site Improvements	—	—	—	—	—	\$338,000	—	\$338,000
945 Building & Site Improvements	—	—	\$2,000	—	—	—	—	\$2,000
950 Building & Site Improvements	\$1,555,000	\$305,000	—	—	—	—	—	\$1,860,000
Annex Building & Site Improvements	\$3,075,000	—	\$503,000	\$150,000	—	\$1,000	—	\$3,729,000
Annex HVAC System Replacement	—	—	\$13,000,000	—	—	—	—	\$13,000,000
Annex West Building and Site Improvements	\$2,370,000	—	—	—	—	—	—	\$2,370,000
Armory Alley Environmental Cleanup & Structural Repairs	—	—	—	\$1,100,000	—	—	—	\$1,100,000
CCB Building & Site Improvements	\$10,275,000	\$4,719,500	\$3,454,000	\$856,000	\$3,000	\$2,000	—	\$19,309,500
CCB/Jail Campus Building & Site Improvements	\$5,955,000	—	\$750,000	—	—	\$1,000	—	\$6,706,000
Countywide ADA Transition Plan	\$580,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	—	\$2,080,000
Countywide Electric Vehicle Infrastructure	\$2,448,000	—	\$1,000	\$1,000	\$1,000	\$1,000	—	\$2,452,000
Election's Center	\$13,000,000	—	—	—	—	—	—	\$13,000,000
FM Overhead	\$2,868,700	\$2,996,830	—	—	—	—	—	\$5,865,530
Medical Examiner Building & Site Improvements	\$5,600,000	—	—	\$1,000	\$2,000	—	—	\$5,603,000
Multiple Facilities Carryover	\$385,000	—	—	—	—	—	—	\$385,000
Soundview Building & Site Improvements	\$2,360,000	—	\$2,451,000	—	—	—	—	\$4,811,000
Sprinkler Recreation Center Building & Site Improvements	—	—	\$35,500	\$415,820	—	—	—	\$451,320
Unanticipated Tenant Need	\$450,000	\$550,000	—	—	—	—	—	\$1,000,000
Washington Clean Building Standard Improvements	\$1,190,000	—	\$9,855,000	—	—	—	—	\$11,045,000
Yakima Garage Structure & Site Improvements	\$50,000	\$350,000	—	—	—	—	—	\$400,000
Total	\$74,743,380	\$9,518,550	\$31,044,500	\$3,923,820	\$19,027,000	\$643,000	—	\$138,900,250

Note: Priorities may change over time and new funding sources may become available or existing funding sources may be eliminated or shifted.

Sources: Pierce County Finance Department, 2023; Committee of the Whole Amendment No. 1 Proposal No. 2023-63, Passed 11/8/2023; Council Amendment No. 1 Proposal No. 2023-63s, Passed 11/14/2023; BERK, 2024.

Law Enforcement and Corrections

Courts: District Court, Superior Court, and Juvenile Court

Overview

Pierce County provides District, Superior, and Juvenile Court services to Pierce County residents, including both incorporated and unincorporated areas:

- The **District Court** is a court of limited jurisdiction hearing cases related to anti-harassment protection orders, civil claims ("small claims") for recovery of money not to exceed \$5,000, civil matters for damages for injury to individuals or personal property and contract disputes no greater than \$100,000, criminal and criminal-traffic misdemeanors and gross misdemeanors, name changes, and traffic and non-traffic infractions.
- The **Superior Court** is the highest level trial court in state government and the only trial court of general jurisdiction. Superior courts are called general jurisdiction courts because there is no limit on the types of civil and criminal cases heard. Superior courts also have authority to hear cases appealed from courts of limited jurisdiction.
- The **Juvenile Court** is a division of the Superior Court and has jurisdiction over those juveniles within Pierce County who violate the criminal laws of this state or who are in need of protection and/or advocacy as a result of abuse, neglect, or abandonment. The Juvenile Court is responsible for the provision of probation, dependency, truancy, at-risk youth, court, detention, adoption, and support services. To facilitate the operation of these statutory mandates, the agency is organized into specific departments: Administrative Services, Court Services, Dependency, Detention, and Probation.

Inventory

The Pierce County District and Superior Court are primarily run out of the County-City Building (CCB) in Tacoma. The District Court currently has nine courtrooms and eight judicial positions. The Superior Court is organized into as many departments as there are judges authorized by law (currently 23). Each departmental judge employs a full-time judicial assistant and court reporter. Ten full-time court commissioners are also employed by the court—the commissioners preside over and decide matters in various divisions such as civil, juvenile, civil mental health, and adoptions. See Exhibit 41.

All programs for the Pierce County Juvenile Court are currently located at Remann Hall in Tacoma, including four Juvenile courtrooms and five pods with a 65-person capacity (see Exhibit 41). These facilities are in poor condition and are not well suited for the program



[Remann Hall](#)

delivery. The Justice Center Planning Committee has analyzed the feasibility of consolidating and co-locating justice programs onto the downtown County campus on Tacoma Avenue.

Exhibit 41. Pierce County Courts—Current Facilities Inventory, 2023

Facility	Location	Capacity/Notes
District Court	<i>County-City Building</i> 930 Tacoma Ave S, Room 239 Tacoma, WA 98402	9 courtrooms
Superior Court	<i>County-City Building</i> 930 Tacoma Ave S Tacoma, WA 98402	21 permanent courtrooms 10 commissioner court rooms
Juvenile Court	<i>Remann Hall</i> 5501 6th Ave Tacoma, WA 98406	198,400 ft ² building built in 1969 4 courtrooms, 5 pods (65 person capacity) Two of the wings are former detention wings that have been vacated and are not able to be occupied per code.

Note: The District and Superior Courts are housed in the County-City Building. The Courts account for 189,510 ft² of the total 694, 042 ft² campus (see Exhibit 39).
Sources: Pierce County, 2023; BERK, 2023.

Level of Service Standards

The adopted LOS for the District, Superior, and Juvenile courts, as identified in the Pierce County Comprehensive Plan, are (see Exhibit 1):

- District Court: 1 courtroom per judicial position.
- Superior Court:
 - 1 permanent courtroom in the County-City Building for each Superior Court judge.
 - 1 hearing room per commissioner assigned to the County-City Building.
 - 1 courtroom/hearing room per judicial officer when serving at locations away from the County-City Building.
- Juvenile Court: 0.132 beds per 1,000 population

Exhibit 42 details the existing and future LOS for Juvenile Court beds based on 6- and 20-year population growth projections. The County would need a total of 158 beds for the Juvenile Court to serve the anticipated 2044 population, 93 beds more than are currently available. Courtrooms and hearing rooms to support the District and Superior Court are assigned within the County-City Building consistent with the number of judicial positions and adopted LOS standards above. Space needs for the District and Superior Court will continue to be evaluated as part of general administration facility needs.

Exhibit 42. Pierce County Juvenile Court—Existing and Future LOS Analysis

Year	Countywide Population	0.132 Beds/1,000 Population	Current Beds Available	Net Reserve / (Deficiency)
2020 (Census)	921,130	122	65	(57)
2023 (Estimate)	946,300	125	65	(60)
2024 (Estimate)	956,942	126	65	(61)
2029	1,011,974	134	65	(69)
2044	1,196,798	158	65	(93)

Notes: The 2020 Census and 2044 population projection are consistent with the adopted CPPs. The 2023 population estimate is from OFM’s “April 1, 2023 Population of Cities, Towns and Counties” and the 2024-2029 population estimates are based on the CAGR from 2023-2044.

Sources: Pierce County CPPs Appendix A, 2022; OFM, 2023; Pierce County, 2023; BERK, 2023.

Project Summary

Recent and Ongoing Major Accomplishments

- The County continues to fund additional legal positions to support the backlog of court cases due to the pandemic as well as positions and program costs to support an additional Mental Health Therapeutic Court.
- The Juvenile Court continues to reimagine youth justice by increasing opportunities for young people to be diverted from formal processing, decreasing the use of out of home placement to state facilities and using probation as a purposeful intervention to support growth, behavior change and long-term success. The following programs were developed in partnership with community-based organizations to increase opportunities and support for young people: Tacoma Community Boat Builders, ARTS Connect, Alchemy Skateboarding, Culinary Arts, Mountaineers, 2nd Cycle, mentoring, yoga, and Changing Reign.
- Probation staff identify risk factors that lead youth to commit crimes through a standardized and validated statewide risk assessment. Case management is focused on engaging and motivating youth and families to change those behaviors that lead to offending. The County provides evidenced based programs to reduce recidivism consistent with research, such as aggression replacement training, functional family therapy, coordination of services, girls only active learning, education and employment training, sexual offender program, mental health program, chemical dependency program, family first (family violence cases), opportunity based probation, and pathways to success.

Non-Capital Alternatives

Non-capital alternatives the County could pursue to achieve and maintain LOS standards for the District and Superior courts are discussed under general administration buildings.

Non-capital alternatives the County could continue to pursue to achieve and maintain LOS standards for the Juvenile Court encompass programs intended to ensure public safety and hold

youth accountable but in a non-secure detention environment. These include positive youth development programs, curfew monitoring programs, electronic home monitoring, weekend work crews to provide restorative services to the community, and evidence based probation services to reduce recidivism.

Capital Projects

Capital projects to support the District and Superior Court are included under General Administration Buildings above. See Exhibit 40.

Exhibit 43 contains a list of juvenile court projects identified by the County to meet the needs of growth over the next six years (2024-2029). No juvenile court projects are currently identified beyond the six-year planning period. Priorities may change over time and new funding sources may become available or existing funding sources may be eliminated or shifted. The County will continue to regularly review and revise its juvenile court capital projects to meet the needs of future growth.

Exhibit 43. Pierce County Juvenile Court—Planned Capital Projects, 2024-2044

Project Description	2024	2025	2026	2027	2028	2029	2030-2044	Total 2024-2044
Remann Hall Building & Site Improvements	\$1,330,000	\$140,000	\$2,501,000	\$9,000	—	\$1,000	—	\$3,981,000
Total	\$1,330,000	\$140,000	\$2,501,000	\$9,000	—	\$1,000	—	\$3,981,000

Note: Priorities may change over time and new funding sources may become available or existing funding sources may be eliminated or shifted.

Sources: Pierce County Finance Department, 2023; BERK, 2024.

Sheriff

Overview

The mission of the Pierce County Sheriff's Department is to protect life and property, to uphold rights, and work in partnership to build stronger, safe communities. The Sheriff's Department is a full-service law enforcement agency which provides a variety of services throughout the county to include patrol, traffic, and investigative services in unincorporated Pierce County. In total, the Sheriff's Department serves an area of over 1,540 square miles (although a large portion of their service area is National Forest land) and includes 13 sheriff patrol districts. The following services are provided to both incorporated and unincorporated areas: jail, property room, and civil process services. Additional specialty services of Forensics Investigations, Search and Rescue, Marine Patrol, Dive Rescue, Air Support, Special Weapons and Tactics, and Narcotics, are provided throughout the county.



South Hill Precinct

In addition to unincorporated Pierce County, the Sheriff's Department is currently contracted to provide full law enforcement services to the cities of University Place and Edgewood and provides enhanced service contracts with several city policy and other agencies in the county, including:

- **Specialized Services (for Air Operations, SWAT, Marine Services, Dive Team, Investigations and Forensics):** The cities may choose to contract on a per incident or per capita basis and may choose to contract for one, a portion or all of these services. The cities currently contracting for these services are Fife, Fircrest, Sumner, Buckley, South Prairie, Ruston, and Gig Harbor.
- **School Resource Officer Program:** Bethel, Franklin Pierce, Peninsula, and Puyallup school districts contract for the services of school resource officers to work in these districts addressing issues of school safety and outreach to young people by the Sheriff's Department. There are currently eight school resource officers assigned to these various school districts.
- **Pierce County Alliance:** Through a grant to address drug abuse, Pierce County Alliance has contracted for the service of a deputy to assist in monitoring program participants and administering sanctions including re-arrests and jail bookings.
- **Marine Patrol:** Tacoma Public Utilities contracts for the services of marine patrol during the summer months at Alder Lake Park.
- **Pacific Lutheran University:** The Sheriff's Department assigns a sergeant in the capacity of campus safety director' to provide the day-to-day operations for campus safety and reporting to the vice president of Student Life for work assignments.
- **Pierce Transit:** The Sheriff's Department provides two sergeants as Pierce Transit deputy chiefs and eleven deputies for the provision of law enforcement services that include a full-range of

law enforcement activities in a transit environment. These activities include crime prevention, enforcement of laws and regulations relative to law enforcement and specific to transit policing and working in conjunction with Pierce Transit security and staff to ensure safety and security for Pierce Transit employees and riders. The system encompasses all of Pierce County and portions of Mason and Kitsap County.

Inventory

The Sheriff's Department is headquartered in the County-City Building (CCB) and personnel are deployed around the County from a South Hill Patrol Precinct, a Parkland Spanaway Patrol Precinct, three Detachment offices, four contract agency offices, and other facilities. See Exhibit 44.

Exhibit 44. Pierce County Sheriff—Current Facilities Inventory, 2023

Facility	Location	Size
Sheriff's Headquarters*	<i>County-City Building</i> 930 Tacoma Ave S Tacoma, WA 98402	44,050 ft ²
Sheriff's Training Center* — Includes warrants, IA, background, and IT units	<i>Soundview Office</i> 3602 Pacific Ave Tacoma, WA 98418	10,155 ft ²
South Hill Precinct — Includes K-9 training and kennels	271 John Bananola Way E South Hill, WA 98374	31,039 ft ²
Parkland/Spanaway Precinct	14123 Pacific Ave Parkland, WA 98444	14,900 ft ²
Thun Facility	10411 John Bananola Way E South Hill, WA 98374	12,000 ft ²
Firearms Training Center	29311 8th Ave S Roy, WA 98580	2,606 ft ²
Property Warehouse*	<i>Annex West</i> 2501 S 35th St, Suite A Tacoma, WA 98409	25,988 ft ²
D-10 Mountain Substation — Leased from City of Eatonville	201 Center St W Eatonville, WA 98328	1,300 ft ²
D-12 Foothills Substation	11107 214th Ave E Bonney Lake, WA 98391	1,920 ft ²
D-14 Peninsula Substation	6006 133rd St NW Gig Harbor, WA 98332	3,801 ft ²
Thun Airfield Hangars	16715 Meridian E South Hill, WA 98375	1,920 ft ²
Total		149,679 ft²

*Facility square footage is included in other general administration buildings as noted (see Exhibit 39).
Sources: Pierce County, 2023; BERK, 2023.

As of 2022, the Sheriff's Department employs over 300 employees, of which 252 are commissioned law enforcement officers, and serves a population of approximately 441,420 in

unincorporated Pierce County. Another 12 commissioned officers serve the City of Edgewood and 15 commissioned officers serve the City of University Place through contracted services. The Sheriff’s Department also provides 2 sergeants and 11 deputies to Pierce Transit for the provision of law enforcement services in the transit environment. As of 2023, the Sheriff’s Department is budgeted for 434 full-time personnel, including the Sheriff, 202.5 Deputy Sheriffs, 42.5 Detectives or Detective Sergeants, 12 Lieutenants, and 23.5 Sergeants serving unincorporated Pierce County.

Level of Service Standards

The adopted LOS for the Sheriff’s Department, as identified in the Pierce County Comprehensive Plan, is 0.5 square feet of facility space per population (see Exhibit 1). The LOS was carefully examined in 2004 and adjusted to a more realistic square footage need—a reduction in 2008 to the current LOS of 0.5 square feet per population occurred as a result of the Department of Emergency Management being separated from the Sheriff’s Department CFP.

Exhibit 45 details the existing LOS and future LOS based on 6- and 20-year population growth projections. As of 2023, the Sheriff’s Department has approximately 0.34 square feet of facility space per population, below the adopted LOS. The County would have a deficit of 77,809 square feet of facility space in 20239 and would need a total of 242,720 square feet of facility space to serve the anticipated 2044 population, 93,041 square feet more than is currently available.

Exhibit 45. Pierce County Sheriff—Existing and Future LOS Analysis

Year	Population Served	0.5 ft ² / Population	Existing / Planned Facility Space	Net Reserve / (Deficiency)
2022 (WASPC)	441,420	220,710	149,679	(71,031)
2023 (Estimate)	443,331	221,666	149,679	(71,987)
2024 (Estimate)	445,251	222,626	149,679	(72,947)
2029	454,975	227,488	149,679	(77,809)
2044	485,440	242,720	149,679	(93,041)

Notes: The 2044 population projection is consistent with the adopted CPPs for unincorporated Pierce County (not including JBLM). The estimated 2022 population served is as reported by the Washington Association of Sheriffs and Police Chiefs (WASPC) and the 2023-2029 estimates of population served are based on the CAGR from 2022-2044. Sources: Pierce County CPPs Appendix A, 2022; OFM, 2023; Washington Association of Sheriffs and Police Chiefs, 2023; Pierce County, 2023; BERK, 2023.

Project Summary

Recent and Ongoing Major Accomplishments

- Expanded the property room at Annex West into the Election Center being vacated to provide additional evidence storage.
- Upgraded the electrical system and armory parking surfacing, addressed safety deficiencies on walls/berms, installed ADA compliant walks and ramps, installed a fence security system, and upgraded gate security at the main vehicle gate at the firing range.

- Improved access drive drainage, parking conditions, and re-roofed both buildings at the Parkland Spanaway Sheriff Precinct.
- Replaced rooftop HVAC units, replaced roofing, addressed drainage, repaired flashing, and replaced parapet siding at the South Hill Precinct.
- Implemented a solution for an equipment storage building for dry secure storage, replaced the HVAC system, and installed a fire alarm system, elevator, and tenant improvements at Thun Field facility.
- Purchased land for a new Mountain Detachment.

Non-Capital Alternatives

The Sheriff’s Department continues to evaluate resource and space needs as law enforcement demands shift throughout the county. Non-capital alternatives the County could pursue related to facility space for the Sheriff’s Department are discussed under general administration buildings.

Capital Projects

Exhibit 46 contains a list of projects for the Sheriff’s Department identified by the County to meet the demands of growth over the next six years (2024-2029). No projects are currently identified beyond the six-year planning period. Priorities may change over time and new funding sources may become available or existing funding sources may be eliminated or shifted. The County will continue to regularly review and revise its capital projects for the Sheriff’s Department to meet the needs of future growth.

Exhibit 46. Pierce County Sheriff—Planned Capital Projects, 2024-2044

Project Description	2024	2025	2026	2027	2028	2029	2030-2044	Total 2024-2044
New Mountain Detachment	\$4,773,900	—	—	—	—	—	—	\$4,773,900
Parkland Spanaway Sheriff Precinct Building and Site Improvements	\$230,000	—	—	—	—	—	—	\$230,000
Sheriff Property Room Storage	\$5,250,000	—	\$1,000	—	—	—	—	\$5,251,000
Sheriff Thun Field Building and Site Improvements	—	—	\$191,000	\$300,000	—	\$1,000	—	\$492,000
Sheriff Range Building and Site Improvements	—	—	—	\$50,000	\$250,000	—	—	\$300,000
South Hill Building and Site Improvements	\$1,590,000	—	—	—	—	—	—	\$1,590,000
Total	\$11,843,900	—	\$192,000	\$350,000	\$250,000	\$1,000	—	\$12,636,900

Note: Priorities may change over time and new funding sources may become available or existing funding sources may be eliminated or shifted.

Sources: Pierce County Finance Department, 2023; BERK, 2024.

Sheriff’s Corrections Bureau and Detention Center

Overview

The mission of the Pierce County Detention and Corrections Center is the management, in a safe and secure manner, of persons who have been charged with or convicted of offenses. The County recognizes that, for sentenced prisoners, confinement in itself is punishment. For pre-trial prisoners, confinement is to ensure the safety of the public and the individual. The Center serves the entire criminal justice system.



Pierce County Main Jail

The Center confines persons in a responsible and humane manner that maintains self-dignity. It is hoped that prisoners can expect to leave the facility in no worse condition—physically or psychologically—than when they entered. With the belief that change is always possible, the Pierce County Detention and Corrections Center shall make available opportunities for prisoners to become involved in community-based programs which strive to promote change, self-esteem, and a positive approach to a law-abiding lifestyle.

Inventory

The Sheriff’s Corrections Bureau is responsible for operating two large jail facilities with a total budgeted bed count of 1,296 (Exhibit 47). The Corrections Center houses both pre-trial misdemeanor and felony defendants, those sentenced to jail, and rents bed space for offenders from the federal and state Departments of Corrections and other agencies. Inmates may be sentenced up to one year in the County Jail and may be in the jail on misdemeanor and/or felony charges. As of 2023, the Corrections Bureau of the Sheriff’s Department is budgeted for 323 full-time personnel, including 239.5 staff responsible for care and custody, 70.5 for programs and services, and 13 for administrative duties. The Sheriff’s Department is responsible for the management of the County Jail.

Exhibit 47. Pierce County Sheriff Correction Bureau—Current Adult Facilities Inventory, 2023

Facility	Location	Size	Bed Capacity
Tacoma Avenue (Main) Jail	910 Tacoma Ave S, Tacoma, WA 98402	117,484 ft ²	710
Yakima Avenue (New) Jail*	701 Nollmeyer Ln, Tacoma, WA 98405	163,261 ft ²	1,008

Total Beds **1,718**

Total Beds Available—Bed availability is limited to the expected utilization and costs to maintain a safe and secure jail. **1,298**

*The New Jail includes 1,008 beds; however, based on funding levels, only seven 84-bed units (or 588 beds) are available. The Sheriff continues to work with the Jail Facility Master Plan Committee to ensure as many beds as possible are available. Note: Juvenile facilities are detailed under “Courts: District Court, Superior Court, and Juvenile Court.” The square footage of both jails are included in the total square footage of the County-City Building (see Exhibit 39). Sources: Pierce County, 2023; BERK, 2023.

Level of Service Standards

The adopted LOS for the corrections and detention, as identified in the Pierce County Comprehensive Plan, is 2 beds per 1,000 population (see Exhibit 1). Exhibit 48 details the existing LOS and future LOS based on 6- and 20-year population growth projections. As of 2023, the County has approximately 1.4 available beds per 1,000 population, below the adopted LOS. Assuming 1,298 beds remain available, the County would have a deficit of 726 beds in 2029 and would need a total of 2,394 beds to serve the anticipated 2044 population, 1,096 beds more than are currently available. If all 1,718 beds became available, the County would have a deficit of 306 beds in 2029 and 676 beds in 2044 under the 2 beds per 1,000 population LOS.

Exhibit 48. Pierce County Sheriff Correction Bureau—Existing and Future LOS Analysis

Year	Countywide Population	2 Beds/1,000 Population	Beds Available	Net Reserve / (Deficiency)
2020 (Census)	921,130	1,842	1,298	(544)
2023 (Estimate)	946,300	1,893	1,298	(595)
2024 (Estimate)	956,942	1,914	1,298	(616)
2029	1,011,974	2,024	1,298	(726)
2044	1,196,798	2,394	1,298	(1,096)

Notes: The 2020 Census and 2044 population projection are as reported in the adopted CPPs. The 2023 population estimate is from OFM’s “April 1, 2023 Population of Cities, Towns and Counties” and the 2024-2029 population estimates are based on the CAGR from 2023-2044.
Sources: Pierce County CPPs Appendix A, 2022; OFM, 2023; Pierce County, 2023; BERK, 2023.

Project Summary

Recent and Ongoing Major Accomplishments

- The Sheriff’s Department has spent the last several years working with the Criminal Justice Task Force and Prosecutor’s Office to address the backlog of cases within the jail. This has improved the current case backlog but does not address future population levels.
- Building and site improvements at both jails were started, including security fencing alarm system and cameras; correcting water intrusion into secure walking path connecting jails; replacing the camera, monitoring, and recording system, physical security duress alert, PLC system, and security intercom/elevator systems; securing lobby entries; replacing kitchen equipment including blast chiller and dishwasher (Health Department regulated system); adding cell toilets; installing shower controls and water shut-offs; correcting plumbing issues; recoating the outdoor courtyard; structural repairs; HVAC re-commissioning and balancing; exterior repainting and sealing; updating lighting; ADA modifications; and sealing windows.

Non-Capital Alternatives

The Pierce County Jail is working with public and private organizations to establish educational and treatment programs that will help offenders smoothly reintegrate back into the community

and reduce recidivism. Non-capital alternatives the County could continue to pursue to maintain LOS standards for the corrections and detention encompass programs intended to relieve pressure on the jail and the courts by expanding or adding non-capital alternatives. These include increasing electronic home monitoring programs, expanding the District Court day reporting program to other courts within pierce county, expanding offender education and programs within the jail and assisting with job placement, financing the “chronic minor offender program”; expanding evening programs and community centers for constructive activity after hours, expanding “avoidance programs” (both within the jail and the community), expanding the pre-trial screening unit to release and monitor felons, continuing the alternatives to incarceration with deputy involvement, continuing the DWI program 24-hour confinement in lieu of jail time, and partnering with other jails to provide unduplicated jail services and programs.

Capital Projects

Exhibit 49 contains a list of projects for the Sheriff’s Corrections Bureau identified by the County to meet the demands of growth over the next six years (2024-2029). No projects are currently identified beyond the six-year planning period. Priorities may change over time and new funding sources may become available or existing funding sources may be eliminated or shifted. The County will continue to regularly review and revise its capital projects for the Sheriff’s Corrections Bureau to meet the needs of future growth.

Exhibit 49. Pierce County Sheriff Correction Bureau—Planned Capital Projects, 2024-2044

Project Description	2024	2025	2026	2027	2028	2029	2030-2044	Total 2024-2044
Jail Addition Renovation	—	—	\$2,000,000	\$29,000,000	—	—	—	\$31,000,000
Jail(s) Building and Site Improvements	\$7,035,000	—	\$12,860	\$4,006,000	\$3,806,000	\$2,000	—	\$14,861,860
Main Jail HVAC Replacement	—	—	\$15,100,000	\$15,100,000	\$15,100,000	—	—	\$45,300,000
Total	\$7,035,000	—	\$17,112,860	\$48,106,000	\$18,906,000	\$2,000	—	\$91,161,860

Note: Priorities may change over time and new funding sources may become available or existing funding sources may be eliminated or shifted.

Sources: Pierce County Finance Department, 2023; BERK, 2024.

Emergency Management

Overview

The mission of the Department of Emergency Management (DEM) is the preparation of Pierce County for disaster through public education, training, and planning; the support of a system of emergency medical and trauma care; the prevention of fires through inspection, plan review, education, and investigation; and the administration of radio communication needs; including subscriber equipment, public safety vehicle installations, and radio infrastructure.



Annex West Building

DEM provides a variety of services to both unincorporated and incorporated areas within Pierce County. Those services consist of emergency preparedness training, hazard mitigation, fire prevention activities, County radio communications, and administration of emergency medical services. DEM operates the Emergency Operations Center (EOC) during incidents and events, such as major flooding, windstorms, earthquakes, and other emergency incidents. Additionally, DEM provides contract services for emergency management activities to cities and towns within Pierce County which require additional administrative and programmatic support.

Inventory

Pierce County currently maintains 65,333 square feet of DEM facilities, primarily located in Tacoma (Exhibit 50). The Urban Search and Rescue (US&R) warehouse houses the logistical support staff and the full cache of the Pierce County-sponsored Task Force. The Fire Prevention Bureau is in the Pierce County Annex and is responsible for conducting fire inspections, inspections of business, issuance of permits, reviews of plans, and providing a public education program on fire safety and prevention for the benefit of all in the county.

Exhibit 50. Emergency Management—Current Facilities Inventory, 2023

Facility	Location	Capacity
Administrative/Radio Communications Network*	<i>Annex West</i> 2501 S 35th St, Tacoma, WA 98409	12,180 ft ²
Urban Search and Rescue Task Force*	<i>Annex West</i> 2501 S 35th St, Tacoma, WA 98409	10,192 ft ²
Emergency Operations Center (EOC)*	<i>Annex West</i> 2501 S 35th St, Tacoma, WA 98409	10,193 ft ²
PCNET, FPB, EM HLS, and Radio Communications Storage	Lakewood (leased)	1,737 ft ²
Fire Prevention Bureau*	<i>Annex</i> 2401 S 35th St, Tacoma, WA 98409	1,046 ft ²
112th Street Property —Mid-County Support Facility	1420 112th St E, Tacoma, WA 98445	29,985 ft ²
Total		65,333 ft²

*Facility square footage is included in other general administration buildings as noted (see Exhibit 39).

Sources: Pierce County, 2023; BERK, 2023.

Level of Service Standards

The adopted LOS for emergency management, as identified in the Pierce County Comprehensive Plan, is 0.077 square feet of facility space per population (see Exhibit 1). Exhibit 51 details the existing LOS and future LOS based on 6- and 20-year population growth projections. As of 2023, the County has approximately 0.099 square feet of facility space per population, above the adopted LOS. Assuming 65,333 square feet of facility space remains available, the County would have a surplus of 11,952 square feet in 2029 and 4,912 square feet in 2044.

Exhibit 51. Emergency Management—Existing and Future LOS Analysis

Year	Countywide Population	0.077 ft ² / Population	Sqft Available	Net Reserve / (Deficiency)
2020 (Census)	638,172	49,139 ft ²	65,333 ft ²	16,194 ft ²
2023 (OFM)	659,750	50,801 ft ²	65,333 ft ²	14,532 ft ²
2024 (Estimate)	665,221	51,222 ft ²	65,333 ft ²	14,111 ft ²
2029	693,263	53,381 ft ²	65,333 ft ²	11,952 ft²
2044	784,683	60,421 ft ²	65,333 ft ²	4,912 ft²

Notes: DEM’s service area includes the countywide population projections minus the cities of Tacoma and Lakewood. The 2020 Census and 2044 population projection are as reported in the adopted CPPs. The 2023 population estimate is from OFM’s “April 1, 2023 Population of Cities, Towns and Counties” and the 2024-2029 population estimates are based on the CAGR from 2023-2044.

Sources: Pierce County CPPs Appendix A, 2022; OFM, 2023; Pierce County, 2023; BERK, 2023.

Project Summary

Recent and Ongoing Major Accomplishments

- Implemented an antenna system connected to the 700 MHz radio system to expand coverage on the CCB campus.
- Upgraded multiprotocol label switching to a 700MHz system at 19 radio communication tower sites throughout the county in order to accept communication system upgrades.

Non-Capital Alternatives

Non-capital alternatives the County could pursue related to facility space for the Emergency Management Department are discussed under general administration buildings.

Capital Projects

Exhibit 52 contains a list of projects for the Department of Emergency Management identified by the County to meet the demands of growth over the next six years (2024-2029). No projects are currently identified beyond the six-year planning period. Priorities may change over time and new funding sources may become available or existing funding sources may be eliminated or shifted. The County will continue to regularly review and revise its capital projects for the Department of Emergency Management to meet the needs of future growth.

Exhibit 52. Emergency Management—Planned Capital Projects, 2024-2044

Project Description	2024	2025	2026	2027	2028	2029	2030-2044	Total 2024-2044
Remann Hall Communication System	\$750,000	—	—	—	—	—	—	\$750,000
Total	\$750,000	—	—	—	—	—	—	\$750,000

Note: Priorities may change over time and new funding sources may become available or existing funding sources may be eliminated or shifted.

Sources: Pierce County Finance Department, 2023; BERK, 2024.

Transportation

Transportation-Related Facilities

Overview

According to [Title 36 RCW](#), Pierce County as a government is responsible for planning, constructing, operating, preserving, and maintaining over 1,600 miles of roads and 150 bridges within unincorporated areas. These public roads are under the jurisdiction of the Pierce County Engineer and are supported by various funding sources such as federal, state, and local taxes, as well as private capital.

To ensure that arterial road facilities are available to new developments, the County aims to provide adequate public facilities in accordance with the GMA and the PCC. However, the development of these facilities can be a complex and time-consuming task, which is why the County provides a six-year "grace period" after a road has failed concurrency to bring it back within concurrency standards.

Inventory

As of 2024, Pierce County maintains approximately 710 miles of arterial roadway in the unincorporated area, with urban arterials comprising about two-thirds of the total and rural arterials making up the remainder. The transportation system of Pierce County heavily relies on its Interstate and State freeways and highways, which provide essential intrastate and interstate connections.

The county is crossed by several State surface highways, such as I-5 and I-705, and State Highways 7, 16, 99, 123, 161, 162, 163, 165, 167, 302, 410, 507, 509, 512, 702, and 706. State highway performance is evaluated using the V/S ratio, similar to the arterial roads. In Pierce County, segments of State Highways with daily V/S ratios of 1.0 or higher account for over 55% of the vehicle miles traveled (VMT). The regional freeways—notably I-5, SR 167, and SR 512—experience congestion, as do many segments of the surface highways—such as SR 7, SR 161, SR 162, and SR 410.

The County classifies the approximately 1,600 miles of road and bridges that it maintains based on the functional classifications summarized in Exhibit 53—this summary includes the quantity of centerline miles (both urban and rural) for each of these classifications. A map of functional classification of roadways maintained by the County is provided in Exhibit 54. State highways and private roads are not included in the County's functional classification system. A more detailed geospatial inventory of current road facilities is on file electronically in the County's Department of Planning and Public Works, in the "GIS-Mo" database.¹ The "GIS-Mo" database is a requirement of the Washington State County Road Administration Board (CRAB).

¹ ["GIS-Mo" database](#).

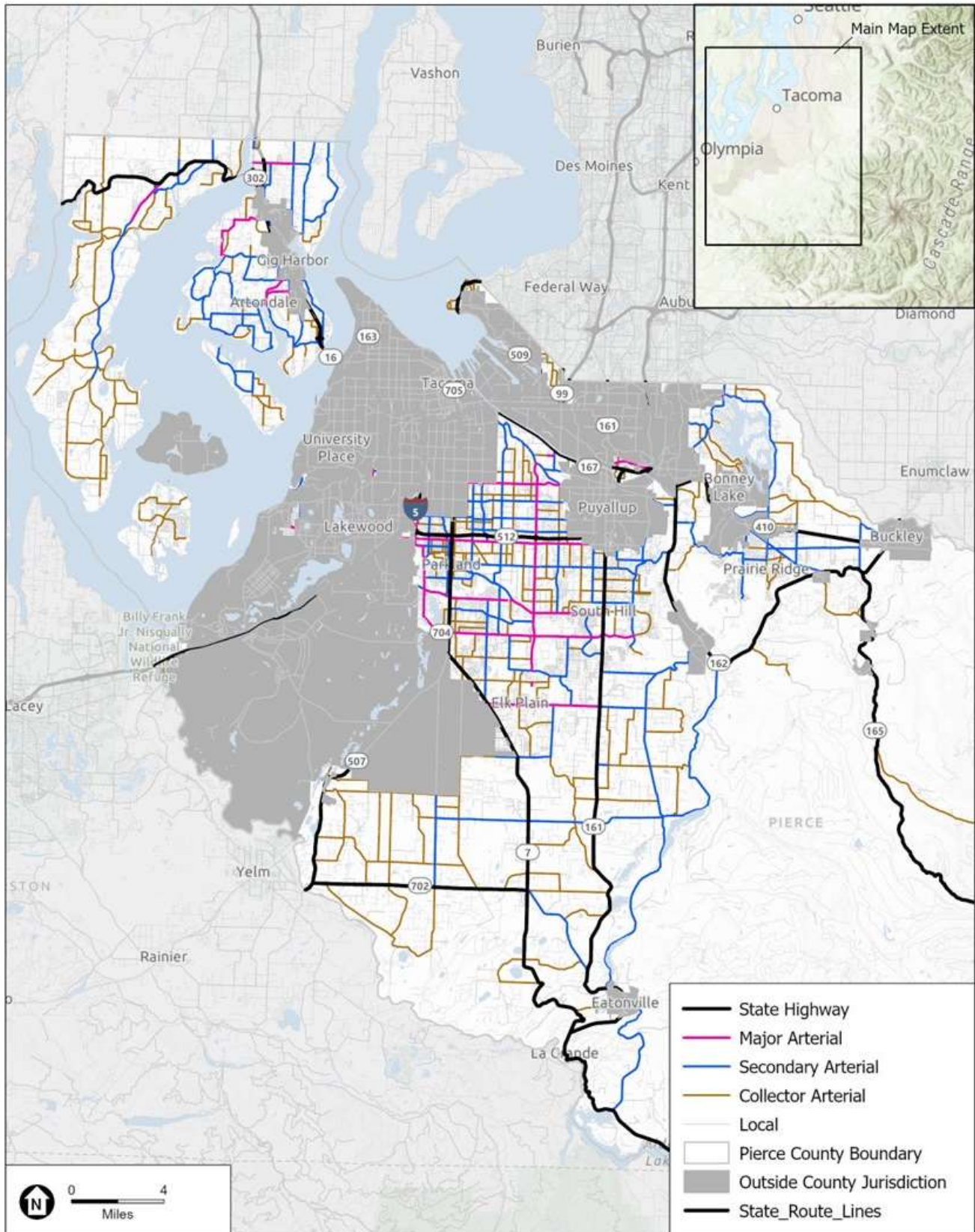
Exhibit 53. County Roadway Miles by Functional Classification, 2023

Roadway Type	Urban Centerline Miles*	Rural Centerline Miles*
Major Arterial	96	70
Secondary Arterial	167	93
Collector Arterial	189	95
Subtotal Arterials	452	258
Local Road	617	237
Primitive	1	4
Total	1,070	499

*Rounded to the nearest mile.

Sources: Pierce County, 2024; Fehr & Peers, 2024.

Exhibit 54. Functional Classification of County Roadways, 2024



Sources: Pierce County, 2024; Fehr & Peers, 2024.

Level of Service Standards

The LOS for County arterials is based on transportation concurrency and is detailed in the [Transportation Concurrency](#) Management System Annual Report, the TIP, the Transportation Element of the Comprehensive Plan, and this document. The RCW requires that the TIP be published separately from the budget and capital improvement plan. There is no LOS specific to local roads, buildings, and facilities.

To uphold the quality of road facilities in a consistent manner, the County uses the Service Standard (volume over service threshold, or V/S) to evaluate the condition of its arterials. Service Standard is a measure that quantifies an acceptable traffic congestion. If the Service Standard is exceeded, the road segment has violated the concurrency standards. Upon the violation of the road segment, mitigation must be implemented within the six years of grace period, otherwise, development permit will no longer be approved in the area that contributes traffic impact.

For an arterial road to fail the road concurrency standards, the Service Standard (V/S) ratio for a road segment must be greater than the adopted Service Standard. If the Service Standard is exceeded on an arterial road segment, the arterial road segment has “failed” or “violated” the concurrency standards. This is also known simply as a road segment that has failed concurrency. If the concurrency standards have been violated on an arterial road segment, mitigation must be implemented within six years of the failed concurrency date in order for development permits to continue to be approved in areas that are contributing to the traffic impact upon the failed arterial road segment.

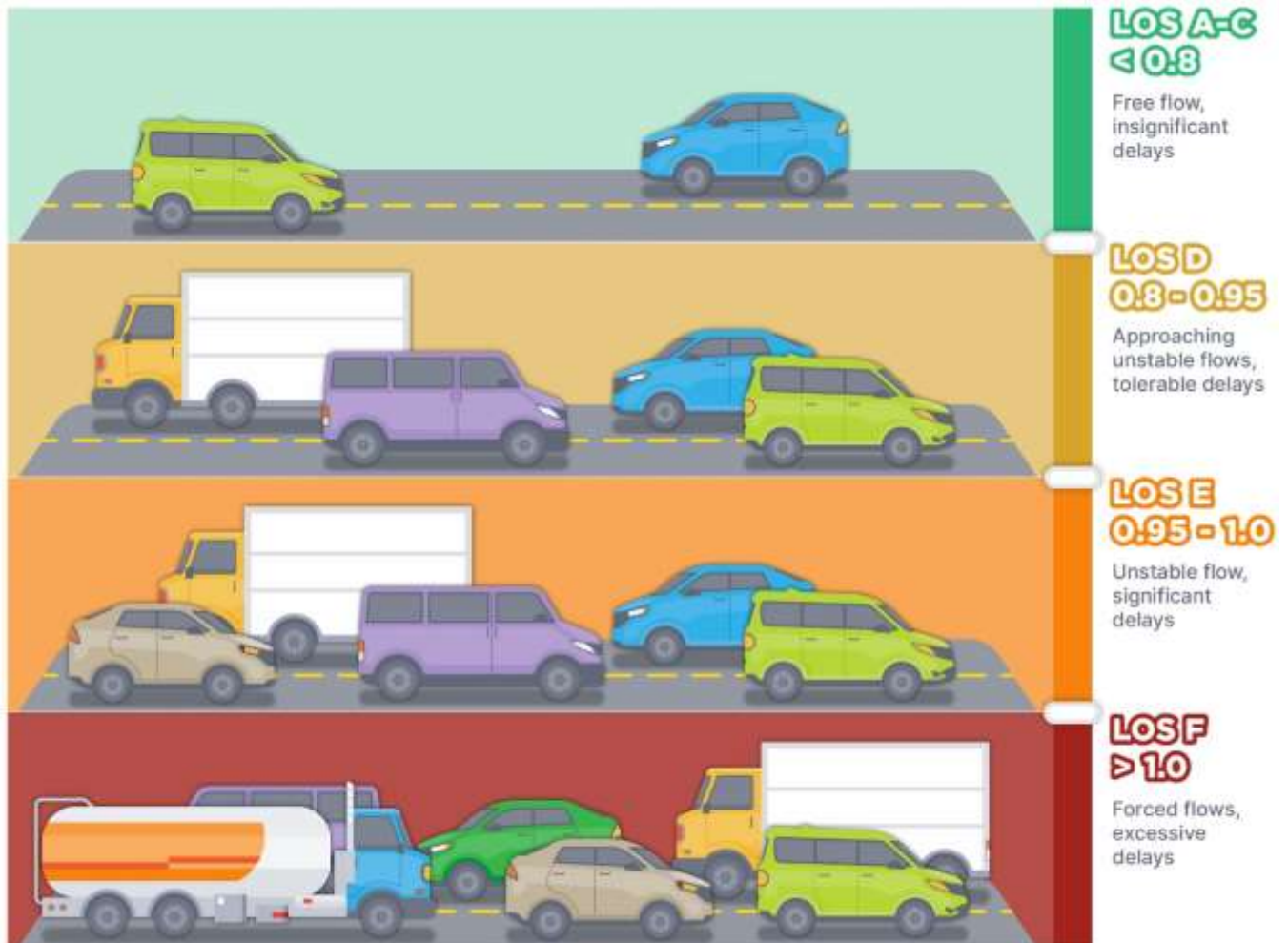
Existing (2018) Conditions

County Arterials

The Service Standard is calculated by the traffic volume over the service thresholds of the transportation facility, measured by letter grade (as shown in Exhibit 55). Service Standard set at 1.1 roughly equates to a level of service “F” in urban area and “E” in rural areas. The adopted Service Thresholds are as shown in Exhibit 56.

The 2018 roadway performance measurement is determined by the ratio of daily traffic counts and the assumed arterial capacity. These daily traffic counts were provided by PSRC as part of its most recent SoundCast model. In comparing these data to 2022 data obtained at spot locations, the volume was similar between 2018 and 2022 conditions. The count was calculated for every modeled County classified arterial in the unincorporated area. Exhibit 57 maps 2018 daily V/S ratios on all County arterials. Exhibit 58 shows the nine segments with daily V/S ratios of 1.0 or over in 2018. Exhibit 59 provides a summary of vehicle miles traveled grouped by daily V/S ranges. The arterials that exceed the 1.0 V/S standard account for approximately 2.9% of vehicle miles travelled in the county.

Exhibit 55. County V/S Letter Grade Thresholds



Sources: Pierce County, 2024.

Exhibit 56. Service Threshold (S)¹

Travel Lanes (both directions)	Without Turn Channelization ²	With Turn Channelization ²
Urban³		
2	17,600	22,000
3	24,600	30,800
4	35,200	44,000
6	49,300	61,600
Rural⁴		
2	15,800	19,800
4	31,600	39,600

Notes: Three-lane thresholds pertain to uneven three-lane arterials, which have one lane in one direction and two lanes in the other. Assumes 60 percent of a two-lane capacity is in the direction with one lane (e.g., 0.6*17,600=10,560), plus 40 percent of a four-lane capacity in the direction with two lanes (e.g., 0.4*35,200=14,080). Example total = 10,560+14,080=24,640 or 24,600. If turn channelization is present, the service threshold increases to 30,800.

An additional capacity service threshold of 47,400 was derived for four-lane arterials possessing access control. This capacity is applied to 176th Street E after completion of capacity improvement.

1 The currently adopted service thresholds are divided into urban and rural classifications. Under future alternatives, service thresholds for both rural and urban classifications are consolidated into one set of service thresholds.

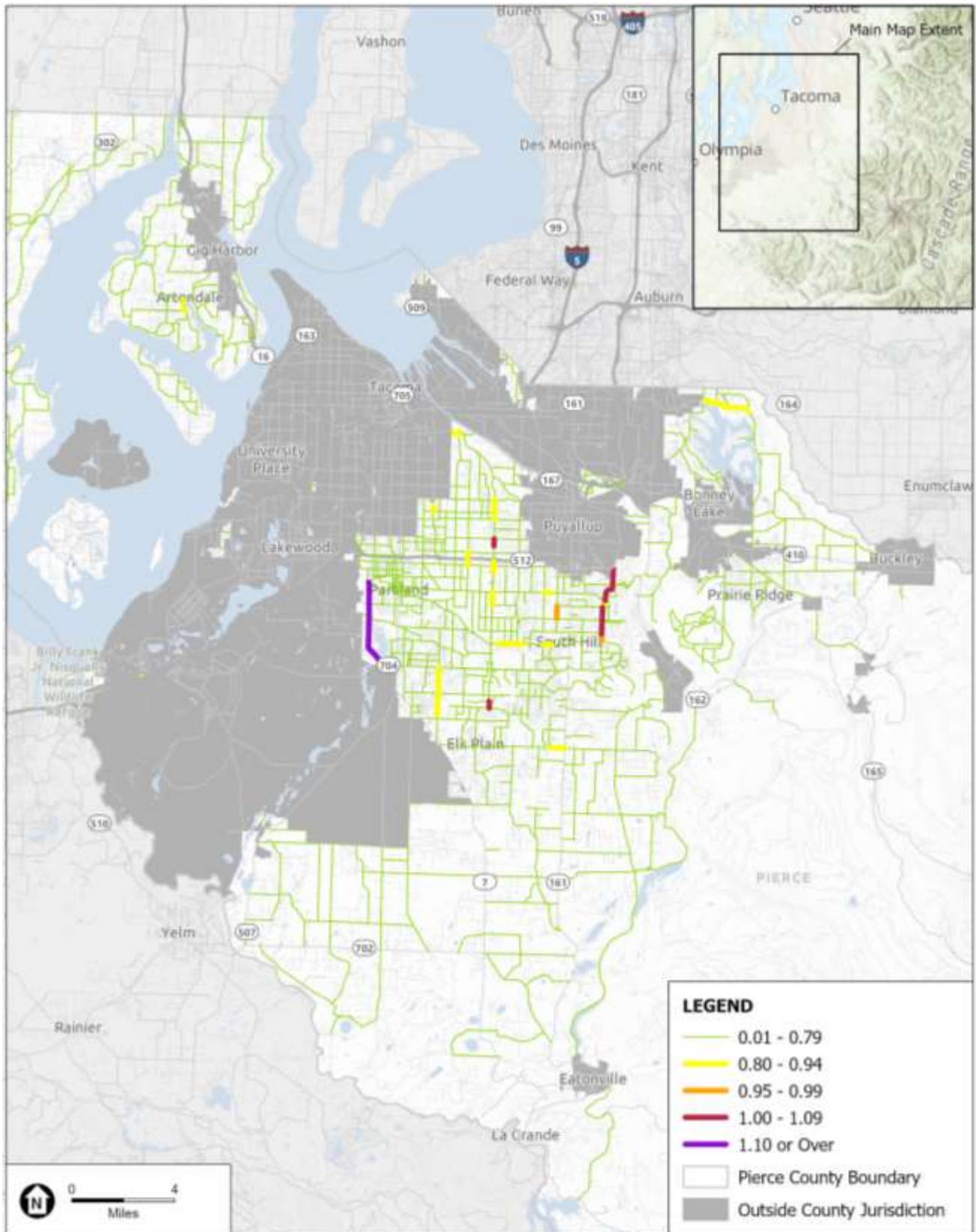
2 Turn channelization consists of a roadway having a center two-way left-turn lane or exclusive turn pockets at key locations.

3 Urban classifications include arterials with Federal Urban Arterial status and/or within the County's Urban Growth Area.

4 Rural classifications include arterials that are not classified as Urban per the above definition.

Sources: Pierce County Transportation Concurrency Management System, 2023.

Exhibit 57. Existing (2018) County Roads Daily V/S Ratios



Sources: Pierce County, 2024; Fehr & Peers, 2024.

Exhibit 58. County Segments with Daily V/S Greater than or Equal to 1.0 in 2018

Segment Name	Segment Limit	Count	Daily Statistics Capacity – One Direction Only	V/S
Spanaway Loop Road	Tule Lake Road to 176 th Street S (Northbound side)	14,575	11,000	1.33

Sources: Pierce County, 2024.

Exhibit 59. Summary of Daily Statistics for County Roads in 2018

Segment Name	VMT	Segment Limit	%
0.01 to 0.79	3,077,000		91.3%
0.80 to 0.94	183,000		52.4%
0.95 to 0.99	13,000		0.4%
1.00 to 1.09	47,000		1.4%
1.10 or Over	50,000		1.5%
Total	3,370,000		100%

Sources: Pierce County, 2024.

State Highways

According to [RCW 47.01.260](#), the Washington State Department of Transportation (WSDOT) has statutory authority and responsibility for the planning, locating, designing, constructing, improving, repairing, operating, and maintaining of the state highway system. While Pierce County is responsible for maintaining, operating, and monitoring its own local network of roadways, state highways also perform a critical role in carrying traffic within and outside the county. It is important to understand the operations of the state highway network when assessing the overall performance of the transportation system.

LOS standards, as defined by WSDOT on a route basis, are summarized in Exhibit 60. It should be noted that WSDOT does not provide specific service capacities to measure segment-level level of service. To account for this, the County's methodology references the Florida Department of Transportation (FDOT) quality level of service (QLOS) methodology, which was developed based on Highway Capacity Manual 6th Edition methodologies. This analysis uses the maximum service volumes, as defined for different letter grades and facility types in the FDOT QLOS methodology, and applies these service volumes for the relevant letter grade set by WSDOT as its LOS standard. Any instance where the maximum service volume is exceeded (i.e., a V/S of 1.0) on a given corridor represents a failure of the letter grade for that corridor. Exhibit 61 shows the FDOT QLOS Capacities assumed for each facility type. WSDOT facilities assumed for each facility type are provided in the table. These capacities are summarized in more detail in Appendix B of the FDOT QLOS Handbook, with most recent publication in 2023.

Exhibit 62 summarizes 2018 State Highway performance in terms of daily V/S ratios, while Exhibit 63 maps the daily V/S ratios on State Highways whether the given segment meets or does not meet WSDOT V/S standards. A total of 14 State Highway segments are exceeding WSDOT LOS standards under existing conditions. These include:

- I-5:
 - Between 72nd Street and 54th Avenue E
 - Near the SR 512 Interchange
 - Between Woodbrook Road and Berkeley Avenue SW
- SR 7:
 - At SR 512 interchange
 - Between 224th Street E and 232nd Street E
- SR 512:
 - Between SR 7 and SR 167
- SR 161 between 128th Street E and 152nd Street E
- SR 162 between SR 410 and downtown Orting
- SR 167 between North County boundary and SR 410
- SR 302 between SR 16 and 118th Avenue
- SR 410:
 - Near Bonney Lake downtown
 - From east Bonney Lake through Buckley to the County boundary
- SR 507:
 - Near Roy downtown
 - Approaching McKenna to the South County boundary

Exhibit 60. LOS Standards by State Route

Route	LOS	A-C	D	E	F	Route	LOS	A-C	D	E	F	
	D						C					
	C	Southwest of DuPont						D				
	D						C					
	D	Within Pierce County Urban Growth Area						D	From Puyallup to Buckley			
	C	South of 208th St E						C	East of Enumclaw			
	D						C					
	D						D	Within Tacoma City Boundaries				
	C						E	Mitigated North of Tacoma Boundaries				
	E	Mitigated North of Puyallup, South of Puyallup to 128th St E						D				
	D	From 128th St E to 224th St E										
	C	South of 224th St E						C				
	D	Within and west of Orting						C				
	C	East of Orting										
	E	Mitigated										

Notes:

- 1 PSRC has set a LOS E Mitigated standard for non-HSS routes. Any letter grade noted as "E Mitigated" means that congestion should be mitigated when pm peak hour level of service falls below LOS E.
 - 2 WSDOT has set a LOS D standard for HSS routes in urban areas and a LOS C standard for HSS routes in rural areas. These corridors include SR 16, 99, 167, 509 (within Tacoma City Limits), and 512 as well as I-5 and I-705.
- Sources: Washington Department of Transportation, 2024.

Exhibit 61. FDOT QLOS Capacities Used for State Highway LOS

Travel Lanes (both directions)	Level of Service			
	B	C	D	E
Freeway Urbanized (SR 7, 167, 410 & 509 on freeway segments; SR 16 & 512; I-5 & I-705)¹				
4 Lane	50,600	66,700	82,200	85,700
6 Lane	72,100	99,000	122,800	128,400
8 Lane	95,300	131,300	163,400	171,600
10 Lane	117,000	162,000	202,400	214,300
C2 - Rural (SR 7, 123, & 410 within State Park Boundaries)²				
2 Lane	4,600	8,200	14,000	28,500

Travel Lanes (both directions)	Level of Service			
	B	C	D	E
4 Lane	32,000	45,800	55,700	63,900
6 Lane	48,000	68,300	83,700	95,900
C3C – Suburban Commercial (SR 7, 99, 161, & 162 on LOS D Classified Segments ; SR 167, 410, & 509 on Non-Freeway Segments) ³				
2 Lane	—	15,300	21,700	—
4 Lane	—	30,700	36,600	—
6 Lane	—	47,700	54,100	—
8 Lane	—	64,000	64,200	—
C3R – Suburban Residential (SR 7, 161, 162, 165, 302, 507, 702 on LOS C Classified Segments) ^{3,4}				
2 Lane	—	19,600	22,400	—
4 Lane	—	34,300	37,300	—
6 Lane	—	52,900	55,100	—
C4 – Urban General (SR 161 & 163 along LOS E Mitigated Segments) ^{3,5}				
2 Lane	—	-	17,600	24,000
4 Lane	—	24,400	36,100	40,800
6 Lane	—	44,700	56,800	60,400
8 Lane	—	52,300	66,900	70,900

Notes:

- 1 Adjust capacities by factor of 1.05 for locations with ramp metering present.
- 2 Adjust capacities by: 1.05 for 2-lane segments with channelization; 0.95 for multi-lane segments with channelization; 0.75 for multi-lane segments without channelization.
- 3 Adjust capacities by: 1.05-1.1 for segments with left- and/or right-turn storage lanes; 0.80 for 2-lane segments with no channelization; 0.80 for multi-lane segments with no channelization (assumes that most if not all of these segments have shoulders for right-turn storage).
- 4 In reviewing the C2 classification, it was determined that the capacities given more fit national and state park capacities than typical rural segments in Pierce County. As such, C3R was used to represent the majority of rural segments in Pierce County.
- 5 C3C does not give capacities for an LOS E grade. As such, SR 161 and 163 were classified as C4 in any segments with an "LOS E Mitigated" standard.

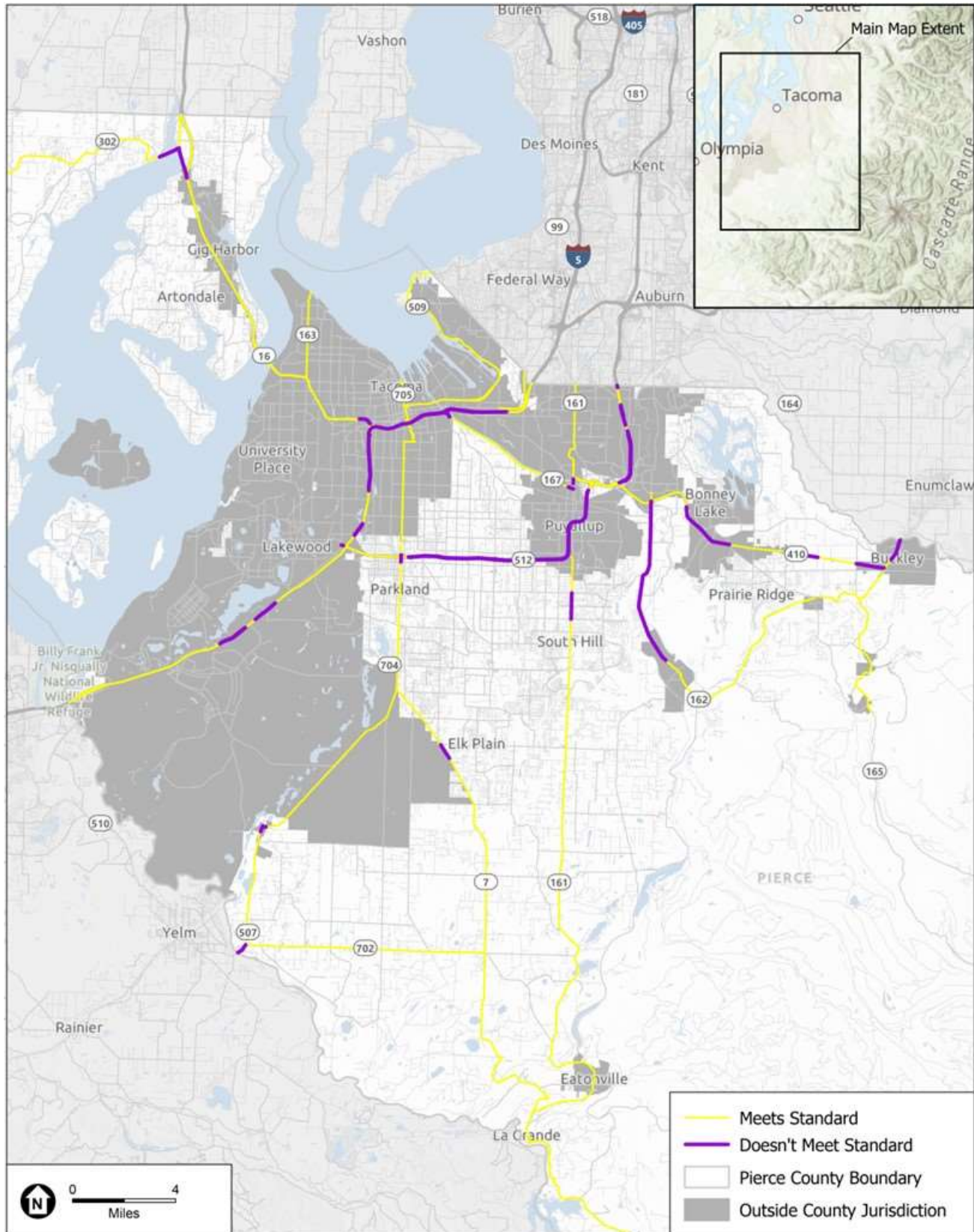
Sources: Adapted from FDOT Multimodal Quality Level of Service Handbook, 2023.

Exhibit 62. Summary of Daily Statistics for State Highways in 2018

Segment Name	Segment Limit	
	VMT	%
0.01 to 0.79	4,670,313	41.3%
0.80 to 0.94	2,574,234	22.7%
0.95 to 0.99	316,572	2.8%
1.00 or Over	3,760,259	33.2%
Total	11,321,379	100%

Sources: Pierce County, 2024.

Exhibit 63. Existing (2018) State Highways Daily V/S Ratios



Sources: Pierce County, 2024; Fehr & Peers, 2024.

2044 Conditions

County Arterials

Under the future analysis, no rural segments are projected to operate below LOS E, so this discussion focuses on urban arterials. Exhibit 66 summarizes the V/S ratios of arterial segments under 2044 conditions assuming only expected and committed projects. Additionally, Exhibit 64 shows the urban arterial segments with daily V/S ratios of 1.1 or greater in 2044. Exhibit 65 provides summary statistics for vehicle performance on the County arterial network. Assuming all projects listed in the expenditures table (presented later in Exhibit 70) are constructed, all LOS failures would be mitigated. Mitigated results are summarized in Exhibit 67.

Exhibit 64. County Segments with Daily V/S Greater than or Equal to 1.1 in 2044 Conditions

Segment Name	Segment Limit	Count	Daily Statistics	
			Capacity	V/S
Spanaway Loop Rd S	Tule Lake Rd S to 176th St S (Cross-Base Hwy)	15,200	11,000	1.38
94th Ave E	136th St E to 144th St E	9,900	8,800	1.13
Pioneer Ave E	52nd St E to Canyon Rd E	12,400	11,000	1.13
Shaw Rd E	112th St E to 122nd St E	12,600	8,800	1.43
Military Rd E (122nd Ave E)	Shaw Rd E to Reservoir Rd E	11,800	8,800	1.35
Military Rd E (122nd Ave E)	Reservoir Rd E to 146th St Ct E	12,600	11,000	1.15
Military Rd E (122nd Ave E)	146th St Ct E to 156th St Ct E (Sunrise Pkwy E)	12,300	8,800	1.40
Military Rd E (122nd Ave E)	Orting Hwy E to 122nd St E	12,400	11,000	1.13

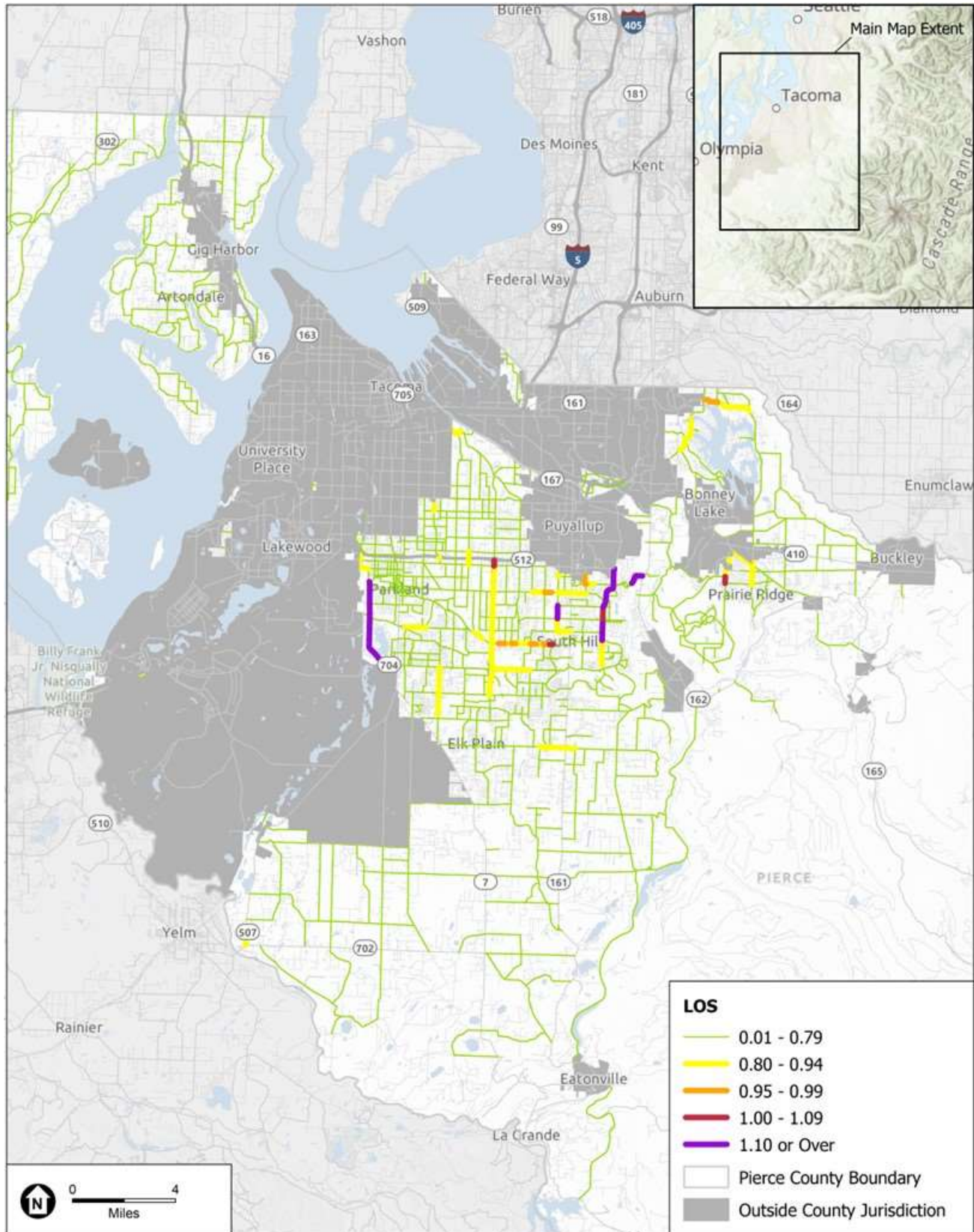
Sources: Pierce County, 2024.

Exhibit 65. Summary of Daily Statistics for County Roads Under 2044 Conditions

Segment Name	Segment Limit	
	VMT	%
0.01 to 0.79	3,393,163	81.6%
0.80 to 0.94	571,664	13.8%
0.95 to 0.99	27,208	0.7%
1.00 to 1.09	18,891	0.5%
1.10 or Over	127,237	3.1%
Total	4,127,400	100%

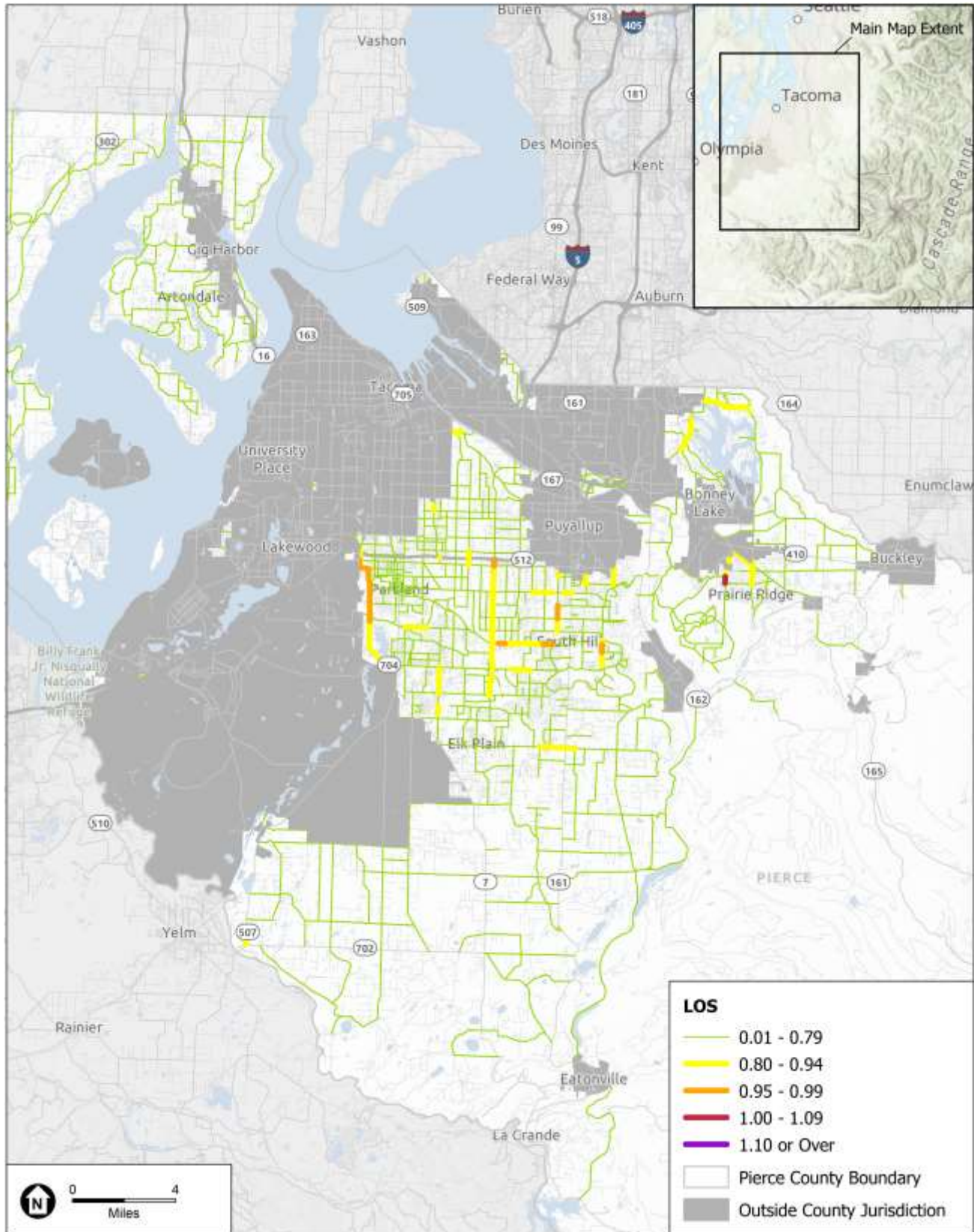
Sources: Pierce County, 2024.

Exhibit 66. 2044 County Roads Daily V/S Ratios, Assuming Expected and Committed Projects



Sources: Pierce County, 2024; Fehr & Peers, 2024.

Exhibit 67. 2044 County Roads Daily V/S Ratios with Mitigations



Sources: Pierce County, 2024; Fehr & Peers, 2024.

State Highways

The County assessed State Highways under 2044 conditions consistent with the methodology outlined for the Existing (2018) conditions. Exhibit 69 summarizes state facilities that are projected to meet or not meet WSDOT LOS standards (defined by corridor), while Exhibit 68 provides a summary of vehicle miles traveled grouped by daily V/S ranges under 2044 conditions. Approximately 19 percent of vehicle miles traveled for State facilities occur on segments that exceed a V/S of 1.0. A total of 16 state route segments are anticipated to exceed WSDOT LOS standards under 2044 conditions:

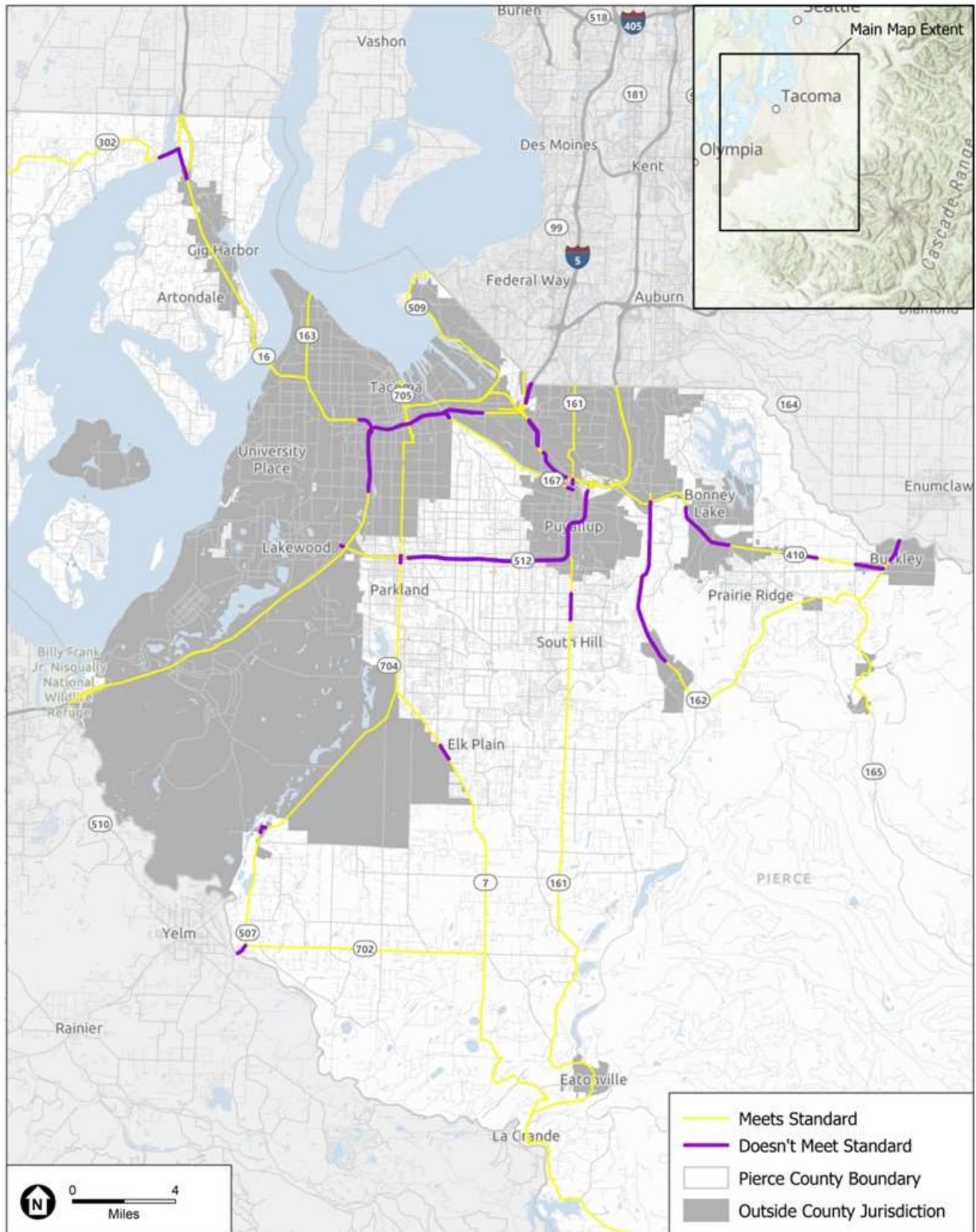
- I-5:
 - Between 72nd Street and 54th Avenue E
 - Between SR 167 Extension and North County boundary
 - Near the SR 512 Interchange
 - Between Woodbrook Road and Berkeley Avenue SW
- SR 7:
 - At SR 512 interchange
 - Between 224th Street E and 232nd Street E
- SR 512: between SR 7 and SR 167
- SR 161
 - Between 128th Street E and 152nd Street E
 - Between Valley Avenue NE and River Road
- SR 162 between SR 410 and downtown Orting
- SR 167 (Extension) between SR 161 and I-5
- SR 302 between SR 16 and 118th Avenue
- SR 410:
 - Near Bonney Lake downtown
 - From east Bonney Lake through Buckley to the County boundary
- SR 507:
 - Near Roy downtown
 - Approaching McKenna to the South County boundary

Exhibit 68. Summary of Daily Statistics for State Highways Under 2044 Conditions

Segment Name	VMT	Segment Limit	%
0.01 to 0.79	10,070,278		60.3%
0.80 to 0.94	3,110,558		18.6%
0.95 to 0.99	390,693		2.3%
1.00 or Over	3,117,590		18.7%
Total	16,689,119		100%

Sources: Pierce County, 2024.

Exhibit 69. 2044 State Highways Daily V/S Ratios



Sources: Pierce County, 2024; Fehr & Peers, 2024.

Project Summary

Prior Year and Ongoing Major Accomplishments

- \$13.7 million of grant funds were acquired from State and Federal agencies.
- 13 new projects went through the project initiation process.
- 69 projects were active in design phases.
- 35 right-of-way acquisitions.
- \$3.6 million was spent on land acquisitions for roadway improvements.
- 8 projects were advertised for construction.
- 10 projects were substantially complete.
- \$12 million was spent on payments to contractors.

Non-Capital Alternatives

The following non-capital alternatives include strategies, programs, technologies, and other alternatives that do not require capital improvement projects to achieve the level of service standards for transportation capital facilities. Non-capital traffic reduction measures may include Transportation Demand Management (TDM) programs, including Commute Trip Reduction (CTR) programs; Transportation System Management (TSM) programs; improved transit services; and other measures to reduce the V/S ratio below the Service Standard.

Capital Projects

The projects found in the County's 2024-2029 Six-Year Transportation Improvement Program (TIP) represent concurrency-related "Capacity Projects," other "Capacity Projects," "Non-Capacity" road and bridge projects, and "Miscellaneous Programs." These projects represent the County's best estimate of capital related investment (including preliminary, final engineering, right-of-way acquisition, and construction) in its road system over the next six years. The total estimated cost for this effort, not including active transportation projects, is \$281,731,000 from 2024-2029, as can be seen in Exhibit 70. The CFP adopts by reference the TIP, as amended. An additional \$1,500,000 is anticipated in 2024 for road building and facilities projects per the adopted [2024-2029 CFP](#), as can be seen in Exhibit 71. Exhibit 70 also identifies projects with costs from 2030-2044. In addition, there are intersection projects and other roadway projects funded in the 2018 TIF Program. Some of these TIF projects are included in the TIP while other projects are identified in [Ordinance No. 2018-71s](#) which is incorporated by reference in this CFP. Active transportation projects identified from 2024-2029 are discussed under Active Transportation and included in Exhibit 85.

The County budgets, administers, and delivers the road and bridge projects through the Public Works Construction Fund. The Construction Fund includes federal funding programs, state funding programs, County road funds, traffic impact fees, SEPA-based developer mitigation fund, and other miscellaneous funds.

Exhibit 70. Expected and Committed Roadway Projects, 2024-2044

Project Name	2024	2025	2026	2027	2028	2029	2030-2044	Total 2024-2044
038 AV NW (36 Av NW to Gig Harbor City Limits), [MapID 630]	\$100,000	\$100,000	—	—	—	—	—	\$200,000
046 AV E / 208 ST E (Intersection), [MapID 732]	\$410,000	\$200,000	\$200,000	\$684,000	\$1,967,000	\$6,572,000	—	\$10,033,000
086 AV EXTENSION (152 St E to 160 St E), [MapID 792]	\$200,000	—	—	—	—	—	—	\$200,000
094 AV E / 152 ST E (Intersection), [MapID 339]	\$1,000	\$1,000	—	—	—	—	—	\$2,000
111 AV E / 122 ST E (Intersection), [MapID 481]	\$80,000	\$100,000	—	—	—	—	—	\$180,000
112 ST E ('A' St S to 18 Av E), [MapID 313]	\$100,000	\$925,000	\$1,125,000	\$1,125,000	\$1,125,000	—	\$29,445,000	\$33,845,000
112 ST S ('C' St S to 'A' St S), [MapID 682]	\$10,000	—	—	—	—	—	\$26,000	\$36,000
122 AV E (146 St Ct E to 136 St E), [MapID 569]	\$3,054,000	\$9,202,000	\$5,360,000	—	—	—	\$228,000	\$17,844,000
122 AV E (153 St Ct E to 146 St Ct E), [MapID 730]	\$3,025,000	\$1,897,000	\$2,000,000	—	—	—	\$6,205,000	\$13,127,000
122 AV E (159 St E to 153 St Ct E), [MapID 580]	\$2,172,000	\$2,155,000	\$3,360,000	\$4,460,000	—	—	—	\$12,147,000
128 ST E (SR-162 to BR #7195-A), [MapID 670]	\$20,000	\$20,000	—	—	—	—	—	\$40,000
168 ST E (SR-7 to B St E), [MapID 773]	\$250,000	\$715,000	\$1,150,000	\$2,386,000	—	—	\$74,000	\$4,575,000
184 ST E (82 AV E to 86 AV E), [MapID 827]	\$210,000	\$15,000	\$2,275,000	\$4,000	—	—	—	\$2,504,000
2023 ASPHALT OVERLAY PROGRAM (Various locations), [MapID 781]	\$680,000	\$4,000	—	—	—	—	—	\$684,000
2024 ASPHALT OVERLAY PROGRAM (Various Locations), [MapID 795]	\$4,906,000	\$4,000	—	—	—	—	—	\$4,910,000
2024 STREET LIGHTING PROGRAM (Various locations), [MapID 841]	\$250,000	—	—	—	—	—	—	\$250,000
2025 ASPHALT OVERLAY PROGRAM (Various locations), [MapID 821]	\$250,000	\$5,118,000	\$4,000	—	—	—	—	\$5,372,000
2026 ASPHALT OVERLAY PROGRAM (Various locations), [MapID 830]	—	\$250,000	\$5,298,000	—	—	—	—	\$5,548,000
304 ST E (73 Ave E to Webster Rd E), [MapID 804]	\$989,000	\$4,000	—	—	—	—	\$7,000	\$1,000,000
34 AV E SPEED HUMPS (120 St E to 128 St E), [MapID 838]	\$25,000	—	—	—	—	—	—	\$25,000
34 ST NW / 63 AV NW - TRAFFIC CALMING (34 ST NW / 63 AV NW - TRAFFIC CALMING), [MapID 845]	\$25,000	—	—	—	—	—	—	\$25,000
3R PROGRAM - 2026-2029 (Various locations), [MapID 65]	—	—	\$250,000	\$5,708,000	\$6,250,000	\$8,250,000	—	\$20,458,000
68 AV E SPEED HUMPS (Woodland Av E to 144 St E), [MapID 839]	\$25,000	—	—	—	—	—	—	\$25,000
ARTONDALE CULVERT REPLACEMENT (MP 0.45 to MP 0.54), [MapID 756]	\$1,000	\$1,000	—	—	—	—	—	\$2,000
BR #12173-A / 320 ST E - STRINGER REPLACEMENT (At South Ford Muck Ck / 100 Ft. E/O 47 Av E / MP 2.98 to MP 2.99), [MapID 813]	\$150,000	\$4,000	—	—	—	—	—	\$154,000
BR #17164-B OHOP CK OVERFLOW REPAIRS (Ohop Valley Rd E over Ohop Ck Overflow), [MapID 797]	\$350,000	\$4,000	—	—	—	—	\$15,000	\$369,000
BR #18204-A PUYALLUP RIVER (SR 167 to North Levee Rd E), [MapID 840]	\$3,500,000	—	—	—	—	—	—	\$3,500,000
BR #19185-A / ORVILLE RD E / KAPOWSIN CK SCOUR REPAIR (Orville Rd E to Kapowsin Ck), [MapID 796]	\$275,000	\$4,000	—	—	—	—	\$2,000	\$281,000

Project Name	2024	2025	2026	2027	2028	2029	2030-2044	Total 2024-2044
BR #26211-A / FOX IS BR RD GIRDER REPAIRS (Fox Island Bridge Rd over Hale Passage), [MapID 801]	\$200,000	\$500,000	\$4,000,000	\$3,000,000	—	—	—	\$7,700,000
BR #26211-A FOX IS BR RD - VARIOUS REPAIRS (Fox Island Bridge Rd over Hale Passage), [MapID 800]	—	—	\$200,000	\$800,000	\$9,500,000	—	—	\$10,500,000
BR #26211-A / FOX ISLAND BRIDGE RD - TS&L Study (Fox Island Bridge Rd over Hale Passage), [MapID 631]	—	\$800,000	—	—	—	—	—	\$800,000
BR #26211-A / Fox Island BR RD – Replacement Crossing (Fox Island Bridge Rd over Hale Passage)	—	—	—	—	—	—	\$200,000,000	\$200,000,000
BR #29202-A - CHAMBERS CREEK BRIDGE REPLACEMENT (Chambers Ck Rd W (MP 2.2-2.35)), [MapID 776]	\$1,000	\$1,000	—	—	—	—	—	\$2,000
BR #31221-A / CRAMER RD NW (Cramer Rd NW over Glencove Ck), [MapID 277]	\$3,803,000	\$882,000	\$4,000	—	—	—	\$111,000	\$4,800,000
BR #34195-A / PATTERSON RD E (110ft Southeast of 212 Av E from MP.10 to MP.20), [MapID 692]	\$1,880,000	\$4,000	—	—	—	—	\$7,000	\$1,891,000
BR #6193-A / HARTS LAKE RD S (At Horn Creek) (At Horn Creek (MP 3.94)), [MapID 711]	\$325,000	\$445,000	\$530,000	\$560,000	\$7,628,000	—	\$44,000	\$9,532,000
BR #7195-A / 128 ST E (At Puyallup River / McCutcheon Rd E), [MapID 671]	\$20,000	\$20,000	—	—	—	—	—	\$40,000
BR #7195-F / MCCUTCHEON RD E (At Canyon Falls Creek), [MapID 678]	\$110,000	\$180,000	—	—	—	—	—	\$290,000
BR #8173-C / SCHUDY RD S (Lacamas Creek) (At Lacamas Ck 150 ft N/O 20 Av S (MP 1.60)), [MapID 829]	\$50,000	\$70,000	—	—	—	—	—	\$120,000
BR #SUM1204-A / STEWART RD (Stewart Rd over White / Stuck River), [MapID 5]	\$4,010,000	\$1,000	—	—	—	—	—	\$4,011,000
BRIDGE DECK REHAB - MASHEL RV, PUYALLUP RV, KAPOWSIN CK (BR #26164-A at Mashel RV / BR #6195-A at Puyallup RV / BR #5175-C at Kapowsin CK), [MapID 802]	\$233,000	\$2,954,000	—	—	—	—	\$233,000	\$3,420,000
BRIDGE DECK REHABILITATIONS - CLOVER CREEK, LITTLE MASHEL (BR #17193-D and BR #25164-A), [MapID 785]	\$740,000	\$4,000	—	—	—	—	—	\$744,000
BRIDGE PAINTING - COUNTYWIDE (BR #17173-A; BR #24164-B; BR #5174-A; BR #16205-A), [MapID 784]	\$1,002,000	\$4,000	—	—	—	—	\$44,000	\$1,050,000
BRIDGE REPAIR PROGRAM (Countywide), [MapID 775]	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	—	\$240,000
C ST S - TRAFFIC CALMING (120 St S to Lafayette St S), [MapID 843]	\$50,000	—	—	—	—	—	—	\$50,000
C ST S (Garfield St to 120 St S), [MapID 820]	\$100,000	\$100,000	—	—	—	—	—	\$200,000
CANYON RD E - ASPHALT OVERLAY (160 St E to 138 St E), [MapID 798]	\$125,000	\$272,000	\$3,151,000	—	—	—	\$52,000	\$3,600,000
CANYON RD E - N EXT / BR #19204-H / 52 ST E / 70 AV E (52 St E / 62 Av E to Puyallup River SR-167 to N Levee Rd E / 70 Av E), [MapID 321]	\$2,743,000	\$9,059,000	\$1,860,000	\$1,675,000	\$15,000,000	\$7,955,000	\$149,227,000	\$187,519,000
CANYON RD E - NORTHERLY EXT (1,500 FT S/O Pioneer Wy E to 52 St E / 62 Av E), [MapID 446]**	\$1,440,000	\$1,570,000	\$50,000	\$20,506,000	\$15,471,000	\$13,015,000	\$25,041,000	\$77,093,000
CANYON RD E - SOUTHERLY EXT (208 St E to 200 St E), [MapID 573]	\$7,134,000	\$4,000	—	—	—	—	\$76,000	\$7,214,000
CANYON RD E (72 St E to Pioneer Wy E), [MapID 470]	\$530,000	\$1,726,000	—	—	—	—	\$45,766,000	\$48,022,000

Project Name	2024	2025	2026	2027	2028	2029	2030-2044	Total 2024-2044
COUNCIL TRAFFIC AND SAFETY IMPROVEMENTS- 2024-2029 (Various locations), [MapID 719]	\$150,000	\$150,000	\$75,000	\$75,000	\$81,000	\$81,000	—	\$612,000
EAST BAY DR NW / 25 ST NW / 34 AV NW (Wollochet Dr NW to Point Fosdick Dr), [MapID 836]	\$75,000	—	—	—	—	—	—	\$75,000
EMERGENCY REPAIR - 264 ST E (MP 2.3 to MP 2.5), [MapID 811]	\$717,000	\$4,000	—	—	—	—	\$19,000	\$740,000
FAIRFAX FOREST RESERVE RD (0.92 mi E/O Zavitski Rd to Mt. Rainier National Park), [MapID 689]	\$136,000	\$3,259,000	\$2,410,000	\$1,000,000	—	—	—	\$6,805,000
FALLING WATER BV E (Tehaleh Bv E to 181 Av E), [MapID 672]	\$51,000	\$51,000	—	—	—	—	—	\$102,000
GOLDEN GIVEN RD E / 99 ST E (Intersection), [MapID 726]	\$140,000	\$473,000	\$779,000	\$4,000	—	—	\$15,000	\$1,411,000
GRANT / DEVELOPER MATCHING PROGRAM (Various locations), [MapID 257]	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	—	\$3,000,000
GUARDRAIL PROGRAM - 2023 (Various locations), [MapID 738]	\$265,000	\$4,000	—	—	—	—	—	\$269,000
GUARDRAIL PROGRAM - 2024 (Various locations), [MapID 823]	\$200,000	\$4,000	—	—	—	—	—	\$204,000
GUARDRAIL PROGRAM - 2025 (Various locations), [MapID 824]	—	\$200,000	\$4,000	—	—	—	—	\$204,000
GUARDRAIL PROGRAM - 2026-2029 (Various locations), [MapID 200]	—	—	\$200,000	\$200,000	\$200,000	\$200,000	—	\$800,000
KEY CENTER TRAFFIC CALMING & SPEED REDUCTION (Key center), [MapID 837]	\$125,000	—	—	—	—	—	—	\$125,000
LACKEY RD NW / JACKSON LK RD NW / KEY PEN HY NW (Intersection), [MapID 152]	\$198,000	\$120,000	\$1,000,000	—	—	—	—	\$1,318,000
MILITARY RD E / 122 ST E (Shaw Rd E to SR-162), [MapID 736]	\$50,000	\$50,000	—	—	—	—	—	\$100,000
MILITARY RD E / 152 ST E (Intersection), [MapID 729]	\$150,000	\$150,000	—	—	—	—	—	\$300,000
NISQUALLY RD SW (Thurston County Line to I-5), [MapID 799]	\$125,000	\$169,000	\$2,676,000	—	—	—	\$30,000	\$3,000,000
OHOP VALLEY EXT RD E SLIDE REPAIR (2,640' to 3,168' SW of SR161), [MapID 812]	\$1,000	\$1,000	—	—	—	—	\$998,000	\$1,000,000
ORTING-KAPOWSIN HY E / 200 ST E (Intersection), [MapID 436]	\$1,000	—	—	—	—	—	—	\$1,000
PUGET SOUND GATEWAY PROGRAM (I-5 to SR-161), [MapID 832]	\$500,000	\$500,000	\$500,000	\$500,000	—	—	—	\$2,000,000
ROAD SAFETY - CLRS / SE / HFST (Various locations), [MapID 834]	\$100,000	\$617,000	\$6,000	—	—	—	—	\$723,000
SOUTH PRAIRIE RD E / 214 AVE E (Intersection), [MapID 828]	\$10,000	\$25,000	—	—	—	—	—	\$35,000
SPOT SAFETY PROGRAM (Various locations), [MapID 207]	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	—	\$300,000
SR507 / SR702 (Intersection), [MapID 833]	\$300,000	\$600,000	\$950,000	\$950,000	\$5,700,000	\$4,000	\$3,696,000	\$12,200,000
SUMNER TAPPS HY E / S TAPPS DR E (Intersection), [MapID 844]	\$100,000	—	—	—	—	—	—	\$100,000
TEHALEH BV E (McCutcheon Rd E to Falling Water Bv E), [MapID 538]	\$610,000	\$640,000	—	—	—	—	—	\$1,250,000
WALLER RD E / 152 ST E (Intersection), [MapID 728]	\$100,000	\$100,000	—	—	—	—	—	\$200,000
Misc. Project Closeout Costs	—	—	—	—	—	—	\$5,600,000	\$5,600,000
224th Street (86th Av E to 92nd Ct E)	—	—	—	—	—	—	\$74,840,000	\$74,840,000
Spanaway Loop Rd E - Add NB lane from 176th St E to Tule Lake Rd S	—	—	—	—	—	—	\$14,620,000	\$14,620,000
94th Av E - Add Channelization from 136th St E to 144th St E	—	—	—	—	—	—	\$138,899,000	\$138,899,000

Project Name	2024	2025	2026	2027	2028	2029	2030-2044	Total 2024-2044
122nd Av E - Widen to 5 Lanes from Sunrise Pkwy to Puyallup City Limits	—	—	—	—	—	—	\$13,950,000	\$13,950,000
122nd Av E - Add Channelization from 172nd St Ct E to Sunrise Pkwy	—	—	—	—	—	—	\$115,500,000	\$115,500,000
Military Rd E - Widen to 5 Lanes from 122nd Av E to SR162	\$44,000	—	—	—	—	—	—	\$44,000
(2030-2044) Costs for Unfunded TIP Projects	—	—	—	—	—	—	\$125,000,000	\$125,000,000
(2030-2044) Asphalt Overlay Program	—	—	—	—	—	—	\$107,532,000	\$107,532,000
(2030-2044) Bridge Preservation Program	—	—	—	—	—	—	\$56,996,000	\$56,996,000
(2030-2044) Grant/Developer Matching Program	—	—	—	—	—	—	\$9,499,000	\$9,499,000
(2030-2044) Guardrail Program	—	—	—	—	—	—	\$3,800,000	\$3,800,000
(2030-2044) Roadway Safety Program	—	—	—	—	—	—	\$9,499,000	\$9,499,000
Total	\$50,292,000	\$47,026,000	\$40,007,000	\$44,227,000	\$63,512,000	\$36,667,000	\$1,137,096,000	\$1,420,327,000

Note: Priorities may change over time and new funding sources may become available or existing funding sources may be eliminated or shifted. 2024-2029 totals include road projects listed in the TIP. As noted in the Pierce County Road Fund Sustainability Evaluation Report (September 29, 2023), the CFP does not address long-term maintenance and replacement needs for some large projects like the Fox Island Bridge; these large projects will have their own financial strategy that may include funding options specific to these projects.

Sources: Adopted 2024-2029 Transportation Improvement Program (TIP), 2023; Pierce County Finance Department, 2024; Pierce County, 2024; Fehr & Peers, 2024; BERK, 2024.

Exhibit 71. Road Buildings/Facilities—Additional Planned Capital Projects in the Adopted 6-Year CFP, 2024-2044

Project Name	2024	2025	2026	2027	2028	2029	2030-2044	Total 2024-2044
WCMF Facility Improvements	\$200,000	—	—	—	—	—	—	\$200,000
Salt Spreader Hanger Construction	\$1,300,000	—	—	—	—	—	—	\$1,300,000
Total	\$1,500,000	—	—	—	—	—	—	\$1,500,000

Note: Priorities may change over time and new funding sources may become available or existing funding sources may be eliminated or shifted. 2024-2029 totals include roads buildings and facilities projects in the 6-year CFP but not in the TIP.

Sources: Pierce County Finance Department, 2024; Pierce County, 2024; BERK, 2024.

Active Transportation Systems

Overview

Active transportation (nonmotorized) systems include sidewalks, trails, bicycle lanes, and roadway shoulders to accommodate pedestrians, bicyclists, and skaters for both transportation and recreational purposes. Within Pierce County, these systems include sidewalks, trails, bicycle lanes, and roadway shoulders that are designed to meet the needs of both transportation and recreational purposes.

Inventory

A detailed geospatial inventory of current road facilities (including an inventory of existing pedestrian and bicycle facilities) is on file electronically in the County's Department of Planning and Public Works in the "GIS-Mo" database.² The "GIS-Mo" database is a requirement of the Washington State County Road Administration Board (CRAB).

Pedestrian

Pierce County conducted an inventory of County-owned sidewalks as part of its updated Transition Plan for compliance with the American with Disabilities Act (ADA). Based on this inventory, the County maintains approximately 244 miles of sidewalk and 7,019 curb ramp locations. These facilities are shown in Exhibit 72. In addition to locations with sidewalks, the County maintains approximately 284 miles of roadway where a shoulder of 4 feet or more exists on at least one side of the road. Although these locations do not have sidewalk, their wide shoulders can facilitate mobility for active mode users.

Bicycle

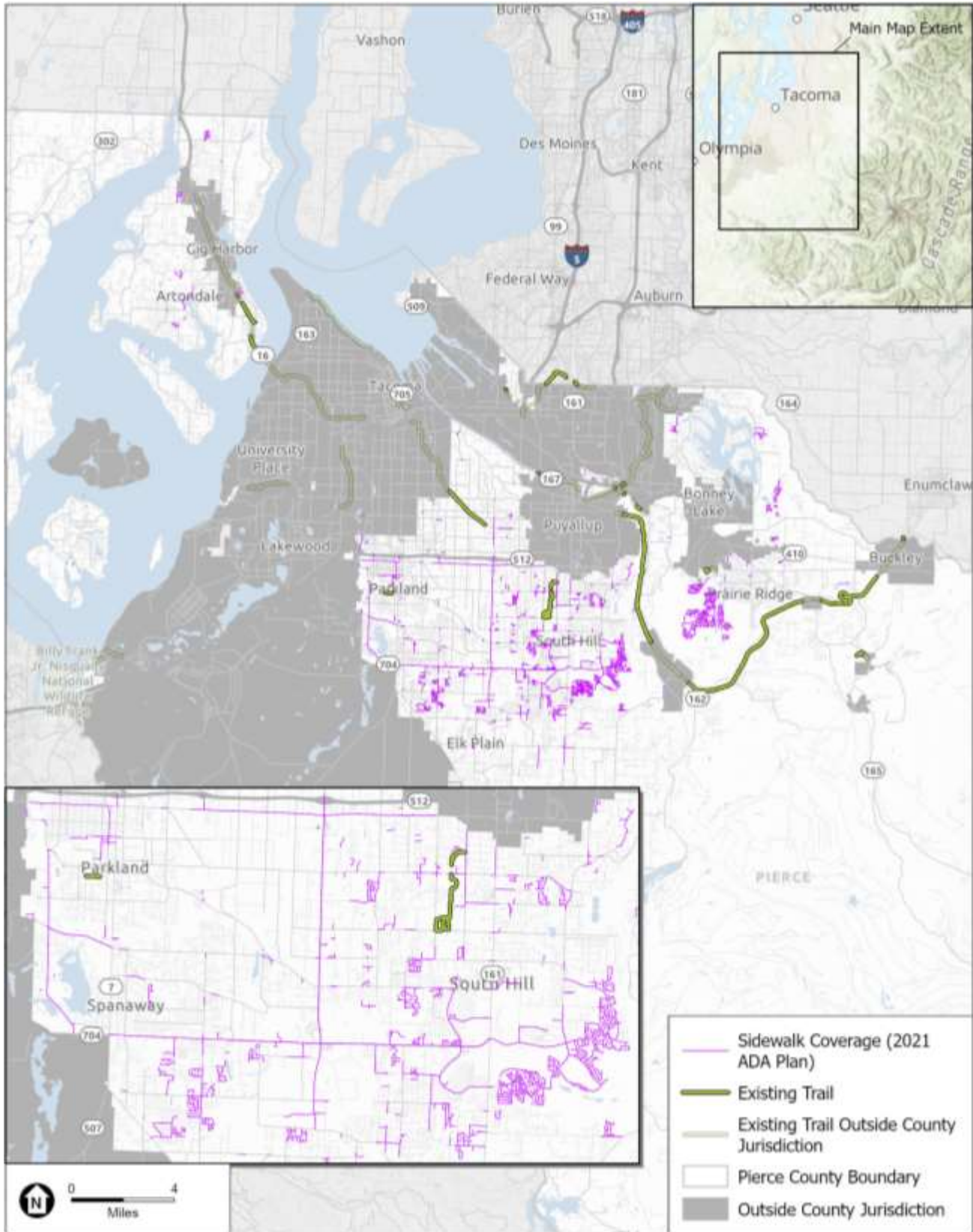
There are currently 18 miles of striped bicycle lanes along arterial roadways maintained by Pierce County. These facilities are shown in Exhibit 73. The County also maintains approximately 123 miles of roadway with shoulders 4 feet or wider on at least one side of the road, which could feasibly serve bicyclists.

Trails

In addition to pedestrian and bicycle facilities maintained by the County, the County also maintains approximately 23.5 miles of paved trails, classified as Regional and Connector Trails. These trails range in terms of surface type and grade, and connect both local and regional centers. The County has also planned several other Regional and Connector Trails to further expand trail access throughout the County. A map of trails included in the Regional Trails Plan is shown in Exhibit 74.

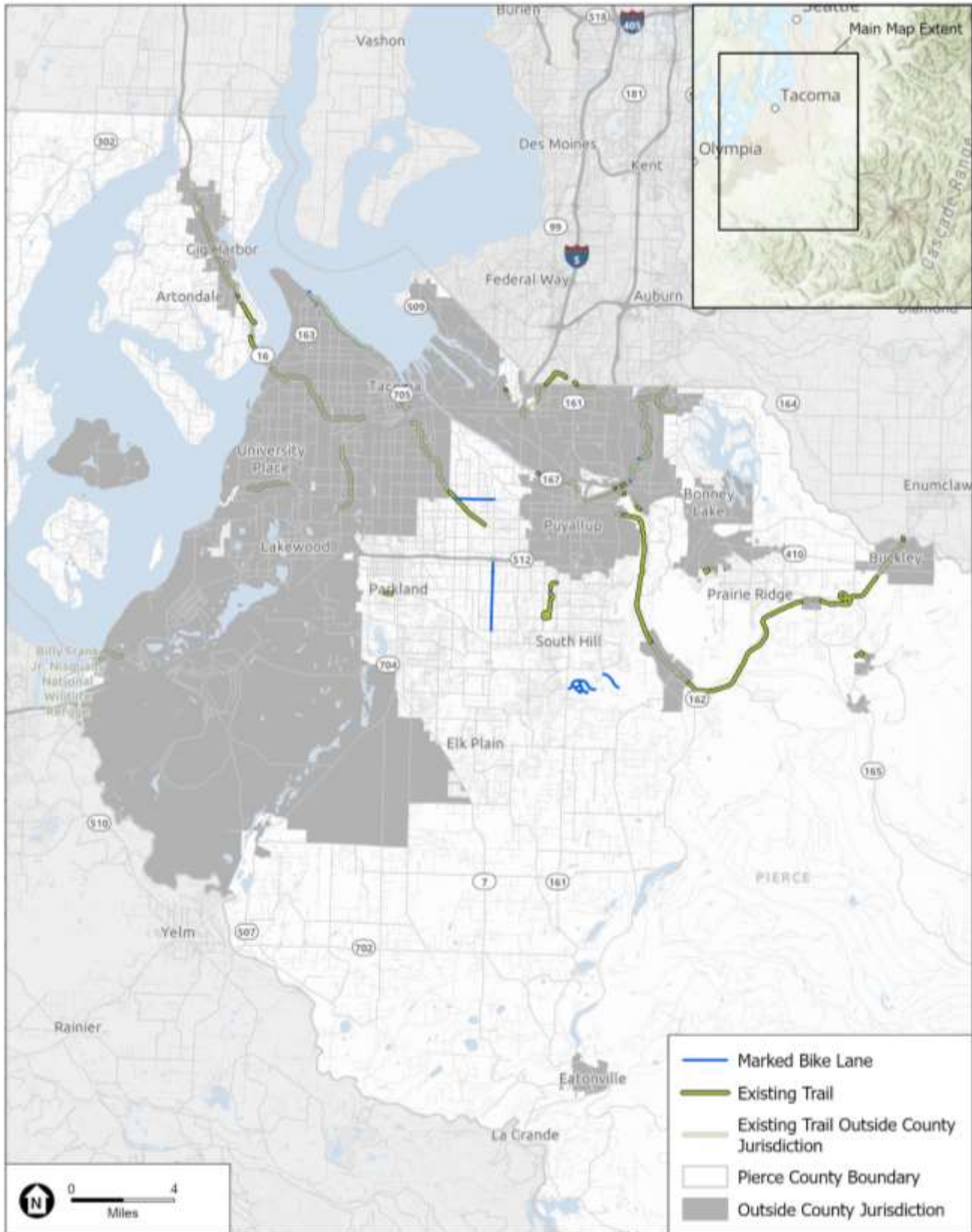
² [GIS-Mo" database.](#)

Exhibit 72. County-Maintained Pedestrian Facilities, 2024



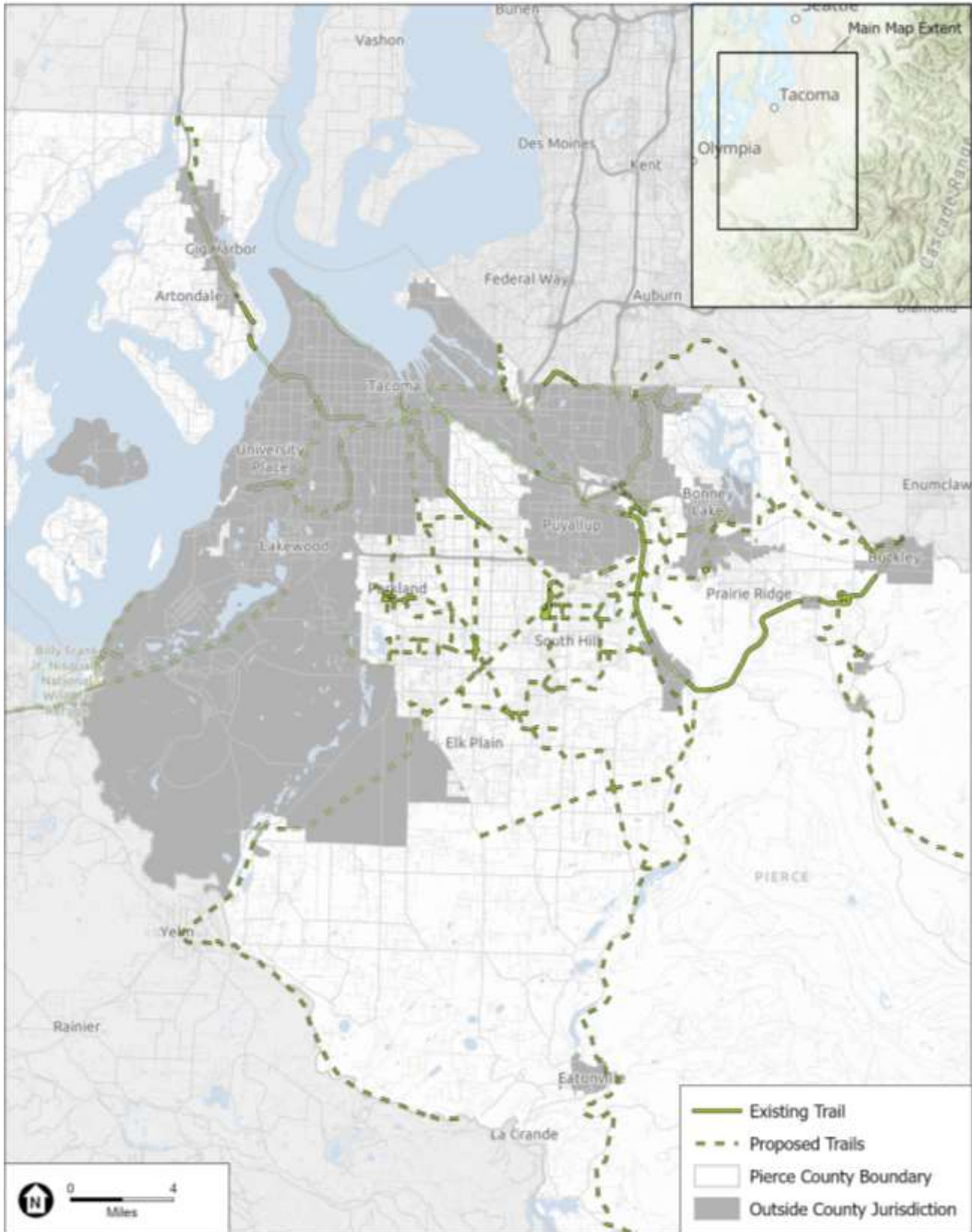
Sources: Pierce County, 2024; Fehr & Peers, 2024.

Exhibit 73. County-Maintained Bicycle Facilities, 2024



Sources: Pierce County, 2024; Fehr & Peers, 2024.

Exhibit 74. Pierce County Regional Trails Plan



Sources: Pierce County, 2024; Fehr & Peers, 2024.

Level of Service Standards

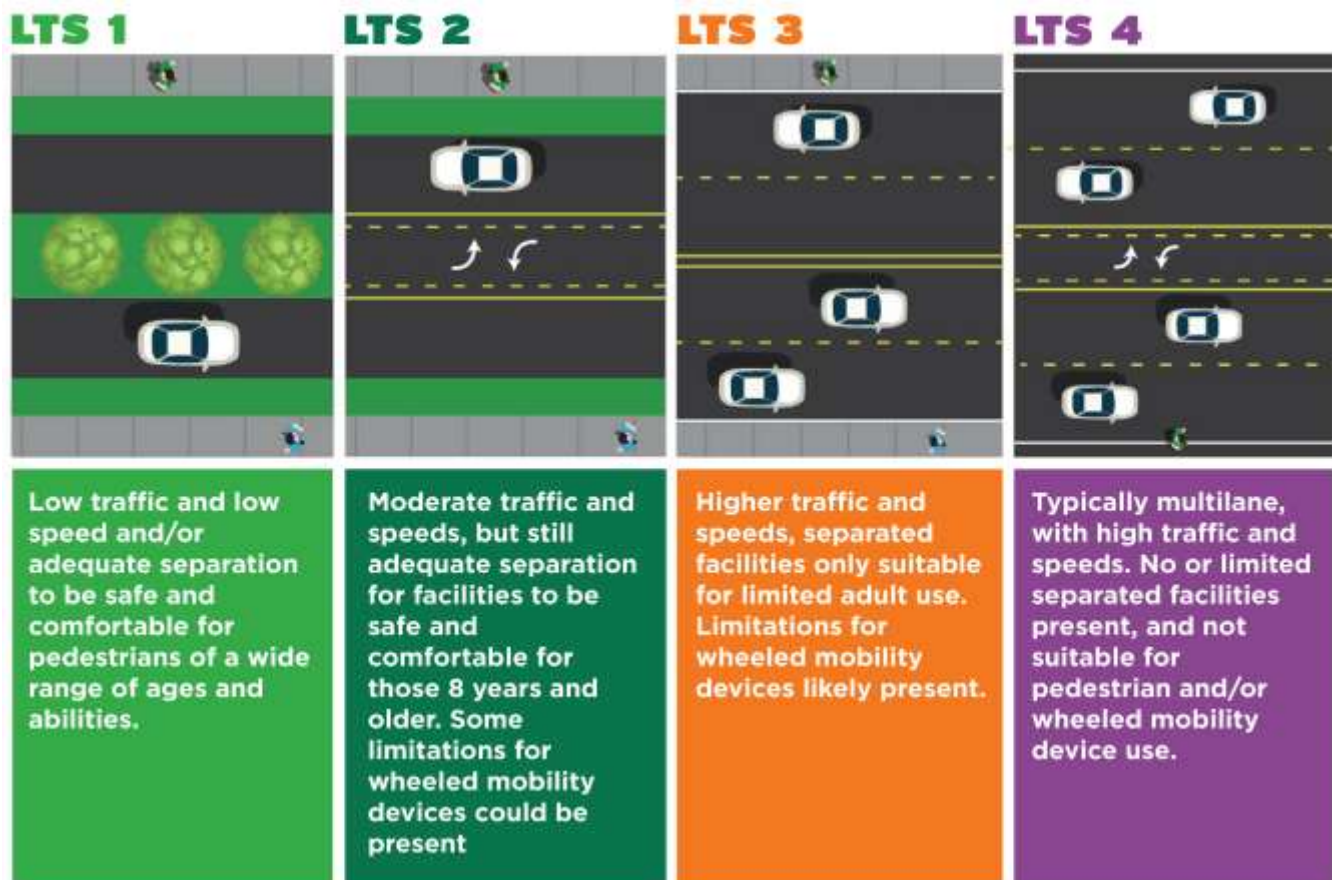
In line with the County's transition towards a multi-modal transportation approach, the County has adopted a level of traffic stress metric to use as a performance measure for pedestrian and bicycle facilities along roadway segments. These metrics were developed based on extensive research and similar procedures that are used in many jurisdictions throughout the nation.

Level of traffic stress (LTS) is used to assess conditions of pedestrian and bicycle facilities in unincorporated Pierce County between intersections. LTS is split into four levels, summarized in Exhibit 75 for pedestrian LTS and Exhibit 76 for bicycle LTS. LTS is calculated based on the following inputs:

- Type of active transportation facility.
- Arterial traffic daily volume.
- Speed limit in miles per hour.

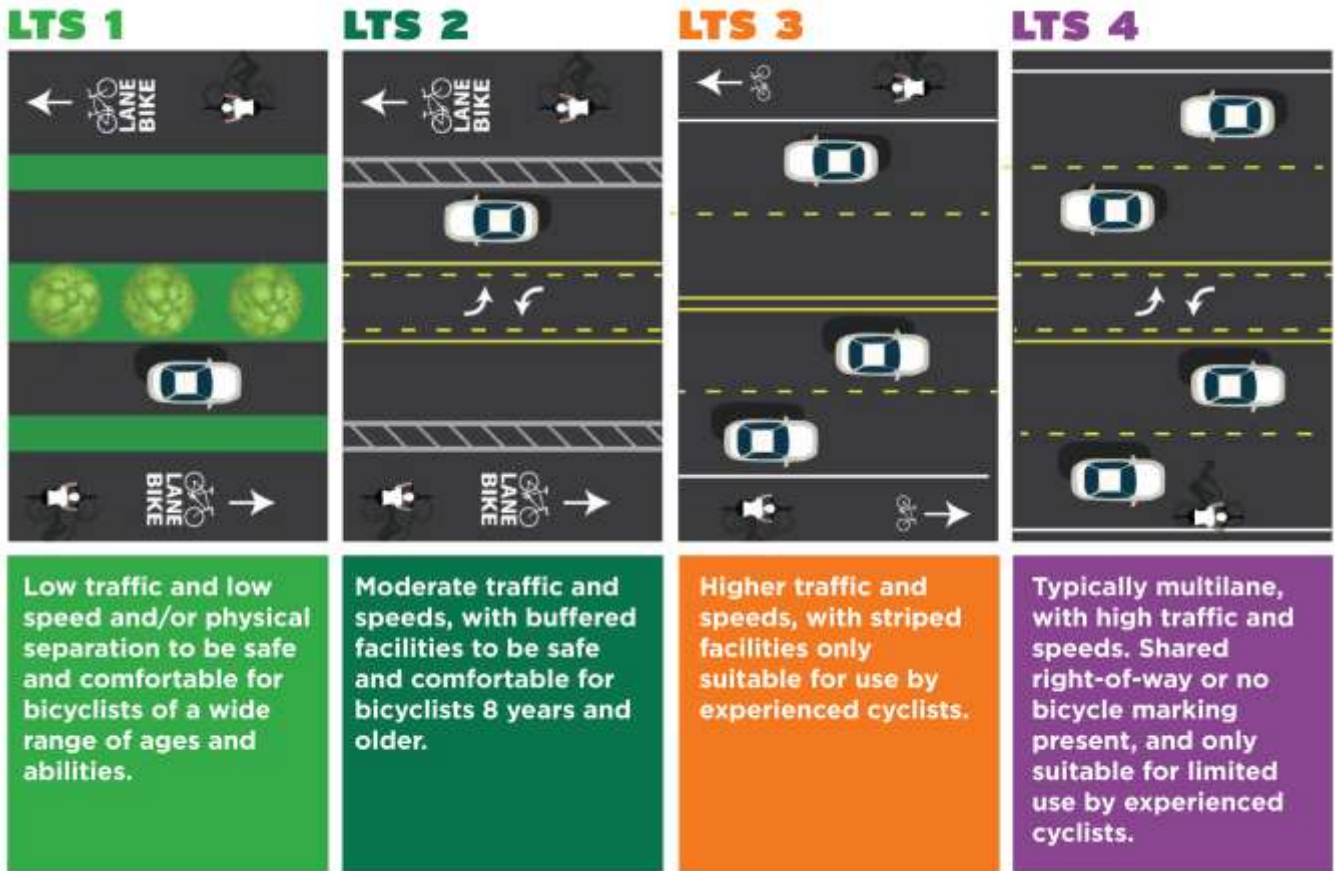
Exhibit 77 and Exhibit 78 provide thresholds for pedestrian and bicycle Level of Traffic Stress (LTS) as established by the County staff. Considering the type of facility, traffic volume, and speed limit, LTS facilitates informed decision-making for pedestrian and bicycle transportation planning.

Exhibit 75. Pedestrian Level of Traffic Stress



Source: Pierce County, 2024; Washington Department of Transportation, 2024.

Exhibit 76. Bicycle Level of Traffic Stress



Source: Pierce County, 2024; Washington Department of Transportation, 2024.

Exhibit 77. Pedestrian LTS Thresholds

Roadway Characteristics		Pedestrian Facility Component		
Speed Limit (mph)	Arterial Traffic Daily Volume (AADT)	No Shoulder/ Gravel Shoulder	Sidewalk	Separated Path/Trail
25 or less	3k or less	4	1	1
	3k to 7k	4	1	1
	7k or more	4	1	1
30	10k or less	4	1	1
	10k to 25k	4	1	1
	25k or more	4	1	1
35	10k or less	4	1	1
	10k to 25k	4	2	1
	25k or more	4	2	1
40	10k or less	4	2	1
	10k to 25k	4	3	1
	25k or more	4	3	1
45 or more	10k or less	4	3	1
	10k to 25k	4	3	1
	25k or more	4	3	1

Abbreviations: AADT = annualized average daily traffic; LTS = level of traffic stress; mph= miles per hour, k = 1,000.
Source: Pierce County, 2024.

Exhibit 78. Bicycle LTS Thresholds

Roadway Characteristics		Bicycle Facility Component					
Speed Limit (mph)	Arterial Traffic Daily Volume (AADT)	No Marking or Sharrow Lane Marking	Paved Shoulder*	Striped and Signed Bike Lane	Buffered Bike Lane (horizontal)	Protected Bike Lane (vertical)	Physically Separated Bikeway/Trail
25 or less	3k or less	1	1	1	1	1	1
	3k to 7k	3	2	2	1	1	1
	7k or more	3	2	2	2	1	1
30	10k or less	3	3	2	2	1	1
	10k to 25k	4	3	3	2	2	1
	25k or more	4	3	3	3	2	1
35	10k or less	4	3	3	3	2	1
	10k to 25k	4	3	3	3	3	1
	25k or more	4	4	3	3	3	1
40	10k or less	4	4	4	3	3	1
	10k to 25k	4	4	4	3	3	1
	25k or more	4	4	4	4	3	1
45 or more	10k or less	4	4	4	4	4	1
	10k to 25k	4	4	4	4	4	1
	25k or more	4	4	4	4	4	1

Abbreviations: AADT = annualized average daily traffic; LTS = level of traffic stress; mph= miles per hour, k = 1,000.
*Paved shoulder measures at least 4 feet wide from edge line to pavement end.

Source: Pierce County, 2024.

Pedestrian

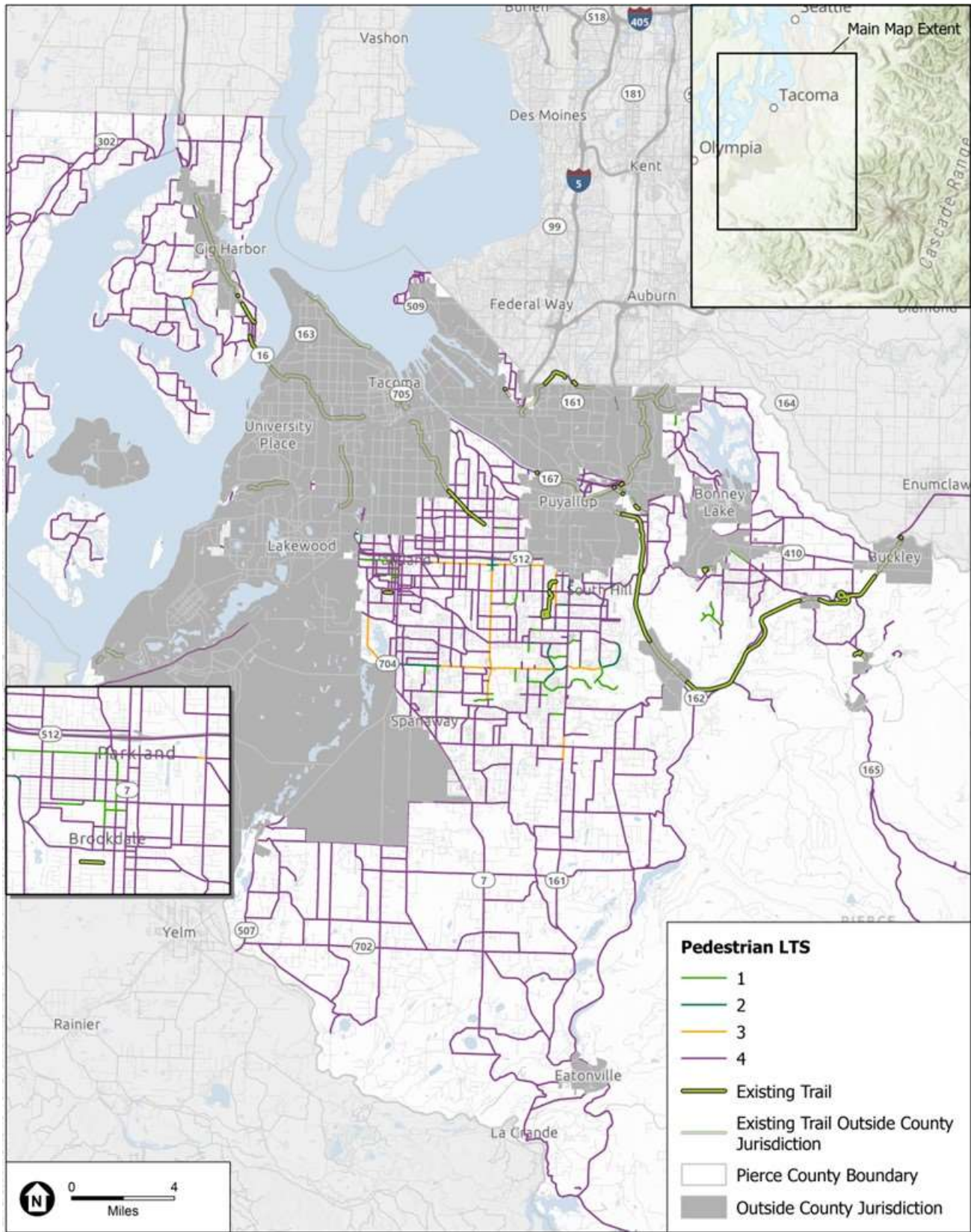
Existing (2018) Conditions

Exhibit 79 shows pedestrian facility LTS on arterials within unincorporated Pierce County. The County recognizes that some trip-making requires walking on roads due to necessity, regardless of conditions. This underscores the importance of understanding the current LTS experienced on all arterial facilities, irrespective of whether facilities currently exist. LTS trends show that most arterial segments are LTS 4, meaning they are not suitable for pedestrian use. Although not shown in Exhibit 79, most local roadways are either LTS 1 or LTS 2.

2044 Conditions

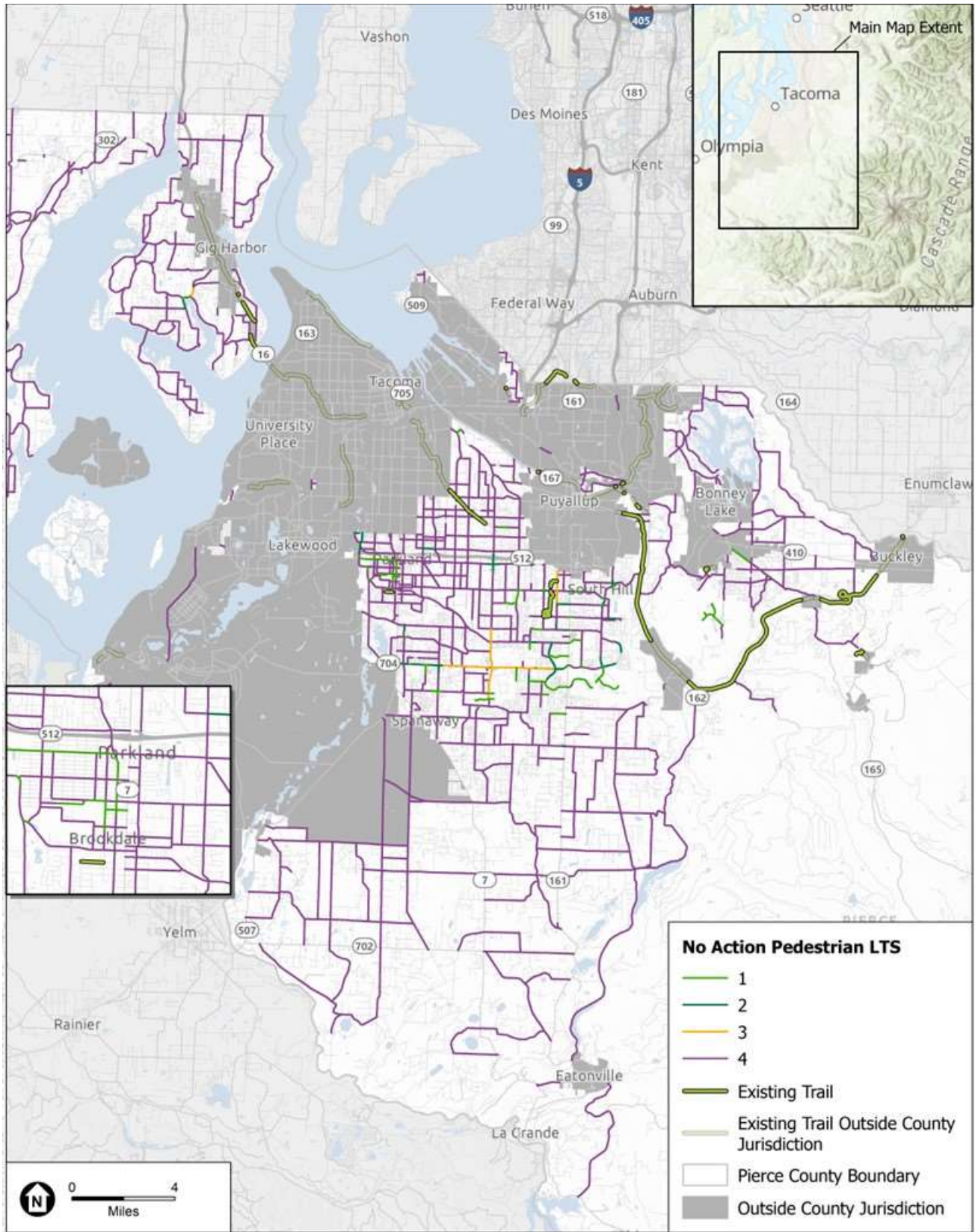
The level of traffic stress presented in Exhibit 80 represents the pedestrian facility performance under 2044 conditions. As part of its most recent Transportation Element update, the County defined a pedestrian priority network that shows the aspirational level of traffic stress along key County arterials. The County also performed prioritization scoring to identify segments that would be a high priority for investment by 2044. Segments considered a high priority for investment by 2044 are provided in Exhibit 81.

Exhibit 79. Pedestrian LTS on Arterial Network (2018)



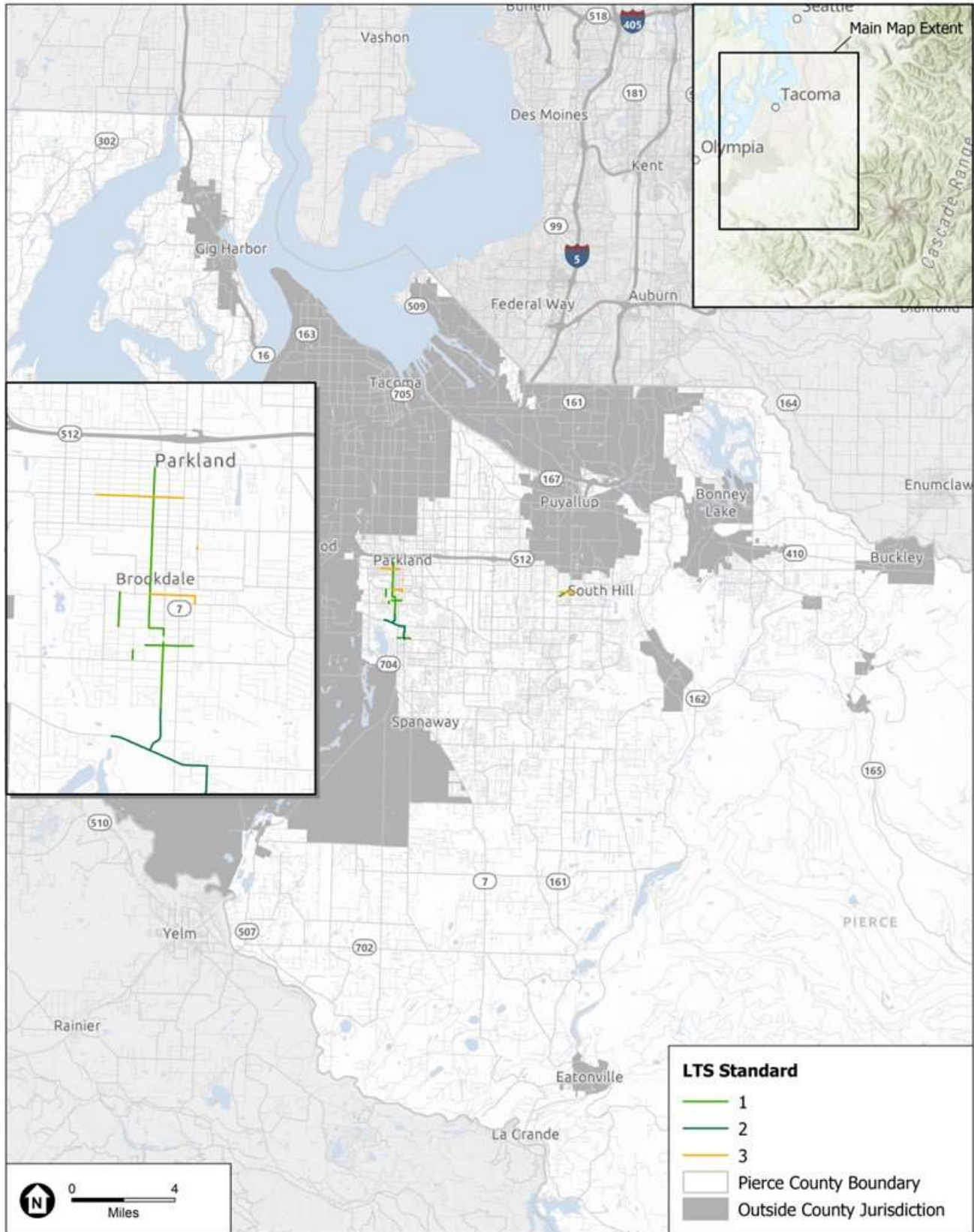
Sources: Pierce County, 2024; Fehr & Peers, 2024.

Exhibit 80. Pedestrian LTS on Arterial Network (2044)



Sources: Pierce County, 2024; Fehr & Peers, 2024.

Exhibit 81. LTS Standards on High-Priority Segments for Pedestrian Investment



Sources: Pierce County, 2024; Fehr & Peers, 2024.

Bicycle

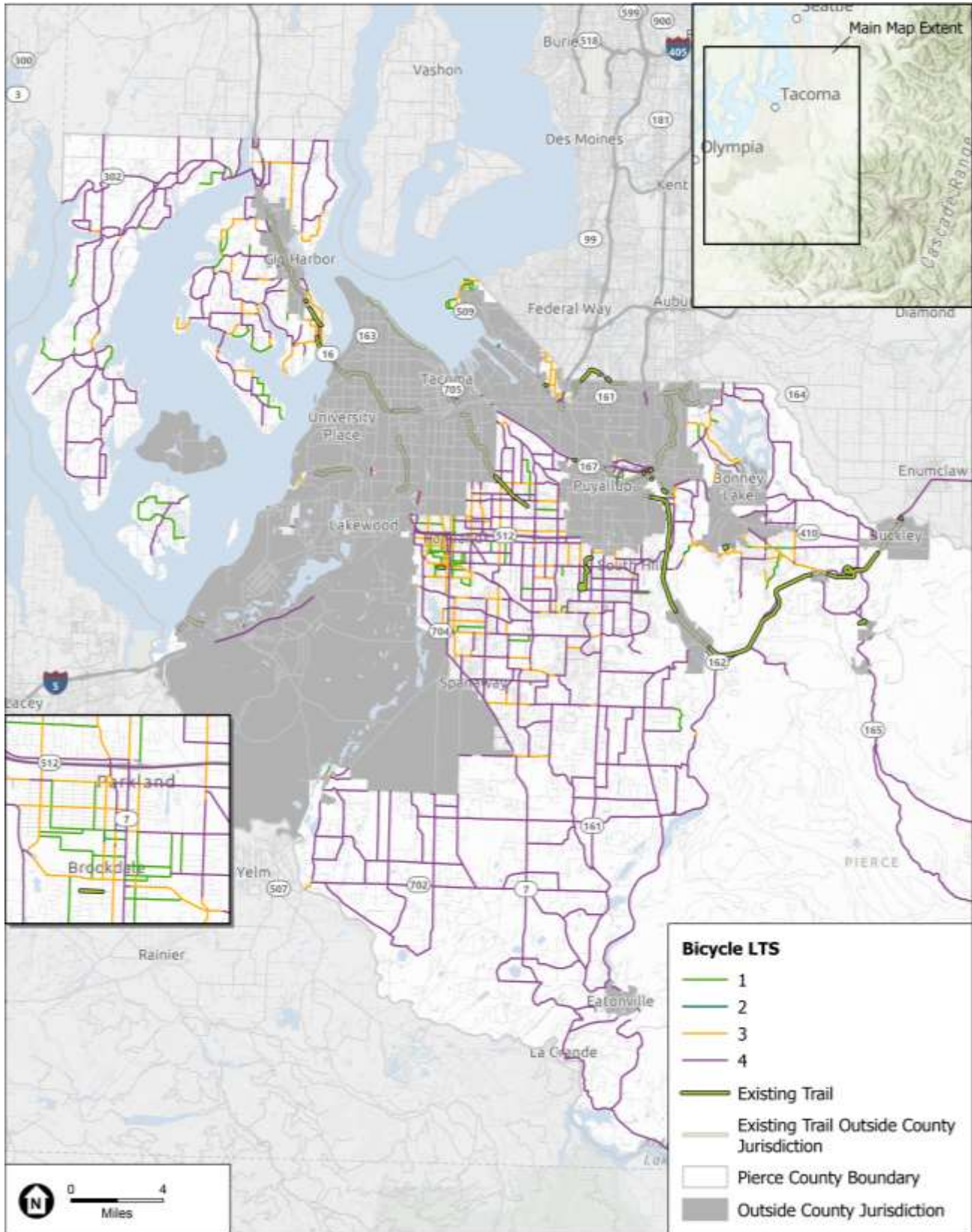
Existing (2018) Conditions

Exhibit 82 shows bicycle facility LTS on arterials within unincorporated Pierce County. The County recognizes that some trip-making requires biking on roads due to necessity, regardless of conditions. This underscores the importance of understanding the current LTS experienced on all arterial facilities, irrespective of whether facilities currently exist. LTS trends show that most arterial segments are LTS 4, meaning they are uncomfortable for most bicyclists. Although not shown in Exhibit 82, most local roadways are either LTS 1 or LTS 2.

2044 Conditions

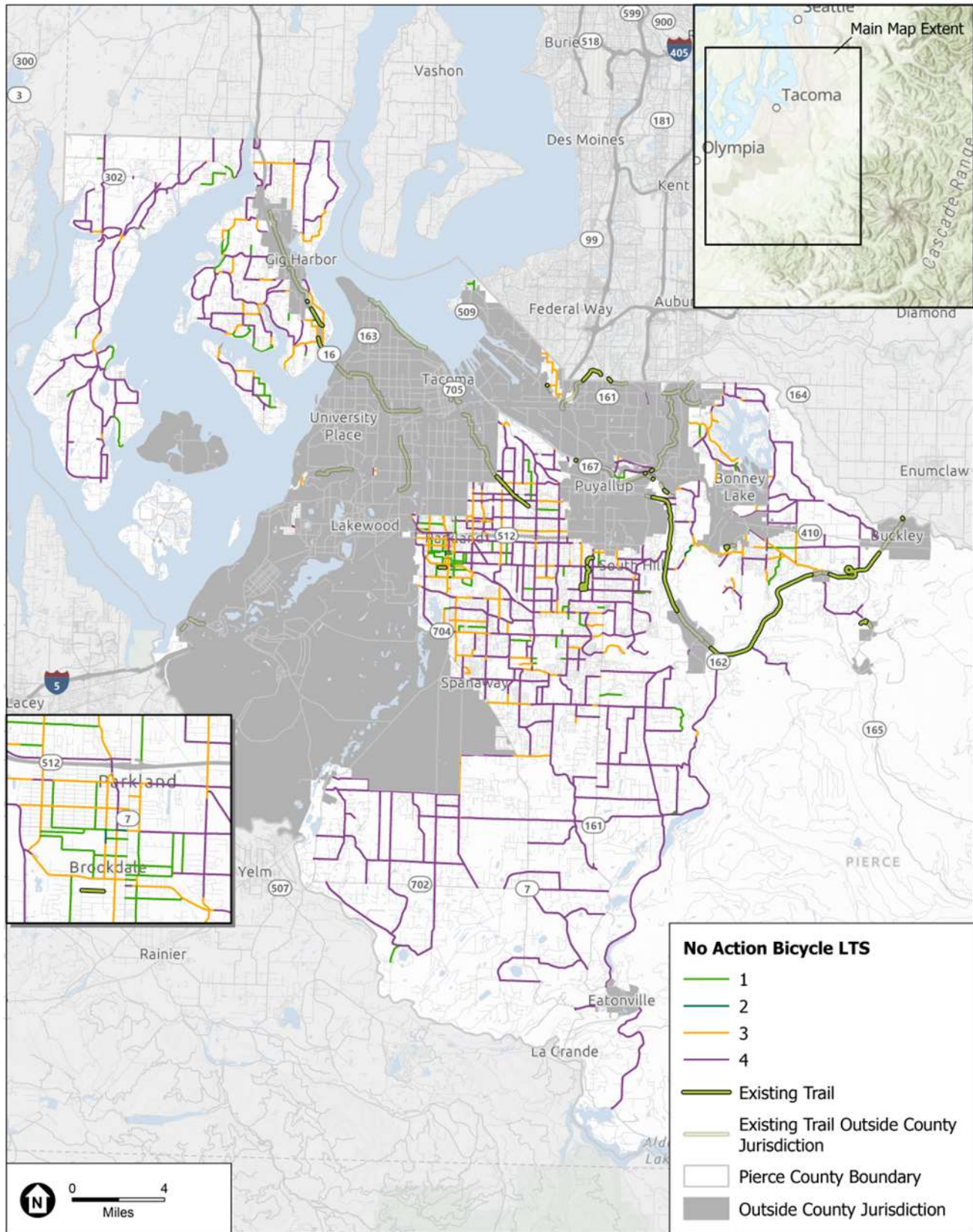
The level of traffic stress presented in Exhibit 83 represents the bicycle facility performance under 2044 conditions. As part of its most recent Transportation Element update, the County defined a bicycle priority network that shows the aspirational level of traffic stress along key County arterials. The County also performed prioritization scoring to identify segments that would be a high priority for near-term investment by 2044. Segments considered a high priority for investment by 2044 are provided in Exhibit 84

Exhibit 82. Bicycle LTS on Arterial Network (2018)



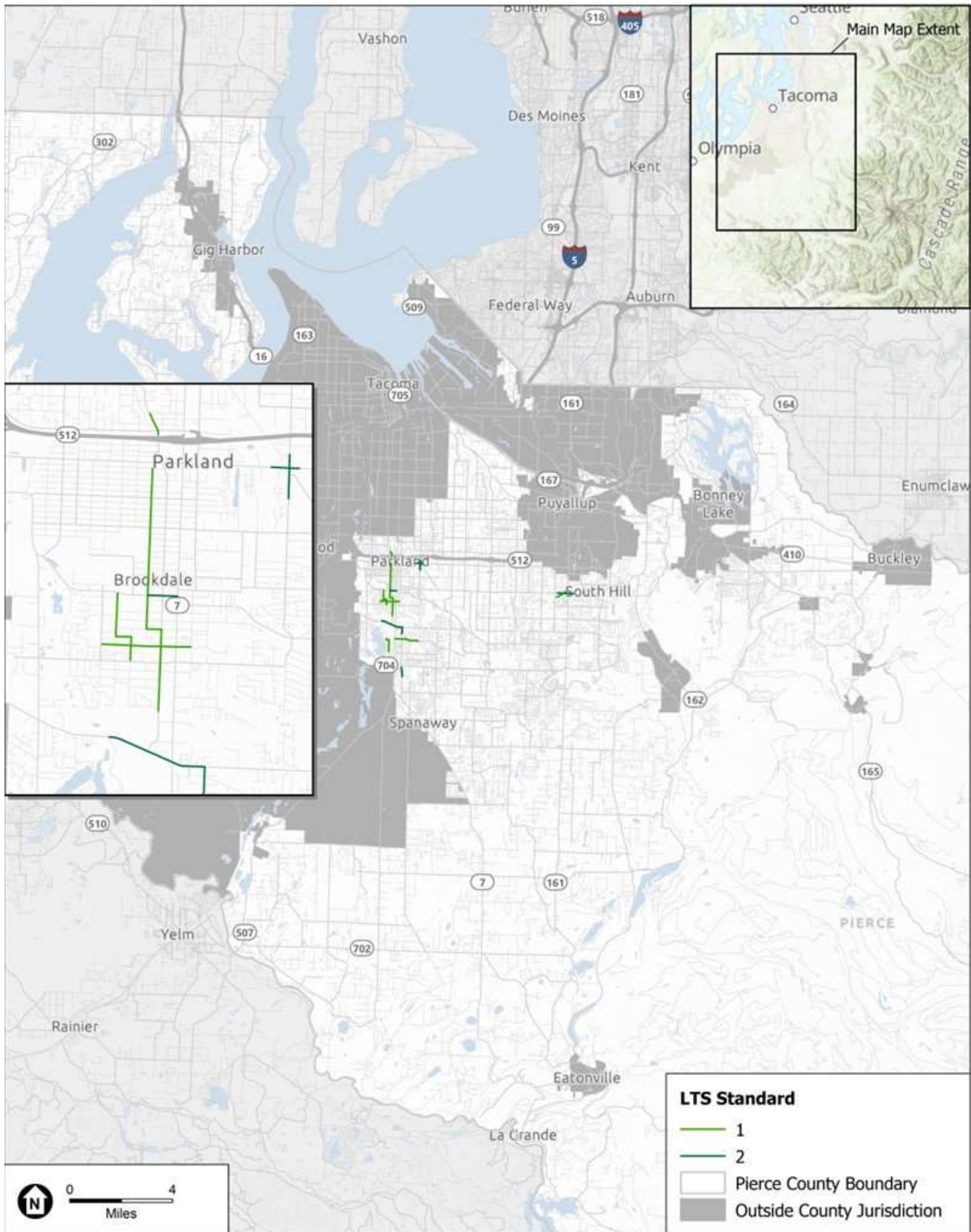
Sources: Pierce County, 2024; Fehr & Peers, 2024.

Exhibit 83. Bicycle LTS on Arterial Network (2044)



Sources: Pierce County, 2024; Fehr & Peers, 2024.

Exhibit 84. LTS Standards on High-Priority Segments for Bicycle Investment



Sources: Pierce County, 2024; Fehr & Peers, 2024.

Project Summary

Recent and Ongoing Major Accomplishments

- In 2020, the County completed an Americans with Disabilities Act (ADA) Transition Plan to identify facilities within the public right-of-way that need to comply with the ADA. The plan outlines how facilities will be assessed/prioritized; how much it will cost and how it will be funded; a timeline for improvements; and updates to design standards and procedures so that new facilities comply.
- The County updates its GIS-Mo database annually to have an up-to-date inventory of sidewalk, bicycle, and other active transportation infrastructure. This informs current and future investment in active transportation facilities.
- The County is currently in the process of developing a countywide Vision Zero Action Plan, with the goal of attaining zero fatalities and serious injury collisions among all modes of transportation in unincorporated Pierce County by 2035. As part of this plan, the County will identify active transportation improvements to improve pedestrian and bicycle safety.

Non-Capital Alternatives

The following non-capital alternatives include strategies, programs, technologies, and other alternatives that do not require capital improvement projects to achieve the LOS standards for active transportation capital facilities. Non-capital measures to encourage pedestrian and bicycle infrastructure use may include Transportation Demand Management (TDM) programs and improved transit services.

Capital Projects

A portion of projects found in the County's 2024-2029 Six-Year TIP represent the County's best estimate of capital-related investment (including preliminary, final engineering, right-of-way acquisition, and construction) in its active transportation system over the next six years. The total estimated cost for this effort, not including other road system projects from the 2024-2029 TIP in Exhibit 70, is \$45,029,000 from 2024-2029. See Exhibit 85. The CFP adopts by reference the TIP, as amended. Exhibit 85 also identifies projects with costs from 2030-2044. There are also two projects from the Parks and Recreation portion of the Capital Facilities Plan that will play a role in meeting active transportation concurrency (see the Parkland Community Trail projects in Exhibit 85 and Exhibit 106 under Parks and Recreation). Road system projects from the 2024-2029 TIP are discussed under **Error! Reference source not found.** (see Exhibit 70).

The County budgets, administers, and delivers the active transportation projects through the Public Works Construction Fund. The Construction Fund includes federal funding programs, state funding programs, County road funds, traffic impact fees, SEPA-based developer mitigation fund, and other miscellaneous funds.

Exhibit 85. Active Transportation—Planned Capital Projects, 2024-2044

Project Name	2024	2025	2026	2027	2028	2029	2030-2044	Total 2024-2044
090 AV E - MULTI-USE PATH (128 St E to 126 St E)	\$125,000	\$30,000	—	—	—	—	—	\$155,000
138 ST S (Park Av to Spanaway Loop Rd S)	—	\$100,000	—	—	—	—	—	\$100,000
138 ST S (SR-7 (Pacific Av) to Park Av)	\$119,000	\$119,000	\$119,000	\$119,000	\$118,000	—	—	\$594,000
159 ST S / 159 ST E (SR 7 to 3 Av Ct E)	\$605,000	\$600,000	\$2,883,000	\$500,000	—	—	\$20,000	\$4,608,000
160 ST E (66 Av E to 81 Av E)	\$63,000	—	—	—	—	—	\$80,000	\$143,000
I-5 / JBLM SHARED USE PATH (Steilacoom Dupont Rd/East Dr/Huggins Meyer Rd/Wharf Rd to Lakewood City Limits)	\$250,000	\$2,050,000	\$1,600,000	\$4,750,000	\$9,000,000	\$9,000,000	—	\$26,650,000
LAKELAND HILLS WY - CROSSWALK (Intersection of Lakeland Hills WY and 22 St E)	\$250,000	—	—	—	—	—	—	\$250,000
ACTIVE TRANSPORTATION PROGRAM (Various locations)	—	\$450,000	\$400,000	\$400,000	\$440,000	\$440,000	—	\$2,130,000
ADA IMPROVEMENT PROGRAM - 2024 (Various Locations)	\$443,000	\$4,000	—	—	—	—	—	\$447,000
ADA IMPROVEMENT PROGRAM - 2025 (Various locations)	\$100,000	\$425,000	—	—	—	—	—	\$525,000
ADA PROGRAM - 2026-2029 (Countywide)	—	\$25,000	\$425,000	\$425,000	\$470,000	\$470,000	—	\$1,815,000
SAFE ROUTE TO SCHOOL - 104 ST E (East of 16 Av E to Portland Av E)	\$260,000	\$740,000	\$4,000	—	—	—	\$76,000	\$1,080,000
SAFE ROUTE TO SCHOOL - 144 ST E (126 Av E to Hunt Elementary)	\$100,000	\$100,000	—	—	—	—	\$1,740,000	\$1,940,000
SAFE ROUTE TO SCHOOL - B ST E (156 St E to 152 St E)	\$125,000	\$125,000	\$125,000	\$125,000	\$129,000	—	\$1,111,000	\$1,740,000
SAFE ROUTES TO SCHOOL - 104 ST E (Golden Given Rd E to 16 Av E)	\$110,000	\$441,000	\$600,000	—	—	—	\$26,000	\$1,177,000
SAFE ROUTES TO SCHOOL - 136 ST E (97 Ave E (Pvt) to SR-161)	\$35,000	\$298,000	\$4,000	—	—	—	\$13,000	\$350,000
SAFE ROUTES TO SCHOOL - 168 AV E (B St to 13 Av Ct E)	\$175,000	\$405,000	\$541,000	—	—	—	\$18,000	\$1,139,000
SAFE ROUTES TO SCHOOL PROGRAM (Various locations)	\$50,000	\$50,000	\$50,000	\$50,000	\$55,000	\$55,000	—	\$310,000
CENTERS & CORRIDORS	\$700,000	\$1,000,000	\$300,000	\$300,000	\$330,000	\$330,000	—	\$2,960,000
Pipeline Trail - Orangegate to Half Dollar Park	—	—	—	—	—	—	\$10,969,326	\$10,969,326
108th St S Bike Lane (20th Ave to SR 7 (Pacific Ave))	—	—	—	—	—	—	\$4,638,017	\$4,638,017
112th St S Sidewalk/Bike Lane (Steele St S to Portland Ave S)	—	—	—	—	—	—	\$18,008,165	\$18,008,165
Tule Lake Rd S Bike Lane (Spanaway Loop Rd S to 13th Ave S)	—	—	—	—	—	—	\$2,681,847	\$2,681,847
Parkland Community Trail (Pacific Lutheran University (PLU) to Tule Lake Rd S)	—	—	—	—	—	—	\$1,590,909	\$1,590,909
Parkland Community Trail (Gonyea Playfield to SR 7)	—	—	—	—	—	—	\$1,875,000	\$1,875,000
152nd St E Sidewalk/Bike Lane (Bresemann Blvd S to 13th Ave Ct)	—	—	—	—	—	—	\$11,230,040	\$11,230,040
Spanaway Community Trail (176th St E to Spanaway Park)	—	—	—	—	—	—	\$3,437,500	\$3,437,500
Parkland Community Trail (96th St S to 134th St S)	—	—	—	—	—	—	\$7,329,545	\$7,329,545
Tule Lake Rd S Bike Lane (Park Ave S to SR 7 (Pacific Ave))	—	—	—	—	—	—	\$1,262,045	\$1,262,045
Parkland Community Trail (Park Ave S to Harry Sprinker Recreation Center)	—	—	—	—	—	—	\$3,522,727	\$3,522,727

Project Name	2024	2025	2026	2027	2028	2029	2030-2044	Total 2024-2044
Spanaway Community Trail (Park Ave Connector to Spanaway Lake High School)	—	—	—	—	—	—	\$4,232,955	\$4,232,955
Spanaway Community Trail (Spanaway Lake HS to Spanaway Park)	—	—	—	—	—	—	\$4,232,955	\$4,232,955
B St E Sidewalk/Bike Lane (152nd St E to 156th St E)	—	—	—	—	—	—	\$1,577,557	\$1,577,557
B St E Sidewalk/Bike Lane (176th St to 192nd St)	—	—	—	—	—	—	\$9,258,426	\$9,258,426
128th St E Sidewalk/Bike Lane (6th Ave E to Golden Given Rd)	—	—	—	—	—	—	\$1,230,494	\$1,230,494
8th Ave E/Spanaway Community Trail (192nd St E to 200th St E)	—	—	—	—	—	—	\$1,505,682	\$1,505,682
8th Ave E Sidewalk/Bike Lane (200th St E to 208th St E)	—	—	—	—	—	—	\$2,417,523	\$2,417,523
200th St E/10th Ave E (8th Ave E to SR 7)	—	—	—	—	—	—	\$1,250,000	\$1,250,000
Golden Given Rd E Sidewalk/Bike Lane (95th St E to 128th St E)	—	—	—	—	—	—	\$11,597,199	\$11,597,199
128th St E Sidewalk/Bike Lane (94th Ave E to 111th Ave E)	—	—	—	—	—	—	\$7,261,602	\$7,261,602
Central Pierce BPA Trail (94th Ave E to Meridian Ave E)	—	—	—	—	—	—	\$1,875,000	\$1,875,000
(2030-2044) ADA Program	—	—	—	—	—	—	\$8,549,000	\$8,549,000
(2030-2044) Active Transportation Program	—	—	—	—	—	—	\$6,650,000	\$6,650,000
(2030-2044) SRTS	—	—	—	—	—	—	\$950,000	\$950,000
Total	\$3,510,000	\$6,962,000	\$7,051,000	\$6,669,000	\$10,542,000	\$10,295,000	\$132,217,514	\$177,246,514

Note: Priorities may change over time and new funding sources may become available or existing funding sources may be eliminated or shifted. 2024-2029 totals include active transportation projects listed in the TIP. For 2024, 2029, combined annual costs listed here and in Exhibit 70 are equal to the total annual costs in the TIP. Sources: 2024-2029 Transportation Improvement Program (TIP), 2024; Pierce County Finance Department, 2024; Pierce County, 2024; Fehr & Peers, 2024; BERK, 2024.

Airports

Overview

Pierce County has multiple airports to serve its residents and visitors. Along with the Seattle-Tacoma International Airport in south King County, there are two military base airports, as well as several smaller public and private airports.

The largest airports in Pierce County are the military air facilities located on Joint Base Lewis McChord (JBLM) - McChord Field and Gray Field. General aviation is served by the County-owned Tacoma Narrows Airport (TIW) and Thun Field (PLU), along with several other small public and private airports. The CFP adopts by reference, as amended, the Tacoma Narrows Airport Master Plan and Thun Field Airport Master Plan.

Inventory

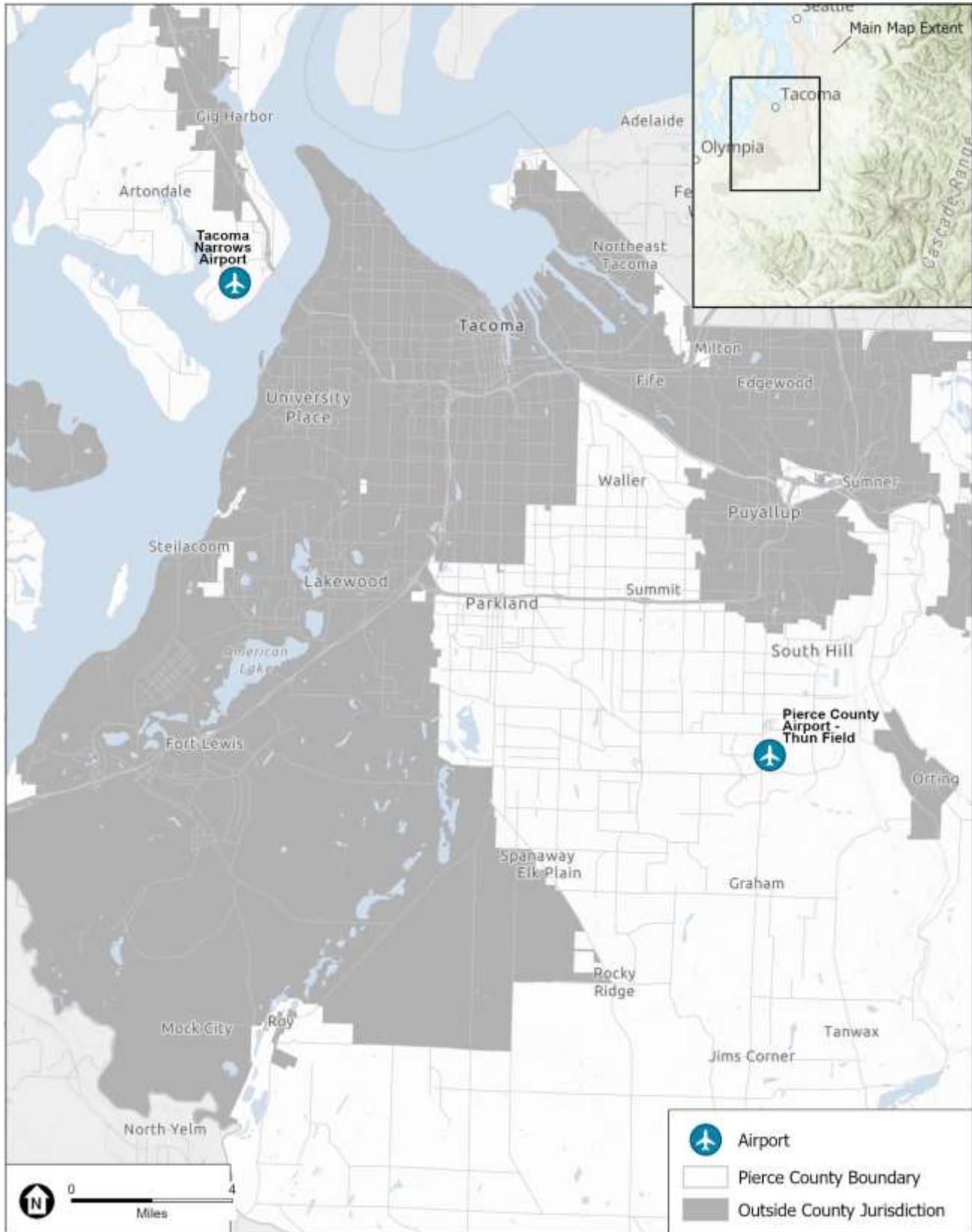
The two County airports provide general and corporate aviation access to the east of Pierce County and extreme western parts of the Puget Sound near Gig Harbor. These airports remain open 24 hours a day, 365 days a year, and are available for day-to-day general aviation service and emergency response/search and rescue support as needed. A summary of the current facility inventory for these two County airports, including the number of hangar units, tie-downs (anchor points for non-hangered smaller aircraft), and an estimate of annual operations (number of flights), is provided in Exhibit 86. A map showing the locations of these facilities is provided in Exhibit 87.

Exhibit 86. Pierce County Airport System—Current Facilities Inventory, 2022

Facility	Hangar Units	Percent Occupied	Tie-Downs	Percent Occupied	Annual Operations
Pierce County Airport-Thun Field Puyallup	50	90%	103	72%	111,000
Tacoma Narrows Airport Gig Harbor	78	99%	42	100%	93,200

Source: Pierce County, 2023; Fehr & Peers, 2023.

Exhibit 87. Pierce County Airport System—Current Facilities Locations, 2023



Sources: Pierce County, 2023; Fehr & Peers, 2023.

Level of Service Standards

The GMA recognizes general aviation airports as essential public facilities and requires that the capital needs of these facilities be considered in the Comprehensive Plan and CFP. The Pierce County Comprehensive Plan adopts the LOS for County-owned airports detailed in the Tacoma Narrows Airport Master Plan Update and Thun Field Airport Master Plan, as amended (Exhibit 1).

Adopted LOS for these two airports is currently based on annual aircraft operations and the capacity of runways to serve these operations. Exhibit 88 shows the annual aircraft operations and operational capacity for both airports, including estimates for 2023, 2024, 2029 and 2044. Existing capacity at both airports is anticipated to sufficiently support population growth through at least 2044. The aircraft operations forecasts were derived based on the following assumptions:³

- Linear population growth rate of approximately 1.10% annually, countywide.
- Operations per Based Aircraft (OPBA) of approximately 670 OPBA for TIW and 507 for PLU.⁴
- 2023 operations estimates, as provided in the most recently adopted 6-year CFP.

Exhibit 88. Pierce County Airports— Existing and Future LOS Analysis (Takeoffs and Landings)

Year	Countywide Population	Aircraft Operations Usage	Aircraft Operations Capacity	Net Reserve / (Deficit)
Thun Field				
2020 (Census)	921,130	104,000	150,000	46,000
2023 (OFM)	946,300	111,600	150,000	38,400
2024	956,942	112,600	150,000	37,400
2029	1,011,974	123,950	150,000	26,050
2044	1,196,798	152,000	150,000	(2,000)
Tacoma Narrows				
2020 (Census)	921,130	87,000	230,000	143,000
2023 (OFM)	946,300	93,200	230,000	136,800
2024	956,942	93,700	230,000	136,300
2029	1,011,974	97,160	230,000	132,840
2044	1,196,798	119,100	230,000	110,900

Notes: The 2020 Census and 2044 population projection are consistent with the adopted CPPs. The 2023 population estimate is from OFM's "April 1, 2023 Population of Cities, Towns and Counties" and the 2024-2029 population estimates are based on the CAGR from 2023-2044.

Source: Pierce County CPPs Appendix A, 2022; OFM, 2023; Pierce County, 2023; BERK, 2023; Fehr & Peers, 2023.

³ These assumptions are consistent with the assumptions used to develop previous forecasts in the most recently adopted TIW Airport Master Plan (2015). Growth rates were updated based on the most recently derived population growth rates, in addition to the most up-to-date FAA estimates for GA and Taxi aircraft growth.

⁴ These were derived from based aircraft and annual operations numbers obtained from the most recent FAA 5010-1 Airport Master Records for both TIW and PLU (2019).

Project Summary

Recent and Ongoing Major Accomplishments

- Removed obstruction surrounding the airports consistent with FAA requirements.
- Relocated/removed stormwater facility and relocated/expanded several taxiways at Tacoma Narrows Airport to meet FAA standards.
- Expand the pump house capacity and added two water reservoirs, two fire pumps, additional water meters, and three booster pumps at Tacoma Narrows Airport.

Non-Capital Alternatives

The Airport Master Plans detail alternatives considered for each airport to meet general aviation user demand and site constraints and to comply with FAA airport design standards consistent with the County's resources and strategic development. These include considerations related to runway length and width, taxiway systems, landside facilities, airport supporting facilities, airport access, and land use and property. Both plans include an alternatives analysis accepted by the FAA.

Capital Projects

Exhibit 89 and Exhibit 90 contain a list of capital projects for the airports identified by the County to meet the demands of growth over the next six years (2024-2029). Additional projects planned beyond the six-year period are also included as available from the Airport Master Plans. Projects at Tacoma Narrows Airport and Thun Field are estimated to cost \$23,067,510 and \$7,801,670, respectively, over the next six years (2024-2029). Priorities may change over time and new funding sources may become available or existing funding sources may be eliminated or shifted. Changes in the aviation industry, economic environment, and numerous other factors may also require adjustments in timing of planned improvements. The County will continue to regularly review and revise its airport capital projects to meet the needs of future growth and will update this section periodically as appropriate.

Exhibit 89. Tacoma Narrows Airport—Planned Capital Projects, 2024-2036

Project Description	2024	2025	2026	2027	2028	2029	2030-2036	Total 2024-2036
TIW Obstruction Removal, Fencing and Connector Relocation	\$2,436,990	—	—	—	—	—	—	\$2,436,990
TIW Master Plan Update	—	\$215,520	\$250,000	\$133,000	—	—	—	\$598,520
TIW Obstruction Removal - ROFA, 34:1, 40:1	—	—	—	\$400,000	\$3,550,000	—	—	\$3,950,000
TIW Taxiway and Pond Relocation	—	—	—	—	\$1,000,000	\$15,082,000	—	\$16,082,000
Pavement Maintenance	—	—	—	—	—	—	\$200,000	\$200,000
Property Acquisition (for Westside Dev.)	—	—	—	—	—	—	\$1,525,000	\$1,525,000
Westside Access Road - Phase II	—	—	—	—	—	—	\$675,000	\$675,000
Westside Development - Phase II	—	—	—	—	—	—	\$1,800,000	\$1,800,000
Pavement Maintenance	—	—	—	—	—	—	\$200,000	\$200,000
Total	\$2,436,990	\$215,520	\$250,000	\$533,000	\$4,550,000	\$15,082,000	\$4,400,000	\$27,467,510

Note: Projects for 2030-2044 are the total estimated costs for Airport Master Plan Phase III (2027-2036) projects not already listed in the [2024-2029 CFP](#) (in \$2015). Capital projects in the Airport Master Plan are organized in phases and not broken down by individual year. Priorities may change over time and new funding sources may become available or existing funding sources may be eliminated or shifted.

Sources: Tacoma Narrows Airport Master Plan (Table 7A, Pierce County costs), April 2016; Pierce County Finance Department, 2023; BERK, 2024.

Exhibit 90. Thun Field—Planned Capital Projects, 2024-2036

Project Description	2024	2025	2026	2027	2028	2029	2030-2044	Total 2024-2044
PLU Environmental Assessment	\$25,000	—	—	—	—	—	—	\$25,000
Thun Field Runway Widening/Strengthening/Extending	—	\$3,611,660	\$2,460,000	—	—	—	—	\$6,071,660
Thun Field Obstruction Removal	\$503,010	—	—	—	—	—	—	\$503,010
Airport Office Building Renovation	\$1,250,000	—	—	—	—	—	—	\$1,250,000
Broadband Internet/Connectivity Infrastructure	\$125,000	\$1,000	—	—	—	—	—	\$126,000
Electric Aircraft Charing Infrastructure	—	\$1,000	—	—	—	—	—	\$1,000
Hangar Electrical Rehabilitation	\$200,000	—	—	—	—	—	—	\$200,000
Master Plan Update	—	—	—	—	—	—	\$400,000	\$400,000
Eastside Taxiway System - Design	—	—	—	—	—	—	\$500,000	\$500,000
Eastside Taxiway System - Construction	—	—	—	—	—	—	\$3,700,000	\$3,700,000
Total	\$2,103,010	\$3,613,660	\$2,460,000	—	—	—	\$4,600,000	\$12,776,670

Note: Estimated project costs for 2030-2044 are total estimated costs from the Airport Master Plan (in \$2020). Priorities may change over time and new funding sources may become available or existing funding sources may be eliminated or shifted.

Sources: Thun Field Airport Master Plan (Table 5-4, local share), 2021; Pierce County Finance Department, 2023; Committee of the Whole Amendment No. 1 Proposal No. 2023-63, Passed 11/8/2023; BERK, 2024.

Ferry System

Overview

Pierce County is connected by two ferry routes. One operated by the County and the other by Washington State Department of Transportation (WSDOT). The WSDOT ferry route connects Point Defiance in Tacoma to Vashon Island. These ferry routes provide a critical transportation option for commuters and travelers looking to access these locations. In addition to this, the Pierce County Ferry System operates a ferry service that connects the town of Steilacoom, Anderson Island, and Ketron Island.

The CFP adopts by reference the Fourteen-Year Ferry Program, as amended.

Inventory

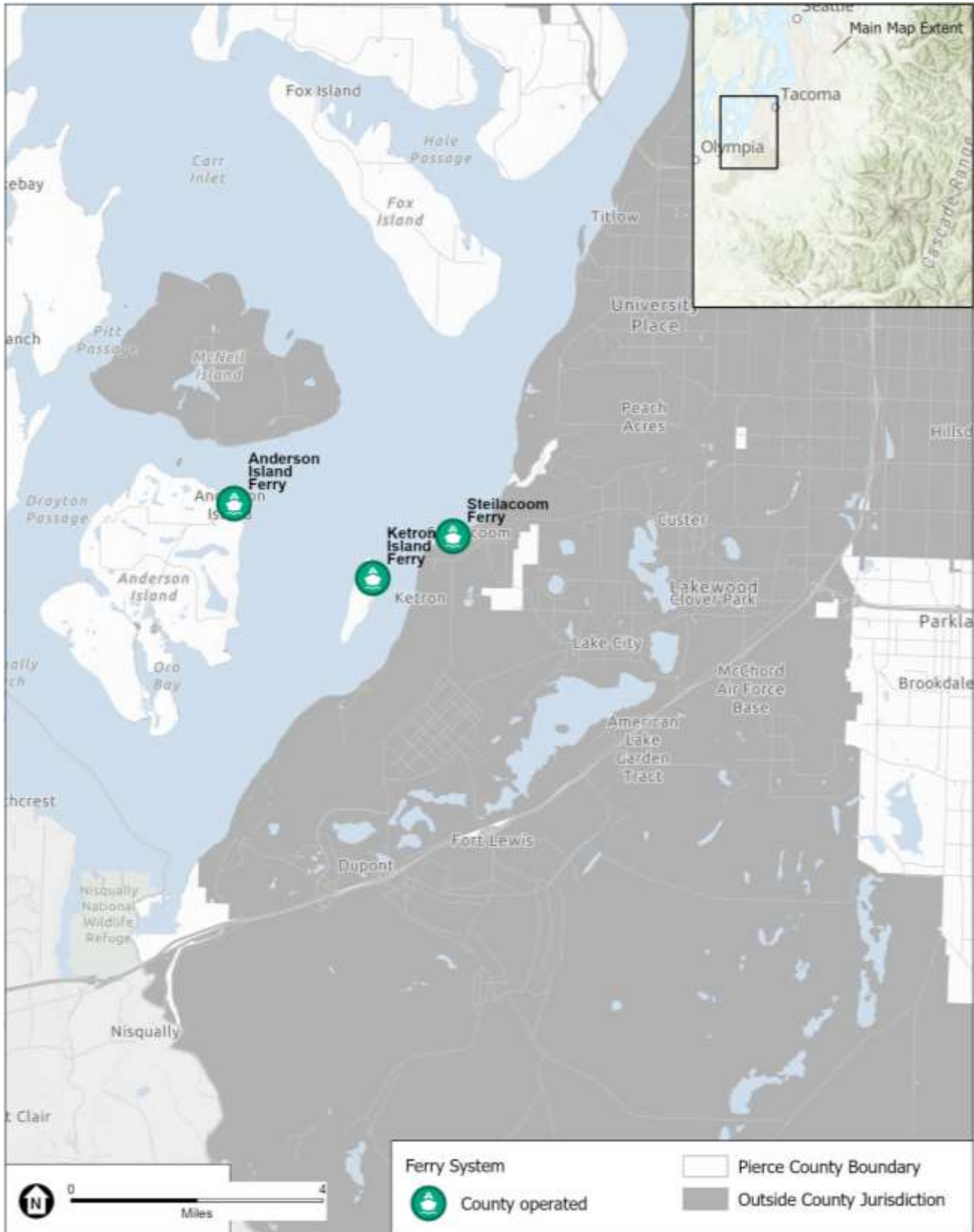
Pierce County's Ferry System is designed to provide a reliable and efficient public transportation option to the residents and visitors of Steilacoom, Anderson Island, and Ketron Island. The primary performance objectives of the Pierce County Ferry System are to ensure that scheduled ferry runs operate on time with a 90-plus percent success rate and to comply with all safety and maritime security regulations. The current inventory of ferry facilities is provided in Exhibit 91, while a map of county-maintained facilities is shown in Exhibit 92.

Exhibit 91. Pierce County Ferry System—Current Facilities Inventory, 2023

Facility/Equipment	Current Capacity
Steilacoom, Anderson Island, and Ketron Island ferry terminals/landings	One landing per hour at the Steilacoom and Anderson Island landings and three per day at Ketron Island, by request. Capacity could be increased using the second vessel with no impact to facilities.
Christine Anderson	The vessel can carry up to 54 cars and 150 passengers. Built in 1994.
Steilacoom II	The vessel can carry up to 54 cars and 299 passengers. Built in 1994.

Source: Pierce County, 2023; Nichols Brother Boat Builders, [Christine Anderson](#) and [Steilacoom II](#), 2023.

Exhibit 92. Pierce County Ferry System—Current Facilities Locations, 2023



Sources: Pierce County, 2023; Fehr & Peers, 2023.

Level of Service Standards

Pierce County ferry system’s adopted LOS standard is to maintain daily ferry service with the capacity to serve the Anderson Island population (see Exhibit 1). The analysis below is based on ferry capacity during peak winter weekday demand. Exhibit 93 shows the demand (in terms of vehicles) on a peak winter weekday, as well as the total capacity for the system between the three ferry locations maintained by the County. This is based on one 54-car capacity boat at 213 runs per week (inclusive of service to Anderson Island). Based on current ridership trends and population growth, it is expected that weekly ridership will grow at a rate of approximately 2.5% annually. Under these conditions, current capacity (assuming one ferry operating at a time) is designed to maintain the ferry capacity at 100% up until 2044 and would adequately serve the Anderson Island population.

Exhibit 93. Ferry System—Existing and Future LOS Analysis

Year	Countywide Population	Capacity Demand	Capacity Available	Net Reserve / (Deficit)
2020 (Census)	921,130	681	1,566	962
2023 (OFM)	946,300	682	1,566	961
2024	956,942	699	1,566	944
2029	1,011,974	783	1,566	860
2044	1,196,798	1,034	1,566	609

Notes: The 2020 Census and 2044 population projection are consistent with the adopted CPPs. The 2023 population estimate is from OFM’s “April 1, 2023 Population of Cities, Towns and Counties” and the 2024-2029 population estimates are based on the CAGR from 2023-2044.

Sources: Pierce County CPPs Appendix A, 2022; OFM, 2023; Pierce County, 2023; BERK, 2023; Fehr & Peers, 2023.

Project Summary

Recent and Ongoing Major Accomplishments

- Installed new non-skid surface on the Anderson Island, Ketron Island, and Steilacoom ferry landing aprons, rehabilitated the existing hinge assemblies at the Anderson Island Ferry landing apron, replaced three bearings at the Anderson Island and Steilacoom ferry landing transfer span, replaced the transfer span main hydraulic cylinder and bearings at the Steilacoom Ferry landing (2021), and resurfaced and restored ferry vehicle loading lanes and the parking lot at the Anderson Island Ferry.
- Began replacing the Ketron Island Ferry landing dolphins to ensure safe vessel landing.
- The Christine Anderson and Steilacoom II underwent a dry dock maintenance and inspection at Everett Ship Repair in 2022 and 2023, respectively.

Non-Capital Alternatives

Capacity could be increased using the second vessel with no impact to facilities. The County will continue to observe actual demand to determine if running the two ferry vehicles concurrently is needed beyond the peak season weekends.

Capital Projects

Ferry capital projects are detailed in the County's 2024-2037 Fourteen-Year Ferry Program. The Steilacoom II and Christine Anderson have both been accepted into the Coast Guard's Underwater Inspection in Lieu of Dry Docking (UWILD) program. Each boat is dry docked every fourth year unless the UWILD uncovers an issue requiring work in the shipyard. Engine overhaul, vessel painting, hull repairs, and other major and minor repairs occur during the dry docking.

Minor maintenance is continual on the ferries, landings, aprons, and waiting facilities. The costs, frequency and extent of the work may be unpredictable and, emergency issues may need immediate resolution. Routine maintenance activities such as oil changes or engine overhauls are more predictable and scheduled in advance. The maintenance budget takes into consideration both preventative and emergent repair work.

Exhibit 94 details proposed projects from the Fourteen-Year Ferry Program over the next six years (2024-2029), as well as additional projects planned beyond the six-year period. Identified projects are estimated to cost \$5,675,000 over the next four years. No major ferry capital projects are currently identified past 2027. Priorities may change over time and new funding sources may become available or existing funding sources may be eliminated or shifted.

The CFP adopts by reference the Fourteen-Year Ferry Program, as amended. The County will continue to regularly review and revise its ferry capital projects to meet the needs of future growth and will update this section periodically as appropriate.

Exhibit 94. Pierce County Ferry System—Planned Capital Projects, 2024-2037

Project Description	2024	2025	2026	2027	2028	2029	2030-2037	Total 2024-2037
Anderson Island & Steilacoom Ferry Landings Rehabilitation	\$854,000	\$4,000	—	—	—	—	—	\$858,000
Anderson Island Ferry Landing - Apron Lips Rehabilitation	—	—	\$5,000	—	—	—	—	\$5,000
Anderson Island Ferry Landing - Apron Non-Skid Surface	\$92,000	\$4,000	—	—	—	—	—	\$96,000
Ketron Island Ferry Landing - Hydraulics System Preservation	\$1,000	—	—	—	—	—	—	\$1,000
Ketron Island Ferry Landing - Apron Non-Skid Surface	—	\$15,000	\$65,000	\$4,000	—	—	—	\$84,000
Ketron Island Ferry Landing - Dolphins	\$87,000	\$86,000	\$90,000	\$1,949,000	—	—	—	\$2,212,000
M/V Christine Anderson Re-Power	—	\$5,000	\$1,900,000	—	—	—	—	\$1,905,000
Steilacoom Ferry Landing - Apron Hinge Rehabilitation	—	—	\$5,000	—	—	—	—	\$5,000
Steilacoom Ferry Landing - Apron Lips Rehabilitation	—	—	\$5,000	—	—	—	—	\$5,000
Steilacoom Ferry Landing - Apron Non-Skid Surface (CRP 6933)	\$85,000	\$4,000	—	—	—	—	—	\$89,000
Steilacoom Ferry Landing - Apron Painting	—	—	—	\$5,000	—	—	—	\$5,000
Steilacoom Ferry Overflow - Martin St.	\$310,000	—	—	—	—	—	—	\$310,000
Toll Booth	\$100,000	—	—	—	—	—	—	\$100,000
Total	\$1,529,000	\$118,000	\$2,070,000	\$1,958,000	—	—	—	\$5,675,000

Note: Priorities may change over time and new funding sources may become available or existing funding sources may be eliminated or shifted.

Source: 2024-2037 Fourteen-Year Ferry Program, 2023; Pierce County Finance Department, 2023; BERK, 2024.

Parks and Recreation

Overview

Pierce County Parks and Recreation Department (Pierce County Parks) provides park and recreation services to the residents of Pierce County, focusing on the unmet needs of residents living in unincorporated areas. The Department was created in 1958 and is divided into three divisions: Resource Stewardship, Parks and Recreation, and Administrative Services. Pierce County Parks is the primary provider of park services in the unincorporated areas and works in partnership with municipal park departments and park districts in the incorporated areas in Pierce County. Park districts serving unincorporated Pierce County are discussed under Non-County Provided Facilities and Services. Pierce County Parks primarily serves unincorporated areas of the County; however, as a regional provider, the park system also includes regional facilities located within cities and park districts.

The current Pierce County Parks, Recreation, and Open Space (PROS) Plan was adopted by the Pierce County Council in February 2020 and is adopted by reference, as amended, in the Pierce County CFP.

Inventory

Pierce County Parks serves the largest population and is the largest land manager in the countywide system of park providers. The Department owns and manages about 5,215 acres dedicated to parks, open space, and trails that are subject to LOS under the GMA. Pierce County Parks manages diverse and unique facilities—from small, local playfields to nationally recognized golf courses and trails—and is the primary provider of regional trails, public golf courses, open spaces, tournament quality ballfields, ice rinks, equestrian facilities, disc golf courses, and BMX tracks within the county. Countywide, Pierce County Parks manages 2,781 acres of regional parks, 664 acres of county parks, 72 acres of local parks, 120 acres of special use parks, 911 acres of resource conservancy parks, 533 acres of linear parks/trails, 126 acres of unclassified sites, and 7 acres of cemeteries (see Exhibit 95, Exhibit 96, and the following sections).

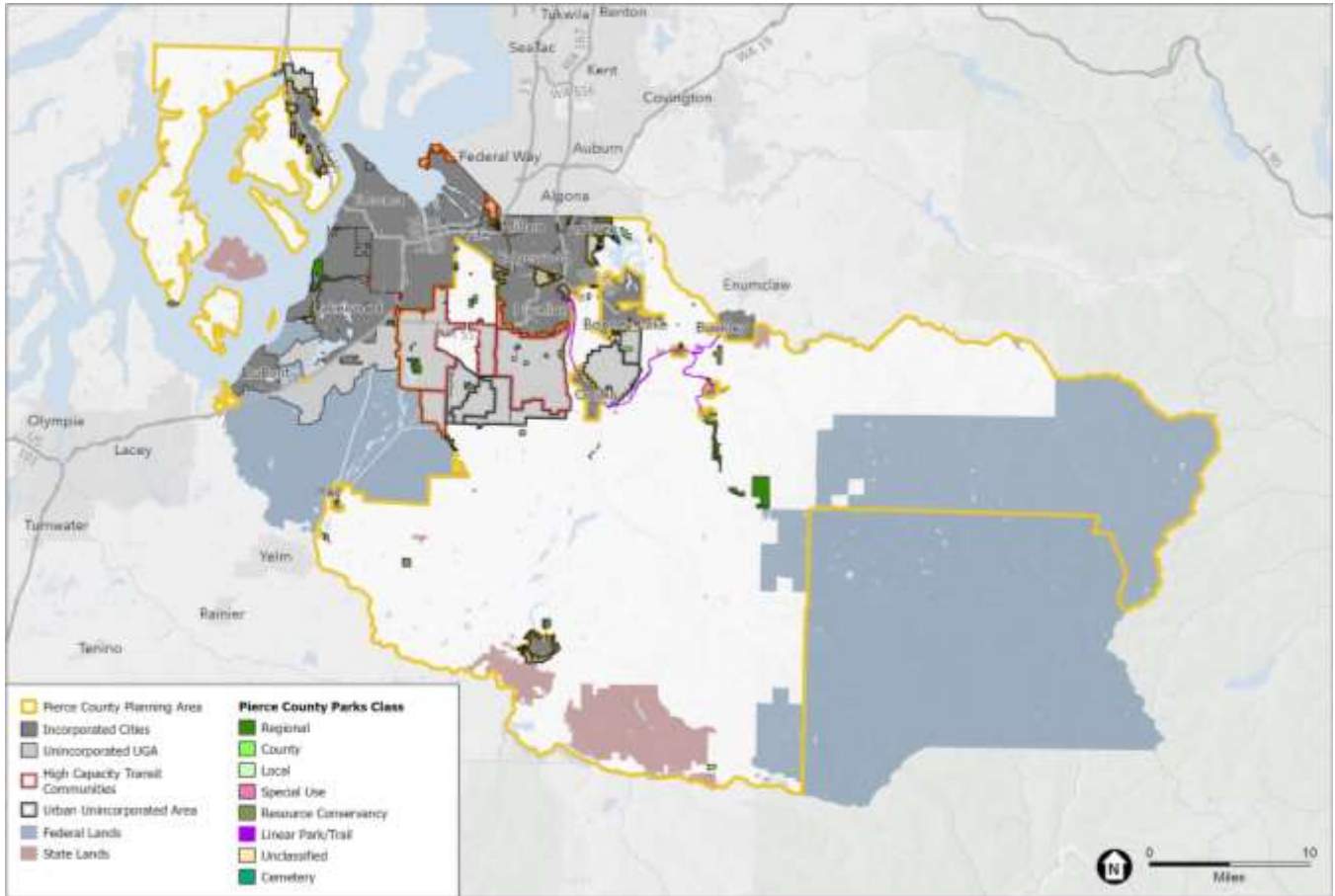
Exhibit 95. Pierce County Parks—Total, All Park Facilities, 2023

Facility Name	Capacity in Acres	Developed Facilities	Undeveloped Facilities
Regional Parks	2,781	2 (includes 7 facilities total)	1 (includes 3 facilities total)
County Parks	664	6	2
Local Parks	72	5	—
Special Use Parks	120	2	2
Resource Conservancy Lands	911.3	3	8
Linear Parks/Trails	533	2	1
Unclassified Sites	126.3	4	5
Cemeteries	7.3	4	—

Total All Park Facilities **5,214.9 acres**

Sources: Pierce County PROS Plan, 2020; Pierce County GIS, 2023; BERK, 2023.

Exhibit 96. Pierce County Parks Classification, 2023



Sources: Pierce County GIS, 2023; BERK, 2023.

Pierce County Parks also manages 41.2 miles of trails (including the 21-mile-long Foothills Trail in east Pierce County). The Planning and Public Works Department’s Surface Water Management Division also owns two properties which allow passive recreation: the South Fork Preserve (an 85-acre salmon-habitat and floodplain restoration site along the Puyallup River just north of the McMillin Trailhead) and Woodland Pond (a 6.4-acre stormwater pond that functions as a neighborhood park with a walking trail during the dry season).

Regional Parks

Regional Parks serve the whole county, providing a variety of unique recreation facilities that attract visitors from the entire region, which may include formal and informal recreation areas, specialty facilities, and significant habitat and historical resource protection areas. Regional parks are generally greater than 200 acres in size. Pierce County has 2,781 acres of regional parks. See Exhibit 97.

Exhibit 97. Pierce County Parks—Regional Parks, 2023

Facility Name	Capacity in Acres	Location
Developed		
Chambers Creek Regional Park	730	
Chambers Bay Golf Course	340	University Place
Chambers Creek Park	185	
Chambers Creek Canyon*	205	
Spanaway Regional Park	328	
Bresemann Forest	66	Spanaway
Lake Spanaway Golf Course	129	
Spanaway Park	89	
Sprinker Recreation Center**	44	
Developed Subtotal	1,058	
Undeveloped		
Carbon River Valley Regional Resource Conservancy	1,723	
Carbon River Valley	488	Carbonado
Fairfax Properties	1,080	
Fairfax Town Site	155	
Undeveloped Subtotal	1,723	
Total Regional Parks	2,781 acres	

*Partially developed. Developed park acres are calculated by property; however, in some cases only a portion of the property may be developed.

**Building is managed by the County's Facilities Management Department, but the Parks and Recreation Department is responsible for all capital planning and improvements.

Sources: Pierce County PROS Plan, 2020; Pierce County GIS, 2023; BERK, 2023.

County Parks

County Parks serve more than one community and are designed to accommodate many activities and people of a wide variety of ages, abilities, and interests. They are developed for both formal and informal recreation activities and for protecting habitat. Recreation features vary by park. County Parks are generally 40 to 200 acres in size. Pierce County has 664 acres of county parks. See Exhibit 98.

Exhibit 98. Pierce County Parks—County Parks, 2023

Facility Name	Capacity in Acres	Location
Developed		
Ashford County Park	84	Ashford
Cross Park*	64	Tacoma
Frontier Park*	71	Graham
Heritage Recreation Center	47	Puyallup

Facility Name	Capacity in Acres	Location
Meridian Habitat Park*	36	Puyallup
North Lake Tapps Park*	135	Bonney Lake
Developed Subtotal	437 acres	
Undeveloped		
Plateau Park	80	Sumner
Orangegate Park	147	Tacoma
Undeveloped Subtotal	227 acres	
Total County Parks	664 acres	

*Partially developed. Developed park acres are calculated by property; however, in some cases only a portion of the property may be developed.

Sources: Pierce County PROS Plan, 2020; Pierce County GIS, 2023; BERK, 2023.

Local Parks

Local Parks serve neighborhoods and communities and are designed to accommodate varying activities and people with a wide variety of ages, abilities, and interests. Recreation features will vary by park and include formal and informal activities. Local Parks are generally 5 to 40 acres in size. Pierce County has 72 acres of local parks. See Exhibit 99.

Exhibit 99. Pierce County Parks—Local Parks, 2023

Facility Name	Capacity in Acres	Location
Developed		
Dawson Playfield	5	Tacoma
Gonyea Playfield	12	Tacoma
Lidford Playfield	10	Tacoma
Mayfair Playfield	5	Parkland
South Hill Community Park	40	Puyallup
Total Local Parks	72 acres	

Sources: Pierce County PROS Plan, 2020; Pierce County GIS, 2023; BERK, 2023.

Special Use Parks

Special Use Parks include stand-alone recreation facilities not located within larger parks. These include single-purpose sites that generally serve a regional audience, such as community centers, BMX tracks, and golf courses. Pierce County has 120 acres of special use parks. See Exhibit 100.

Exhibit 100. Pierce County Parks—Special Use Parks, 2023

Facility Name	Capacity in Acres	Location
Developed		

Facility Name	Capacity in Acres	Location
Lakewood Community Center	4	Lakewood
Swan Creek Park—Pioneer Way*	40	Puyallup
Developed Subtotal	44 acres	
Undeveloped		
Hopp Farm	39	Puyallup
Swan Creek Park—Waller Road	37	Tacoma
Undeveloped Subtotal	76 acres	
Total Special Use Parks	120 acres	

*Partially developed. Developed park acres are calculated by property; however, in some cases only a portion of the property may be developed.

Sources: Pierce County PROS Plan, 2020; Pierce County GIS, 2023; BERK, 2023.

Resource Conservancy Lands

Resource Conservancy Lands are conservation areas designed to protect unique or significant natural features, such as rivers and streams, wetlands and marshes, environmentally sensitive areas, and wildlife habitats. Where appropriate, Resource Conservancy Lands may secondarily support passive, nature-oriented outdoor recreation, such as trails and picnic areas. Pierce County has 911 acres of resource conservancy parks. See Exhibit 101.

Exhibit 101. Pierce County Parks—Resource Conservancy Lands, 2023

Facility Name	Capacity in Acres	Location
Developed		
Parkland Prairie Nature Preserve and Addition	5.3	Tacoma
Seeley Lake Park	46	Lakewood
Naches Trail Preserve	50	Tacoma
Developed Subtotal	101.3 acres	
Undeveloped		
Buckley Forestland Preserve	221	Buckley
Devil's Head	94	Longbranch
Hundred Acre Wood	109	
Nisqually River Interpretive Center	68	Roy
Rimrock Preserve	139	Eatonville
South Pierce Wetland Preserve	156	Roy
Swan Creek Park—Waller Road Nature Preserve	23	Tacoma

Facility Name	Capacity in Acres	Location
Undeveloped Subtotal	810 acres	

Total Resource Conservancy Lands **911.3 acres**

Sources: Pierce County PROS Plan, 2020; Pierce County GIS, 2023; BERK, 2023.

Linear Parks and Trails

Linear Parks and Trails include built or natural corridors that provide recreation or non-motorized transportation facilities and green buffers between communities. Recreational use is generally passive or trail-related. Linear trail corridors may also include supporting facilities, such as interpretive areas, picnic tables, or trailheads. Pierce County has 533 acres of linear parks/trails. See Exhibit 102.

Exhibit 102. Pierce County Parks—Linear Park/Trails, 2023

Facility Name	Capacity in Acres (Trail Miles)	Location
Developed		
Nathan Chapman Memorial Trail	2 (1.6 miles)	South Hill
Foothills Trail	529 (21 miles)	Puyallup to Buckley
Developed Subtotal	531 acres (22.6 miles)	
Undeveloped		
Half Dollar / Pipeline Trail—Half Dollar to Heritage Recreation Center	2 (0.8 miles)	Puyallup
Undeveloped Subtotal	2 acres (0.8 miles)	
Total Linear Park/Trails	533 acres (23.4 miles)	

Sources: Pierce County PROS Plan, 2020; Pierce County GIS, 2023; BERK, 2023.

Unclassified Sites

Unclassified sites include land that has been acquired by Pierce County Parks but which may not meet Pierce County Parks mission and may be transferred to a more appropriate custodian. These sites receive minimal maintenance. Pierce County has 126.3 acres of unclassified sites. See Exhibit 103.

Exhibit 103. Pierce County Parks—Unclassified Sites, 2023

Facility Name	Capacity in Acres	Location
Developed		

Facility Name	Capacity in Acres	Location
Browns Point Lighthouse Parking Lot	1	Browns Point
Purdy Sand Spit	64	Purdy
Riverside Park	36	Sumner
Puyallup River Levee Trail	2	Puyallup
Developed Subtotal	103 acres	
Undeveloped		
Ellenswood Conservancy	1	Fife
Herron Point	0.3	Gig Harbor
Lake Tapps Habitat	17	Lake Tapps
Puget Creek Beach	2	Tacoma
Wales Property	3	Buckley
Undeveloped Subtotal	23.3 acres	
Total Unclassified Sites	126.3 acres	

Sources: Pierce County PROS Plan, 2020; Pierce County GIS, 2023; BERK, 2023.

Cemeteries

Cemeteries are included in the parks classification system because they become the responsibility of the County when they are without caretakers, per RCW. Pierce County has 7.3 acres of cemeteries. See Exhibit 104.

Exhibit 104. Pierce County Parks—Cemeteries, 2023

Facility Name	Capacity in Acres	Location
Developed		
265th Ave Cemetery	6	Buckley
Lake Tapps Pioneer Cemetery	1	Buckley
Roy Cemetery	0.3	Roy
Total Cemeteries	7.3	

Sources: Pierce County PROS Plan, 2020; Pierce County GIS, 2023; BERK, 2023.

Level of Service Standards

The Pierce County Comprehensive Plan adopts the LOS for park and recreation facilities detailed in the PROS Plan, as amended (see Exhibit 1). The PROS Plan sets the following minimum LOS standard and target rate of investment for park and recreation facilities in Pierce County:⁵

⁵ No substantive changes to parks LOS are proposed in the Pierce County Comprehensive Plan (Exhibit 1).

- **Minimum LOS:** Invest in the system at a similar rate per capita as current residents enjoy and ensure that the current system can be improved to meet demand for parks and recreation caused by new growth. Pierce County Code (PCC) 4A.10.130 directs this rate to be adjusted annually based on the cost of construction and every five years based on a revaluation of the park system, and as such, this rate is anticipated to change over time.⁶
- **Target Rate:** Increase the per capita investment by 20%, the same percentage as is anticipated in additional system investment via grants and donations.

The minimum LOS is based on the County's adopted Fiscal Policy, which identifies an "investment per capita" that allows the park system to provide at least the same LOS per resident as was in place when the policy was adopted in 2016 as population grows. The rate has since been adjusted and is now \$3,529 per dwelling unit through January 31, 2024, or \$1,411.60 per resident (based on a household size of 2.5). The County recently adopted revised rates of \$3,723 per dwelling unit effective February 1, 2024 (or \$1,489.20 per resident) and \$3,928 per dwelling unit (or \$1,571.20 per resident) effective February 1, 2025. This analysis uses the rate effective February 1, 2025, as most growth over the 6-year and 20-year planning period will likely occur after that date.

PROS Plan Exhibit 4-32 also identifies the base and target facility rates based on facilities per 1,000 population. The base rate is the rate in 2019 and includes parks, trails, open space, sports courts and fields, and family activities rates similar to today's rate to gauge system quality. The target rates provide a rate of service that the department aspires to meet through grant funding, donations, and partnership opportunities with the goal of providing a park system that is 20% above the minimum rate and makes progress toward the average of benchmarked communities. These rates are guiding measures to improve the park system but are not LOS measures.

Exhibit 105 details existing and future LOS under the adopted minimum LOS standard based on the 6- and 20-year population growth projections. The 2020-2044 timeframe is shown for comparison and based on adopted population growth in the CPPs. An additional investment of \$22,589,725 will be required to meet minimum LOS over the 6-year period (2024-2029) and an additional investment of \$95,048,939 will be required to meet minimum LOS over the 20-year period (2024-2044).

⁶ This is consistent with language in the adopted PROS Plan. However, PCC 4A.10.130 directs the park impact fee schedule to be reviewed by the Council as it deems necessary and appropriate in conjunction with the update of the CFP (occurs biennially) and for the County to review the fee *at least* every five years.

Exhibit 105. Parks—Existing and Future LOS Analysis

	Adopted Minimum LOS per 1,000 Residents	2024-2029 (6-Year) Additional Need	2024–2044 (20-Year) Additional Need	2020–2044 (24-Year) Additional Need
Population Growth		2024: 424,946 2029: 439,323 Growth: 14,377	2024: 424,946 2044: 485,440 Growth: 60,494	2020: 406,225 2044: 485,440 Growth: 79,215
Overall Investment (\$)	\$1,571,200 per 1,000*	\$22,589,725	\$95,048,939	\$124,462,608

Notes: Population served includes unincorporated Pierce County minus JBLM. The 2020 Census and 2044 population projection are as reported in the adopted CPPs. The 2024 population estimate is based on the CAGR from 2023-2044. * Based on impact fees effective February 1, 2025. The impact fee per dwelling unit is currently \$3,529, rising to \$3,723 effective February 1, 2024 and \$3,928 effective February 1, 2025. Most growth from 2020-2044 would likely occur after 2025 so the 2025 rate is used to calculate additional need over the planning horizon. Assumes an average household size of 2.5 people.

Sources: Pierce County CPPs Appendix A, 2022; OFM, 2023; Pierce County (Ordinance 2023-51s effective February 1, 2024), 2023; BERK, 2024.

Project Summary

Recent and Ongoing Major Accomplishments

Pierce County Parks & Recreation details ongoing projects on their [Projects & Plans website](#). The following is a brief summary of projects currently undergoing construction, design, and/or engineering:

- Detailed design and engineering of Orangegate Park is currently underway. Construction is anticipated in 2025. Soft-surface trail construction, environmental restoration, and forestry work are taking place in the park now. The park will open in 2026.
- In 2022, Parks completed a full inspection and analysis of the water system at Frontier Park and is working to develop a water system improvement plan for the park. Improvements to the water system will be prioritized according to safety and public benefit in future capital planning.
- The outdoor campus at Sprinker Recreation Center was completely renovated and re-opened to the public in Summer 2024. New features include a regional spray park and playground, a Futsal Court, adult outdoor fitness center, two synthetic turf ballfields, a connection to the Parkland Community Trail, picnic shelters, a renovated park entry, ADA upgrades throughout, and parking and safety improvements. Design of four additional turf fields to complete outdoor renovations will begin in 2025.
- Construction of the Chambers Creek Canyon Trail is underway and will be complete in 2024. This phase of the trail is planned to extend along the north side of the canyon to Philips Road near the Chambers Creek confluence with Leach Creek.
- Meridian Habitat Park outdoor improvements were completed in 2024, including parking and lighting, a picnic shelter, nature trails, and an outdoor classroom.
- Construction of the first phase of Pipeline Trail by Pierce County is underway and expected to be complete by the end of 2024. The trail connects the existing Pipeline Trail, built by City of

Tacoma, from 72nd Street East and Waller Road approximately 1.6 miles to Orangegate Park. The trail will generally follow the existing Tacoma Public Utilities gravel service road. Construction includes a trailhead with restrooms, car and horse trailer parking, and picnic areas at Orangegate Park. Design for future phases of Pipeline Trail that will connect to South Hill are underway.

- Expansion of the Foothills Trailhead at East Puyallup was completed in Spring 2024 along with ADA improvements at all trailheads. This project expanded parking from 26 to 81 stalls and provides EV charging stations, lighting, and landscape and drainage improvements.
- Parkland Community Trail design and permitting are nearing completion, and the project expects to break ground by early 2025. This in right-of-way trail will connect residents to parks and schools from Sprinker Recreation Center to PLU. Negotiations are underway with PLU to extend the trail through campus and connect to Keithly Middle School and Washington High School.

Non-Capital Alternatives

The County anticipates updating the PROS Plan in 2026, including the proposed project lists, cost estimates, project prioritization, and funding plans.

The County could also propose a levy lid lift for the Conservation Futures levy rate to collect additional revenue. The Conservation Futures levy rate could be increased to provide additional funding for open space opportunities, although the County would still need to compete for these funds with other eligible jurisdictions and organizations countywide.

Capital Projects

Exhibit 106 summarizes proposed park projects from the PROS Plan over the next six years (2024-2029), as well as additional projects planned beyond the six-year period, and notes any currently unfunded amounts from 2024–2029. Projects are located throughout the county at an estimated cost of \$275,141,090 over the next six years and \$360,051,090 over the next twenty years.

Unfunded capital projects in the 2024-2029 period total approximately \$122.6 million. Capital projects that are unfunded are primarily associated with building improvements including but not limited to Sprinker Building and Sports Complex, Meridian Habitat Park, and a future sports complex in partnership with the Bethel School District.

Priorities may change over time and new funding sources may become available or existing funding sources may be eliminated or shifted. Opportunities to acquire land or the option to develop a project may also arise and change the proposed project list. The County anticipates updating the PROS Plan in 2026 at which time proposed project lists, priorities, and funding plans may shift. Exhibit 106 does not include improvements that will be financed and constructed by private parties (e.g., improvements that are conditions of a project approval). The County will continue to regularly review and revise its park capital projects to meet the needs of future growth and will update this section periodically as appropriate.

Exhibit 106. Pierce County Parks—Planned Capital Projects, 2024-2044

Project Description	2024	2025	2026	2027	2028	2029	2030-2044	Total 2024-2044
ADA Transition Plan Improvements	\$150,000	\$1,650,000	\$450,000	\$1,450,000	\$450,000	\$1,450,000	—	\$5,600,000
Ashford County Park Paving & Lighting Improvements	—	—	\$200,000	\$1,000,000	—	—	—	\$1,200,000
Buckley Forestland Preserve - Public Access	—	—	—	\$200,000	\$2,550,000	\$1,050,000	—	\$3,800,000
Carbon River Valley Improvements	—	\$1,100,000	—	—	—	—	—	\$1,100,000
Central Region New County Park	—	—	—	—	\$2,500,000	\$1,400,000	\$5,100,000	\$9,000,000
Chambers Creek Regional Park - Central Meadow Improvements & Event Lawn Improvements	\$150,000	\$750,000	—	—	—	—	—	\$900,000
Chambers Creek Regional Park - Chambers Creek Canyon Trail Extension	\$3,450,000	—	—	—	—	—	—	\$3,450,000
Chambers Creek Regional Park - Event Lawn Improvements	—	—	\$100,000	\$400,000	—	—	—	\$500,000
Chambers Creek Regional Park - Golf Course Turnstand	\$3,350,000	—	—	—	—	—	—	\$3,350,000
Chambers Creek Regional Park - North Meadow Improvements	—	—	—	—	\$100,000	\$400,000	—	\$500,000
Chambers Creek Regional Park - Park & Golf Course Irrigation Improvements Assessment	\$100,000	\$500,000	\$750,000	—	—	—	—	\$1,350,000
Countywide Planning	\$100,000	\$160,000	\$75,000	\$75,000	\$75,000	\$75,000	—	\$560,000
Cross Park - Phase 2	—	—	\$500,000	\$400,000	\$3,800,000	\$600,000	\$6,700,000	\$12,000,000
Cushman Regional Trail Extension	—	—	—	—	\$1,400,000	—	\$3,100,000	\$4,500,000
Devil's Head - Public Access Improvements	—	—	\$200,000	\$2,300,000	—	—	—	\$2,500,000
Foothills Trail - Bridge Preservation Projects	\$130,000	\$220,000	\$1,200,000	\$150,000	\$100,000	—	—	\$1,800,000
Foothills Trail - South Prairie to Wilkeson	—	—	—	\$500,000	\$500,000	\$500,000	—	\$1,500,000
Foothills Trail - Puyallup Trailhead Expansion	\$150,000	—	—	—	—	—	—	\$150,000
Foothills Trail - Preservation & Safety Improvements	—	\$320,000	—	—	—	—	—	\$320,000
Foothills Trail - Urban Connections to Regional Trails	—	—	—	—	—	\$600,000	\$3,400,000	\$4,000,000
Foothills Trail - Wilkeson to Carbonado	\$50,000	\$350,000	\$300,000	\$300,000	\$4,000,000	—	—	\$5,000,000
Frontier Park - Goat Barns Replacement	\$155,120	—	\$500,000	—	—	—	—	\$655,120
Frontier Park - Horse Arena Cover	\$750,000	\$2,911,000	—	—	—	—	—	\$3,661,000
Frontier Park Improvements	—	—	\$150,000	\$350,000	\$400,000	\$400,000	\$10,700,000	\$12,000,000
Frontier Park Water System Repair	\$225,000	—	—	—	—	—	—	\$225,000
Gonyea Playfield Improvements	\$650,000	\$2,250,000	\$1,450,000	\$1,500,000	—	—	—	\$5,850,000
Half Dollar Park	\$400,000	—	\$2,000,000	—	—	—	—	\$2,400,000
Heritage Recreation Center - Artificial Turf Fields Conversions	—	—	—	\$50,000	\$950,000	\$1,000,000	\$8,000,000	\$10,000,000
Hopp Farm Park	—	—	\$150,000	\$750,000	\$3,200,000	—	\$1,900,000	\$6,000,000
Lakewood Community Center Demolition & Site Clean Up	—	—	—	\$100,000	\$100,000	\$400,000	—	\$600,000

Project Description	2024	2025	2026	2027	2028	2029	2030-2044	Total 2024-2044
Maintenance Facility Improvements	\$120,000	\$400,000	\$1,500,000	\$200,000	\$1,000,000	\$200,000	—	\$3,420,000
Mayfair Playfield Expansion	\$1,000,000	—	—	—	—	—	—	\$1,000,000
Meridian Habitat Park - Community Center Improvements	—	\$1,000,000	\$1,800,000	\$14,200,000	—	—	—	\$17,000,000
Meridian Habitat Park - Outdoor Improvements	—	—	\$600,000	\$3,000,000	—	—	—	\$3,600,000
North Lake Tapps Park Improvements	—	—	\$1,150,000	\$1,000,000	\$3,000,000	\$5,200,000	\$11,650,000	\$22,000,000
North Region Mountain Bike Park	\$800,000	—	—	—	—	—	—	\$800,000
Orangegate Park	\$1,100,000	\$6,100,000	—	—	—	—	—	\$7,200,000
Park & Trail Acquisitions	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	—	\$1,500,000
Park and Trail Master Plans, Feasibility Studies, and Studies	—	—	\$150,000	\$150,000	\$150,000	\$150,000	—	\$600,000
Park and Trail Preservation, Safety, & Accessibility Projects	\$1,150,000	\$1,150,000	\$1,150,000	\$1,150,000	\$1,150,000	\$1,150,000	—	\$6,900,000
Parkland Community Trail - PLU to Sprinker Recreation Center	\$3,682,100	\$546,070	\$2,000,000	—	—	—	—	\$6,228,170
Parkland Community Trail - Future Connections	\$50,000	—	—	—	—	—	\$5,950,000	\$6,000,000
Paving Repairs and Replacements	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	—	\$300,000
Picnic Shelters, Playgrounds and Restrooms	\$50,000	\$390,000	\$40,000	\$260,000	\$40,000	\$260,000	—	\$1,040,000
Pipeline Trail - Phase 1, Tacoma to Orangegate	\$4,700,000	—	—	—	—	—	—	\$4,700,000
Pipeline Trail - Phase 2, Fruitland Ave to Nathan Chapman Trail	\$150,000	\$400,000	\$3,350,000	—	—	—	\$100,000	\$4,000,000
Pipeline Trail - Phase 3, Orangegate Park to Fruitland Ave	—	\$100,000	\$300,000	\$750,000	\$700,000	\$3,400,000	\$3,250,000	\$8,500,000
Plateau Park	—	—	\$100,000	\$390,000	\$900,000	\$5,800,000	\$10,000	\$7,200,000
Public Access Improvements	\$50,000	\$250,000	\$50,000	\$250,000	\$50,000	\$250,000	—	\$900,000
Signage	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	—	\$300,000
South Hill Community Park - Stormwater Renovation	\$62,000	—	—	—	—	—	—	\$62,000
South Hill Community Trail	—	—	\$150,000	\$600,000	\$500,000	\$2,500,000	\$4,250,000	\$8,000,000
South Region New County Park	—	—	\$2,500,000	\$1,400,000	\$1,500,000	\$5,500,000	\$1,850,000	\$12,750,000
South Region New Sports Complex	—	—	\$300,000	\$1,000,000	\$2,500,000	\$16,200,000	—	\$20,000,000
Spanaway Community Trail - Trail Extension	—	—	—	—	—	—	\$5,000,000	\$5,000,000
Spanaway Regional Park - Lake Spanaway Golf Course Improvements	\$550,000	—	\$200,000	\$800,000	—	—	—	\$1,550,000
Spanaway Regional Park - Spanaway Park Entry Improvements	\$220,000	—	—	—	—	—	—	\$220,000
Spanaway Regional Park - Spanaway Park Improvements	—	—	\$1,200,000	\$50,000	\$1,000,000	\$1,000,000	\$9,950,000	\$13,200,000
Spanaway Regional Park - Sprinker Recreation Center Community Center Improvements	\$1,000,000	\$4,000,000	\$4,000,000	\$20,000,000	\$20,000,000	—	—	\$49,000,000
Spanaway Regional Park - Sprinker Recreation Center Outdoor Improvements	\$5,809,800	—	—	—	—	—	—	\$5,809,800
Spanaway Regional Park - Sprinker Recreation Center Artificial Turf Ballfields	—	\$1,000,000	\$1,000,000	\$14,000,000	—	—	—	\$16,000,000

Project Description	2024	2025	2026	2027	2028	2029	2030-2044	Total 2024-2044
Swan Creek Park Improvements	—	—	\$300,000	\$1,450,000	\$2,150,000	—	—	\$3,900,000
White River Flume Trail Public Access Partnership	—	—	\$200,000	\$800,000	\$800,000	\$800,000	—	\$2,600,000
Yelm Prairie Line Trail - Nisqually River to Roy	\$50,000	\$200,000	\$200,000	\$200,000	\$400,000	\$4,000,000	—	\$5,050,000
Key Peninsula Metropolitan Park District Partnership Project (to be identified during PROS update)	\$425,000	\$425,000	\$250,000	\$250,000	\$250,000	\$250,000	\$2,000,000	\$3,850,000
Peninsula Metropolitan Park District Partnership Project (to be identified during PROS update)	\$700,000	\$700,000	\$500,000	\$500,000	\$500,000	\$500,000	\$2,000,000	\$5,400,000
Total	\$31,829,020	\$27,222,070	\$31,365,000	\$72,275,000	\$57,065,000	\$55,385,000	\$84,910,000	\$360,051,090
Unfunded (2024-2029)	\$2,220,700	\$4,590,440	\$10,960,000	\$55,575,000	\$33,025,000	\$16,200,000		

Note: Priorities may change over time and new funding sources may become available or existing funding sources may be eliminated or shifted. Unfunded amounts from 2024-2029 are based on revenue projections used in this CFP, including additional projections not in the adopted [2024-2029 CFP](#) as outlined in the Capital Facilities Revenue Analysis section under Parks and Recreation. Unfunded amounts are rounded to the nearest \$10,000.

Sources: Pierce County Parks and Recreation Department, 2023; BERK, 2024.

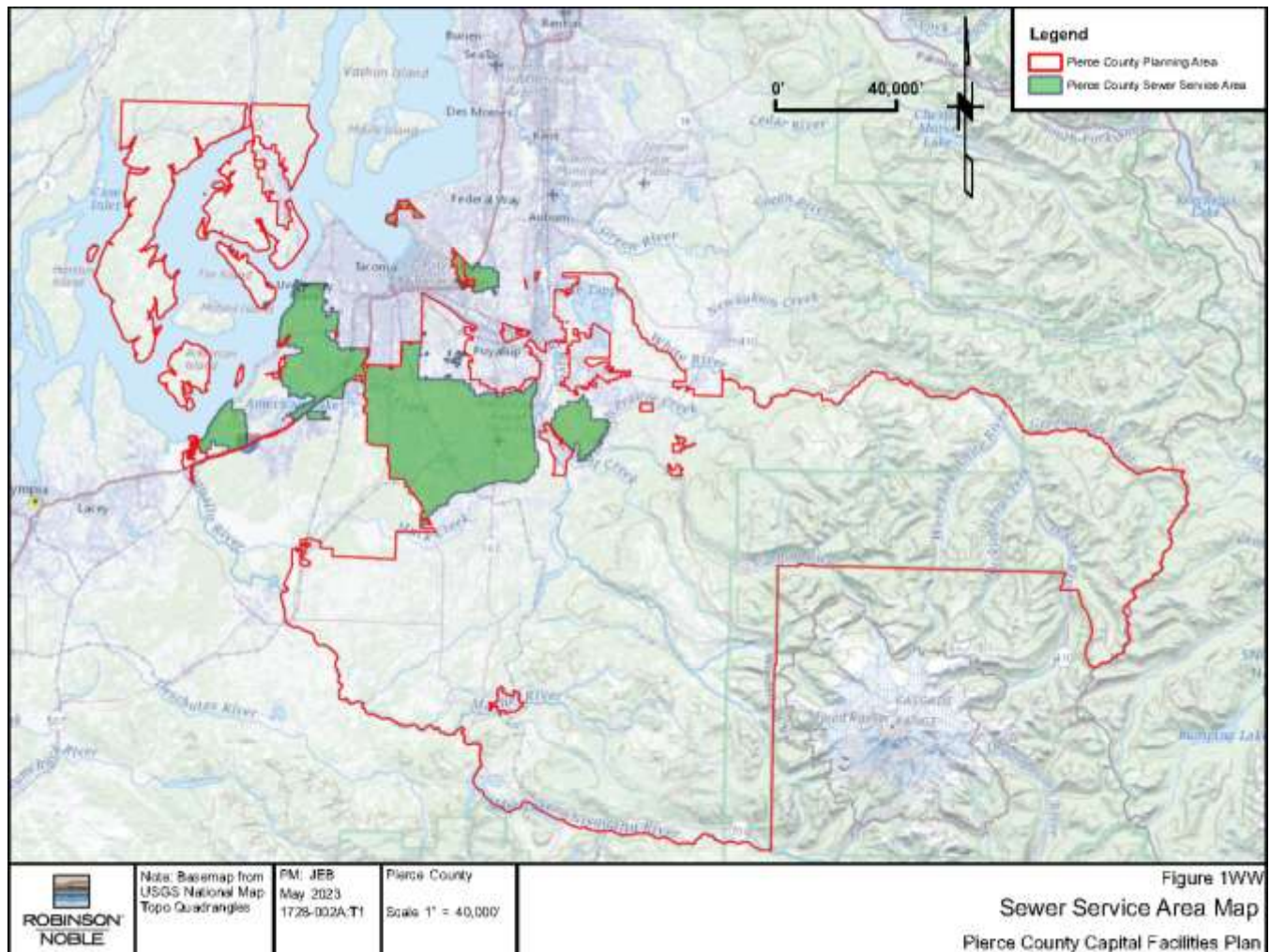
Sewer Division of Planning and Public Works

Overview

The Pierce County Sewer Utility was established in 1969 and is now part of the Planning and Public Works Department. Utility Local Improvement Districts (ULIDs) were formed, and in 1971 the first sewer system came online to protect public health and groundwater resources.

Wastewater in Pierce County consists of domestic and commercial wastes generated by the residents and businesses of Pierce County. They are managed using a combination of municipal sewer systems and onsite wastewater disposal (septic-drainfield) systems. Pierce County's wastewater (sewer) system serves 314,000 customers over a 117-square mile area. Four drainage basins comprise the area that encompasses wastewater management, with the Chambers-Clover Drainage Basin containing the largest area and greatest population served by County systems. See Exhibit 107.

Exhibit 107. Pierce County Sewer Service Area, 2023



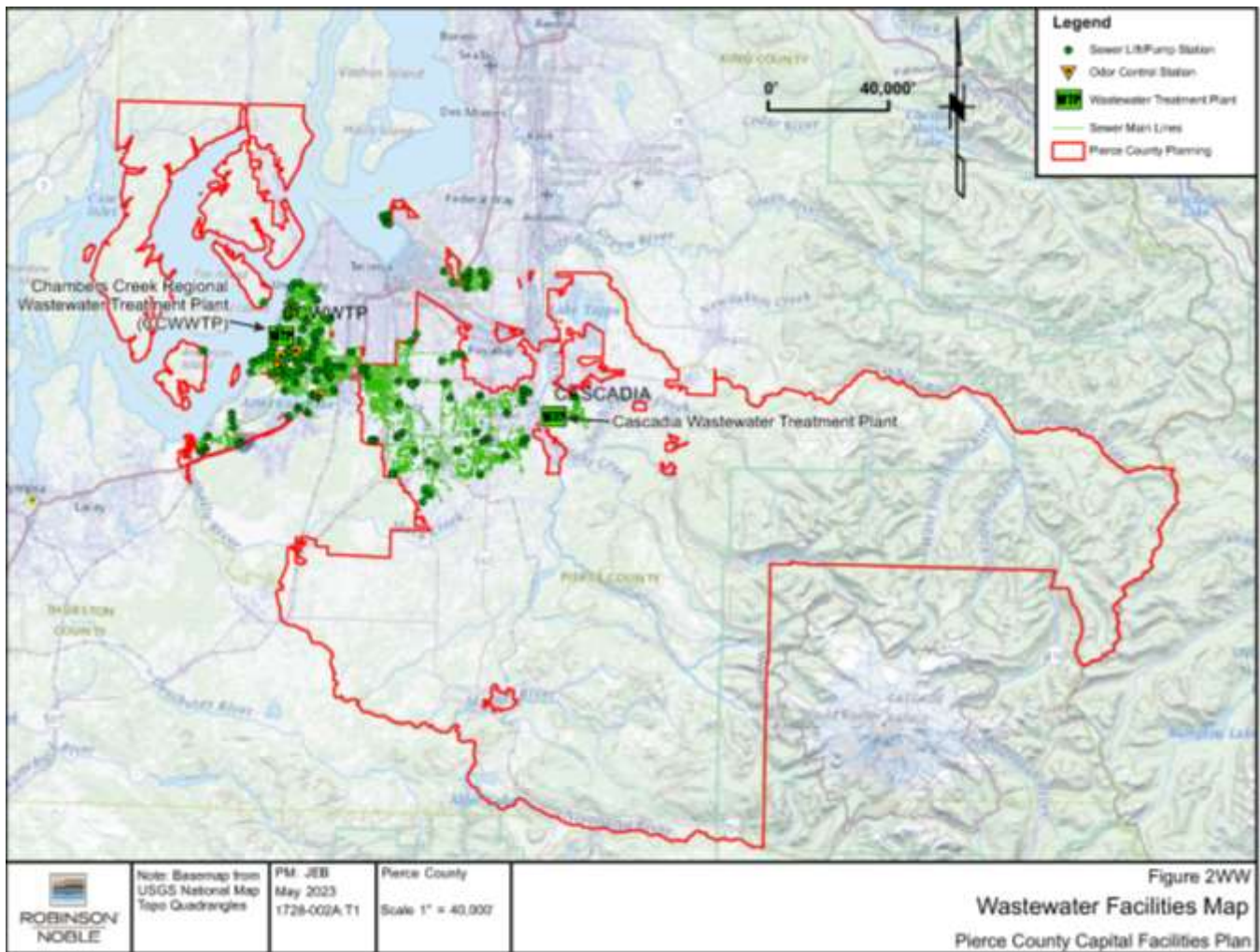
Sources: Pierce County GIS, 2023; Robinson & Noble, 2023.

The Sewer Division of the Planning and Public Works Department manages collection and treatment of wastewater, disposition of biosolids and the construction and maintenance of wastewater collection and treatment infrastructure. This is accomplished by four major operational sections including Engineering, Maintenance and Operations, Planning and Programming, and Business Operations.

Inventory

The sewer system is comprised of 715 miles of public sewer pipelines, 103 regional pump stations, 4 odor control facilities (OCF), 1 community drainfield, and 2 wastewater treatment plants (WWTP). See Exhibit 108 and Exhibit 109. The largest of the treatment plants—the Chambers Creek Regional Wastewater Treatment Plant—discharges to Puget Sound under the authority of a National Pollutant Discharge Elimination System (NPDES) permit. The second treatment plant—Cascadia WWTP—discharges to groundwater under the authority of State of Washington State Discharge permit issued by the Washington Department of Ecology.

Exhibit 108. Pierce County Sewer Facilities, 2023



Sources: Pierce County GIS, 2023; Robinson & Noble, 2023.

Exhibit 109. WWTP and Odor Control Facilities

Facility	Location	Capacity (MGD)*	Type of Facility
Chambers Creek Regional WWTP	10311 Chambers Creek Road	45.25 MGD	WWTP
Cascadia WWTP	Cascadia Blvd. E, Bonney Lake	1.00 MGD	WWTP
OCF245	Steilacoom Blvd SW	N/A	Odor Control
OCF246	Pacific Highway SW	N/A	Odor Control
OCF244	Farwest Drive SW	N/A	Odor Control
OCF243	Farwest Drive	N/A	Odor Control

Note: The Sewer utility also owns 2.54 MGD of capacity at the Tacoma Central Wastewater Treatment Plant located at the Port of Tacoma. Flows from the cities of Milton and Edgewood and the unincorporated Browns Point, Dash Point, and Fife Heights areas are or will be sent to this facility. Total available capacity from all locations, including reserves, is 48.79 MGD

*Capacity in millions of gallons per day (MGD).

Sources: Pierce County GIS, 2023; Robinson & Noble, 2023; 2024-2044 Sewer Improvement Program (SIP), 2023 (Ordinance No. 2023-54).

Wastewater management within the Chambers Clover Creek Basin includes the bulk of the Pierce County wastewater infrastructure. The Chambers Clover Creek Basin also includes approximately 15,000 septic systems which are regulated by the Tacoma-Pierce County Health Department. Management within the Puyallup River Basins is integrated with municipal wastewater systems operated by incorporated cities and towns. Rural areas of the basin are predominantly served by onsite septic systems.

Pierce County has no wastewater facilities within the Nisqually River Basin. Rural areas of this basin utilize onsite wastewater systems.

Level of Service Standards

The Pierce County Comprehensive Plan adopts the LOS for sewer detailed in the December 2010 Unified Sewer Plan (USP), as amended (Exhibit 1). The current LOS in the USP is 220 gallons per day per residential equivalent and is based on flow-projections derived from land use. This Average-Dry-Weather Flow (ADWF) represents the base-flow equated to the residential equivalent of 2.6-person household. Commercial or industrial flows are estimated at 1,000 gallons per day for each acre of commercially or industrially zoned land. An additional 1,000 gallons per acre of land per day is included to account for wet weather infiltration.

The County is currently updating the USP concurrent to the Comprehensive Plan update. The population-based flow-estimates used for determining LOS in the USP remain valid regardless of where the Comprehensive Plan shifts the geographic distribution of growth. Two additional projects were identified as a result of proposed growth over the next 20 years in the Comprehensive Plan (see capital projects below). Additional modeling as part of the USP update may identify additional or more specific collection and treatment system capabilities and capacity.

Project Summary

Recent and Ongoing Major Accomplishments

- Parkland / Brookdale Interceptor Phase 3. This is the third in a series of projects needed to increase the capacity of one of the largest pipelines transporting sewage to the Chambers Creek WWTP. This Phase is comprised of constructing a 72-inch interceptor to convey wastewater from the intersection of 131st Street East and A Street South to an existing sewer interceptor at 129th Street South and C Street South. A majority of this phase was completed in 2022 and the remainder is anticipated to be complete by October 2023.
- 144th Street East Extension. This project entailed the installation of 12,360 feet of gravity sewer, 1,150 feet of pressurized sewer pipe and related infrastructure to connect a previously unsewered area. The project was completed in 2022 with the exception of testing and roadway installation.
- B Street Interceptor Phase 3. This is the third of multiple projects designed to install new gravity sewer lines near Mountain Highway (State Route 7). The project started in 2022 and will be completed in 2023. It consists of the construction of 5,500 feet of sewer interceptor line.

Non-Capital Alternatives

The County routinely evaluates non-capital projects that can improve system operations and enhance the ability to respond to increased volume. These include education and awareness programs on the types of wastes acceptable to release into the sewers, industrial pretreatment permit programs that control the nature and volumes of industrial wastes that can be discharged, and inspection programs that evaluate blockages, damage, and infiltration of water into sewage conveyance systems.

Capital Projects

Sewer capital projects are detailed in the County's 2024-2044 Sewer Improvement Program (SIP). Exhibit 110 details proposed sewer projects from the SIP over the next six years (2024-2029), as well as additional projects planned beyond the six-year period. Two additional projects—upgraded pump stations at North Surprise Lake and Lake City—were identified as a result of proposed growth over the next 20 years in the Comprehensive Plan. Projects are located throughout the county at an estimated cost of \$212,930,000 over the next six years and approximately \$934,350,000 over the next twenty years. Additional modeling as part of the USP update may identify different or more specific capital needs, particularly over the 2030-2044 timeframe. Exhibit 110 does not include improvements that will be financed and constructed by private parties (e.g., improvements that are conditions of a project approval).

The CFP adopts by reference the SIP, as amended. The County will update this section periodically as appropriate.

Exhibit 110. Pierce County Sewer—Planned Capital Projects, 2024-2044

Project Description	2024	2025	2026	2027	2028	2029	2030-2044	Total 2024-2044
Chambers Creek Regional Wastewater Treatment Plant Projects								
CCRWWTP Expansion Phase 1	\$2,100,000	\$2,000,000	\$1,000	—	—	—	—	\$4,101,000
CCRWWTP Headbox Rehabilitation	\$500,000	\$1,000	—	—	—	—	—	\$501,000
CCRWWTP Headworks HVAC Replacement	\$50,000	\$1,000	—	—	—	—	—	\$51,000
CCRWWTP BNR Aeration Basins Airflow Meters	\$50,000	\$1,000	—	—	—	—	—	\$51,000
CCRWWTP Genius Network Replacement	\$400,000	\$1,000	—	—	—	—	—	\$401,000
CCRWWTP Perforated Plate Screen Replacement	\$3,000,000	\$1,000	—	—	—	—	—	\$3,001,000
CCRWWTP Dewatering Improvements	\$140,000	\$1,000	—	—	—	—	—	\$141,000
CCRWWTP FMF Odor Control Replacement	\$1,800,000	\$1,000	—	—	—	—	—	\$1,801,000
CCRWWTP Digester Gas Treatment - Boilers	\$600,000	\$400,000	\$1,000	—	—	—	—	\$1,001,000
CCRWWTP Secondary Clarifiers Rake Arm Rehabilitation	\$450,000	\$450,000	\$1,000	—	—	—	—	\$901,000
CCRWWTP Grit System Replacement Phase 1	\$500,000	\$4,300,000	\$1,000	—	—	—	—	\$4,801,000
CCRWWTP Biofilter Odor Control Replacement	\$320,000	\$1,000,000	\$1,000	—	—	—	—	\$1,321,000
CCRWWTP BNR Aeration Basins Additional Blowers	\$20,000	\$100,000	\$5,908,000	\$1,000	—	—	—	\$6,029,000
CCRWWTP Primary Basins Scum Skimming Improvements	\$100,000	\$200,000	\$2,000,000	—	—	—	—	\$2,300,000
CCRWWTP Grit System Replacement Phase 2	—	\$100,000	\$500,000	\$4,300,000	\$1,000	—	—	\$4,901,000
CCRWWTP Solids Handling Expansion	—	\$160,000	\$500,000	\$8,660,000	\$8,660,000	—	—	\$17,980,000
CCRWWTP Step Screens Replacement	—	\$100,000	\$500,000	\$6,000,000	\$4,000,000	—	—	\$10,600,000
CCRWWTP BNR Aeration Basins Alkalinity Adjustment	—	—	\$1,000	\$50,000	\$150,000	\$1,000	—	\$202,000
CCRWWTP BNR Methanol Pumps	—	—	—	—	\$20,000	\$50,000	—	\$70,000
Collection System Projects								
B Street Interceptor Repair	\$500,000	\$1,000	—	—	—	—	—	\$501,000
Marina Force Main Replacement	\$150,000	\$750,000	\$1,000	—	—	—	—	\$901,000
Parkland/Brookdale Extension Phase 4	\$15,000,000	\$3,000,000	\$50,000	—	—	—	—	\$18,050,000
208th Street East/Mountain Highway Extension	\$9,500,000	\$5,000,000	\$1,000	—	—	—	—	\$14,501,000
Collection System SCADA Replacement	\$3,500,000	\$3,500,000	\$3,500,000	\$1,000	—	—	—	\$10,501,000
NW Landing Force Main Odor Control	\$120,000	\$360,000	\$1,000	—	—	—	—	\$481,000
Pump Station Generator Replacement	\$300,000	\$1,100,000	\$300,000	\$1,000	—	—	—	\$1,701,000
Woodland Pump Station and Temporary Force Main	\$100,000	\$9,000,000	\$4,000,000	\$1,000	—	—	—	\$13,101,000
Concrete Pipe Rehabilitation Phase 1	\$150,000	\$5,000,000	\$5,000,000	\$1,000	—	—	—	\$10,151,000
Day Island System Replacement	\$3,000,000	\$7,000,000	\$3,500,000	\$3,500,000	\$500,000	—	—	\$17,500,000

Project Description	2024	2025	2026	2027	2028	2029	2030-2044	Total 2024-2044
Parkland/Brookdale Extension Phase 5	\$1,000	\$150,000	\$13,000,000	\$50,000	—	—	—	\$13,201,000
Greenwood Pump Station Replacement	\$50,000	\$100,000	\$350,000	\$1,000	—	—	—	\$501,000
Fife Heights Trunk	—	\$160,000	\$173,000	\$3,250,000	\$1,000	—	—	\$3,584,000
Parkland/Brookdale Extension Phase 6	—	—	\$50,000	\$150,000	\$17,000,000	\$50,000	—	\$17,250,000
Concrete Pipe Rehabilitation Phase 2	—	—	\$50,000	\$100,000	\$5,000,000	\$5,000,000	—	\$10,150,000
Soundview Pump Station Replacement	—	—	—	\$50,000	\$100,000	\$350,000	—	\$500,000
West Lake Spanaway Interceptor Phase 1	—	—	—	—	\$50,000	\$150,000	—	\$200,000
North Fork Trunk	—	—	—	—	\$50,000	\$150,000	—	\$200,000
Brookdale Trunk	—	—	—	—	\$50,000	\$150,000	—	\$200,000
Bypass Interceptor	—	—	—	\$1,000	\$300,000	\$1,000,000	—	\$1,301,000
Miscellaneous Sewer Construction	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	—	\$1,500,000
Sewer System Rehabilitation and Replacement Projects	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	—	\$15,000,000
Operational and Maintenance Projects	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	—	\$1,200,000
Sewer Asset Management Software	\$250,000	—	—	—	—	—	—	\$250,000
IPS SWR/SWM Billing System Phase 2 Enhancements	\$250,000	\$100,000	\$1,000	—	—	—	—	\$351,000
Future Sewer Utility Capital Projects								
136th Street and 62nd Avenue Extension	—	—	—	—	—	—	\$2,754,000	\$2,754,000
Biological Process Phase 2	—	—	—	—	—	—	\$203,925,053	\$203,925,053
CCRWWTP Electrical Systems Upgrades Phase 2	—	—	—	—	—	—	\$1,502,000	\$1,502,000
CCRWWTP Fermenter	—	—	—	—	—	—	\$3,052,000	\$3,052,000
CCRWWTP Tunnel Expansion Phase 1	—	—	—	—	—	—	\$2,754,000	\$2,754,000
Disinfection System Phase 3	—	—	—	—	—	—	\$3,511,111	\$3,511,111
Dupont - Lakewood Bypass Project	—	—	—	—	—	—	\$13,824,000	\$13,824,000
East Basin Interceptor Expansion Phase 1	—	—	—	—	—	—	\$13,342,700	\$13,342,700
Elk Plain Capacity Project	—	—	—	—	—	—	\$8,308,000	\$8,308,000
Hylebos 5 Capacity Project	—	—	—	—	—	—	\$12,304,000	\$12,304,000
Muck-Kapowsin Trunk	—	—	—	—	—	—	\$2,193,000	\$2,193,000
Pacific Commons/Spanaway Airport Extension	—	—	—	—	—	—	\$7,208,000	\$7,208,000
Parkland Interceptor Bypass	—	—	—	—	—	—	\$2,325,000	\$2,325,000
Primary Sedimentation Expansion Phase 2	—	—	—	—	—	—	\$21,430,299	\$21,430,299
Rainier Terrace Interceptor Expansion	—	—	—	—	—	—	\$9,385,800	\$9,385,800
Reclaimed Water Production Facility	—	—	—	—	—	—	\$27,101,300	\$27,101,300

Project Description	2024	2025	2026	2027	2028	2029	2030-2044	Total 2024-2044
Solids Thickening Expansion Phase 2	—	—	—	—	—	—	\$13,272,772	\$13,272,772
Utilidor Development Ph 2	—	—	—	—	—	—	\$3,702,000	\$3,702,000
Woodland Pump Station Permanent Force Main	—	—	—	—	—	—	\$8,254,000	\$8,254,000
CCRWWTP Reclaimed Water Pump Station	—	—	—	—	—	—	\$6,609,700	\$6,609,700
Lake City Pump Station upgrades*	—	—	—	—	—	—	\$2,000,000	\$2,000,000
North Surprise Lake Pump Station upgrades*	—	—	—	—	—	—	\$2,000,000	\$2,000,000
Total	\$45,851,000	\$46,988,000	\$42,341,000	\$29,067,000	\$38,832,000	\$9,851,000	\$721,420,735	\$934,350,735

Note: Priorities may change over time and new funding sources may become available or existing funding sources may be eliminated or shifted. Additional modeling as part of the USP update may identify different or more specific capital needs, particularly over the 2030-2044 timeframe—projects included in this table are based on the County’s current understanding of needs and subject to change.

*Growth related projects identified by the Sewer modeling team.

Sources: Pierce County Planning and Public Works Sewer Utility, 2023; 2024-2044 SIP, 2023 (Ordinance No. 2023-54); BERK, 2024.

Solid Waste Management

Overview and Inventory

Pierce County oversees planning for the county's solid waste system and promotes waste prevention and recycling education. [RCW.70A.205.045](#) requires each county within Washington to prepare a coordinated, comprehensive solid waste management plan to arrange for solid waste and materials reduction, collection, and handling and management services and programs throughout the state, designed to meet the unique needs of each county in the state. The current Tacoma-Pierce County Solid and Hazardous Waste Management Plan: 2021-2040 (SHWMP) was adopted by the Pierce County Council on April 21, 2022. The plan's vision is "A solid waste system that is equitable, protects human and environmental health, and is resilient to the known and unforeseen changes that are coming our way." The next update for the Pierce County SHWMP is expected to begin in 2026 or 2027.

There are three solid waste management systems in the county: Pierce County, the City of Tacoma, and JBLM. Pierce County and the City of Tacoma coordinate activities with the military, which has its own solid waste system and solid waste management plan. This is referred to as the JBLM system and falls under the Washington Utilities and Transportation Commission's (WUTC) jurisdiction. Tribal lands that are in Pierce County are included in the Pierce County solid waste management system.

The Planning and Public Works Department (PPW) Sustainable Resources Division is responsible for solid waste and recycling planning for the Pierce County management system. This system serves the unincorporated areas of the county as well as cities and towns which have interlocal agreements to participate in the County's disposal system. This is referred to as the County system.⁷

Curbside garbage and recycling collection service in the County system is provided by three private companies depending on location: LeMay Enterprises, Murrey's Disposal, and University Place Refuse. The SHWMP details the regulatory authority, service provider, and whether solid waste collection is mandatory or not based on jurisdiction. The County also contracts with private companies to operate five County-owned solid waste facilities, and to gain access and capacity at an additional four facilities (including the Tacoma Recovery & Transfer Center and at the private haulers' offices). See Exhibit 111. In addition to the nine recycling centers where Pierce County residents can drop off glass, there are 21 additional glass drop-off sites throughout the county and four in Tacoma.⁸

⁷ While having territory and population within Pierce County, the cities of Auburn and Pacific are wholly in the King County solid waste system. The City of Enumclaw has territory but no population in Pierce County, and is also in the King County system. Conversely, the King County portion of Milton is in the Pierce County system.

⁸ Glass has never been collected in Pierce County's commingled recycling system, and it was removed from the City of Tacoma's dual stream system at the beginning of January 2021.

Exhibit 111. Pierce County Solid Waste Disposal and Composting Facilities, 2022

Facility	Location	Current Capacity	Materials Accepted
Anderson Island Drop Box	9607 Steffenson Rd Anderson Island, WA 98303	Solid waste: 1,170 tons per year	Residential garbage, residential yard waste, and recycling
Hidden Valley Transfer Station	17925 Meridian St E Puyallup, WA 98373	<i>Unknown</i>	Garbage, yard waste, recycling, household hazardous waste, e-waste, and motor oil
Key Center Drop Box	5900 Blk Key Peninsula Hwy N Lakebay, WA 98349	Solid waste: 2,925 tons per year	Residential garbage, residential yard waste, and recycling (5 cubic yards total maximum)
Prairie Ridge Transfer Station	11710 Prairie Ridge Dr E South Prairie, WA 98391	Solid waste: 12,285 tons per year	Residential garbage, residential yard waste, recycling, and e-waste
Purdy Transfer Station and Pierce County Yard Waste Composting Facility	14515 54th Ave NW Gig Harbor, WA 98332	Solid waste: 82,125 tons per year Yard waste: 29,200 tons per year	Garbage, yard waste, recycling, e-waste, and motor oil

Sources: Tacoma-Pierce County Solid and Hazardous Waste Management Plan: 2021-2040, 2022; BERK, 2023.

All non-recycled municipal solid waste from the Pierce County waste management system is disposed under contract by Pierce County Recycling, Composting, and Disposal, LLC (LRI).⁹ The privately-owned/operated LRI landfill is located on a 320-acre site southeast of the intersection of 304th Street E and Meridian E. The LRI landfill footprint has an approximate capacity for 29.2 million cubic yards—between 1999–2022, approximately 22.3 million cubic yard were disposed at the LRI landfill, leaving roughly 6.9 million cubic yards of airspace. In total, LRI disposed 1,143,873 tons of waste to the landfill in 2022, including 469,543 tons of waste from the County system (compared to 461,486 in the previous year).

LRI operates two facilities for the composting of yard and garden debris: the Pierce County Composting Facility in Purdy and the LRI Compost Factory at Hidden Valley (see Exhibit 111). The County-owned facility handles less than a quarter of the County's needs for composting capacity. Per the County's Waste Handling Agreement, LRI provides composting capacity at company-owned facilities in Pierce and Thurston Counties and contracts for additional capacity, when needed, at other private facilities. In 2022, LRI composted 116,430 tons of yard and garden debris, the same as the previous year.

Pierce County is responsible for paying for improvements at County-owned facilities (Exhibit 111) and LRI is responsible for improvements at their own facilities (including the LRI landfill).

⁹ The current contract with LRI runs through 2036.

Level of Service Standards

The Pierce County Comprehensive Plan adopts the LOS for solid waste detailed in the SHWMP, as amended (Exhibit 1).

Pierce County maintains a 20-year forecast for the entire county, including the Tacoma and JBLM waste management systems, for the purposes of projecting long-term capacity needs for municipal solid waste (MSW).¹⁰ The forecast is reviewed each year as part of the Landfill Capacity Analysis and checked against official population increases and actual disposed MSW and non-MSW tonnages. Per Appendix R of the SHWMP, in-County Disposal Capacity (at the privately owned landfill) would average 798,307 tons per year from 2024-2029 assuming a blended rate of disposal per capita and no reduction in the amount of waste generated per person per day by the three systems—this represents a “worst case scenario” indicative of the maximum amount of local landfill space that would need to be available to the County during this planning period. Existing facilities provide sufficient capacity to handle both garbage requiring disposal and organic materials suitable for composting during the six-year timeframe. However, the LRI landfill has an estimated closure date of 2030 under the worst case scenario.

Depending on the actual rate of disposal and diversion, the SHWMP estimates the LRI landfill will reach capacity between 2032 and 2036, likely within the period of the County’s disposal contract ending in 2036. A new MSW facility is not being considered as an alternative once the landfill reaches capacity. Longhaul, either by rail or by truck, will either divert a portion of waste in the near-term to extend the life of the landfill, or be used as a primary disposal strategy once it is no longer accepting new waste.

The responsibility to manage disposal capacity through 2036 is a requirement in the County’s contract with LRI. An evaluation of disposal alternatives will be required to further consider the parameters and process for implementation of preferred options. The evaluation will address various sources using the landfill (County, City of Tacoma, other private uses), and a detailed projection of future use and capacity. A key component of the evaluation will be the life-cycle/GHG impacts of various alternatives. Pierce County and the City of Tacoma may both benefit from closer coordination in the future to define joint-use approaches to capital facilities for MSW disposal. A formal arrangement would facilitate dual planning and combining the financial capabilities of the City of Tacoma and Pierce County rate bases.

Exploring options and commitment to a preferred strategy for diversion to maintain capacity and/or post-landfill will result in a preferred approach for discussion in the 2025 SHWMP plan update. Though the best-case scenario would allow Pierce County, City of Tacoma, and JBLM to continue to utilize existing solid waste capital facilities, strategies are in place and are currently being utilized at a smaller scale to ensure there is no gap in service following the 2036 contract renegotiation. LRI and Pierce County Solid Waste expect to stop utilizing the current landfill

¹⁰ These projections are solely for contracted MSW. A substantial amount of non-MSW waste, such as contaminated soils, is also disposed at the LRI Landfill.

following the 2036 contract renegotiation and to fully switch to exporting solid waste through existing rail transportation systems for longer term solid waste landfilling.

Project Summary

Recent and Ongoing Major Accomplishments

- Built new roofs for the z-wall dumping facility at the Prairie Ridge Transfer Station to improve stormwater compliance.
- Pierce County and LRI have started to take steps to reduce the tonnage of yard waste coming to Pierce County facilities by putting a price on commercial volumes of yard waste. By reducing the subsidy on yard waste, the County and LRI expect to continue to get fewer tons of yard waste at their facilities and ultimately reduce the cost of garbage service. Additionally, some yard waste materials are going out of Pierce County to LRI's Silver Springs facility for composting.
- Completion of a new leachate pretreatment facility on site at Hidden Valley Transfer Station to help alleviate the need to transport leachate off-site before releasing to the County Wastewater Treatment Plant.

Non-Capital Alternatives

Non-capital alternatives the County could pursue to achieve and maintain LOS standards for solid waste facilities include:

- Mandatory garbage collection. Subscription to garbage collection and recycling programs is currently voluntary for households and businesses in unincorporated Pierce County. Eliminating self-haul as an alternative to garbage collection would translate into increased capacity at the drop boxes and transfer stations as proportionally more waste could be handled as garbage trucks tip loads in areas now reserved for the general public. Self-haul would remain available for residents and businesses to dispose wastes that would not fit in a standard garbage can.
- Mandatory recycling. Mandatory participation in recycling programs (implemented through bans on the collection and disposal of recyclable materials or imposition of severe fees for non-participation in collection) could also reduce disposal capacity pressures.
- Expanded education. In recent years, Pierce County has worked to share messaging that is simple, realistic, and transparent highlighting the importance of quality of material over quantity in the recycling bin. Pierce County is continuing to improve outreach methods to include populations who have historically been underrepresented and under-served.

Capital Projects

Pierce County contracts with LRI through the 2008 Waste Handling Agreement to collect and manage any improvement projects identified by both parties. Pierce County currently has no

financial role in these capital facility projects. The County does have a significant role in compliance and working with LRI to ensure project success. Exhibit 112 contains a list of solid waste projects identified by the County to meet desired service levels over the next six years (2024-2029). No solid waste projects are currently identified by the County beyond the six year planning period. Priorities may change over time and new funding sources may become available or existing funding sources may be eliminated or shifted. The Department will apply for grants to assist with these capital facility upgrades and reduce the impact to Pierce County solid waste rate payers. All capital projects will be budgeted and managed through the waste handling agreement.

Exhibit 112. Pierce County Solid Waste—Planned Capital Projects, 2024-2044

Project Description	2024	2025	2026	2027	2028	2029	2030-2044	Total 2024-2044
Purdy Transfer Station and Compost Facility Capacity Improvements	\$1,975,000	\$3,000,000	—	—	—	—	—	\$4,975,000
Prairie Ridge Transfer Station and Recycling Facility Capacity Improvements	\$1,800,000	—	—	—	—	—	—	\$1,800,000
Total	\$3,775,000	\$3,000,000	—	—	—	—	—	\$6,775,000

Note: Priorities may change over time and new funding sources may become available or existing funding sources may be eliminated or shifted. PPW does not provide operations and maintenance (O&M) services nor pay O&M costs at solid waste facilities. O&M work is covered by the System Operator from System Tipping Fees. These projects will be continued on the tipping fee rate starting on March 1, 2024.

Sources: Pierce County Finance Department, 2023; BERK, 2024.

Per the SHWMP, the County will continue to work with LRI, the City of Tacoma, and JBLM to plan for long-term solid waste needs as the current landfill nears capacity. Planning at Pierce County and LRI occur on a yearly basis to annually set collection rates based on prior year tonnages, inflation, and identified capital needs. The County plans to issue a Request for Proposals in late 2023 or early 2024 to help identify additional solid waste capital needs.

Surface Water Management and River Improvement

Overview

The Pierce County Surface Water Management Division (SWM) of Pierce County Planning and Public Works manages water quality and flooding issues to reduce flood losses, protect and improve water quality and related natural resources. SWM is organized into three workgroups consisting of Engineering Services, Water Quality and Floodplain and Watershed Services. The engineering services workgroup is responsible for the infrastructure that reduces destructive flooding, maintains, and improves water quality, and preserves or restores fish and wildlife habitat.

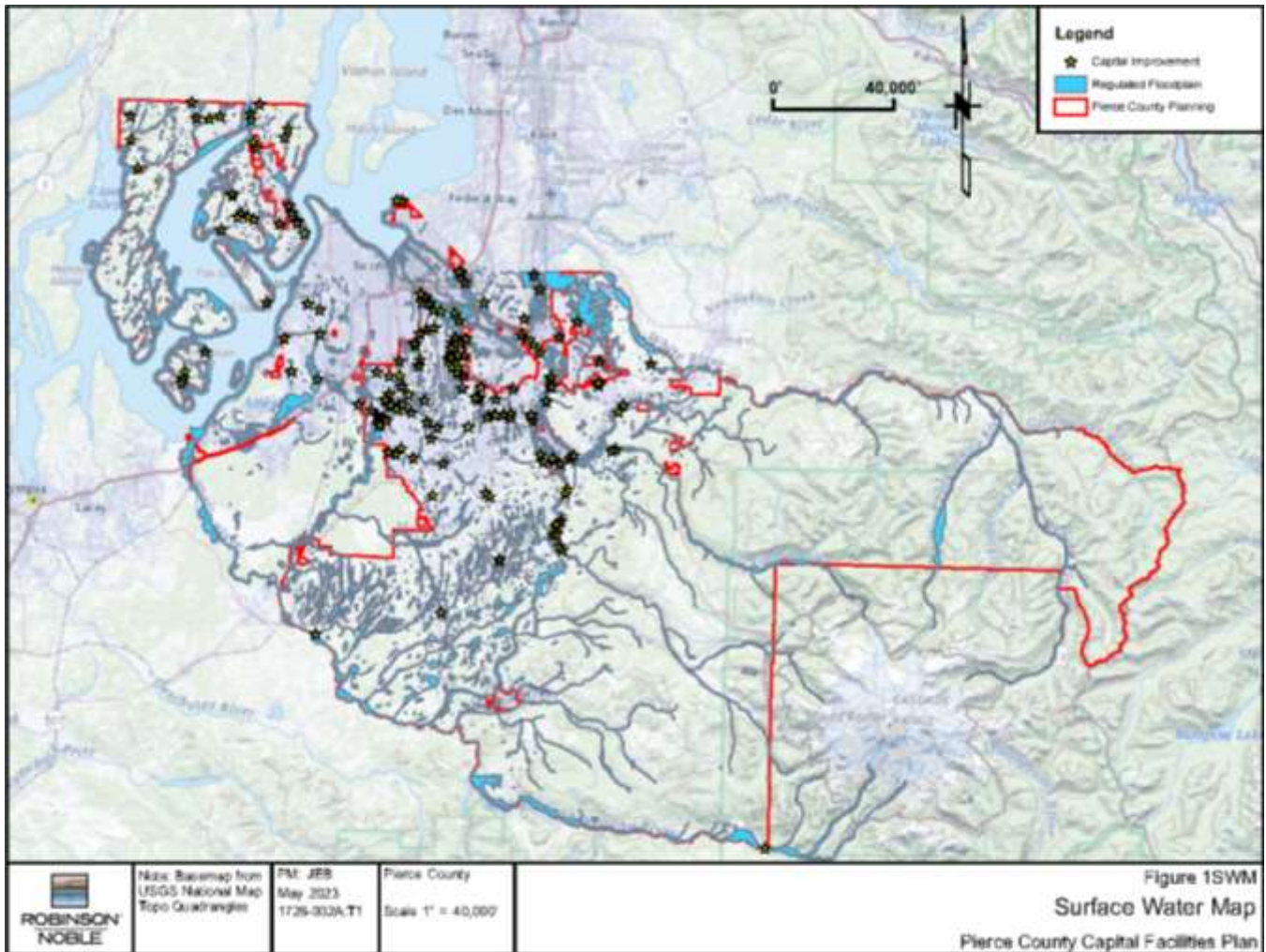
Managed surface water resources in Pierce County include rivers, named and unnamed creeks, lakes, and marine waterbodies (Exhibit 113). There are 700 miles of shorelines in unincorporated Pierce County including 180 miles of marine shoreline, 145 miles of lake shoreline, and 375 miles of shoreline associated with rivers and streams. Surface water resources within Pierce County are managed in four watersheds with varying estimated populations:¹¹

- Nisqually River—population of 65,000
- Chambers-Clover—population of 410,000
- Puyallup River—population of 420,000
- Key Peninsula, Gig Harbor, and Islands—population of 90,000

Pierce County further manages surface water through specific basin management plans for ten surface water basins.

¹¹ Pierce County [Watershed Health Scorecard](#), 2021.

Exhibit 113. Surface Water Resources and Regulated Floodplains

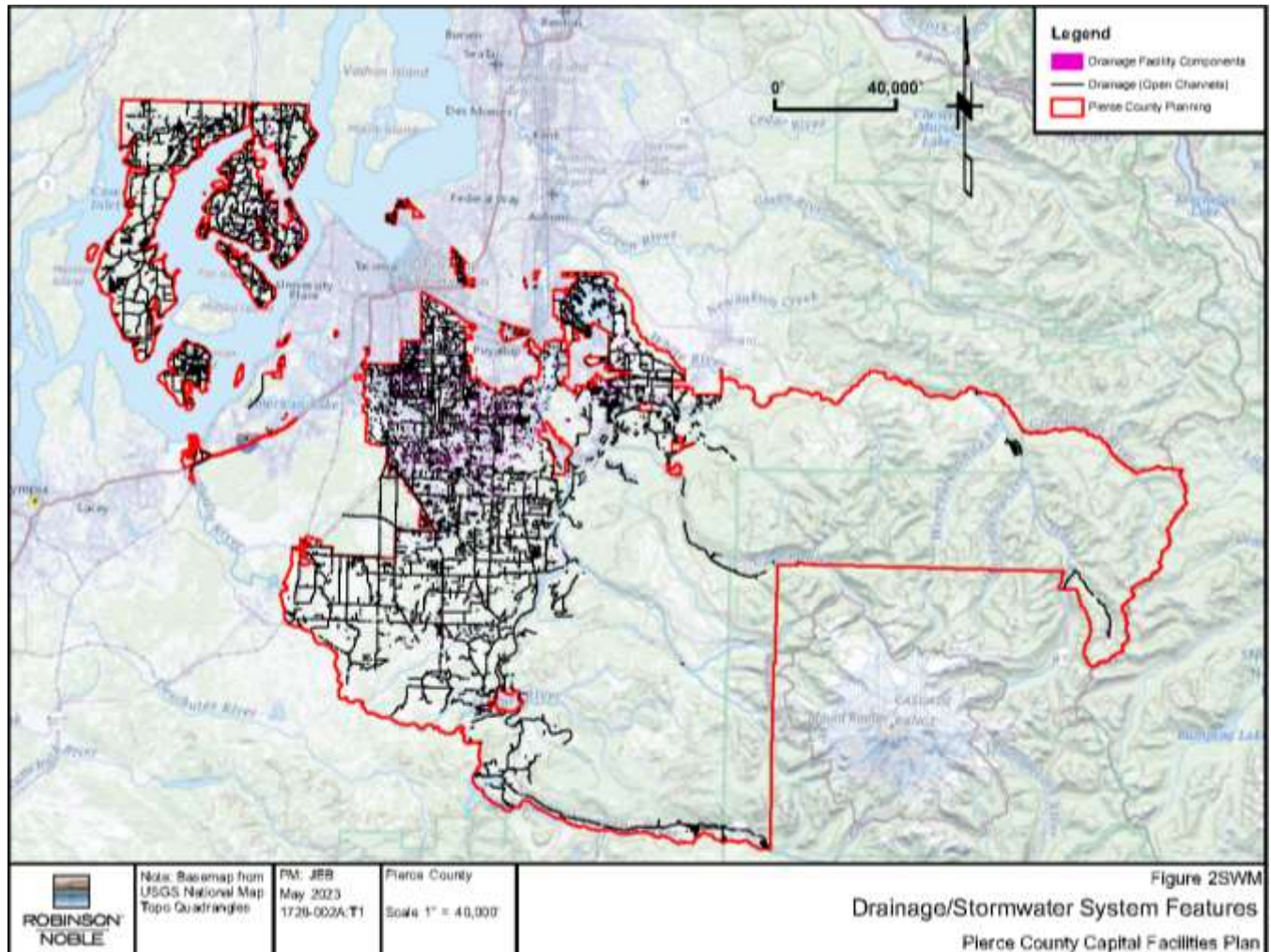


Sources: Pierce County GIS, 2023; Robinson & Noble, 2023.

Inventory

Stormwater facilities are located throughout Pierce County, including 500+ publicly owned ponds and 2 pump stations in addition to open and closed stormwater collection and conveyances. See Exhibit 114.

Exhibit 114. Unincorporated Pierce County Drainage and Stormwater System Features, 2023



Sources: Pierce County GIS, 2023; Robinson & Noble, 2023.

Level of Service Standards

The County separates surface water LOS into LOS related to flooding and LOS related to water quality and natural resource protection. The Pierce County Comprehensive Plan adopts the LOS for stormwater facilities and flood management detailed in the Pierce County Stormwater and Site Development Manual (including compliance with the NPDES Permit) and Comprehensive Flood Hazard Management Plan, as amended (Exhibit 1).

Flooding related LOS are based on protection against certain levels of flooding (100-year, 200-year etc.) and location. Water quality standards are imposed via state and federal regulations. Flood related LOS are risk-based on the criteria of life-safety and economic damage potential. As noted in the 2016 Draft Pierce County System Wide Improvement Framework, certain levees are designed and maintained to protect from a 200-year flood, while others (including new levees) are designed to protect at the 100-year flood level. Other levees are maintained to offer lesser levels of protection.

Water quality and natural resource protection LOS are fairly heterogenous and driven by Washington State Department of Ecology (Ecology) and US Environmental Protection Agency (EPA) regulations. Water quality regulations for commercial and industrial stormwater discharges are the basis of LOS related to water quality. Revisions to the future land use map to support proposed growth in the Comprehensive Plan update will require further evaluation to ensure compliance with these regulations and thus maintain an appropriate LOS.

Project Summary

Recent and Ongoing Major Accomplishments

- Rody Creek Channel Stabilization near 80th Street E—The project reduced the transport of soil and earth materials along the channel to stabilize the base of the ravine slopes along approximately 2,580 feet of Rody Creek channel between 80th and 72nd Streets East. This project helped stabilize the channel bed from further downcutting and stabilize areas at the base of the ravine slopes. This project also helped address Pierce County's goal to improve water quality in the Clarks Creek stream system, as required by the Clarks Creek Total Maximum Daily Load (TMDL) set by the Department of Ecology.
- Horsehaven Creek Culvert at 150th Avenue—This project raised 188th Street East to accommodate the new box culvert (bridge) that has a 19.5-foot span and 8-foot in height. This project improved fish passage and addressed flooding issues on Horsehaven Creek, where it crosses under 188th Street East near Orting. The new culvert meets current fish passage requirements and reduces the likelihood of the area experiencing water over the roadway.
- Clear Creek Habitat Restoration—The Clear Creek Habitat Restoration project improved access to salmon habitat and expanded the flood storage capacity by removing sections of an existing access road that separated Clear Creek from an adjacent wetland, which is owned by the Port of Tacoma. This 16-acre site within the Puyallup River watershed is home to many wildlife and fish species, including chinook, coho, and chum salmon, as well as bull trout, cutthroat trout, coyote, and deer.

Non-Capital Alternatives

Non-capital alternatives the County could pursue to achieve and maintain LOS standards for surface water management and river improvement facilities include privatization (where private developers can build stormwater facilities with excess capacity that can be sold to other developers to reduce on-site stormwater facilities for new developments), floodplain acquisition, elevation of structures, stricter floodplain and stormwater management regulations and additional monitoring/enforcement, monitoring to ensure proper source control techniques, promoting flood-compatible land uses in flood prone areas, County-provided inspection and technical assistance for private stormwater facilities, requiring older developments to retrofit inadequate facilities, flood warning programs, additional public education and outreach to better

inform and prepare citizens for flooding, or modifying (through Congressional Action), the operations of Mud Mountain Dam by the U.S. Army Corps of Engineers.

Capital Projects

Surface water management and river improvements capital projects are detailed in the County's 2024-2029 Surface Water Improvement Program (SWIP) and 2023 Comprehensive Flood Hazard Management Plan.¹² Exhibit 115 details proposed surface water and river improvement projects over the next six years (2024-2029) as well as additional projects planned beyond the six-year period. Projects are located throughout the county at an estimated cost of \$180,319,000 over the next six years and \$292,007,190 over the next twenty years. Exhibit 115 does not include improvements that will be financed and constructed by private parties (e.g., improvements that are conditions of a project approval).

The CFP adopts by reference the SWIP and Comprehensive Flood Hazard Management Plan, as amended. The County will update this section periodically as appropriate.

¹² The nine Pierce County basin plans, water quality plans, and the Pierce County Comprehensive Flood Hazard Management Plan are the foundation of capital improvement projects and programs to protect people, infrastructure, and the environment. The projects in these plans were ranked for flood risk reduction, water quality, habitat, and other factors. Funding availability and mandatory obligations are added layers of review when selecting capital project for implementation.

Exhibit 115. Surface Water Management and River Improvement—Planned Capital Projects, 2024-2044

Project Description	2024	2025	2026	2027	2028	2029	2030-2044	Total 2024-2044
Chambers Creek Dam Demolition and Bridge Reconstruction	\$110,000	\$134,000	\$200,000	\$1,300,000	\$3,500,000	\$3,500,000	—	\$8,744,000
Lake Tapps WQ Retrofit	\$36,000	\$38,000	\$100,000	\$100,000	\$100,000	\$100,000	—	\$474,000
Diru Creek Water Quality at Pioneer way	\$212,000	\$554,000	\$370,000	\$1,500,000	\$500,000		—	\$3,136,000
Diru Creek Bank Stabilization at 72nd St. E.	\$1,173,000	\$1,000,000	—	—	—	—	—	\$2,173,000
Parkview Point - Retro-fit	\$10,000	—	—	—	—	—	—	\$10,000
Groundwater Flood #1	—	—	\$100,000	\$100,000	\$100,000	\$100,000	—	\$400,000
Clover Creek - Water Quality Retrofit - C Street	\$1,119,000	\$1,203,000	\$1,000				—	\$2,323,000
Clover Creek - Water Quality Retrofit #2	—	—	\$100,000	\$100,000	\$100,000	\$2,000,000	—	\$2,300,000
Clear Cr Flood Gate	\$491,000	\$68,000	\$55,000	—	—	—	—	\$614,000
Clear Cr Habitat Restoration	\$62,000	\$57,000	\$65,000	—	—	—	—	\$184,000
Floodplain Acquisition Non-Rivers	\$500,000	\$500,000	\$360,000	\$360,000	\$510,000	\$510,000	—	\$2,740,000
In-Lieu-Fee #3	—	—	\$200,000	\$200,000	\$200,000	\$200,000	—	\$800,000
Diru Creek Culvert at Pioneer way	\$132,000	\$396,000	\$100,000		\$2,000,000	\$2,000,000	—	\$4,628,000
Purdy Creek Culvert Replacement at 144th St. NW	\$433,000	\$153,000	\$200,000	\$3,000,000	\$3,225,000	\$2,000,000	—	\$9,011,000
Purdy Creek Culvert Replacement at 160th St. NW	\$1,889,000	\$94,000	\$20,000	—	—	—	—	\$2,003,000
Rody Creek Improvements SW of Pioneer Way	\$124,000	\$196,000	\$1,000,000	—	—	—	—	\$1,320,000
Rody Creek Channel Stabilization near 80th St. E	\$7,000			—	—	—	—	\$7,000
Rody Creek Culvert at Pioneer way	\$317,000	\$262,000	\$150,000	—	\$2,000,000	\$2,000,000	—	\$4,729,000
Schoolhouse Creek Culvert at Eckenstam Johnson Rd./108 th St.	\$10,000	—	—	—	—	—	\$489,000	\$499,000
Schoolhouse Creek Culvert Replacement at Mouth	\$312,000	\$3,646,000	\$10,000	—	—	—	—	\$3,968,000
Rody Creek Water Quality at Pioneer Way	\$292,000	\$303,000	\$320,000	\$1,000,000	\$500,000	—	—	\$2,415,000
Clarks Creek - Water Quality Retrofit #3	—	—	\$200,000	\$200,000	\$200,000	\$200,000	—	\$800,000
Swan Creek 64th Street East Stream Bank/Channel Stabilization	\$3,015,000	\$215,000	\$2,425,000	\$80,000	\$25,000		—	\$5,760,000
Swan Creek - Flow Modification	—		\$50,000	\$1,130,000	\$200,000	\$200,000	—	\$1,580,000
Horsehaven Cr Culvert at 150th Ave E - Culvert Replacement	\$25,000	\$6,000	—	—	—	—	—	\$31,000
Priority #1 Culvert	\$250,000	\$750,000	—	—	—	—	—	\$1,000,000
Priority #2 Culvert	\$250,000	\$750,000	—	—	—	—	—	\$1,000,000
Priority #3 Culvert	\$250,000	\$750,000	—	—	—	—	—	\$1,000,000
Centers & Corridors Facility	\$164,000	\$79,000	\$100,000	\$100,000	\$100,000	\$100,000	—	\$643,000
Little Minter Creek at 144th St NW	\$105,000	\$192,000	\$100,000	\$1,000,000	\$500,000		—	\$1,897,000
Little Minter Creek at 97th St	\$28,000	\$350,000	\$10,000	—	—	—	—	\$388,000
Huge Creek at 144th St NW	\$107,000	\$196,000	\$100,000	\$1,000,000	\$500,000		—	\$1,903,000
Brighton Creek	\$161,000	\$389,000	\$50,000	\$100,000	\$4,000,000	\$4,000,000	—	\$8,700,000
Shellfish Water Quality Retrofit #1	\$10,000	\$10,000	\$100,000	\$100,000	\$1,000,000	\$1,000,000	—	\$2,220,000

Project Description	2024	2025	2026	2027	2028	2029	2030-2044	Total 2024-2044
Shellfish Water Quality Retrofit #2	—	—	\$80,000	\$100,000	\$100,000	\$100,000	—	\$380,000
River Projects								
Floodplain Acquisition along Rivers	\$800,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	—	\$3,300,000
Lower Puyallup River								
Clear Creek Acquisition and Floodplain Reconnection	\$2,605,000	\$2,613,000	\$2,500,000	\$1,700,000	\$3,200,000	\$3,000,000	\$42,099,260	\$57,717,260
White and Puyallup Rivers Confluence Property Acquisition	—	—	\$750,000	\$750,000	\$750,000	\$750,000	—	\$3,000,000
FEMA HMGP DR 4242-4243 Clear Creek Wheel Inn MHP Property Acquisition	\$250,000	—	—	—	—	—	—	\$250,000
FEMA FMA (Flood Mitigation Assistance) 2016 Clark's Cr.	\$173,000	—	—	—	—	—	—	\$173,000
Middle Puyallup River								
Fennel Creek Restoration Phase 3	\$1,590,000	\$172,000	\$50,000	—	—	—	—	\$1,812,000
128th ST E Southwest Quadrant Setback Levee	\$1,031,000	\$1,025,000	\$200,000	\$300,000	\$300,000	\$500,000	\$5,000,000	\$8,356,000
Rainier Manor/Riverwalk/River Grove and SR-410 Flood Wall and Levee	—	—	\$850,000	\$850,000	\$300,000	\$500,000	\$10,000,000	\$12,500,000
Upper Puyallup River								
Jones Setback Levee	\$300,000	\$3,580,000	\$10,040,000	\$10,000,000	\$4,500,000	—	—	\$28,420,000
Puyallup River Ford Setback - Capital Maintenance	\$54,000	\$35,000	\$1,000,000	\$1,000,000	—	—	—	\$2,089,000
Orville Road Revetment at Kapowsin Creek	\$3,388,000	\$3,253,000	\$80,000	—	—	—	—	\$6,721,000
Neadham Road Floodplain Reconnection	\$885,000	\$1,225,000	\$1,000,000	—	—	—	—	\$3,110,000
Orville Road Revetment Phase 2c	\$5,000	\$5,000	—	—	—	—	—	\$10,000
Carbon River								
Carbon River Setback Levee Left Bank, Bridge St to Voights Creek	\$857,000	\$647,000	\$300,000	\$300,000	\$1,000,000	\$5,000,000	\$11,000,000	\$19,104,000
Carbon River Floodplain Connection Right Bank	\$360,000	\$216,000	\$50,000	—	\$1,000,000	—	—	\$1,626,000
Alward Road Acquisition & Setback Levee	\$773,000	\$765,000	\$750,000	\$600,000	\$100,000	\$100,000	\$18,099,930	\$21,187,930
Carbon River Setback Levee Left Bank, Voights to SR 162 Bridge	\$220,000	\$201,000	\$1,100,000	\$1,000,000	\$300,000	\$300,000	—	\$3,121,000
Upper Carbon River								
Upper Carbon/Fairfax Road Bank Stabilization	—	—	—	—	—	—	\$5,000,000	\$5,000,000
Lower White River								
White River Butte Pit Setback	\$161,000	\$369,000	\$2,400,000	\$1,200,000	\$1,000,000	\$5,000,000	\$10,000,000	\$20,130,000
Coastal Flooding								
Coastal Flood #1	—	—	\$250,000	\$250,000	\$250,000	\$250,000	\$10,000,000	\$11,000,000
Capital Improvement Professional Services	\$500,000	\$500,000	\$600,000	\$600,000	\$650,000	\$750,000	—	\$3,600,000
Total	\$25,546,000	\$27,397,000	\$28,986,000	\$30,520,000	\$33,210,000	\$34,660,000	\$111,688,190	\$292,007,190

Note: Priorities may change over time and new funding sources may become available or existing funding sources may be eliminated or shifted.
Sources: Adopted 2024-2029 Surface Water Improvement Program (SWIP), 2023; Draft 2023 Comprehensive Flood Hazard Management Plan, March 2023; BERK, 2024.

Non-County Provided Facilities and Services

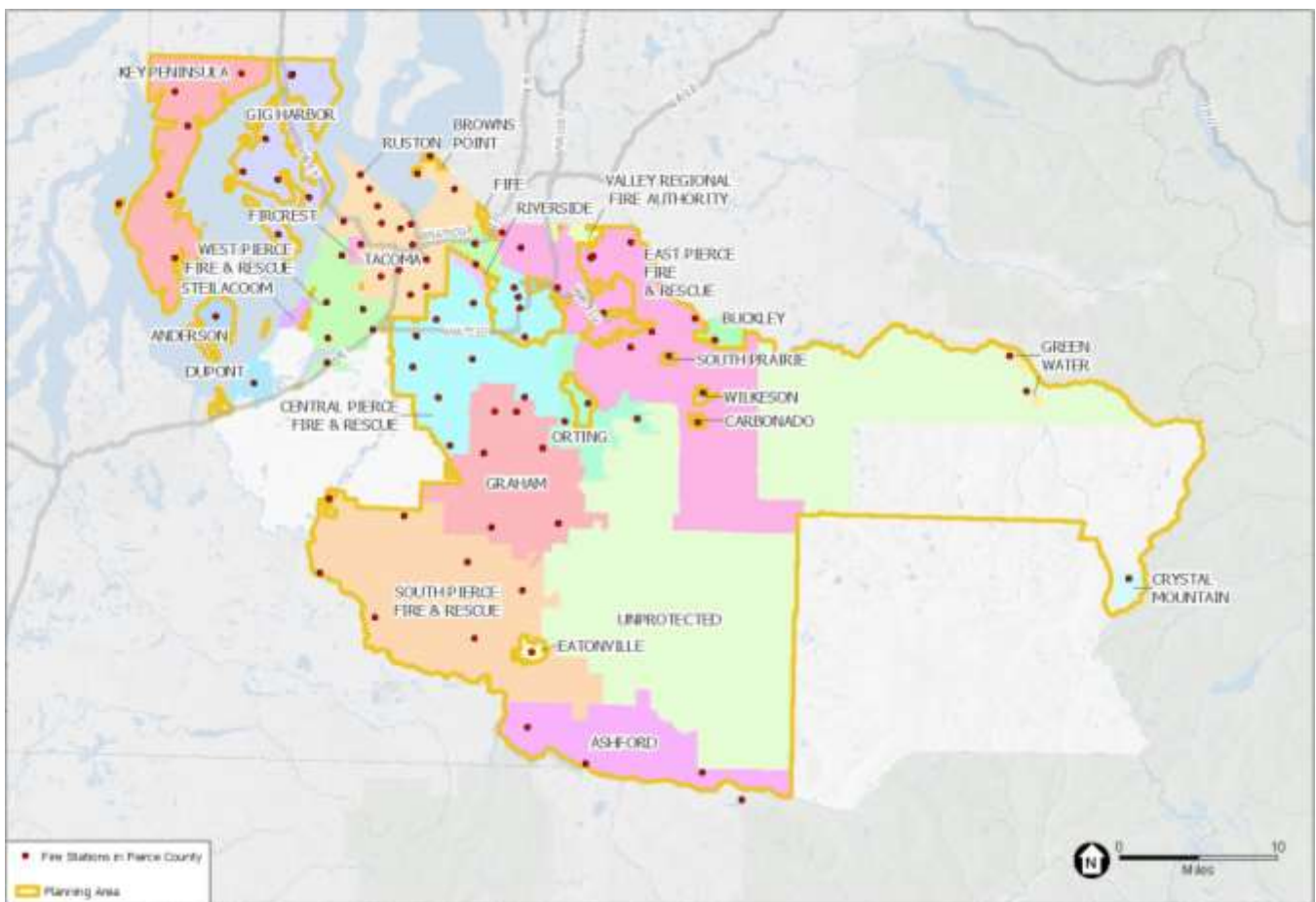
Capital facilities and services in Pierce County owned or primarily operated by other entities include fire/emergency medical services (EMS), transit, libraries, schools, and water.¹³ Several of these (fire/EMS, schools, and water) are operated by a network of various providers (see below). LOS revisions to the County's standards proposed as part of the Draft Comprehensive Plan Update are detailed in Exhibit 1 under Sources and Assumptions.

¹³ Drinking water is supplied by a large number of public water systems, as well as single-domestic systems which serve a single connection. More than 99% of drinking water supplied by public water systems in unincorporated Pierce County comes from non-County owned public water purveyors. The County owns five water systems that serve two County parks, the Tacoma Narrows Airport, the Anderson Island Ferry Landing, and South Pierce Fire and Rescue (PCFD 17). In total, the five County-owned water systems serve a total resident population of only 9 people and a non-resident population of 1,650 people. Most of the non-residential population served is due to the two parks and the airport. See the Water section below.

Fire/Emergency Medical Services

Fire suppression and emergency medical services are provided in Pierce County through a collection of 26 municipal fire departments, regional fire authorities, and fire districts. These service providers operate 93 fire stations throughout the county with 54 in Pierce County's unincorporated planning area. Many of the fire districts and fire departments have established mutual aid agreements with adjacent districts that allow them to provide and receive additional assistance when necessary, such as in the event of a particularly large and/or dangerous fire. The various departments and districts have also developed training programs and conduct disaster drills to prepare for the possibility of a countywide interagency response. Exhibit 116 shows the fire district boundaries and location of fire stations in Pierce County.

Exhibit 116. Fire District Boundaries and Location of Fire Stations, 2023



Sources: Pierce County GIS, 2023; BERK, 2023.

Staffed and volunteer stations for the regional fire authority and fire district that serve unincorporated Pierce County are summarized in Exhibit 117 and detailed in the following sections.

Exhibit 117. Staffed and Non-Staffed Fire Stations in Fire Districts Serving Unincorporated Pierce County, 2023

Regional Fire Authority/District	Staffed Stations	Volunteer Stations
Regional Fire Authorities		
Central Pierce Fire & Rescue	11	1
East Pierce Fire & Rescue	6	2
South Pierce Fire & Rescue	3	5
West Pierce Fire & Rescue	6	0
Pierce County Fire Districts (PCFD)		
#5 Gig Harbor Fire and Medic One	5	4
#10 Fife*	1	0
#13 Browns Point	1	1
#14 Riverside	1	0
#16 Key Peninsula	3	3
#18 Orting	3	0
#21 Graham	5	1
#23 Ashford	0	4
#25 Crystal Mountain	0	1
#26 Greenwater	1	1
#27 Anderson	0	1
Total	46	24

* Fire and EMS services for PCFD 10, including the City of Fife as well as urban unincorporated Pierce County to the north, are provided via contract with the Tacoma Fire Department (TFD). PCFD 10 is served by TFD Station 12 (which is owned by PCFD 10 but operated by TFD).

Sources: [CPFR Fire Stations](#), 2023; [EPFR Fire Stations](#), 2023; [SPFR Station Information](#), 2023; [WPFR Station Locations](#), 2023; [Gig Harbor Fire & Medic One Station Locations](#), 2023; City of Tacoma Capital Facilities Program, 2021-2026; [PCFD 13 Stations](#), 2023; [About Riverside Fire & Rescue](#), 2023; [Key Peninsula Fire District Stations](#), 2023; [Orting Valley Fire and Rescue Fire Stations](#), 2023; [Graham Fire and Rescue Stations](#), 2023; [Anderson Island Fire and Rescue](#), 2023; Pierce County Assessor, 2023; BERK, 2023.

Calls for fire and EMS across Pierce County are dispatched by one regional communication center: South Sound 911. South Sound 911 occupies a new unified, regional 911 communications center in Tacoma which serves communities and first responders countywide (see General Administration Buildings above).

Level of Service Standards

Key terms used to describe LOS for fire and EMS across the districts include:

- **Turnout time** measures how quickly crews can respond to the initial notification of an incident and begin traveling to the scene. Several factors can affect turnout performance, such as station design, cross-staffing apparatus, and other physical elements.
- **Travel time** is the elapsed time from when a unit begins to respond until it's arrival on scene.
- **Response time** is the combined total of turnout and travel time.

The minimum LOS for fire service, as adopted in the Pierce County Comprehensive Plan, is for the provision of sufficient fire flow in order to provide protection commensurate with planned intensities of future development adopted in the Comprehensive Plan pursuant to the County's adopted version of the International Fire Code. Fire flow standards shall be established by county development regulations (see Exhibit 1)."

Every fire protection district and regional fire protection service authority in the state is also required to establish time objectives for the following measurements ([RCW 52.33.030](#)):

- Turnout time.
- Response time for the arrival of the first arriving engine company at a fire suppression incident and response time for the deployment of a full first alarm assignment at a fire suppression incident.
- Response time for the arrival of a unit with first responder or higher level capability at an emergency medical incident.
- Response time for the arrival of an advanced life support unit at an emergency medical incident, where this service is provided by the fire department.

To meet these standards and objectives, the total response times must be achieved on 90% of the responses within a jurisdiction. Each district may establish its own level of standard based on its location and resources. Pierce County does not require fire protection districts to meet a particular response time standard, but state law requires response time monitoring. [RCW 52.33](#) requires fire districts staffed primarily by career firefighters to monitor their response times to emergency calls and disclose this information in an annually published report. Compliance with County fire code and minimum fire flow requirements are administered by the Pierce County Fire Marshal and as part of County development permit review. Municipalities are also responsible for enforcing fire flow requirements and fire code regulations in their jurisdiction. The response time objectives set by each district are summarized in Exhibit 118 and are adopted by reference, as amended.

Exhibit 118. Response Time Objectives for Fire Districts Serving Unincorporated Pierce County, 2023

Regional Fire Authority/District	Response Time Objective
Regional Fire Authorities	
Central Pierce Fire & Rescue	<u>Fire-Suppression Incident:</u> – First arriving engine company: 6:35 – Full first alarm assignment on scene: 16:00 <u>Emergency Medical Incident</u> – BLS: first arriving unit with first responder or higher medical training: 7:15 – ALS: first arriving unit with paramedic: 6:00 <u>Special Rescue Incident</u> – First arriving unit with special operations technician: 10:30
East Pierce Fire & Rescue	– EPFR does not currently have any adopted performance benchmarks but tracks response time in relation to standards from the National Fire Protection Association (NFPA) 1710 and the Commission on Fire Accreditation

Regional Fire Authority/District	Response Time Objective
	International (CFAI). The January 2023 Standards of Cover proposed a 2:00 benchmark turnout time for all call types.
South Pierce Fire & Rescue	<i>Unknown</i>
West Pierce Fire & Rescue	<i>Unknown</i>
Pierce County Fire Districts (PCFD)	
#5 Gig Harbor Fire and Medic One	<u>Turnout time:</u> 2:20 for fire and 1:30 for EMS <u>First arrival</u> – Municipal (municipal boundaries of the City of Gig Harbor and areas lying within 1.5 miles of a staffed station): 9:00 for fire and 8:00 for EMS – Rural (all other areas outside of the Municipal Response Zone and connected to the Kitsap Peninsula): 12:00 for fire and 11:00 for EMS – Remote (Fox Island, Raft Island, Tanglewood Island): 16:00 for fire and EMS
#10 Fife*	<u>Call processing times:</u> 1:04 for priority fire incidents and 1:30 seconds for priority EMS and specialty incidents (e.g., Technical Rescue, Hazardous Materials) <u>Turnout times:</u> 1:00 for priority EMS incidents and 1:20 for priority fire and specialty incidents <u>Travel time—first arriving unit:</u> 4:00 for a priority fire or EMS incident and 20:00 for marine response <u>Total response time:</u> 6:24 for priority fire incidents, 6:30 for priority EMS, and 6:50 for specialty incidents <u>Arrival of an effective response force with a minimum of 15 firefighters at the scene of a structure fire:</u> 10:30 <u>Arrival of an ALS unit with two firefighter/paramedics:</u> 10:30
#13 Browns Point	<u>Total response time (consistent with Rural II benchmarks):</u> – First unit: 14 minutes, 20 seconds – Second unit: 19 minutes, 32 seconds – Balance of first alarm: 19 minutes, 32 seconds
#14 Riverside	<i>Primarily volunteer department</i>
#16 Key Peninsula	<i>Unknown</i>
#18 Orting	<i>Unknown</i>
#21 Graham	Graham Fire and Rescue compares its current LOS against the National Fire Protection Association (NFPA) 1710 and the Commission on Fire Accreditation International (CFAI). The District's 2021 Standard of Cover recommends establishing and adopting separate performance benchmark objectives for the urban and rural areas.
#23 Ashford	<i>Primarily volunteer department</i>
#25 Crystal Mountain	<i>Primarily volunteer department</i>
#26 Greenwater	<i>Primarily volunteer department</i>
#27 Anderson	<i>Primarily volunteer department</i>

* Fire and EMS services for PCFD 10, including the City of Fife as well as urban unincorporated Pierce County to the north, are provided via contract with the Tacoma Fire Department (TFD). PCFD 10 is served by TFD Station 12 (which is owned by PCFD 10 but operated by TFD).

Sources: CPFR Capital Facility Plan, 2020; EPFR Standards of Cover, 2023; [SPFR Station Information](#), 2023; [WPFR Station Locations](#), 2023; Gig Harbor Fire & Medic One 2022 Annual Performance Report, 2023; TFD Annual Report, 2022; [PCFD 13 Capital Facilities Plan](#), 2020; [Graham Fire and Rescue Standards of Cover Study](#), 2021; BERK, 2023.

Regional Fire Authority: Central Pierce Fire and Rescue (Pierce County Fire District 6)

Overview and Inventory

Central Pierce Fire and Rescue (CPFR) was formed in 1996 following a merger of Fire District 6 (Parkland/Midland), Fire District 7 (Spanaway), and Fire District 9 (Summit/South Hill). CPFR currently provides 24-hour emergency medical and fire suppression protection to approximately 230,000 citizens and covers an 84 square mile area encompassing the communities of Parkland, Midland, Spanaway, South Hill, Puyallup, Summit, and Frederickson as well as portions of urban and rural unincorporated Pierce County. CPFR is also known as Pierce County Fire District 6.



[Station 72](#)

In addition to fire suppression and emergency medical services, CPFR provides hazardous materials response and technical rescue services. Technical rescue involves any situation where life is in danger (drowning, climbing accident, building collapse, etc.). CPFR also provides training and information to the public on fire and injury prevention, CPR, first aid, fire extinguisher usage and other safety related topics. CPFR provides free smoke alarms (with installation) and low-cost bicycle and multi-sport helmets to the community.

CPFR operates 12 fire stations, 11 of which are staffed 24 hours a day by career personnel—Fire Station 70 provides 24-hour fire and EMS to the Washington State Fairgrounds during events. Eight of the stations house paramedic units to provide EMS medical services (both basic and advanced life support) and transport patients to emergency care centers. Equipment consists of 13 engines/ladder trucks, 8 paramedic units, 1 utility vehicle, 1 rehab vehicle, 2 brush trucks, 1 hazardous materials units, 1 special operations rescue unit, 2 marine rescue units, 1 water tender, and 1 command vehicle. See Exhibit 119.

Exhibit 119. Central Pierce Fire and Rescue—Current Facilities Inventory, 2023

Facility	Location	Size	Equipment
Staffed Stations			
Fire Station 60 (Headquarters & Administrative Offices) Built in 1979 with a major remodel in 1987, new remodel began in 2015	17520 22nd Ave E Spanaway, WA 98387	19,498 ft ² (+1,456 ft ² classroom)	Houses one engine, one paramedic unit, one utility vehicle, one rehab vehicle, and one brush truck. A training tower and classroom are also on site.
Fire Station 61 Built in 1969, remodeled to present status in 1985	100 114th St S Parkland, WA 98444	14,250 ft ²	Currently houses administrative offices for the Battalion Chiefs. The station operates one engine, one ladder truck, one paramedic unit, and one command (Battalion Chief) vehicle.

Facility	Location	Size	Equipment
Fire Station 63 Newly constructed in 2017 (replaced the old Midland fire station)	1704 97th St E Midland, WA 98445	8,378 ft ²	Houses one fire engine and one paramedic unit.
Fire Station 64 Built in 1986	3421 224 St E Elk Plain, WA 98387	6,590 ft ²	Houses one engine.
Fire Station 65 Built in 2006	301 146th St S Tacoma, WA 98444	9,880 ft ²	Houses one engine and one paramedic unit. A water rescue unit is available as needed.
Fire Station 67 Built in 2008	8005 Canyon Rd E Puyallup, WA 98371	3,200 ft ² (10,334 ft ² with training center)	Houses one engine, one paramedic unit, and one water tender. The Training Division office and the training tower are adjacent to this station.
Fire Station 68 Built in 2006	5401 136th St E Puyallup, WA 98373	10,500 ft ²	Houses one engine and one part-time paramedic unit.
Fire Station 69 Built in 1984	17210 110 Ave E Puyallup, WA 98374	15,141 ft ² (+2,880 ft ² maintenance shop)	Houses one engine, the hazardous materials unit, and a brush truck. The vehicle maintenance shop is located next to the station.
Fire Station 71 Built 1992	902 7th St NW Puyallup, WA 98371	13,329 ft ²	Houses one engine, one paramedic unit, a special operations rescue unit, and a marine rescue unit. Prevention & Education and Community Government Relations are also run from this station.
Fire Station 72 Built 2020, replaced stations 72 and 66	3809 5th St SE Puyallup, WA 98374	16,449 ft ²	<i>Equipment unknown.</i>
Fire Station 73 Built in 1968 with a major remodel in 1993	311 W Pioneer Puyallup, WA 98371	5,000 ft ²	Building is primarily operated by the Puyallup Police Department, but CPFR personnel occupy 5,000 ft ² of the building. One engine operates out of this station.
Special Event Station			
Fire Station 70 (Puyallup Fair Fire Station) Built 1985	110 9th Ave SW Puyallup, WA 98371	<i>Unknown</i>	Has two engine bays. Provides fire and EMS to those who visit the various events hosted at the Washington State Fairgrounds.

Sources: [CPFR Fire Stations](#), 2023; Pierce County Assessor, 2023; BERK, 2023.

As of December 2021, CPFR had 311 full-time personnel, including 250 uniformed personnel (suppression firefighters, EMTs, and paramedics), 7 shift battalion chiefs, 17 day shift uniformed personnel, and 37 non-uniformed personnel. Uniformed personnel include the Fire Chief, Deputy Chief of Operations, Deputy Chief of Administration, suppression firefighters, EMTs, and paramedics.

CPFR's logistics division provides management services including planning, supervising, and evaluating facility needs, vehicle maintenance and replacement, communications infrastructure,

and centralized purchasing operation. This Assistant Chief, with the support of the Captain, also coordinates the installation and maintenance of all emergency communication equipment in vehicles as well as those used by front-line personnel. Another function of the logistics division is the purchasing and maintenance of equipment and vehicles owned and operated by CPFR. This includes emergency apparatus, automobiles, suppression, and communication equipment. Equipment and vehicles are purchased through a variety of methods including utilization of the Washington State Purchasing Cooperative contracts, inter-local governmental bids, as well as advertising and bidding for equipment as a sole purchaser.

The facilities division is responsible for the facilities owned by CPFR; specifically, nine District-owned fire stations, three leased stations owned by the City of Puyallup, one technology office, two training towers, one training center, and one vehicle maintenance shop. Facilities has one Facilities Maintenance Technician and Landscape Technician to support building repair, maintenance, and landscape needs for all of these facilities.

Project Summary

Recent and Ongoing Major Accomplishments

- CPFR was one of five agencies to sign an interlocal agreement in 2022 to participate in the Pierce County Fire Training Consortium (along with East Pierce Fire and Rescue, West Pierce Fire and Rescue, Orting Valley Fire and Rescue, and Graham Fire and Rescue). The Pierce County Fire Training Consortium provides training service to over 800 firefighters in Pierce County to improve operational consistency across the districts and allow firefighters to operate safely and efficiently on a scene regardless of the location of the incident. The Consortium also includes a recruit academy.
- In March of 2023, CPFR and Orting Valley Fire and Rescue Fire Chiefs, the Firefighters Union, and Fire Commission Board Chairs met to look at other opportunities for further cooperative efforts. Beginning in April 2023, the two agencies will explore what opportunities exist to improve services to both agencies. All areas will be examined to determine how to best reduce duplication of administrative services and improve services to the citizens.

Capital Projects

CPFR conducts its own capital facilities planning process to identify projects needed to serve the district. CPFR's most recent Capital Facility Plan from January 2020 is for the 2020–2025 time frame and includes 20-year projects through the year 2039. The 6-year plan is funded with general obligation bonds, grant funds, CPFR revenues, and (in part) impact and/or mitigation fees. CPFR anticipates placing a general obligation bond on the ballot in 2024 for an estimated \$80.7 million that will project out ten years for major capital facilities cost (2024-2033). Exhibit 120 and Exhibit 121 show CPFR's planned capital project costs and revenues from 2024-2039. The County will continue to coordinate with CPFR on future capital planning efforts.

Exhibit 120. Central Pierce Fire and Rescue—Planned Capital Projects, 2024-2039

Category/Project Description	2024	2025	2026	2027	2028	2029	2030-2039		
Facilities Needed to Maintain LOS w/o New Growth			\$2,511,000	\$28,685,000	\$4,071,390	\$8,558,709	\$15,483,707	\$2,581,453	\$51,159,737
Apparatus			\$1,467,000	\$702,000					
Stations			\$0	\$27,983,000					Detail not available
Other Capital Needs			\$1,044,000	\$189,000					
Facilities Needed to Support New Growth			\$0	\$12,713,000	\$8,863,633	\$0	\$0	\$0	\$93,472,087
Apparatus			\$0	\$2,305,000					
Stations			\$0	\$10,408,000					Detail not available
Total			\$2,511,000	\$41,587,000	\$12,935,023	\$8,558,709	\$15,483,707	\$2,581,453	\$144,631,824

Sources: CPFR 2020-2025 CFP (Table 8 for years 2024-2025 and Appendix F for years 2026-2039), 2020; BERK, 2023.

Exhibit 121. Central Pierce Fire and Rescue—Planned Capital Revenues, 2024-2039

Category/Project Description	2024	2025	2026	2027	2028	2029	2030-2039
Facilities Needed to Maintain LOS w/o New Growth	\$2,609,000	\$28,845,000					
Impact or Mitigation Fees	\$176,000	\$1,950,000					
Other Sources	\$2,433,000	\$26,895,000					Detail not available
Facilities Needed to Support New Growth	\$0	\$12,713,000					
Impact or Mitigation Fees	\$0	\$859,000					
Other Sources	\$0	\$11,854,000					Detail not available
Total	\$2,609,000	\$41,558,000	\$12,935,023	\$8,558,710	\$15,483,707	\$2,581,453	\$144,631,824
Impact or Mitigation Fees	\$176,000	\$2,809,000	\$873,878	\$578,219	\$1,046,065	\$174,104	\$93,668,188
Other Sources	\$2,433,000	\$38,749,000	\$12,061,145	\$7,980,491	\$14,437,642	\$2,407,053	\$134,860,633

Sources: CPFR 2020-2025 CFP (Table 8 for years 2024-2025 and Appendix F for years 2026-2039), 2020; BERK, 2023.

Regional Fire Authority: East Pierce Fire and Rescue (Pierce County Fire District 22)

Overview and Inventory

East Pierce Fire and Rescue (EPFR) was created when the City of Bonney Lake Fire Department, Pierce County Fire District 22/Lake Tapps Fire and Pierce County Fire District 24 merged in 2000 with the goal of providing a seamless response to emergency situations. Today, East Pierce serves a population of approximately 100,500 residents living in and around Bonney Lake, Sumner, Lake Tapps, the Ridge Communities, South Prairie, Tehaleh, Edgewood and Milton (encompassing approximately 153 square miles) and includes portions of urban and rural unincorporated Pierce County. EPFR is also known as Pierce County Fire District 22.



[Station 111](#)

EPFR protects residents from ten facilities—six staffed and two volunteer stations (including one facility on Lake Tapps for the marine rescue unit) and two other stations that don't provide emergency response (Station 115 occupied by the Training Division and Station 121 for logistics and storage). See Exhibit 122.

Exhibit 122. East Pierce Fire and Rescue—Current Facilities Inventory, 2023

Facility	Location	Size	Equipment
Staffed Stations			
Station 111, Bonney Lake (Headquarters) Built in 1994	18421 Veterans Memorial Dr E Bonney Lake, WA 98391	18,000 ft ² occupied by EPFR	Houses three fire engines, two medic units, and one battalion chief. Station 111 is leased by EPFR and owned by the City of Bonney Lake. EPFR currently shares as a lessee with the Bonney Lake Police Department.
Station 112, Prairie Ridge Built in 1979	12006 214th Ave E Bonney Lake, WA 98391	3,750 ft ²	Houses one engine, one medic unit, and one tender.
Station 113, Sumner Built in 1991	800 Harrison St Sumner, WA 98390	10,810 ft ²	Houses one rescue unit, one medic unit, one ladder truck, and EPFR's Technical Rescue trailer.
Station 114, Lake Tapps Built in 1960, remodeled in 1970, 1980s, and 1991	3206 W Tapps Dr E Lake Tapps, WA 98391	3,616 ft ²	Houses one engine and one medic unit.
Station 116, Foothills Built in 1979, addition in 1988	10515 234th Ave E Buckley, WA 98321	8,372 ft ²	Houses one engine, one medic units, one rescue unit, and two brush units, and one support SUV.
Station 118, Edgewood Built in 1948, replaced in 2023	10105 24th St E Edgewood, WA 98371	8,640 ft ²	Houses one engine, one medic unit, and one reserve medic unit.

Facility	Location	Size	Equipment
Station 124, Milton Built 1960	1000 Laurel St Milton, WA 98354	9,700 ft ²	Houses one engine. Building is used by EPFR and the City of Milton.
Volunteer Stations			
Station 119, South Prairie Built 1986, remodeled in 2000	350 SR 162 South Prairie, WA 98385	5,735 ft ²	Houses one reserve engine. EPFR leases the station from South Prairie—the station also serves as a community center for South Prairie and houses EPFR’s vehicle maintenance program.
Station 122, Water Rescue Facility Built in 1992	2905 Sumner-Tapps Hwy E Bonney Lake, WA 98391	1,406 ft ²	Houses a marine service unit. Serves Lake Tapps in conjunction with water rescue trained crews housed at stations 114 and 111.
Other Facilities			
Station 115, East Lake Tapps Built in 1980	1605 210th Ave E Lake Tapps, WA 98391	5,484 ft ²	Is occupied by and houses apparatus assigned to the Training Division.
Station 121, Buckley Built in 1993	27723 Sumner-Buckley Hwy Buckley, WA 98321	2,400 ft ²	Currently used for logistics and storage only, with no emergency response.

Sources: EPFR Capital Facilities Plan, 2018; EPFR Strategic Plan, 2021; EPFR Community Risk Assessment: Standards of Cover, January 2023; [EPFR Fire Stations](#), 2023; Pierce County Assessor, 2023; BERK, 2023.

As of December 2021, EPFR had 91 career firefighter-emergency medical technicians (EMTs), 59 career firefighter-paramedics, and 7 volunteer firefighters. All full-time EPFR firefighters are cross-trained as either EMTs or paramedics and can respond to both medical emergencies and fires. The logistics division deals with the procurement, storage, distribution, maintenance, and replacement of the District’s materials and equipment and maintains the fire stations inside and out.

Project Summary

Recent and Ongoing Major Accomplishments

- EPFR was one of five agencies to sign an interlocal agreement in 2022 to participate in the Pierce County Fire Training Consortium (along with CPFR, West Pierce Fire and Rescue, Orting Valley Fire and Rescue, and Graham Fire and Rescue). The Pierce County Fire Training Consortium provides training service to over 800 firefighters in Pierce County to improve operational consistency across the districts and allow firefighters to operate safely and efficiently on a scene regardless of the location of the incident. The Consortium also includes a recruit academy.
- Per EPFR’s January 2023 Standards of Cover, the following capital changes are underway as part of a 2018 bond approved by voters:
 - Purchase of a new Ladder Truck, six Fire Engines, and three Medic Units.
 - Replacement of Stations 112, 114, and 118.

- Construction of a new headquarters Station 111 in Bonney Lake to replace the existing leased facility shared with Bonney Lake Police Department.
- Addition of a new Station 117 which will provide much needed service and protection of the Tehaleh development. Station 117 (scheduled to be complete in early 2024) will be in the Tehaleh community in unincorporated Pierce County. Tehaleh is a preplanned community with an expected population of 35,000 citizens when completed. The station will be staffed 24 hours per day, seven days a week, with three career firefighters and will house one engine and one brush truck.

Capital Projects

EPFR conducts its own capital facilities planning process to identify projects needed to serve the district. EPFR's most recent Capital Facility Plan from July 2018 includes an assessment of existing stations, programmatic requirements for new and remodeled facilities, conceptual drawings, and a comprehensive cost projection for all of the contemplated building elements. Capital projects were prioritized into two phases with Phase 1 projects identified by the District as having the highest priority. All Phase 1 projects are currently underway per the January 2023 Standards of Cover as part of the 2018 bond approved by voters. Phase 2 projects are estimated to cost approximately \$31.1 million (with no escalation from \$2018):¹⁴

- Renovating and upgrading Station 113 in Sumner, \$6.7 M
- Renovating and upgrading Station 115 on the east side of Lake Tapps, \$6.0 M
- Renovating and upgrading Station 116 in the Foothills, \$8.6 M
- Constructing a new Fire Station 124 in Milton in replacement of the leased facilities from the City of Milton, \$9.7 M

No target bid date is identified for any of the Phase 2 projects. The specific content of any part of a bond measure will be at the discretion of the District's staff and commissioners.

Additional priorities identified in the CFP include continued consideration for additional space and/or improvements for the District's Logistics Division, improvements and/or replacement of leased Station 119, continued pursuit of training opportunities (including the possibility of constructing a training campus, and improvements to the District's facility and vehicle maintenance facilities and long-term storage needs.

The County will continue to coordinate with EPFR on future capital planning efforts.

¹⁴ No escalation was provided for the Phase 2 projects as it is intended that those projects will be revisited and updated when their schedules are more definitive.

Regional Fire Authority: South Pierce Fire and Rescue (Pierce County Fire District 17)

Overview and Inventory

South Pierce Fire and Rescue (SPFR serves the areas southeast of JBLM including the cities of Roy and Eatonville as well as primarily rural portions of unincorporated Pierce County.

SPFR operates eight fire stations, three staffed and five volunteer, and an administrative headquarters. Equipment consists of 8 engines/ladder trucks, 3 brush trucks, 3 on duty medic units, and 3 tenders. See Exhibit 123.



[Training Tower](#)

Exhibit 123. South Pierce Fire and Rescue—Current Facilities Inventory, 2023

Facility	Location	Size	Equipment
Staffed Stations			
Station 170 Built in 1985	5403 340th St E Eatonville, WA 98328	5,120 ft ²	Houses one engine, one tender, one medic unit, and one brush truck
Station 171 Built in 1960 with addition in 1985	302 McNaught St S Roy, WA 98580	7,750 ft ²	Houses one engine, one medic unit, and one brush truck.
Station 84 Built in 1969	201 Center St W Eatonville, WA 98328	3,450 ft ²	Houses one engine, one medic unit, and one brush truck. Station 84 is leased from the City of Eatonville.
Volunteer Stations			
Station 172 Built in 2001	39901 Harts Lake Valley Rd S Roy, WA 98580	3,872 ft ²	Houses one engine.
Station 173 Built in 1997	29401 8th Ave S Roy, WA 98580	3,040 ft ²	Hoses one tender and one trailer.
Station 174 Built in 1981	9207 356th St S Roy, WA 98580	1,768 ft ²	Houses one engine and one medic unit.
Station 175 Built in 1976	11111 Trek Dr E Eatonville, WA 98328	2,776 ft ²	Houses one engine and one medic unit.
Station 176 Built in 1984	6606 416th St E Eatonville, WA 98328	1,620 ft ²	Houses one medic unit.
Other Facilities			
Headquarters Built in 2004	129 Mashell Ave N Eatonville, WA 98328	2,500 ft ² of office space	Houses three command vehicles. The administrative headquarters are leased from the City of Eatonville.

Sources: [SPFR Station Information](#), 2023; Pierce County Assessor, 2023; BERK, 2023.

As of May 2023, SPFR had 33 full-time personnel, including Chiefs and administrative staff, 12 career firefighter-EMTs, 15 career firefighter-paramedics, and 6 volunteer firefighters. Staffed stations 170, 171, and 84 are staffed by a minimum of six career firefighters per shift.¹⁵ SPFR is governed by a board of five commissioners elected by the public to serve a 6-year term. The Board of Fire Commissioners is responsible for the District's overall strategic planning and long term vision and, working closely with the administrative staff, they guide the District via adoption of policies and procedures.

Project Summary

SPFR conducts its own capital facilities planning process to identify projects needed to serve the district and recently released an updated [Strategic Plan](#) in April 2023. Key goals related to capital facilities include:

- Goal 1B: Research and identify land for future station locations.
- Goal 1D: Develop and implement a maintenance and replacement plan for response apparatus.
- Goal 1E: Improve facilities in a manner that provides for firefighter health and safety.

In keeping with the Strategic Plan, SFPR has identified lists of needed equipment, station, and facility improvements over the short- and long-term. Voters also recently restored SPFR's regular tax levy for fire and EMS to the previous voter-approved rate of \$1.50 per \$1,000 of assessed value (passed in August 2023). The County will continue to coordinate with SPFR on future capital planning efforts.

¹⁵ Personal communication with Chief Wernet, May 2023.

Regional Fire Authority: West Pierce Fire and Rescue (Pierce County Fire District 3)

Overview and Inventory

West Pierce Fire and Rescue (WPFR) was formed in 2011 with the merger of the Lakewood and University Place Fire Departments. WPFR provides numerous services to the community—including fire response, Emergency Medical Services (EMS) and transport, technical rescue, hazardous materials response, special operations, fire prevention, inspections, code enforcement, and fire and life safety education—and protects several bodies of water. The District currently provides service to the cities of Lakewood and University Place as well as portions of urban unincorporated Pierce County and contracted emergency services to the Town of Steilacoom, serving a population of more than 100,000 over 31 square miles. WPFR is also known as Pierce County Fire District 3.



[Station 31](#)

WPFR currently has six staffed fire stations that operate 24 hours a day, 7 days a week. Equipment consists of several engines/ladder trucks, five medic units, two squad units, and three fire boats. Each of the five medic units has at least one paramedic and one EMT. Fireboat Endeavor is moored at Narrows Marina for incidents occurring on Puget Sound and is a regional asset to surrounding jurisdictions and two other boats are in service for incidents occurring on any of the many lakes. Due to the different types of water responses, WPFR has specialized teams, including marine pilots, divers, and rescue swimmers. See Exhibit 124.

Exhibit 124. West Pierce Fire and Rescue—Current Facilities Inventory, 2023

Facility	Location	Size	Equipment
Staffed Stations			
Station 20 Built in 2008	10928 Pacific Highway SW Lakewood, WA 98499	26,093 ft ²	<i>Unknown</i>
Station 21 Built in 1986	5000 Steilacoom Blvd SW Lakewood, WA 98499	19,589 ft ²	Houses one squad unit. <i>Full equipment unknown.</i>
Station 22 Built in 1994	8517 Washington Blvd SW Lakewood, WA 98498	8,950 ft ²	<i>Unknown</i>
Station 23 Built in 2004	14505 Grant Ave SW Lakewood, WA 98498	6,526 ft ²	<i>Unknown</i>
Station 24	8310 87th Ave SW Lakewood, WA 98498	<i>Unknown</i>	Two medic units. <i>Full equipment unknown..</i>
Station 31, Headquarters Built in 2009	3631 Drexler Drive W University Place, WA 98466	24,210 ft ²	Houses one squad unit. <i>Full equipment unknown.</i>
Other Facilities			

Facility	Location	Size	Equipment
Training Ground		Unknown	Includes a training tower and other training facilities.

Sources: WPFR Strategic Plan, 2021; [WPFR Station Locations](#), 2023; Pierce County Assessor, 2023; BERK, 2023.

All full-time WPFR firefighters are cross-trained as EMTs (and nearly one quarter are trained to the level of Paramedic) and can respond to both medical emergencies and fires. The District also has firefighters specially trained in technical rescue, hazardous materials response, water, and dive rescue. WPFR restructured its staffing in January 2021 to establish a fifth advanced life support (ALS) medic unit 24-hours a day. This represented a 25% increase to the District's ALS services and resulted in a full-time medic unit in five of the six stations. WPFR is governed by a Board of five elected Fire Commissioners who serve 6-year terms. The Board appoints a Fire Chief to oversee day-to-day operations.

The workforce at WPFR is categorized into eight divisions: administrative services/finance, communications and planning, emergency management, EMS, information technology, legislative, logistics, operations/suppressions, prevention, and training. The logistics division manages WPFR's fleet, facilities, and supply purchasing. The vehicle and facility maintenance divisions are currently housed in a small facility that was designed 20 years ago to support only the Lakewood Fire Department. Supplies are also located in multiple locations (including shipping containers stored outside of multiple fire stations) as WPFR lacks sufficient room in any one facility.

Project Summary

Recent and Ongoing Major Accomplishments¹⁶

- A second battalion chief (Battalion 31) was reinstated in April 2022 to enhance overall scene and firefighter safety. WPFR has seen great success with overall span of control on large-scale incidents since Battalion 31 went in service.
- In 2021, WPFR obtained \$394,000 in federal grant funding for specialized equipment and training for all their firefighters to fight large fires in wildland/urban interface (WUI) areas. WUI zones are locations where heavily wooded areas border residential neighborhoods. As of June 2022, all firefighters completed wildland firefighting training through a grant-funded program. The grant also funded additional "brush-style" rigs (passenger truck-sized vehicles outfitted to deliver water through hose lines). These are smaller vehicles that provide an off-road capable platform far more maneuverable than traditional fire engines.
- A new, partially grant-funded technical rescue apparatus (Rescue 20) was placed in service in September 2022 to respond county-wide to high-risk responses.

¹⁶ WPFR [Annual Reports](#), 2021 and 2022; WPFR [The Monitor Community Newsletter](#), July 2023.

- A second squad unit (Squad 31) was placed in service in October 2022 to enhance service delivery. Squad units are small, two-person vehicles that responds to a variety of minor emergency calls typically handled by a fire engine. Squad 31 operates out of Station 31.
- In 2022, WPFR implemented a Connected Community Access, Referral and Education (CARE) program which works to identify and assist those in need of services but not the 911 system. The goal of this program is to address commonly identified barriers to appropriate healthcare access, improve community health and reduce the utilization of emergency medical resources whenever possible. The program is staffed by a nurse trained to connect people in need with the appropriate community services.
- WPFR was one of five agencies to sign an interlocal agreement in 2022 to participate in the Pierce County Fire Training Consortium (along with CPFR, EPFR, Orting Valley Fire and Rescue, and Graham Fire and Rescue). The Pierce County Fire Training Consortium provides training service to over 800 firefighters in Pierce County to improve operational consistency across the districts and allow firefighters to operate safely and efficiently on a scene regardless of the location of the incident. The Consortium also includes a recruit academy.
- A second Battalion Chief was re-established in 2023 to manage the day-to-day field operations of all fire and medical personnel and serve as an Incident Commander, providing direction and safety of firefighters at a structure fire or major incident.
- In August 2023, voters replaced WPFR's four-year Maintenance and Operations Levy with \$16.9 million annually.¹⁷

Capital Projects

WPFR conducts its own capital facilities planning process to identify projects needed to serve the district. In 2001, the communities of Lakewood and University Place both funded bonds for new stations and equipment. Those bonds expired in 2021 and WPFR is now in the process of determining capital infrastructure needs for the next 20 years. Major areas of focus as identified by WPFR will include:¹⁸

- Station 32 in University Place was closed in 2014 and sold with the intent of placing a new station closer to the border between the cities of Lakewood and University Place. A new station at this location would improve distribution of resources and response times in historically isolated areas of the fire district. Planning for this new station as well as other station and facility improvements will represent a significant area of focus over the coming year.
- WPFR is focused on housing their logistics division services in a single location. This would include vehicle maintenance, personnel and equipment required for facility maintenance across the fire district, and supply distribution.

¹⁷ WPFR [News Archive](#), May 2023.

¹⁸ WPFR [Annual Reports](#), 2021 and 2022; WPFR [The Monitor Community Newsletter](#), July 2023.

- WPFR is evaluating their training tower. The tower is over 50 years old and was designed for live fire training using combustible materials on fire inside the tower. This type of burning, even for training firefighters, is no longer allowed. Current standards require the use of natural gas fires, something the training tower was never designed for.
- Some facilities require seismic retrofitting, sprinkler systems, and remodeling to accommodate increases in staffing.

The County will continue to coordinate with WPFR on future capital planning efforts.

Pierce County Fire District 5: Gig Harbor Fire and Medic One

Overview and Inventory

Gig Harbor Fire and Medic One was created in 1945 as a volunteer fire department, with the first paid personnel being hired in 1973. The department offers a variety of services such as fire suppression, EMS, wildland firefighting, community risk reduction, and public education. Additionally, the department provides fire prevention, hazardous materials response, and technical rescue. Gig Harbor Fire and Medic One currently serves a population of a little over 51,000 (about 12,000 of its residents live within the City of Gig Harbor) over 54 square miles in suburban and rural areas including portions of unincorporated Pierce County. Gig Harbor Fire and Medic One is also known as Pierce County Fire District 5 (PCFD 5).



[Firefighters Outside Station 51](#)

Gig Harbor Fire and Medic One operates nine fire stations, five staffed and four volunteer stations. Equipment consists of five engines, three staffed medic units, a BC, one technical rescue vehicle, and one hazardous materials vehicle. The Swede Hill training campus includes staffed Station 58, District headquarters at Station 50, and an auto extrication area. See Exhibit 125.

Exhibit 125. Gig Harbor Fire and Medic One—Current Facilities Inventory, 2023

Facility	Location	Size	Equipment
Staffed Stations			
Station 51, Gig Harbor Built in 1976, renovated in 2000	6711 Kimball Dr Gig Harbor, WA 98335	13,050 ft ²	Houses one engine, one medic unit, and one BC.
Station 52, Wollochet Built in 1988	2217 Point Fosdick Dr Gig Harbor, WA 98335	6,720 ft ²	Houses one engine.
Station 56, Purdy Built in 1988	5210 144th St NW Gig Harbor, WA 98332	6,720 ft ²	Houses one engine.
Station 58, Swede Hill Built in 1988	10302 Bujacich Rd NW Gig Harbor, WA 98332	6,720 ft ²	Houses one engine, one medic unit, and a technical rescue vehicle. Part of the Swede Hill training campus.
Station 59, Artondale Built in 1988	3828 62nd Ave Ct NW Gig Harbor, WA 98335	6,720 ft ²	Houses one engine, one medic unit, and a hazardous materials vehicle.
Volunteer Stations			
Station 53, Fox Island Built in 1978, renovated in 2011	906 Kamus Dr Fox Island, WA 98333	4,092 ft ²	None assigned.
Station 54, Arletta Built in 1990	4518 Ray Nash Dr NW Gig Harbor, WA 98335	6,720 ft ²	None assigned.

Facility	Location	Size	Equipment
Station 55, Rosedale Built in 1988	7710 Rosedale St NW Gig Harbor, WA 98335	6,720 ft ²	None assigned. Station supports the wildlands team.
Station 57, Crescent Valley Built in 1978, renovated in 2011	10521 Crescent Valley Dr NW Gig Harbor, WA 98332	4,092 ft ²	None assigned.
Other Facilities			
Station 50, Headquarters Built in 1996, remodeled in 2009	10222 Bujacich Road NW Gig Harbor, WA 98332	19,700 ft ²	Serves the administrative needs of the District and houses the training, operations, logistics, and fire prevention functions. Part of the Swede Hill training campus.
District Shop Built in 2002	14201 54 th Ave NW Gig Harbor, WA 98332	13,250 ft ²	Provides facility and vehicle maintenance.

Sources: Gig Harbor Fire & Medic One Capital Facilities Plan, 2021; [Gig Harbor Fire & Medic One Station Locations](#), 2023; BERK, 2023.

As of December 2022, Gig Harbor Fire and Medic One had 139 career members, including 123 uniformed and 16 non-uniformed personnel. Gig Harbor Fire and Medic One is governed by a Board of five elected Fire Commissioners, each representing the entire District.

Station 51 is Gig Harbor Fire and Medic One's busiest station and is typically staffed by six or seven firefighters/officers and one Battalion Chief. Stations 58 and 59 are each typically staffed by five or six firefighters and one officer, and stations 52 and 56 are each typically staffed by three firefighters. The District's wildlands team is supported at volunteer Station 55. The Maintenance Shop provides space for repair shops, offices, and general storage, together with dedicated storage for automotive parts and facility materials and is staffed by three vehicle mechanics and two full-time and one part-time facility maintenance staff.

Project Summary

[Recent and Ongoing Major Accomplishments](#)

- Voters approved a facilities bond in August 2022 to fund several of the projects listed below under project summaries. The bond will last for 20 years and is projected to cost \$9.90 per month for the owner of a \$500,000 home. The District began collecting the tax revenue in January 2023.
- Voters renewed Gig Harbor Fire and Medic One's EMS levy in November 2022 and fire levy in August 2023. Neither of these are a new tax and must be renewed by voters every 6 years.

Capital Projects

Gig Harbor Fire and Medic One conducts its own capital facilities planning process to identify projects needed to serve the district. Projects funded as part of the August 2022 facilities bond include:

- Station 51 is scheduled to be replaced on its current property. A Logistics Support Building will be included on the new Station 51 property to serve as a centralized warehouse for distributing supplies throughout the district and specifically to each fire station. Construction on both Station 51 and the Logistics Support Building are planned to start in 2026 and are funded by the August 2022 bond.
- Proposed conceptual improvements to fire stations 52, 54, 55, 56, 58, and 59 would increase their overall size to 10,622 ft². The living area improvements would accommodate seven firefighters with private sleeping quarters and an apparatus bay addition that could accommodate two additional vehicles. A planned addition adjacent to the apparatus bays would provide space for appropriate decontamination of their equipment and bunker gear, additional storage, and improved facilities for the care and maintenance of their equipment. Construction on stations 58 and 59 are planned to start in 2025 and are funded by the August 2022 bond. Construction is planned to start on Station 52 in 2027, on Station 56 in 2028, on Station 55 in 2029, and on Station 54 in 2030.
- The Swede Hill training campus currently includes staffed Station 58 and District headquarters at Station 50. Gig Harbor Fire and Medic One plans to expand within the existing property boundary to include a new 17,000 ft² 5-story training tower, 11,400 ft² support building with training classrooms, offices, and vehicle storage, an expanded auto extrication area, and additional parking for members training at the campus. Improvements to Station 58 are described above and no improvements are planned for Station 50. The District currently has an approved conditional use permit (CUP) issued by Pierce County for this property that is set to expire in August 2024. Construction of the training tower, support building, and site improvements are planned to start in 2024 and are funded by the August 2022 bond.
- Proposed renovations to fire stations 53 and 57 include a modest addition adjacent to the apparatus bay for modern decontamination facilities and storage for bunker gear. Construction on stations 53 and 57 are planned to start in 2028 and are funded by the August 2022 bond.
- Proposed improvements to the Shop Building include a modest building addition and site improvements. Construction is planned to start in 2029.

The County will continue to coordinate with Gig Harbor Fire and Medic One on future capital planning efforts.

Pierce County Fire District 10: Fife

Overview and Inventory

Fire and EMS services for Pierce County Fire District 10 (PCFD 10), including the City of Fife as well as urban unincorporated Pierce County to the north, are provided via contract with the Tacoma Fire Department (TFD). Overall, TFD’s contract area includes 72.1 square miles of land, 44 miles of shoreline, and 25 square miles of saltwater with a population of about 220,000 in Tacoma and another 18,000 in Fircrest, Fife, and PCFD 10. TFD is organized under an Operations Bureau and Administrative Bureau with corresponding divisions. Fire suppression, EMS, special operations, and the fire communications center are all part of the Operations Bureau.



[Station 12](#)

TFD operates 24 facilities, nearly all of which are located in the City of Tacoma. PCFD 10 is served by Station 12 which houses a ladder truck, engine, hazardous materials unit, and EMS vehicle. Station 12 is owned by PCFD 10 but operated by TFD. See Exhibit 126.

Exhibit 126. Pierce County Fire District 10—Current Facilities Inventory, 2023

Facility	Location	Size	Equipment
Station 12 Built in 1975 with an addition in 1983	2015 54th Ave E Fife, WA 98424	9,902 ft ²	Houses one ladder truck, one engine, one hazardous materials unit, and one EMS vehicle.

Sources: City of Tacoma Capital Facilities Program, 2021-2026; Pierce County Assessor, 2023; BERK, 2023.

As of 2023, TFD includes 511 budgeted positions, including 451 commissioned and 60 non-commissioned personnel. In 2022, the minimum staffing was 79 fire station personnel 24 hours a day, seven days a week. All TFD firefighters are trained to the Hazmat Operations level, with 27 firefighters certified to the Technician level.

The Fire Garage is the vehicle maintenance facility responsible for repairing and maintaining all TFD ladder trucks, fire engines, medic units, fireboats, and light-duty vehicles (including those housed at Station 12). Fire Garage personnel are also responsible for ordering, stocking, and delivering supplies to all TFD facilities via a messenger and supply delivery service and maintaining all small tools and equipment used by TFD.

Project Summary

Recent and Ongoing Major Accomplishments

- Hired two new firefighter recruit classes.
- Expanded the basic life support transport program.
- Completed the rollout and full implementation of the ImageTrend Electronic Patient Care Reporting software system.

- Upgraded nine fire stations to new USDD dispatch equipment, which isolates lights and audio in the dorms to only alert the crew that needs to respond.

Non-Capital Alternatives

- TFD's plan of action is to continue to identify and implement operational efficiencies to offset unit availability. One example is the concentrated effort to reduce non-emergency response. The TFD CARES program intervention reduces high-utilizer participants' use of the 911 system by about 90% per year.
- TFD is considering an EMS levy "lid lift" sometime in 2023 to return the EMS levy to the amount previously approved by voters (\$0.50/\$1,000). Lid lifts help TFD keep up with higher call volumes and costs to provide service. The renewal would allow TFD to hire additional firefighters to add three EMS units and cover BLS ambulance transport costs.
- A TFD Facilities Master Plan is partially funded in the City of Tacoma's 2021-2026 Capital Facilities Program and is identified as a Tier 1 priority (the highest tier). TFD's facilities have an average age of 67-years and many are in need of seismic enhancements, are inefficient or obsolete, and lack capacity for future growth. This project would develop a comprehensive long-term facilities plan.

Capital Projects

TFD concluded the following predictable results in the 2022 Annual Report given current response time performance:

- TFD expects continuing increases in the demand for department services as the population grows.
- TFD expects that response times will remain constant or slow, not meeting all of the overall performance goals given current level of resources.
- The geographical and road network challenges that delay travel time responses in Northeast Tacoma will continue until additional resources are added in that area.

TFD conducts its own capital facilities planning process to identify projects needed to serve the district. Fire facilities improvements are identified as an unfunded future project in Tacoma's 2021-2026 Capital Facilities Program. The County will continue to coordinate with the City on future capital planning efforts needed to serve PCFD 10.

Pierce County Fire District 13: Browns Point

Overview and Inventory

Pierce County Fire District 13 (PCFD 13), also known as Browns Point Fire, serves the communities of Browns Point and Dash Point in urban unincorporated Pierce County. PCFD 13 covers around 5 square miles of land northeast of Tacoma and southwest of Federal Way and extends halfway into Commencement Bay. The District runs mutual aid calls with Tacoma Fire, South King Fire & Rescue, and Riverside Fire Department and uses the services of American Medical Response, Falck, and Airlift Northwest.



[Station 77](#)

PCFD 13 operates two fire stations, the Browns Point Fire Station that is staffed 24/7 with fire command employees and volunteers and a secondary Dash Point station that is not staffed 24/7. Equipment consists of two engines trucks, one aid car, two battalion units, one rescue truck with trailer, one rescue boat, one support car, and one brush truck. See Exhibit 127.

Exhibit 127. Pierce County Fire District 13—Current Facilities Inventory, 2023

Facility	Location	Size	Equipment
Staffed Station			
Station 77, Browns Point (Headquarters) Built in 1996	4815 Wa Tau Ga Ave NE Tacoma, WA 98422	3,900 ft ²	Houses one engine, one BLS aid car, two battalion units, one rescue truck with trailer, one rescue boat, and one support car. Includes a storage garage large enough to hold the marine response vessel.
Volunteer Station			
Station 76, Dash Point Built in 1997	2101 Dogwood St NE Tacoma, WA 98422	2,808 ft ²	Houses one fire engine and one brush truck (wildland fire apparatus). Station 76 is not staffed 24/7.

Sources: [PCFD 13 Capital Facilities Plan](#), 2020; [PCFD 13 Stations](#), 2023; BERK, 2023.

PCFD 13 has four paid staff—including the Fire Chief, Fire Captain, and two firefighters/EMTs—and 40 volunteer personnel who are a combination of Washington State EMTs and certified firefighters. Over 97% of the Primary Response Area is accessible by PCFD 13’s apparatus within 5 minutes from the nearest station if the station is staffed and crews are in the station at the time of the call. PCFD 13 is governed by a Board of three elected Fire Commissioners who serve 6-year terms.

Project Summary

PCFD 13 conducts its own capital facilities planning process to identify projects needed to serve the district. Per PCFD 13’s 2020 CFP, several capital facility investments are needed to serve existing development regardless of whether new development occurs, including:

- 1 new fire engine

- Replace several command vehicles
- Station 77: crew quarters modifications, increased office space, and additional storage equipment
- Station 76: upgrades (includes driveway replacement)

Significant residential, commercial, or industrial development within the PRA could move PCFD 13 into a deficiency mode of operation unless appropriate capital facility improvements are provided. The following capital facilities are identified in the District's CFP to serve and support expected new growth and development:

- Additional aid / ambulance vehicle
- 1 new fire engine (might require specialized dimensions & configuration)
- Station 77: rebuild apparatus bays, bring up to code standards for exhaust emissions and safety clearances
- Specialized training equipment to treat higher level of care residents
- Specialized medical equipment for higher level of care residents
- Develop specialized emergency access to Town Center development

The County will continue to coordinate with PCFD 13 on future capital planning efforts.

Pierce County Fire District 14: Riverside Fire District

Overview and Inventory

Riverside Fire District began as an all-volunteer force of community members in 1952. Today, the District serves urban and rural unincorporated Pierce County spanning from the City of Puyallup to the City of Tacoma along the Puyallup River to the north, and along Pioneer Way to the south. This includes emergency services to the Puyallup Tribal Community at Chief Leschi schools, fish hatcheries, local businesses, and residential properties. Riverside Fire District provides public education and prevention, fire suppression, EMS, and technical rescue including water rescue, rope rescue, and hazardous materials. The District has operating agreements with the City of Tacoma, EPFR, and PCFD 13, and Riverside firefighters work side by side with local law enforcement agencies such as Washington State Patrol, Pierce County Sheriff’s Office, and Puyallup Tribal Police. Riverside Fire District is also known as Pierce County Fire District 14 (PCFD 14).



[Firefighter at Station 74](#)

Riverside Fire District operates one fire station which is staffed every day with a minimum of two and maximum of six firefighters on duty at all times. See Exhibit 128.

Exhibit 128. Riverside Fire District—Current Facilities Inventory, 2023

Facility	Location	Size	Equipment
Station 74 Built in 1959 and 1980	4114 56th Ave E Puyallup, WA 98371	4,930 ft ²	Houses one fire engine, one reserve fire engine, one water tender, one BLS aid unit, one reserve BLS aid unit, one marine unit, one brush unit, and two command staff units.

Sources: [About Riverside Fire & Rescue](#), 2023; Pierce County Assessor, 2023; BERK, 2023.

The District remains primarily staffed by volunteer firefighters who work alongside career fire chiefs. All of the District’s firefighters are trained to the standards set in place by the Washington State Fire Marshal’s office and must maintain the minimum of Washington State EMT. Riverside Fire District is governed by a Board of three elected Fire Commissioners who serve 6-year terms.

Project Summary

Riverside Fire District conducts its own capital facilities planning process to identify projects needed to serve the district. In 2018, after completing an electronic tracking system of all owned assets, the District started focusing on needed repairs, maintenance, and replacement of its capital facilities and equipment. Voters also recently restored PCFD 14’s regular tax levy for fire and EMS to the previous voter-approved rate of \$1.50 per \$1,000 of assessed value (passed in August 2023).¹⁹ The County will continue to coordinate with PCFD 14 on future capital planning efforts.

¹⁹ [Ballot Measure](#), 2023.

Pierce County Fire District 16: Key Peninsula

Overview and Inventory

Key Peninsula Fire Department was incorporated in 1952 and is a combination fire department providing fire protection, rescue, emergency medical services, and prevention services to 65 square miles of rural unincorporated Pierce County on the Key Peninsula (including more than 70 miles of shoreline that wrap around the peninsula). The geography of the Key Peninsula and the distribution of population density make it challenging to provide firefighting and medical aid coverage—Key Peninsula is approximately 16 miles long and is just under 2 miles wide at its narrowest point. Key Peninsula Fire is also known as Pierce County Fire District 16 (PCFD 16).



[Station 46](#)

Key Peninsula Fire operates six fire stations, three staffed and three volunteer (including the headquarters station in Key Center staffed with a mix of administrative personnel and volunteer firefighters). Equipment consists of six engines, three medic units, three tenders, one rescue unit, two marine units, one squad, one battalion, one chief, and two brush units. Stations 44, 47, and 49 are staffed 24 hours per day, 7 days per week by 9 full time career firefighters each shift. See Exhibit 129.

Exhibit 129. Key Peninsula Fire—Current Facilities Inventory, 2023

Facility	Location	Size	Equipment
Staffed Stations			
Station 44, Wauna Built in 2004	10320 SR 302 Gig Harbor, WA 98329	5,054 ft ²	Houses one engine, one medic, one squad, and two marine units.
Station 47, Home Built in 1995	1921 Key Peninsula Hwy NW Lakebay, WA 98349	9,356 ft ²	Houses one battalion, one engine, one medic, and one brush unit.
Station 49, Longbranch Built in 1998	4215 Key Peninsula Hwy SW Longbranch, WA 98351	6,135 ft ²	Houses one engine, one medic, and one brush unit.
Volunteer Stations			
Station 45, Wright Bliss Built in 1995	12310 Wright Bliss Rd NW Gig Harbor, WA 98329	8,790 ft ²	Houses one engine (not response ready) and one tender.
Station 46, Key Center (Headquarters) Built in 1975	8911 Key Peninsula Hwy NW Lakebay, WA 98349	9,192 ft ²	Houses one chief, one engine, one rescue unit, and two tenders.
Station 48	901 W Yew Blvd Lakebay, WA 98349	<i>Unknown</i>	Houses one engine.

Sources: [Key Peninsula Fire District Stations](#), 2023; Pierce County Assessor, 2023; BERK, 2023.

Key Peninsula Fire employs 27 full time career firefighters who staff stations 44, 47, and 49—all of the District's career firefighters are either EMTs or paramedics. Three Chief Officers also provide response assistance from volunteer Station 46 during the weekdays. Within this staff, there is a 24-hour per day Battalion Chief and Duty Chief. The District employ's five additional personnel—including a Fire Prevention Specialist, an Executive Assistant, two Administrative Assistants, and a Facilities Maintenance Technician—and typically has between 12-16 active volunteers who supplement the District's paid staff on shift and with responses from home. Key Peninsula Fire also plans to staff Station 45 with live-in volunteers once the station has a response-ready fire engine or ambulance.

Project Summary

PCFD 16 conducts its own capital facilities planning process to identify projects needed to serve the district and is currently working towards devising an active Capital Facilities Plan that will update current buildings, build new facilities, and address the ageing fleet. Key Peninsula Fire's current fleet is on average 20 years old with the oldest engine on Herron Island almost 40 years old. Since 2019, the District's deployment model has a staffed engine responding on all fire and EMS related calls which has vastly increased the wear and tear on the District's already ageing fleet. On average, increased demand put 2,000 miles per month on Engine 47 throughout 2022 and, by the end of 2023, Engine 47 was expected to have close to 100,000 miles on a 20-year old chassis. The County will continue to coordinate with PCFD 16 on future capital planning efforts.

Pierce County Fire District 18: Orting Valley Fire and Rescue

Overview and Inventory

Orting Valley Fire and Rescue is a combination fire district comprised of career and volunteer members. The District serves an area of approximately 31 square miles with a population of nearly 14,000 including the City of Orting and surrounding rural areas in unincorporated Pierce County. Orting Valley Fire and Rescue provides public education and prevention, fire suppression, EMS, and technical rescue. The District has interlocal agreements with numerous providers, including CPFR, Graham Fire and Rescue, and the Washington State Department of Natural Resources (for wildfire and forestland fire response). Orting Valley Fire and Rescue is also known as Pierce County Fire District 18 (PCFD 18).



[Station 42](#)

Orting Valley Fire and Rescue operates three fire stations staffed 24 hours per day, 7 days per week. Equipment consists of three engines (including one reserve), three medic units (including one reserve), two tenders, two brush trucks, and two swift water boats and trailers. See Exhibit 130.

Exhibit 130. Orting Valley Fire and Rescue—Current Facilities Inventory, 2023

Facility	Location	Size	Equipment
Station 40, Headquarters Built in 2008	401 Washington Ave SE Orting, WA 98360	13,200 ft ²	Houses one engine, one tender, one medic unit, two brush trucks, two swift water boats and trailers, one reserve engine, and one reserve medic unit.
Station 42 Built in 2002	19207 Patterson Rd Orting, WA, 98360	1,600 ft ²	Houses one tender.
Station 43 Built in 1999	19503 150th Ave E Orting, WA, 98360	3,039 ft ²	Houses one engine and one medic unit.

Sources: [Orting Valley Fire and Rescue Fire Stations](#), 2023; Pierce County Assessor, 2023; BERK, 2023.

Orting Valley Fire and Rescue currently has 34 employees, including 3 new firefighters hired in 2023.

Project Summary

Recent and Ongoing Major Accomplishments

- Voters approved a Fire Benefit Charge in 2021 that allowed Orting Valley Fire and Rescue to add additional staffing (this replaced a previous Maintenance & Operations levy as well as \$0.50 per thousand of the fire levy). As of August 2022, Station 43 is now staffed 24/7 with a paramedic and lieutenant. Passage of the Fire Benefit Charge also aligned Orting Valley Fire and Rescue’s tax structure to that of CPFR and Graham Fire and Rescue.

- Orting Valley Fire and Rescue was one of five agencies to sign an interlocal agreement in 2022 to participate in the Pierce County Fire Training Consortium (along with CPFR, EPFR, WPFR, and Graham Fire and Rescue). The Pierce County Fire Training Consortium provides training service to over 800 firefighters in Pierce County to improve operational consistency across the districts and allow firefighters to operate safely and efficiently on a scene regardless of the location of the incident. The Consortium also includes a recruit academy.
- In March of 2023, CPFR and Orting Valley Fire and Rescue Fire Chiefs, the Firefighters Union, and Fire Commission Board Chairs met to look at other opportunities for further cooperative efforts. Beginning in April 2023, the two agencies will explore what opportunities exist to improve services to both agencies. All areas will be examined to determine how to best reduce duplication of administrative services and improve services to the citizens.

Capital Projects

PCFD 18 conducts its own capital facilities planning process to identify projects needed to serve the district. The County will continue to coordinate with PCFD 18 on future capital planning efforts.

Pierce County Fire District 21: Graham Fire and Rescue

Overview and Inventory

Graham Fire and Rescue was established in December 1961 and is a full spectrum fire and life safety organization. The District is a combination agency with full-time and volunteer emergency personnel that provide fire suppression, BLS and ALS EMS, hospital transports, technical rescue, hazardous materials response, and fire and life safety education. Graham Fire and Rescue serves a population of roughly 70,000 across 70 square miles in south central urban and rural unincorporated Pierce County, including the communities of Graham, Kapowsin, Spanaway, Frederickson, and South Hill. Graham Fire and Rescue is also known as Pierce County Fire District 21 (PCFD 21).



[Station 93](#)

Graham Fire and Rescue operates six fire stations, five that are staffed 24 hours per day, 7 days per week and one volunteer station. Equipment consists of one ladder truck, six engines (including two reserves), five medic units (including one reserve), two tenders, one battalion, one hazardous material trailer, two marine units, and one brush truck. Stations 91, 94, 95, and 96 serve primarily urban/suburban areas and stations 92 and 93 serve primarily rural areas. See Exhibit 131.

Exhibit 131. Graham Fire and Rescue—Current Facilities Inventory, 2023

Facility	Location	Size	Equipment
Staffed Stations			
Station 91 Built in 1986	10012 187th St E Puyallup, WA 98375	16,892 ft ²	Houses one ladder, one medic unit, one tender, and one reserve engine. Includes a training classroom.
Station 93 Remodeled in 1998	8102 304th St E Graham, WA 98338	2,616 ft ²	Houses one engine and one marine unit.
Station 94, Headquarters Built in 2006	23014 70th Ave E Graham, WA 98338	13,600 ft ²	Houses one engine, one medic unit, one battalion, the hazardous material trailer, one reserve engine, and one reserve medic unit.
Station 95 Built in 2010	18721 78th Ave E, Puyallup, WA 98375	8,438 ft ²	Houses one engine, one medic unit, and one brush truck.
Station 96 Built in 2011	12827 224th St E Graham, WA 98338	10,414 ft ²	Houses one engine and one medic unit. Also functions as the central logistics hub and contains an extended bay for maintenance and repair.
Volunteer Stations			
Station 92 Built in 1972	14817 Kapowsin Hwy E Graham, WA 98338	1,200 ft ²	Houses one tender and one marine unit.

Sources: [Graham Fire and Rescue Standard of Cover Study](#), 2021; [Graham Fire and Rescue Stations](#), 2023; Pierce County Assessor, 2023; BERK, 2023.

Graham Fire and Rescue employs numerous personnel, including 106 firefighters and paramedics. Workload and risk are most heavily concentrated in the northern portion of the district and resources are deployed proportionally to this demand pattern. Stations 91 and 94 are staffed with at least 5 personnel and can sleep up to 8 each. The duty Battalion Chief, Chief Officers, and administrative support staff also operate out of Station 94. Station 91 is known as the “Workhorse Station” with the highest call volume of all the District’s stations. Stations 95 and 96 are staffed with at least 5 personnel and can sleep up to 6 each and Station 93 is staffed with at least 3 personnel and can sleep up to 6. Firefighters at Station 92, the District’s only all-volunteer station, respond from home when a call is dispatched. Graham Fire and Rescue is governed by a Board of five elected Fire Commissioners who serve 6-year terms.

Project Summary

Recent and Ongoing Major Accomplishments

- Graham Fire and Rescue was one of five agencies to sign an interlocal agreement in 2022 to participate in the Pierce County Fire Training Consortium (along with CPFR, EPFR, WPFR, and Orting Valley Fire and Rescue). The Pierce County Fire Training Consortium provides training service to over 800 firefighters in Pierce County to improve operational consistency across the districts and allow firefighters to operate safely and efficiently on a scene regardless of the location of the incident. The Consortium also includes a recruit academy.
- Voters recently restored Graham Fire and Rescue’s regular EMS levy for fire and EMS from \$0.39 to the previous voter-approved rate of \$0.50 per \$1,000 of assessed value (passed in August 2023).

Capital Projects

Graham Fire and Rescue conducts its own capital facilities planning process to identify projects needed to serve the district and is currently working towards devising an active Capital Facilities Plan.²⁰ As identified in the December [2021 Standard of Cover](#), the District is currently well-deployed to meet its current service demand but future growth may result in over-utilization of the District’s resources, particularly medic units. The County will continue to coordinate with Graham Fire and Rescue on future capital planning efforts.

²⁰ [2022-2026 Strategic Plan](#) (Strategy D), 2022.

Pierce County Fire District 23: Ashford

Overview and Inventory

Pierce County Fire District 23 (PCFD 23), also known as Ashford Fire or Pierce 23 Fire & Rescue, was established in 1967 with stations in Ashford and Elbe. In 2009, PCFD 23 purchased the old Department of Natural Resources compound near Alder and converted it into an additional fire station to better serve citizens in the west end of the district. In 2010, PCFD 23 began providing service to the citizens of Lewis County Fire District 17 (Big Creek) by contract utilizing the Big Creek station and apparatus.

PCFD 23 covers an area of 67 square miles, including the communities of Ashford, Elbe, Alder, and Big Creek in rural unincorporated Pierce County. The District responds to calls including structural fires, medical emergencies, vehicle collisions, water rescues, technical rescues, wildland fires, and other citizen assistance and provides fire and injury prevention and education services to members of the community. The District also provides and receives mutual aid with the surrounding areas of SPFR, Eatonville Fire Department, Mineral Fire Department, and Mount Rainier National Park.

PCFD 23 operates four volunteer fire stations. Equipment consists of 18 apparatus, including BLS-level ambulances, engines, tenders, and utility vehicles. One of the buildings at Station 85 is currently being renovated to serve as the department's training center. When completed, the training center will have an office for the Training Officer, as well as a large classroom and storage. Onsite training equipment currently includes a multi-pitch roof prop, a customizable search & rescue maze, and a rescue/bail-out prop, with more to come in the future. See Exhibit 132.



[Station 86](#)

Exhibit 132. Pierce County Fire District 23—Current Facilities Inventory, 2023

Facility	Location	Size	Equipment
Station 85 Built in 1929, renovations in the 1970s-1990s and currently underway	50602 Mountain Hwy E Eatonville, WA 98328	7,883 ft ²	Acquired in 2009 and is a former Washington DNR work center. Houses one engine, one tender, one marine unit, one aid unit, and one utility truck. A 3-bedroom house (currently being upgraded) houses resident firefighters.
Station 86 Built in 1981	18109 541st St E Elbe, WA 98330	2,240 ft ²	Houses one engine, one tender, one aid unit, and one brush truck.
Station 87, Headquarters Built in 1982, relocatable office added in 1992	29815 SR 706 East Ashford, WA 98304	3,948 ft ²	Houses one engine, one tender, one aid unit, and one utility vehicle.
Station 88	136 Osborn Rd Ashford, WA	<i>Unknown</i>	Houses one engine, one tender, and one aid unit. Station 88 and the associated apparatus are owned by Lewis County Fire District 17 and operated under contract with PCFD 23.

Sources: [PCFD 23 Stations](#), 2023; Pierce County Assessor, 2023; BERK, 2023.

PCFD 23 is a combination department with a paid full-time Fire Chief and a part-time administrative assistant and approximately 30 volunteer members, including a Training Captain, 4 lieutenants, a Safety Officer, a Chaplain, firefighters, EMTs, and support personnel. Members make themselves available to respond to calls for service 24 hours a day, 7 days a week by either responding from home/work or by working standby shifts at the stations. PCFD 23 is governed by a Board of three elected Fire Commissioners who serve 6-year terms.

Project Summary

PCFD 23 conducts its own capital facilities planning process to identify projects needed to serve the district. The District typically responds to approximately 280 calls for service per year but call volumes have generally been above 300 calls per year since 2015 and increased 24% from 2015-2022.²¹ The County will continue to coordinate with PCFD 23 on future capital planning efforts.

²¹ PCFD 23 [Response Details](#), 2023.

Pierce County Fire District 25: Crystal Mountain

Overview and Inventory

Pierce County Fire District 25 (PCFD 25), also known as Crystal Mountain Fire, provides fire protection and EMS to about 3.6 square miles in eastern rural unincorporated Pierce County near Crystal Mountain (to the east of Mount Rainier National Park). In addition to responding to fires, PCFD 25 also responds to medical emergencies, motor vehicle accidents, rescue calls, and incidents involving hazardous materials.

PCFD 25 operates one volunteer fire station near Crystal Mount Ski Resort at 32004 Crystal Mountain Blvd, Enumclaw, WA 98022.

Project Summary

PCFD 25 conducts its own capital facilities planning process to identify projects needed to serve the district. The County will continue to coordinate with PCFD 25 on future capital planning efforts.



PCFD 25 Station (Google Street View)

Pierce County Fire District 26: Greenwater

Overview and Inventory

Pierce County Fire District 26 (PCFD 26), also known as Greenwater Fire, provides fire protection and EMS to about 2 square miles in eastern rural unincorporated Pierce County near the Green River. In addition to responding to fires, PCFD 26 also responds to medical emergencies, motor vehicle accidents, rescue calls, and incidents involving hazardous materials.

PCFD 26 operates two fire stations, one staffed and one volunteer. See Exhibit 133.



Station 1 (Google Street View)

Exhibit 133. Pierce County Fire District 26—Current Facilities Inventory, 2023

Facility	Location	Size
Staffed Station		
Station 2 Built in 1995	15922 Crystal River Ranch Rd E Enumclaw, WA 98022	2,500 ft ²
Volunteer Station		
Station 1 Built in 1990	59705 SR 410 Enumclaw, WA 98022	5,247 ft ²

Sources: Pierce County Assessor, 2023; BERK, 2023.

Project Summary

PCFD 26 conducts its own capital facilities planning process to identify projects needed to serve the district. The County will continue to coordinate with PCFD 26 on future capital planning efforts.

Pierce County Fire District 27: Anderson Island Fire and Rescue

Overview and Inventory

Anderson Island Fire and Rescue provides fire and EMS service to the unincorporated community of Anderson Island, the southernmost island in the Puget Sound. The District serves a fulltime population of approximately 1,500 that swells to approximately 4,000 during the summer season.²² Anderson Island is only accessible by ferry or private boat which presents its own unique challenges for fire and EMS (for example, the nearest medical facility is over 20 minutes away). Anderson Island Fire and Rescue is also known as Pierce County Fire District 27 (PCFD 27).



[Marine Unit](#)

PCFD 27 operates one volunteer station. See Exhibit 134.

Exhibit 134. Pierce County Fire District 27—Current Facilities Inventory, 2023

Facility	Location	Size
Station 27 Built in 1981	12207 Lake Josephine Blvd Anderson Island, WA 98303	6,400 ft ²

Sources: [Anderson Island Fire and Rescue](#), 2023; Pierce County Assessor, 2023; BERK, 2023.

Anderson Island Fire and Rescue is governed by a Board of three elected Fire Commissioners who serve 6-year terms.

Project Summary

PCFD 27 conducts its own capital facilities planning process to identify projects needed to serve the district. Capital Project to build firefighter quarters have been underway since 2020 and voters recently approved two levy lid lifts in August 2023 to restore previously approved levies to fund Anderson Island Fire and Rescue. The Levy Lid Lifts restored the regular fire and EMS levy rates to the previously approved \$1.50 and \$0.50 per \$1,000 of assessed property value (the rates had fallen to less than \$1.06 and \$0.35 per \$1,000 of assessed property value, respectively; PCFD 27 Propositions No. 1 and No. 2). Per the District, voter approval will allow Anderson Island Fire to maintain the staffing and equipment needed to respond to emergencies.²³ The County will continue to coordinate with the District on future capital planning efforts.

²² Anderson Island Fire & EMS, [About](#), 2023.

²³ Anderson Island Fire & EMS [Levy Lid Lifts](#), 2023.

Public Transit

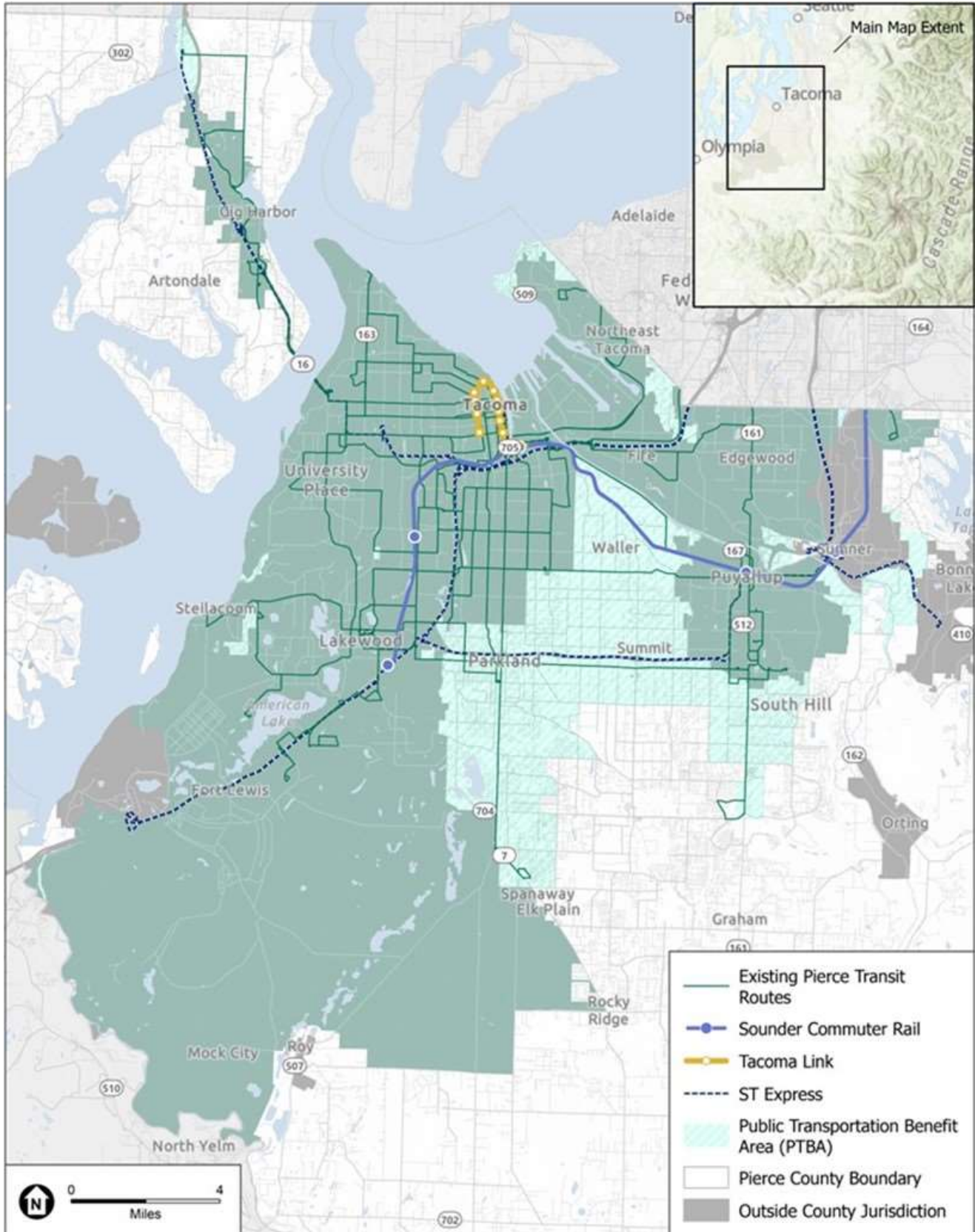
Transit service in Pierce County is provided by Pierce Transit, Intercity Transit, and Sound Transit. The services provided by each of these transit agencies is summarized in Exhibit 135. Pierce Transit is the agency that provides local transit service within the county including 32 bus routes. Sound Transit provides express bus service, Sounder commuter rail, and the Tacoma light rail. Intercity Transit provides bus service between Pierce and Thurston County. Existing facilities serving Pierce County are shown in Exhibit 136, including the Pierce Transit Public Transit Benefit Area (PTBA), which represents the transit area coverage for Pierce Transit. In addition to these local and regional transit agencies, Greyhound buses and Amtrak rail also serve Pierce County. Both companies provide service south to Portland.

Exhibit 135. Transit Agencies by Services Provided



Source: Fehr & Peers, 2023.

Exhibit 136. Existing Transit Facilities Serving Pierce County



Sources: Pierce County, 2019; WA DNR, 2022; Pierce Transit, 2023. Esri, 2023; Fehr & Peers, 2023.

This section focuses on Pierce Transit as it is the primary provider of transit service in the unincorporated county. Additional capital and service delivery details for Intercity Transit, Sound Transit, and Amtrak are available in each providers long-range plans, linked below:

- Intercity Transit: [Short and Long Range Plan](#) (2018), [2025-28 Transportation Improvement Program](#)
- Sound Transit: [Regional Transit Long-Range Plan](#) (2014), [Transit Development Plan 2024-2029](#)
- Amtrak: [Amtrak Connects Us](#) (2021), [FY24-29 Five Year Service and Asset Line Plans](#), [Conceptual Long Distance Expansion Plan](#) (2024, part of the Long-Distance Service Study)

Pierce Transit

Overview and Inventory

Pierce Transit is Pierce County’s local public transportation service provider. In 2019 they provided more than 9 million rides to people headed to work, medical appointments, entertainment, grocery shopping, visits with friends and other destinations. In 2020, even at the height of the COVID-19 pandemic, Pierce Transit was still providing more than 9,000 rides each weekday, proving that transit is an essential service even when many avoided face-to-face contact. Pierce Transit improves people’s quality of life by providing safe, reliable, innovative, and useful transportation services that are locally based and regionally connected.

Fixed Route Services

Prior to the COVID-19 pandemic, Pierce Transit’s fixed route services were budgeted at 500,000 service hours, with actual service levels of 491,882 service hours and 8,376,891 boardings in calendar year 2019. Over the next six years, Pierce Transit will be looking to recover these pre-COVID- 19 service levels on its bus network through increased frequencies, including on weekends. These service improvements are expected to be rolled out during quarterly service changes. The following table provides budgeted service hours and projected ridership for fixed route services. Note that rolling out any service hour increases is currently constrained by Transit Operator labor shortages. For example, while service hours for 2023 were budgeted at 475,000, actual service levels for 2023 were 422,985 service hours and 6,096,759 boardings. Fixed route service levels between 2024 and 2029 are summarized in Exhibit 137.

Pierce Transit’s sustainability goals factor significantly into its fixed route bus services. The Agency plans to undergo a full zero emissions fleet transition by 2042.

Exhibit 137. Pierce Transit Fixed Route Service Levels, 2024-2029

	2024	2025	2026	2027	2028	2029
Service Hours	475,000	475,000	500,000	500,000	500,000	500,000*
Service Hour Change		5.26%	0%	0%	0%	0%
Service Miles	5,147,847	5,418,786	5,418,786	5,418,786	5,418,786	5,418,786
Service Miles Change		5.26%	0%	0%	0%	0%
Ridership (Estimated)	6,477,630	6,972,067	7,529,832	8,132,219	8,782,796	9,485,420
Ridership Change		7.63%	8.00%	8.00%	8.00%	8.00%

Sources: Pierce Transit, 2024.

Bus Service Recovery Plan

In December 2023, Pierce Transit’s Board of Commissioners adopted a Bus Service Recovery Plan to strategically recover service across the system as staffing becomes available. The first phase of the plan was implemented with the March 2024 service change with the launch of the Stream Community Line enhanced bus service on SR-7/Pacific Avenue. Due to low performance, Routes 425, 63, 13, and a portion of Route 409 were retired, and Pierce Transit Runner, the agency’s on-demand transit service, was expanded to provide service to affected riders. Future phases include increased frequency on core routes, additional weekend service, as well as increased hours of service. More details are available on the agency’s website at <https://www.piercetransit.org/bussystemrecoveryplan/>.

SHUTTLE ADA Paratransit

The Agency’s SHUTTLE service directly correlates to service areas and service spans of fixed route services by matching operating hours and providing on-call rides within ¾ mile of any bus route. Route retirements and adjustments associated with the adopted Service Recovery Plan may affect existing and potential SHUTTLE customers. The agency’s Board of Commissioners directed staff to work closely with existing SHUTTLE customers impacted by the route retirement associated with phase one of the plan and transition them to Runner service or identify an alternate solution, such as formally grandfathering them into the program. SHUTTLE operating hours will need to be adjusted as a result. SHUTTLE service levels between 2024 and 2029 are summarized in Exhibit 138, which shows that SHUTTLE service is not expected to increase or decrease in the future. .

Pierce Transit is updating its SHUTTLE operations management software in 2024. Through this software update, the agency aims to improve service options for its customers, including same-day service, on-demand and app- based ride booking, and allocating some rides to non-dedicated providers if demand warrants.

Exhibit 138. Pierce Transit SHUTTLE Service Levels, 2024-2029

	2024	2025	2026	2027	2028	2029
Service Hours	193,697	193,697	193,697	193,697	193,697	193,697
Service Hour Change		0%	0%	0%	0%	0%
Service Miles	2,679,896	2,679,896	2,679,896	2,679,896	2,679,896	2,679,896
Service Miles Change		0%	0%	0%	0%	0%
Ridership	315,113	315,113	315,113	315,113	315,113	315,113
Ridership Change		0%	0%	0%	0%	0%

Sources: Pierce Transit, 2024.

Rideshare

Demand for Pierce Transit’s Rideshare program continues to increase in lockstep with returning worker commutes, with projected growth of approximately 34% over the next six years. There is currently a waitlist for the agency’s Rideshare services. In response to demand, the program intends

to request agency funding to expand the current fleet of 271 vehicles to 362 vehicles by 2029. The program is also diversifying its fleet to include SUVs and electric vehicles. In addition to expanding rideshare capacity, the program plans to enhance marketing and outreach to improve adoption and use of the program, getting more single-occupancy vehicles off the road. The Rideshare program also expects to create an app for customers to more conveniently manage and reserve vanpool rides.

Runner On-Demand

Over the next six years, Pierce Transit's on-demand Runner service is expected to continue to evolve. Spanaway Runner and the original Tideflats Runner zone are currently operating using grant funds from WSDOT, which are expected to fund portions of the operations until mid-2025. The Puyallup Runner was launched late in 2023 using WSDOT grant funds through mid-2027. The agency expanded the Tideflats Zone in early March 2024 to include a new area that is not grant funded. Gig Harbor Runner started as Pierce Transit's sixth and final zone at the end of March 2024. Runner service levels between 2024 and 2029 are summarized in Exhibit 139.

Exhibit 139. Pierce Transit Runner Service Levels, 2024-2029

	2024	2025	2026	2027	2028	2029
Tideflats Vehicle Hours*	6,848	1,500*	1,500**	1,500**	1,500**	1,500**
Tideflats Ridership*	5,696	1,200**	1,200**	1,200**	1,200**	1,200**
Ruston Vehicle Hours	1,044	1,044	1,044	1,044	1,044	1,044
Ruston Ridership	1,312	1,312	1,312	1,312	1,312	1,312
Spanaway Vehicle Hours	8,000	TBD**	TBD**	TBD**	TBD**	TBD**
Spanaway Ridership	9,280	TBD**	TBD**	TBD**	TBD**	TBD**
JBLM Vehicle Hours	2,167	2,167	2,167	2,167	2,167	2,167
JBLM Ridership	5,107	5,107	5,107	5,107	5,107	5,107
Puyallup Vehicle Hours	5,440	5,440	5,440	TBD**	TBD**	TBD**
Puyallup Ridership	10,308	10,308	10,308	TBD**	TBD**	TBD**
Gig Harbor Vehicle Hours	2,000	2,000	2,000	2,000	2,000	2,000
Gig Harbor Ridership	2,400	2,400	2,400	2,400	2,400	2,400

* Tideflats grant funded and non-grant funded combined above. After 2024, showing just non-grant funded zone.

** Grant funding expected to end; future funding and service to be determined.

Sources: Pierce Transit, 2024.

Other Runner service areas and service characteristics may be adjusted based on demand and customer needs. In 2023, Tideflats, Ruston, Spanaway, and Puyallup Runners began grouping riders into single trips to improve service efficiency and rider convenience. With software being central to the on-demand service experience, the ability to book rides in these areas through a smartphone app provides significant convenience for customers; this ability may be expanded to JBLM Runner in the future. Additionally, all Runner riders can now pay for their trips using the Transit app, which is endorsed by Pierce Transit. All Runners are currently operated using contracted service.

Level of Service Standards

Pierce Transit is preparing a “Destination 2045” plan to provide a vision of how the Agency’s transit service could look through horizon year 2045. The new plan is scheduled for finalization and adoption in September 2024, and will include measures of effectiveness for gauging performance of transit. Pierce County is committed to being a partner with Pierce Transit in supporting a transit network that meets the needs of its citizens.

Project Summary

Non-Capital Alternatives

Staffing and Recruitment

Like most public transportation providers nationwide, Pierce Transit dedicates much of its budget training staff to operate and maintain its bus fleet. For its 2023 budget, the Agency dedicates 19% of its budget to Maintenance while 69% is dedicated to Service Delivery & Support. This means that 88% of Pierce Transit’s budget is dedicated to either moving or maintaining buses every day. However, the new norm in the recruitment world is a shortage of qualified applicants for all jobs, including bus operators and mechanics. This staffing shortage has been and will continue to be a constraint on providing transit service. The Agency provides full training for new bus operators, including for the attainment of a Commercial Driver License. Pierce Transit will continue seeking ways to further incentivize hiring new employees and keeping existing employees.

A major focus for the Agency is retraining staff to manage and operate a zero-emissions bus fleet. In addition, the Maintenance Division will be evolving apprenticeship programs to handle the zero-emission bus fleet transition. The Agency’s three apprenticeship programs will also help to support a steady stream of qualified technicians and tradespeople.

Marketing, Commute Trip Reduction, Community Engagement

Pierce Transit partners with Sound Transit, King County Metro, Community Transit, Everett Transit, Kitsap Transit, and City of Seattle on joint regional marketing of the Free Youth Transit Pass and ORCA/ORCA LIFT passes. Partners will learn from current campaign efforts, further refine and focus messaging to reach youth and families and continue to implement innovative strategies to build youth ridership, particularly where needs are greatest across the region. In addition, a future phase of the Free Youth Transit Pass regional campaign will allow partners to implement additional transportation demand management strategies, including messaging, outreach and education to deepen relationships with school districts and youth-serving organizations, expand desired behavior changes, build confident young riders, and continue to build the next generation of strong and committed transit users and advocates across the region.

Transit agencies across the region transitioned to the new ORCA fare payment system in May 2022. While the new system provides greater flexibility and convenience, partner transit agencies continue to identify opportunities for improvements and to seek enhancements to improve the passenger experience and administrative efficiency. This scalable project would provide

enhancements to the ORCA/ORCA LIFT systems in these areas: 1) Integration of ORCA LIFT with the new ORCA system 2) Development of Regional ORCA LIFT outreach materials and 3) Automated Ticket Distribution for ORCA.

Safety, Security, and Technology

Pierce Transit aims to partner with University of Washington-Tacoma to develop a pilot program to field a Hardship Assistance Response Team consisting of Pierce Transit Public Safety staff and contracted behavioral health professionals. This team would assist individuals using Pierce Transit services, on or near Pierce Transit property, that experience mental health, substance abuse, and/or insecure housing issues in the Pierce County service area.

Customer Experience

- **ORCA LIFT.** In 2023, Pierce Transit joined its regional transit partners in offering ORCA LIFT to eligible riders. ORCA LIFT is a reduced adult fare program available to individuals with incomes below or equal to 200% of Federal Poverty Level guidelines. Those who qualify pay \$1 per one-way trip, \$2.50 for a local all-day pass, \$4 for a regional all-day pass, \$31 for a local monthly pass, and \$36 for a regional monthly pass.

- **Destination 2045.** In 2016, Pierce Transit finalized and adopted its first Long Range Plan, Destination 2040. Its objective was to create “a comprehensive guiding document of the Agency’s vision for providing dependable, safe, efficient, and fully integrated public transportation services throughout the South Sound Region of today, tomorrow, and beyond.” In December 2020, the Agency prepared a minor update to reflect a plan for future transit service constrained by existing funding mechanisms (i.e., a 0.9% sales tax rate within the service area boundaries).

Within a few years, a decade will have passed since the original long-range plan. So, in 2023, Pierce Transit is preparing a “Destination 2045” plan to provide a vision of how the Agency’s transit service could look through horizon year 2045. The new plan is scheduled for finalization and adoption in September 2024.

- **Thriving Communities at “Four Corners” Planning Area.** The US Department of Transportation will be providing technical support to Pierce Transit and its partners the Tacoma Housing Authority, the City of University Place, and other local jurisdictions. This planning, technical assistance, and capacity-building support will enable disadvantaged and under-resourced communities to advance a pipeline of transformative infrastructure projects that will increase mobility, reduce pollution, and expand affordable transportation options, connecting communities to the essential opportunities and resources that will help them thrive.

Capital Projects

Pierce Transit’s 2024-2029 Six-Year Capital Plan, as adopted in the 2024 Budget, is shown in Exhibit 140. Some notable capital projects are discussed in more detail in this section.

Exhibit 140. Pierce Transit Six-Year Capital Plan

#	Project Name	Project #	Project Budget	Spent Thru 2022	2023 YE Est	2023 Est Carryover	2024 New Request	2024	2025	2026	2027	2028	2029	Total Capital
1	Security Systems Repl	452	4,080,769	1,635,027	400,543	2,045,199		2,045,200						2,045,200
2	ngORCA	482	6,154,834	3,594,215	36,896	2,523,724		2,523,720						2,523,720
3	Narrows Park & Ride Renewal	503	1,013,060	98,922	3,873	910,265		910,270						910,270
4	Hastus Upgrade 2017	510	961,975	897,531	34,560	29,884		29,880						29,880
5	Commerce Tunnel Refurbishment	524	3,635,363	3,568,474	21,566	45,323		45,320						45,320
6	Maintenance & Operations Base Improvements (MOBI)	525	62,800,000	43,608,032	10,762,310	8,429,658		8,429,660						8,429,660
7	Backup Software Repl 2018	543	85,000	4,451	8,902	71,647		71,650						71,650
8	Spanaway TC P&R - Phase I	556	9,242,896	4,098,049	1,265,349	3,879,487		3,879,490						3,879,490
9	SHUTTLE Replacement 2019	558	1,051,607			1,051,607		1,051,610						1,051,610
10	South Hill Mall TC Renewal	571	1,807,028	1,691,450		115,578		115,580						115,580
11	CAD-AVL System Replacement 2019	573	11,000,000	5,869,474	4,380,530	749,996		750,000						750,000
12	Facilities Workorder Management System - EAM Repl 2019	576	48,877			48,877		48,880						48,880
13	Storage Area Network 2019	579	329,700	40,236		289,464		289,460						289,460
14	Tacoma Dome Station Elevator Repairs/Upgrades	588	3,451,549	571,913	889,679	1,989,957		1,989,960						1,989,960
15	Network Infrastructure Replacement 2021	603	760,000	476,992	85,611	197,397		197,400						197,400
16	Call Center Software Replacement 2021	604	159,000		134,116	24,884		24,880						24,880
17	Support Vehicle Replacement 2021	606	292,463	138,762	85,189	68,512		68,510						68,510
18	Spanaway TC Parking Lot Expansion	607	1,000,000	58,643	15,514	925,843	14,493,350	15,419,190						15,419,190
19	NeoGov HRIS Module	609	150,000	44,616		105,384		105,380						105,380
20	Rideshare Replacement 2021	611	814,118		239,421	574,697		574,700						574,700
21	Commerce Facility Bus Charging Station	612	2,000,000	176,925	454,497	1,368,578		1,368,580						1,368,580
22	Bldg 5 AV Equip Repl	620	220,386	177,393	32,177	10,817		10,820						10,820
23	SHUTTLE Replacement 2022	623	2,928,534		4,305	2,924,229		2,924,230						2,924,230
24	Support Vehicle Replacement 2022	624	334,837			334,837		334,840						334,840
25	ADEPT Upgrade or Replacement 2022	625	2,200,000	527	827	2,198,646		2,198,650						2,198,650
26	Network Infrastructure Replacement 2022	626	440,000	175,017	116,946	148,037		148,040						148,040
27	Rideshare Replacement 2022	628	1,453,062			1,453,062		1,453,060						1,453,060
28	Computer/Laptop Replacement	631	300,000	127,985	156,366	15,649		15,650						15,650
29	Bus Stop Replacement	633	1,000,000	38,743		961,257	2,125,000	3,086,260						3,086,260
30	Barrier Door Install	636	606,580			606,580		606,580						606,580
31	SHUTTLE Replacement	637	3,114,390			3,114,390		3,114,390						3,114,390
32	Bus Fleet Replacement	638	13,541,180			13,541,180		13,541,180						13,541,180
33	Support Replacement	639	697,330			697,330		697,330						697,330
34	Network Infrastructure Replacement 2023	640	732,050			732,050		732,050						732,050
35	Comm Center Radio Consoles Replacement	641	284,500			284,500		284,500						284,500
36	Bldg 5 Exterior Sealing	642	130,000			130,000		130,000						130,000
37	Bldg 4 Exterior Painting	643	273,160		62	273,098		273,100						273,100
38	Bldg 1 Iron Worker Replacement for the Body Shop	644	58,710			58,710		58,710						58,710
39	Real Time Sign Refurbishment	645	43,070			43,070		43,070						43,070
40	Rideshare Replacement	646	1,933,230			1,933,230		1,933,230						1,933,230
41	Computer and Laptop Replacement	647	332,750			332,750		332,750						332,750
42	Behavioral Health Vehicle	648	78,000			78,000		78,000						78,000
43	Public Safety Vehicle Exp (2)	649	150,000			150,000		150,000						150,000
44	Managed Cyber Security Services	650	250,000			250,000		250,000						250,000
45	Employee Engagement Tool	651	42,000		160	41,840		41,840						41,840
46	Shatter Proof Film Bldgs 4, 5 & TDS	652	92,900			92,900		92,900						92,900
47	Base BEB Charging Expansion to 12 Buses	653	4,444,500			4,444,500		4,444,500						4,444,500
48	Puyallup Runner Wheelchair Accessible Vehicles (2)	655	138,340			138,340		138,340						138,340
49	Rideshare Telematics 2023	656	200,000		355	199,645		199,650						199,650
50	Enhanced Bus Service	658	1,672,290			1,672,290		1,672,290						1,672,290
51	Misc Capital Equipment	778	168,523		70,500	98,023	101,980	200,000						200,000
Subtotal Carry-Over & Additional			206,181,347	110,854,790	32,921,629	62,404,927	16,720,330	79,125,280	-	-	-	-	-	79,125,280

#	Project Name	Project #	Project Budget	Spent Thru 2022	2023 YE Est	2023 Est Carryover	2024 New Request	2024	2025	2026	2027	2028	2029	Total Capital
52	Bldg 1 Paint Booth Controls	NEW					210,580	210,580						210,580
53	Bus Fleet Replacement	NEW					13,651,990	13,651,990	7,820,200	8,000,700	2,243,280	6,304,140	6,488,000	49,517,310
54	SHUTTLE Replacement	NEW					13,898,430	13,898,430	7,762,920	8,141,320	5,465,090	7,153,620	7,420,000	49,841,380
55	Network Infrastructure Repl	NEW					1,255,980	1,255,980	2,613,600	1,276,550	847,000	1,347,550	1,347,550	8,788,230
56	Bldg 1 Wheel Alignment Machine	NEW					103,000	103,000						103,000
57	Bldg 1 Swap Cooling Fans	NEW					30,000	30,000						30,000
58	Bldg 1 Aerosol Can Crusher	NEW					25,290	25,290						25,290
59	Bldg 1 Sand Blast Cabinet	NEW					39,030	39,030						39,030
60	Rideshare Replacement	NEW					2,002,300	2,002,300	3,266,210	1,736,050	3,326,690		111,910	10,461,760
61	Support Vehicle Replacement	NEW					896,150	896,150	1,028,360	418,220	483,830	672,640		3,499,200
62	SQL Service DB Monitoring	NEW					27,310	27,310						27,310
63	CNG Compressor Transformers	NEW					172,500	172,500						172,500
64	TDS HVAC Metasys Bldg Mgmt	NEW					17,300	17,300						17,300
65	ngDRCA Phase 2	NEW					780,360	780,360						780,360
66	Bldg 4 HVAC Retro	NEW					305,900	305,900						305,900
67	DriveCam Equipment	NEW					264,300	264,300						264,300
68	Bldg 1 HD BWP Bending Brake	NEW					13,740	13,740						13,740
69	Bldg 1 3 Phase Spot Welder	NEW					50,000	50,000						50,000
70	Finance ERP	NEW					3,900,000	3,900,000						3,900,000
71	TDS Wayfinding Implementation	NEW					1,273,920	1,273,920						1,273,920
72	Bldg 5 Spec Trans Redesign	NEW					170,400	170,400						170,400
73	Bldg 1 Trng Rm Tech Upgrade	NEW					73,000	73,000						73,000
Subtotal New Requests							39,161,480	39,161,480	22,491,290	19,582,440	17,365,890	15,527,950	15,417,460	129,546,510
#	Project Name	Project #	Project Budget	Spent Thru 2022	2023 YE Est	2023 Est Carryover	2024 New Request	2024	2025	2026	2027	2028	2029	Total Capital
74	72nd P&R Seal & Striping	OUTYEAR							23,400					23,400
75	Hashes Upgrade	OUTYEAR							680,890					680,890
Subtotal Outyear									704,290					704,290
Grand Total			209,181,347	110,854,790	32,921,629	62,404,927	55,881,810	118,286,760	23,195,580	19,582,440	17,365,890	15,527,950	15,417,460	209,376,080

A portion of the project is funded by grants

Source: Pierce Transit 2024 Budget.

Rolling Stock and Battery Electric Bus Fleet Transition

Pierce Transit's rolling stock and revenue vehicles are replaced on a regular cycle, which meets or exceeds FTA useful life benchmarks. For fixed route buses, routine replacement occurs when the 40-foot vehicles reach their 16-year lifespan or 640,000 miles. Replacement of 25-foot cutaway (body-on-chassis) vehicles is done at eight years or 150,000 miles. Routine replacement for SHUTTLE vehicles follows a 10-year or 150,000 miles limit; whichever comes first. New and replacement rolling stock planned for 2024-2029 is shown in Exhibit 141.

Exhibit 141. Pierce Transit New and Replacement Rolling Stock

	2024	2025	2026	2027	2028	2029
Bus Coaches	13	7	7	6	5	0
25-ft Cutaway	0	9	0	0	0	0
SHUTTLE Coaches	47	25	20	28	0	0
Rideshare Vehicles	34	54	30	64	15	1
Runner Vehicles	0	0	0	0	0	0
Support Vehicles	5	0	16	11	10	2

Sources: Pierce Transit, 2024.

Maintenance and Operations Base Improvements (MOBI)—\$62.8M

Pierce Transit's maintenance and operations facility was constructed in 1986 and designed to serve a fleet of 200 revenue vehicles. Today it supports a fleet of 300 buses, plus additional SHUTTLE vehicles, Vanpool vehicles, and non-revenue service and support vehicles. The facility maintains and houses both Pierce Transit and Sound Transit vehicles but is operating at capacity and no longer meets industry standards. Buses are now built wider and fleet styles have changed dramatically since 1986. The fleet maintained on the base currently includes 60-foot articulated buses and BEBs. Current facilities are not capable of servicing additional articulated or electric buses. They also cannot support Sound Transit Express double-decker buses.

While the MOBI project initially included the construction of a new Maintenance building to service articulated and double-decker buses, the scope was adjusted in 2023 and the project will be completed after final improvements are made in 2024. Work completed to date includes a new Fuel and Wash, renovated Facilities building, and the demolition of buildings 2 and 3, as well as parking lot restoration. Agency staff are currently evaluating what other improvements may be needed in the future to accommodate the agency's long-term plans and Sound Transit service, with the intention of proposing a new capital project in the coming year.

Stream Community Line Bus Stop and Intersection Improvements—\$5.6M

Investments are underway along Pacific Avenue/SR-7 to support Pierce Transit's new enhanced bus service, sponsored by MultiCare. Transit signal priority, new shelters, concrete pylons, and real-time arrival information are among the upgrades and amenities being installed to improve the customer experience and speed up travel in the corridor. Also included in this project is the

installation of a new bus stop in Spanaway across from Walmart that will increase access to this high-capacity transit service.

Stream Community Line Speed and Reliability Improvements—\$48M

Using funding from the voter approved Sound Transit 3 package (ST-3), Pierce Transit intends to complete additional speed and reliability investments along Pacific Avenue/SR-7 to support the Stream Community Line enhanced bus service and better prepare the corridor for an eventual Bus Rapid Transit project. Upgrades include multiple business access transit lanes, queue jumps, and infrastructure to support the new Spanaway Transit Center.

Spanaway Transit Center—\$24.7M

The new Spanaway Transit Center, which broke ground in 2022, is located at 20712 Mountain Highway East in the unincorporated community of Spanaway. It is expected to be open in late 2024. It will serve as the southern terminus for the current Route 1 and the Agency's first Stream BRT line. This will be Pierce Transit's first new transit center since 1998, recognizing the increased need for services to support the significant growth in South Pierce County. The Transit Center project component, currently under construction, will feature a bus turnaround, an approximately 40-stall Park & Ride lot, a comfort station for bus operators, and a passenger drop-off area. The Transit Center Parking Lot Expansion component, currently in planning, will increase parking to 250 stalls and include enhanced entrance/exit infrastructure.

Bus Shelter Replacement Project—\$3.1M

In October 2023, Pierce Transit's Board of Commissioners approved a project to replace existing bus shelters throughout the service area. The new shelter style will be black with smaller, stronger, and less costly panels of glass which are more resistant to vandalism. The style was also endorsed by the agency's Community Transportation Advisory Group. Solar lighting will be integrated where feasible to increase rider safety and comfort. The first round of replacements will take place late in 2024, with approximately 100 of the 500 remaining shelters replaced each year after as funding allows. The agency was recently awarded a \$2.5M federal grant to support the project.

Battery Electric Buses and Chargers—\$4.4M

A project is in progress to expand zero emission infrastructure on the agency's main base from nine to 12 ChargePoint Chargers to support the battery electric fleet. In addition to the chargers, three 40 ft coaches will be replaced with battery electric vehicles. This effort is supported in part by a \$3.8M Bus and Bus Facilities grant.

[Multiyear Financial Plan](#)

While ridership is trending toward pre-pandemic levels, the lingering effects of the post-COVID economic disruption continue to impact Pierce Transit on multiple fronts. Controlling the overall cost of services and projects remains a significant concern. The agency anticipates that the

challenges posed by inflation, including uncertainties related to future fuel and vehicle prices, will impact the cost-of-service delivery over the next few years. Moreover, supply chain disruptions and prolonged delivery times are still adding complexity to capital projects. Pierce Transit's annual budget planning process considers these challenges while assessing services, staffing, and financial resources, alongside various economic forecasts, to develop a comprehensive financial outlook.

The agency's primary revenue source, sales tax, is closely tied to local economic conditions and retail spending. While sales tax collections are projected to increase above 2023 levels, uncertainty exists around future collections. Therefore, the six-year plan shows a modest 3.65% average annual increase, well below the agency's historical average annual increase of 5.7%. With costs continuing to escalate faster than in prior years, employees are focusing their efforts on improving productivity, reducing costs, and obtaining grants for service and projects.

Recruitment challenges persist, particularly for operators and maintenance roles. Returning to previous service levels depends on increased workforce availability and funding that aligns with escalating service costs.

The Six-Year Financial Plan is sustainable for operations. Reserves and operating transfers will be used over the next six years to provide capital infrastructure that supports service plans. Reserves comply with the required levels established by the Board of Commissioners. Reserves provide the ability to deal with adverse economic conditions, emergencies, and exposure to casualty and legal risks. Additional grants and/or other funding sources will be required to fully implement the planned capital program.

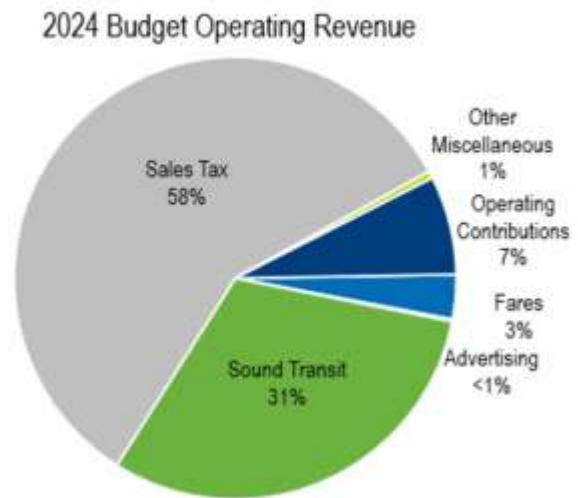
Future Revenue Sources

Most of Pierce Transit's operating revenue comes from local sales taxes, currently being collected at a rate of 0.6%. The maximum sales tax levy allowed under state law is 0.9%. A component of the agency's newly adopted Strategic Plan is to build a business case and action plan for expanding funding to the full extent provided by state law. If successful, this initiative would provide a much-needed revenue source for the agency. Exhibit 142 summarizes 2024 operating revenue and Pierce Transit's typical revenue sources.

Exhibit 142. Pierce Transit Revenue Sources

2024 Operating Revenue

Fares	\$ 6,327,840
Advertising	\$ 350,000
Sound Transit	\$ 60,117,730
Sales Tax	\$ 113,027,500
Other Miscellaneous	\$ 1,054,240
Operating Contributions	\$ 14,047,540
Total Operating Revenue	\$ 194,924,850



Source: Pierce Transit 2024 Budget.

Pierce Transit also participates in Washington’s new Clean Fuel Standard, a market-based compliance program designed to reduce the carbon intensity of transportation fuels in the state. Under the umbrella of the Washington State Transit Association and working with a credit trading company, transit agencies in the state may earn credits related to the “fuels” they use (Compressed Natural Gas, electricity or hydrogen). Those credits will be sold to higher-polluting organizations that need to purchase credits to stay on balance, and the earned funds (minus administrative fees) will be returned to the transit agencies in proportions equal to how many credits each agency generated.

By offering free service to riders 18 years of age and younger, Pierce Transit receives \$8.3M per year as a result of Washington State’s 2022 Move Ahead Washington transportation package. The package utilized funding generated by the 2021 Climate Commitment Act, which implemented a cap and invest program for carbon emissions managed by the state’s Department of Ecology. In 2024, Initiative 2117, which aims to repeal the Climate Commitment Act, will be on the ballot and presents a major financial challenge if passed. Revenue from the free youth transit pass program and Move Ahead Washington has been integrated into the agency’s six-year financial plan and would require Pierce Transit to significantly scale back service improvements if removed as a result of Initiative 2117.

Six-Year Financial Plan and Cash Flow Analysis

Exhibit 143 contains the Agency’s multiyear financial plan and cash flow analysis. The operating financial plan is sustainable and generally balanced for each year.

Exhibit 143. Pierce Transit Six-Year Financial Plan and Cash Flow Analysis
2024-2029 Six-Year Plan Revenues & Expenditures

	2022 Actuals	2023 YE Est	2024 Budget	2025	2026	2027	2028	2029
OPERATING								
Revenues								
Operating Income								
Passenger Fares	6,133,859	5,923,520	6,327,840	6,721,350	7,101,220	7,511,490	7,566,870	7,622,810
Advertising	504,028	350,000	350,000	350,000	350,000	350,000	350,000	350,000
Sound Transit Reimbursement								
ST Express	48,287,957	50,099,220	58,595,370	61,066,920	63,508,620	66,047,990	68,690,450	71,438,720
ST Tacoma Dome Station	869,151	890,000	1,022,360	1,049,960	1,077,260	1,105,270	1,135,110	1,168,030
ST ADA Travel Trainer	-	-	500,000	520,000	540,800	562,430	584,930	608,330
Total Operating Income	55,794,995	57,262,740	66,795,570	69,708,230	72,577,900	75,577,180	78,327,360	81,187,890
Non-Operating Income								
Sales Tax	110,927,532	110,292,250	113,027,500	117,740,750	122,473,930	127,213,670	131,971,460	136,735,630
Interest	2,531,399	4,500,000	250,000	754,160	713,570	682,720	657,940	645,720
Other Miscellaneous	1,622,633	905,700	779,240	790,620	802,340	814,410	826,840	839,640
Total Non-Operating Income	115,081,564	115,697,950	114,056,740	119,285,530	123,989,840	128,710,800	133,456,240	138,220,990
Operating Contributions								
Federal	39,528,416	7,859,620	855,900	3,953,420	3,882,880	4,496,020	5,247,330	5,100,240
State	2,058,990	9,626,060	14,886,340	12,552,630	10,475,480	10,525,480	10,068,770	10,068,770
Local	6,073	125,000	305,300	305,300	-	-	-	-
Total Operating Contributions	41,593,479	17,610,680	16,047,540	16,811,350	14,358,360	15,021,500	15,316,100	15,169,010
Total Operating Revenue	212,470,038	190,571,370	196,899,850	205,805,110	210,926,100	219,309,480	227,099,700	234,577,890
Expenditures								
Operating Expenditures								
Wages	69,548,568	78,532,880	94,062,320	99,802,130	103,794,230	107,945,950	112,263,770	116,754,350
Benefits	24,384,691	28,360,910	33,253,880	34,930,780	36,327,980	37,781,110	39,292,300	40,863,990
M&O	44,530,581	51,061,000	61,279,320	62,653,420	64,201,370	65,870,600	67,649,140	69,611,010
Total Operating Expenditures (less Debt, Depreciation, & Non-Departmental)	138,463,840	157,954,790	188,595,520	197,386,330	204,323,580	211,597,660	219,205,210	227,229,350
Non-Operating Expenditures								
Payment to Pierce Co. for 5307 Agreement	4,463,382	1,327,580	1,326,210	1,387,330	1,421,080	1,421,080	1,421,080	1,421,080
Long-Term Debt Payments	-	-	-	-	-	-	-	-
Total Expenditures	142,927,222	159,282,370	189,921,730	198,773,660	205,744,660	213,018,740	220,626,290	228,650,430
Transfers								
To Capital Fund	59,412,378	-	6,073,900	11,725,640	7,823,990	7,612,950	5,175,490	12,876,370
To Insurance Fund	2,098,101	1,933,680	3,305,240	3,424,150	3,527,050	3,633,050	3,742,230	3,854,670
Total Transfers	61,510,479	1,933,680	9,379,140	15,149,790	11,351,040	11,246,000	8,917,720	16,731,040
Total Expenditures & Transfers	204,437,701	161,216,050	199,300,870	213,923,450	217,095,700	224,264,740	229,544,010	245,381,470
Change in Reserves	8,032,337	29,355,320	(2,401,020)	(8,118,340)	(6,169,600)	(4,955,260)	(2,444,310)	(10,803,580)
CAPITAL								
Revenues								
Federal Grants	3,949,421	5,738,440	39,947,960	11,883,690	12,172,200	10,166,690	10,766,210	10,954,840
State Grants	5,183,835	4,130,960	7,761,390	-	-	-	-	-
Other Grants/Contributions	1,972,208	941,200	5,790,780	-	-	-	-	-
Interest	498,615	1,500,000	175,000	40,000	40,000	40,000	40,000	40,000
TIFIA Loan Proceeds	-	-	-	-	-	-	-	-
Total Revenue	11,604,080	12,310,600	53,675,130	11,923,690	12,212,200	10,206,690	10,806,210	10,994,840
Transfers								
From Operating	59,412,378	-	6,073,900	11,725,640	7,823,990	7,612,950	5,175,490	12,876,370
Total Revenue & Transfers	71,016,458	12,310,600	59,749,030	23,649,330	20,036,190	17,819,640	15,981,700	23,871,210
Expenditures								
Revenue Vehicles	5,699,755	7,313,170	55,089,690	18,849,330	17,887,670	16,035,060	13,457,760	14,019,910
Base Facilities	21,663,587	10,794,710	14,191,490	-	-	-	-	-
Passenger Facilities & Amenities	2,781,746	2,242,770	23,651,030	23,400	-	-	-	-
Technology	7,241,947	5,355,300	16,319,110	3,748,240	1,730,300	1,300,750	1,851,300	1,851,300
Other	8,368,492	7,215,680	9,035,440	1,028,360	418,220	483,830	672,640	-
Total Expenditures	45,755,528	32,921,630	118,286,760	23,649,330	20,036,190	17,819,640	15,981,700	15,871,210
Change in Reserves	25,260,930	(20,611,030)	(58,537,730)	-	-	-	-	8,000,000

	2022 Actuals	2023 YE Est	2024 Budget	2025	2026	2027	2028	2029
INSURANCE								
Revenues								
Interest	25,840	50,000	25,000	6,000	6,000	6,000	6,000	6,000
Transfers								
From Operating	2,098,101	1,933,680	3,305,240	3,424,150	3,527,050	3,633,050	3,742,230	3,854,670
Total Revenue & Transfers	2,123,941	1,983,680	3,330,240	3,430,150	3,533,050	3,639,050	3,748,230	3,860,670
Expenditures								
Workers' Compensation	1,459,059	1,733,790	3,130,240	3,224,150	3,320,870	3,420,500	3,523,120	3,628,810
Unemployment Insurance	69,033	121,190	200,000	206,000	212,180	218,550	225,110	231,860
Total Expenditures	1,528,092	1,854,980	3,330,240	3,430,150	3,533,050	3,639,050	3,748,230	3,860,670
Change in Reserves	595,849	128,700	-	-	-	-	-	-

2024-2029 Six-Year Plan Ending Balances

	2022 Actuals	2023 YE Est	2024 Budget	2025	2026	2027	2028	2029
OPERATING								
Beginning Balance	115,845,220	123,877,560	153,232,880	150,831,860	142,713,520	136,543,920	131,588,660	129,144,350
Revenue	212,470,038	190,571,370	196,899,850	205,805,110	210,926,100	219,309,480	227,099,700	234,577,890
Total	328,315,258	314,448,930	350,132,730	356,636,970	353,639,620	355,853,400	358,688,360	363,722,240
Expenditures	142,927,222	159,282,370	189,921,730	198,773,660	205,744,660	213,018,740	220,626,290	228,650,430
Transfers to Capital/Insurance	61,510,479	1,933,680	9,379,140	15,149,790	11,351,040	11,246,000	8,917,720	16,731,040
Total	204,437,701	161,216,050	199,300,870	213,923,450	217,095,700	224,264,740	229,544,010	245,381,470
Ending Balance	123,877,557	153,232,880	150,831,860	142,713,520	136,543,920	131,588,660	129,144,350	118,340,770
Required Reserve	23,077,307	26,325,800	31,432,590	32,897,720	34,053,930	35,266,280	36,534,200	37,871,560
Margin / (Deficit)	100,800,250	126,907,080	119,399,270	109,815,800	102,489,990	96,322,380	92,610,150	80,469,210
CAPITAL								
Beginning Balance	61,887,828	87,148,760	66,537,730	8,000,000	8,000,000	8,000,000	8,000,000	8,000,000
Revenue	11,604,080	12,310,600	53,675,130	11,923,690	12,212,200	10,206,690	10,806,210	10,994,840
Transfer from Operating	59,412,378	-	6,073,900	11,725,640	7,823,990	7,612,950	5,175,490	12,876,370
Total	132,904,286	99,459,360	126,286,760	31,649,330	28,036,190	25,819,640	23,981,700	31,871,210
Expenditures	45,755,528	32,921,630	118,286,760	23,649,330	20,036,190	17,819,640	15,981,700	15,871,210
Ending Balance	87,148,758	66,537,730	8,000,000	8,000,000	8,000,000	8,000,000	8,000,000	16,000,000
Required Reserve	9,500,000	8,500,000	8,000,000	8,000,000	8,000,000	8,000,000	8,000,000	16,000,000
Margin / (Deficit)	77,648,758	58,037,730	-	-	-	-	-	-
INSURANCE								
Beginning Balance	475,452	1,071,301	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000
Revenue	25,840	50,000	25,000	6,000	6,000	6,000	6,000	6,000
Transfer from Operating	2,098,101	1,933,680	3,305,240	3,424,150	3,527,050	3,633,050	3,742,230	3,854,670
Total	2,599,393	3,054,980	4,530,240	4,630,150	4,733,050	4,839,050	4,948,230	5,060,670
Expenditures	1,528,092	1,854,980	3,330,240	3,430,150	3,533,050	3,639,050	3,748,230	3,860,670
Ending Balance	1,071,301	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000
Required Reserve	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000
Margin / (Deficit)	(128,699)	-	-	-	-	-	-	-
AGENCY-WIDE								
Operating Ending Balance	212,097,616	220,970,610	160,031,860	151,913,520	145,743,920	140,788,660	138,344,350	135,540,770
Use of Reserves		(8,872,994)	60,938,750	8,118,340	6,169,600	4,955,260	2,444,310	2,803,580
Required Reserve	33,777,307	36,025,800	40,632,590	42,097,720	43,253,930	44,466,280	45,734,200	55,071,560
Margin / (Deficit)	178,320,309	184,944,810	119,399,270	109,815,800	102,489,990	96,322,380	92,610,150	80,469,210

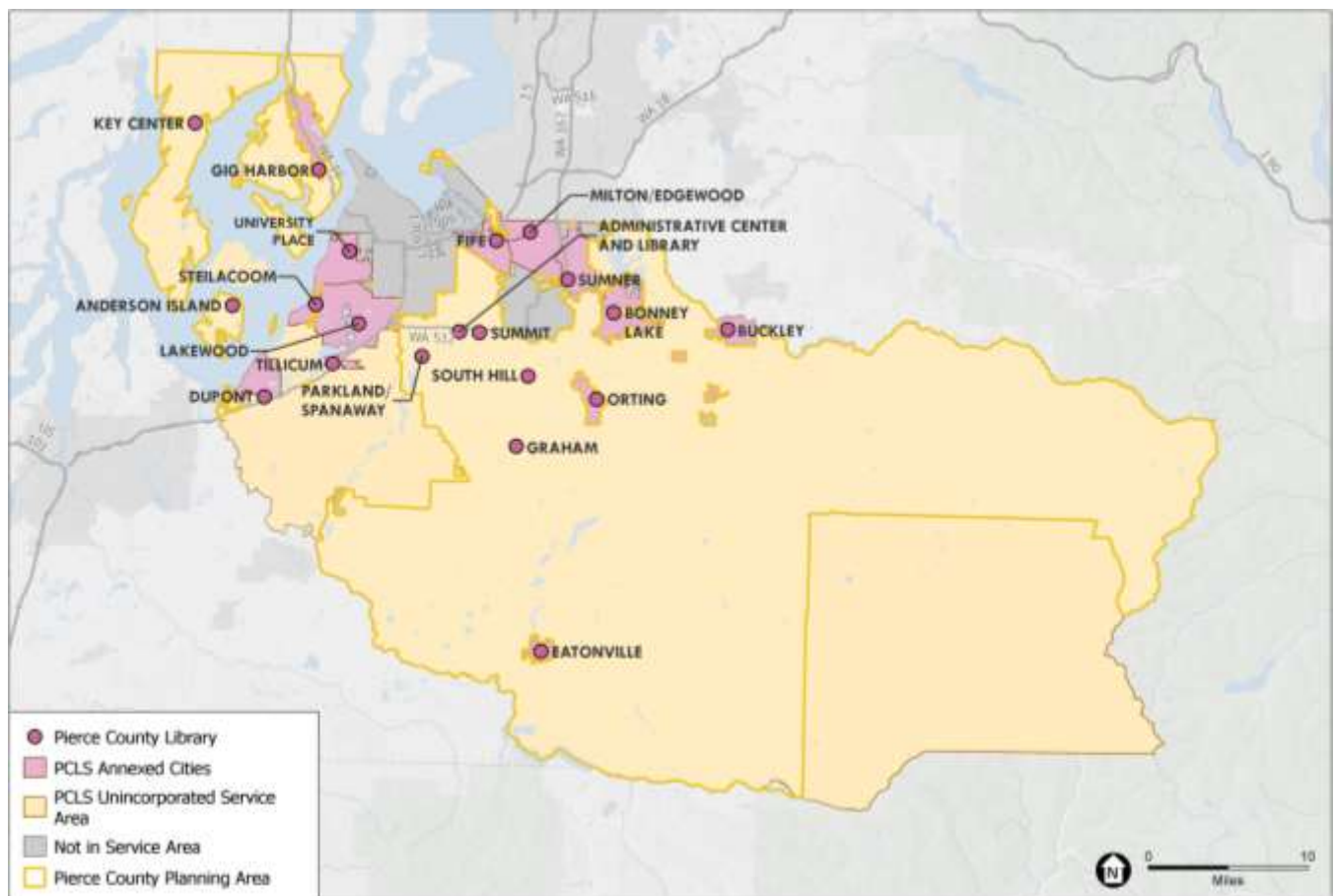
Source: Pierce Transit 2024 Budget.

Pierce County Library System

Overview and Inventory

The Pierce County Library System (PCLS) has been serving customers since 1946. Today, PCLS is the state's fourth largest library system with 19 libraries serving over 650,000 people across 1,800 square miles throughout unincorporated Pierce County and the 15 cities and towns that have annexed into the District (see Exhibit 144). PCLS offers more than 1 million books, CDs, DVDs, e-books, audiobooks and more. It also offers computers with high-speed Internet access and Wi-Fi. Residents may use any of the facilities in the District for access to PCLS materials and services, as well as its online branch. In addition, cardholders are able to request books and other materials from any location through the library catalog and have them delivered to their preferred library location for pick up.

Exhibit 144. Pierce County Library Locations, 2023



Sources: Pierce County GIS, 2023; BERK, 2023.

Library services include access to physical and downloadable books, movies, music, magazines, audio-books and other resources; help finding answers and information or building skills; homework and reading support and other services to youth and teens; classes and events for all

ages; support and resources for job seekers and for soldiers, veterans and military families; access to technology, the internet, and digital literacy support; individual and group study space; and community meeting rooms. The Library also delivers services, books, and other resources beyond the Library's physical facilities both in the community and online.

The Pierce County Rural Library District is a public corporation established under [RCW 27.12](#), serving all unincorporated areas within Pierce County as well as annexed cities and towns. As a junior taxing district, all operations and capital improvements are funded by a dedicated property tax levy with a maximum mill rate of 50 cents per \$1,000 of assessed property value. Property tax provides 94-97% of the Library's revenue.

Level of Service Standards

The Pierce County Comprehensive Plan adopts the LOS for libraries detailed in the Pierce County Library facility plan, as amended (see Exhibit 1). PCLS conducts its own capital facilities planning process to identify projects needed to serve its customers. The current Pierce County Library 2030: Facilities Master Plan was updated in 2017 and is adopted, by reference, in the Pierce County CFP. The 2017 update of Pierce County Library 2030 revised service level targets to 0.40 to 0.50 square feet per district resident by 2030. The recommendation is based on current best practices for library design and space both nationally and within the West Coast region and supports the Library's 2023 Strategic Plan. Pierce County Library 2030 also identifies the need to regularly evaluate and revise target service levels to reflect changes in communities, technology, and service directions.²⁴

PCLS's service area includes unincorporated Pierce County plus the 15 annexed cities and towns within the Pierce County Rural Library District (Bonney Lake, Buckley, DuPont, Eatonville, Edgewood, Fife, Gig Harbor, Lakewood, Milton (both the Pierce and King portions), Orting, South Prairie, Steilacoom, Sumner, University Place, and Wilkeson). As of 2023, PCLS serves an estimated population of 662,155 and is planning to serve 717,800 residents by 2030 per the Facilities Master Plan. This is slightly higher than the projected population of 701,993 in the service area by 2030 but below the projected 789,003 residents by 2044.

Exhibit 145 details current, 2030, and 2044 service levels for the library service area overall per the County's 2022-23 CFP and compares these to updated 2023 OFM population estimates and adopted 2044 growth targets in the CPPs. In 2023, PCLS provided 0.28 square feet of library space per district resident. Based on the targeted service level of 0.40 to 0.50 square feet per district resident, there will be a deficit of approximately 73,000 – 142,000 square feet in 2029 and 110,000 – 189,000 square feet in 2044. Without additional facility space beyond the interim Lakewood Library and new Sumner Library, service levels would be between 0.29 – 0.30 square feet per capita in 2029 and 2030 and 0.26 square feet per capita in 2044.

²⁴ PCLS is currently updating the Facility Master Plan.

Exhibit 145. Pierce County Library—Existing and Future Systemwide LOS Analysis (0.40-0.50 ft² / Capita)

Year ^a	Total SF ^c	Population	SF to Meet LOS ^d	Net Reserve / (Deficiency) ^d
2022 (PCLS) ^b	218,635 ft ²	627,300	245,000 – 306,000 ft ²	(26,000 – 87,000 ft ²)
2023 (OFM)	186,043 ft ²	662,155	265,000 – 331,000 ft ²	(79,000 – 145,000 ft ²)
2029	205,443 ft ²	696,158	278,000 – 348,000 ft ²	(73,000 – 143,000 ft²)
2030	205,443 ft ²	701,993	281,000 – 351,000 ft ²	(75,000 – 146,000 ft²)
2044	205,443 ft ²	789,003	316,000 – 395,000 ft ²	(110,000 – 189,000 ft²)

- a. The 2023 population estimate is from OFM's "April 1, 2023 Population of Cities, Towns and Counties" for communities in the PCLS service area (includes unincorporated Pierce County plus the 15 annexed cities and towns within the Pierce County Rural Library District (Bonney Lake, Buckley, DuPont, Eatonville, Edgewood, Fife, Gig Harbor, Lakewood, Milton (both the Pierce and King portions), Orting, South Prairie, Steilacoom, Sumner, University Place, and Wilkeson). The 2044 population projection is as reported in the adopted CPPs; estimated 2044 population served in the King County portion of Milton is based on an adopted growth target of 50 housing units by 2044, an average household size over the last 5 years (2019-2023) of 2.39 people per household (per OFM estimates), and OFM's 2023 population estimates. The 2030 population estimate is based on the CAGR from 2023-2044 within the Library District.
- b. Population and square footage are as reported in Pierce County Library 2030: Facilities Master Plan.
- c. The [Lakewood Library](#) was closed in June 2022 (reducing facility space from the 2022-23 CFP estimate by 32,592 ft²)—an interim space with 7,000 – 10,000 ft² is planned to open in 2024. The [new Sumner Library](#) is anticipated to be up to 20,000 ft² per the August 2023 ballot measure (to replace the existing 10,600 ft² facility).
- d. Rounded to the nearest 1,000.

Sources: [Pierce County Library 2030: Facilities Master Plan](#), 2010 (amended 2017); King County CPPs, 2021 (amended 2023 per Growth Management Planning Council Motion 23-1); Pierce County CPPs Appendix A, 2022; OFM, 2023; Pierce County, 2023; BERK, 2023.

The Pierce County Rural Library District is a public corporation established under [RCW 27.12](#), serving all unincorporated areas within Pierce County as well as annexed cities and towns. As a junior taxing district, all operations and capital improvements are funded by a dedicated property tax levy with a maximum mill rate of 50 cents per \$1,000 of assessed property value. Property tax provides 94–97% of the Library's revenue.

PCLS's operating levy supports ongoing operations and capital maintenance. The Library's capital improvement strategies are used to determine projects and priorities. Current strategies are:

- Preserve our facilities as an asset (stewardship).
- Efficiency: Spend to save (efficient operations).
- Stay relevant and up-to-date (customer focus).
- Build critical infrastructure to support responsive services.

Additional funds will be required to support the costs of new or expanded facilities. In 2016, the Library's Board of Trustees created a Special Purpose fund to begin setting aside funds for future land and facility needs. PCLS estimates total revenue from all sources for the Library in 2023 to be \$44 million, of which \$44 million is budgeted for 2023 services, operations, and materials. PCLS plans to fund capital investments of \$6.5 million through carryforwards, available cash in the Capital Fund, and transfers from the General Fund. PCLS projects the remaining property tax revenue at approximately \$2 million and \$400,000 in investment income, which it will deposit into the Levy Sustainability Fund in 2023. This will bring the Levy Sustainability Fund balance to

approximately \$15.3 million, building upon the \$12.8 million in the fund in 2022. The target for the Levy Sustainability Fund is \$14-15 million. The Library will continue to work with communities to determine when the timing is best to begin plans to approach voters or seek other funds for improvements recommended in Pierce County Library 2030.

Recent and Ongoing Major Accomplishments

- The Sumner area is planning toward a new Sumner Library with potential funding primarily through a Library Capital Facility Area and bond. The centrally located library will be inclusive and local, with books, materials, and all services accessible for the diverse residents of the Sumner area. PCLS purchased the property planned to house the Sumner Library in 2021.
- PCLS is continuing to offer pop-up libraries and services with community partners throughout Lakewood and plans to provide a new, modern, interim library facility in an accessible area residents can use until a permanent library facility is built. The Library's Board of Trustees is reviewing recommendations from the Lakewood Libraries Building Community Advisory Committee and determining next steps for quality long-term library service in Lakewood.
- PCLS installed a new roof on the Bonney Lake Library building in 2022, made possible from restored levy funds helping to address deferred maintenance and update services to serve the growing and changing community. Additionally, the Library will also see updated restrooms, new furniture, and interior paint.
- PCLS is improving infrastructure with a siding replacement at the Fife Pierce County Library, and door replacements at Gig Harbor, Key Center, South Hill, and Steilacoom libraries. The parking lot at Graham Library is also being repaved and public and staff areas of the building are being updated.
- PCLS is starting contamination mitigation and a landscape refresh at Buckley Pierce County Library.
- Pierce County Library 2030: Facilities Master Plan was completed in 2010 with input and collaboration from over 5,000 individuals and organizations throughout Pierce County. A 2017 update to the plan reflected changes in the community, technology, and service expectations of the public. PCLS is conducting another update to the Facilities Master Plan to reflect current facilities planning more accurately. The Library continues to conduct architectural building assessments for all of its locations. In 2023, the effort was increased to include comprehensive engineering assessments to create a long-range plan, which establishes priorities for future capital building projects as well as needs.

Project Summary

Non-Capital Alternatives

The Library seeks to provide convenient and accessible services in innovative ways that take its services outside of physical facilities. Non-capital alternatives are critical for serving residents in isolated or remote locations and can include:

- Community locations: PCLS provides services outside library facilities, including service to daycares, home-based childcare, adult care facility residents and the homebound; school visits; summer mobile service; and classes and services at community locations and events, and in schools.
- Digital services: PCLS offers a wide variety of online services that allow residents to access library resources remotely 24/7 or at library locations during open hours. Resources available electronically include:
 - Downloadable books, audiobooks, and magazines
 - Electronic reference resources, research databases
 - Portals for audiences such as military families, job seekers, small businesses, STEM learning
 - Electronic language learning programs
 - Online live homework tutors
 - Online technology and other classes (lynda.com, Universal class)
 - Free technology certifications for Adobe, Microsoft, and QuickBooks
 - Online summer reading program for all ages
 - Access to the internet through public PCs and laptops for use in branches
 - Print, copy, and fax services
 - Public Wi-Fi
- Reciprocal borrowing: PCLS provides its residents with free, convenient access to libraries outside the PCLS service area, including Tacoma, Puyallup, King County, Kitsap County, and Thurston County.
- Service in partner spaces: A book drop is located at the PCFD 23's Station 87 located at 29815 SR 706 E in Ashford to provide Ashford and Elbe residents with a convenient, local location to return library materials.

Capital Projects

The Pierce County Rural Library District conducts its own capital facilities planning process to identify projects needed to serve the district. Pierce County Library 2030 identifies new libraries, upgrades/expansions, and other capital facility investments needed to support anticipated population growth and meet 2030 service level targets. This includes some of the prior year/ongoing projects listed above (e.g., the new Sumner Library) as well as a proposed new library in Frederickson. In 2010, PCLS estimated that implementing Pierce County Library 2030 would cost \$310 million (2010 dollars) for facilities and new service delivery methods. PCLS plans to continue to work with communities to determine when the timing is best to begin plans to fund the facilities master plan. PCLS is also planning to create a new strategic plan and update the Facility Master Plan in 2024. The County will continue to coordinate with PCLS on future capital planning efforts.

Level of Service Standards

The Pierce County Comprehensive Plan adopts the LOS standards determined by individual school districts. Currently adopted LOS standards for each district are summarized in Exhibit 147.

Exhibit 147. School Districts Serving Unincorporated Pierce County—Adopted LOS Standards

School District	Adopted LOS Standard
Bethel	Elementary: capacity for 700 students in all new elementary schools, district-wide average classroom size of 20 students or less. Middle/High: district-wide average classroom size of 28 students or less for middle and high schools. Capacity for 900 students in new middle schools, capacity for 1,800 students in new high schools.
Carbonado Historical	Maximum of 25 students per classroom.
Clover Park	<i>Unknown, District does not collect impact fees and has no published CFP</i>
Dieringer	Elementary: 24 students/classroom (PK), 19 students/classroom (K-3), 27 students/classroom (4-5), 14 students/classroom (self-contained SPED). Middle: 27 students/classroom (6), 28 students/classroom for grades (7-8), 28 students/classroom (PE & music teaching stations), 14 students/classroom (self-contained SPED), 25 students/classroom for PE & art, classroom utilization rate of 83%.
Eatonville	Elementary: 21 students (17 students for grades K-3 and 25 students for grades 4-5) Middle: 27 students High: 27 students
Fife	Elementary and Primary: max = 25 students/class and target = 17 students/class Middle and Junior High: max = 25 students/class and target = 25 students/class High: max = 25 students/class and target = 25 students/class
Franklin Pierce	Elementary: 121.0 ft ² classroom space/student Middle: 132.0 ft ² classroom space/student High: 147.6 ft ² classroom space/student
Orting	Kindergarten – Grade 3: 20 students/class at 95% scheduling factor Grades 4-5: 25 students/class at 95% scheduling factor Grades 6-8: 28 students/class at 83% scheduling factor Grades 9-12: 28 students/class at 83% scheduling factor Special Education: 15 students/class Title I, Resource: 15 students/class
Peninsula	Grades K-1: 22 students/class average, 124.5 permanent ft ² /student Grades 2-3: 23 students/class average, 124.5 permanent ft ² /student Grades 4-5: 28 students/class average, 124.5 permanent ft ² /student Grades 6-8: 32 students/class average (83% Utilization), 120.4 permanent ft ² /student Grades 9-12: 32 students/class average (80% Utilization), 132.3 permanent ft ² /student
Puyallup	K-6th grade schools: 22 students per general education classroom K-5th grade schools: 21 students per general education classroom Junior High: 30 students per general education classroom x 83% utilization factor High School: 32 students per general education classroom x 83% utilization factor
Steilacoom Historical	Elementary: 20 students/classroom

School District	Adopted LOS Standard
	Middle: 25 students/classroom High: 25 students/classroom
Sumner-Bonney Lake	Kindergarten: average class size of 19 Grade 1: average class size of 21 Grade 2: average class size of 22 Grade 3: average class size of 22 Grades 4-5: average class size of 27 Grades 6-12: average class size of 30
Tacoma	<i>Unknown, District does not collect impact fees and has no published CFP</i>
White River	Elementary: 21 students per classroom Middle and High: 25 students per classroom
Yelm	Grades K-5: average class size of 23 students Grades 6-8: average class size of 25 students Grades 9-12: average class size of 25 students

Source: Bethel School District CFP, 2023-2028; Carbonado School District CFP, 2022-2028; Clover Park School District 2020 Facility Condition Assessment, 2021; Dieringer School District Long Range Facility Plan, 2021; Eatonville School District CFP, 2022-2027; Fife School District CFP, 2022-2028; Franklin Pierce School District CFP, 2022-2028; Orting School District CFP, 2022-2028; Peninsula School District CFP, 2022-2028; Puyallup School District CFP, 2023-2028; Steilacoom Historical School District CFP, 2023-2028; Sumner-Bonney Lake School District CFP, 2021-2027; Tacoma Public Schools, 2023; White River School District CFP, 2018-2024; Yelm Community Schools CFP, 2022-2027; BERK, 2024.

Exhibit 148 includes a comparison of existing permanent capacity and projected enrollment for the 2027–2028 school year as reported by the individual districts. All of the districts with a projected deficit during the 2027–2028 school year already have a deficit as of the 2022-2023 school year (except for Dieringer School District).

Exhibit 148. School Districts Serving Unincorporated Pierce County—Capacity and Enrollment, 2027–2028

District	Permanent Capacity (Existing)	2022–2023 Enrollment	2027–2028 Projected Enrollment ^a	2027–2028 Capacity Surplus/(Deficit)
Bethel	17,333	21,168	21,461	(4,128)
Carbonado Historical	100	186	187	(87)
Clover Park	<i>Unknown</i>	12,606	<i>Unknown</i>	<i>Unknown</i>
Dieringer	1,522	1,445	2,286	(764)
Eatonville	1,989	2,021	2,306	(317)
Fife	3,904	3,867	3,831	73
Franklin Pierce ^b	8,464	7,465	8,197	267
Orting	2,049	2,790	4,234	(2,185)
Peninsula	10,285	9,080	9,028	1,257
Puyallup	20,579	23,104	23,427	(2,848)
Steilacoom Historical	3,040	3,137	3,815	(775)
Sumner-Bonney Lake	8,915	10,633	10,739	(1,824)
Tacoma	42,615	28,455	<i>Unknown</i>	<i>Unknown</i>
White River	3,822	4,447	4,762	(940)
Yelm (Thurston County) ^c	2,206	2,724	3,038	(832)

Notes: Permanent capacity and projected enrollment are from the individual school district CFPs. Enrollment for 2022–2023 is from OSPI.

- a. Projected enrollment is from the individual school district CFPs. Enrollment projections are for the 2024–2025 school year for the White River School District and for the 2026–2027 school year for the Sumner-Bonney Lake School District. All others are for the 2027–2028 school year.
- b. Franklin Pierce School District reports total capacity including portables (permanent and temporary).
- c. Capacity and enrollment are reported only for the three schools in Yelm School District serving Pierce County (McKenna Elementary School, Yelm Middle School, and Yelm High School).

Sources: Bethel School District CFP, 2023-2028; Carbonado School District CFP, 2022-2028; Clover Park School District 2020 Facility Condition Assessment, 2021; Dieringer School District Long Range Facility Plan, 2021; Eatonville School District CFP, 2022-2027; Fife School District CFP, 2022-2028; Franklin Pierce School District CFP, 2022-2028; Orting School District CFP, 2022-2028; Peninsula School District CFP, 2022-2028; Puyallup School District CFP, 2023-2028; Steilacoom Historical School District CFP, 2023-2028; Sumner-Bonney Lake School District CFP, 2021-2027; Tacoma Public Schools, 2023; White River School District CFP, 2018-2024; Yelm Community Schools CFP, 2022-2027; OSPI, 2023; BERK, 2024.

Bethel School District

Overview and Inventory

Bethel School District covers over 215 square miles in southeast Pierce County and is the fourteenth largest school district in Washington State and the third largest in Pierce County per 2022-23 annual average full-time enrollment.²⁵ As of the 2022-23 school year, the District serves 21,168 students between 17 elementary schools, 6 middle schools, 3 comprehensive senior high schools, and several alternative educational facilities. These alternative educational facilities include an alternative high school, an online virtual academy, a K-8 School of Choice, and Pierce County Skills Center, which is open to students throughout Pierce County and operated as a county-wide consortium but owned by the District. Exhibit 149 and Exhibit 150 summarize information about the existing schools and other capital facilities.

The current Bethel Public Schools CFP was adopted by the Bethel School Board in September 2021 and is adopted by reference, as amended, in the Pierce County CFP.

Exhibit 149. Bethel School District—Schools, 2022/23

School	Permanent Sq. Feet	Permanent Capacity*	Enrollment 2022/23	Class Size (est.) 2021/2022	Portables
Elementary Schools (K-5)					
Camas Prairie Elementary	46,688	416	529	11.0	14
Centennial Elementary	50,213	444	549	14.0	7
Clover Creek Elementary	63,121	499	630	13.5	8
Evergreen Elementary	47,958	440	539	13.5	10
Frederickson Elementary	64,569	437	516	11.0	8
Graham Elementary	46,098	415	534	10.9	15
Kapowsin Elementary	41,750	333	336	12.0	2
Katherine G Johnson Elementary	75,240	756	559	13.9	0
Naches Trail Elementary**	76,271	357	447	10.2	0
Nelson Elementary	63,495	420	707	13.9	6
North Star Elementary	50,713	420	471	25.4	6
Pioneer Valley Elementary	46,484	357	512	13.5	7
Rocky Ridge Elementary	45,210	420	411	11.1	8
Roy Elementary	34,663	258	306	10.9	5
Shining Mountain Elementary	54,554	462	608	11.7	15
Spanaway Elementary	49,038	293	365	10.4	4
Thompson Elementary	64,926	378	624	10.8	8
Middle Schools (Grades 6-8)					
Bethel Middle School	91,455	841	697	18.3	5

²⁵ [OSPI Preliminary School District Personnel Summary Reports 2022–23 School Year](#) (Table 47).

School	Permanent Sq. Feet	Permanent Capacity*	Enrollment 2022/23	Class Size (est.) 2021/2022	Portables
Cedarcrest Middle School	77,793	758	764	17.4	10
Cougar Mountain Middle School	85,622	901	614	18.6	0
Frontier Middle School	82,000	838	647	16.2	3
Liberty Middle School	98,000	990	935	22.3	10
Spanaway Middle School	100,899	983	721	18.4	0
High Schools (Grades 9-12)					
Bethel High School	151,763	1,380	1,739	21.0	15
Graham-Kapowsin High School***	227,524	1,266	2,011	23.7	18
Spanaway Lake High School	178,802	1,476	1,817	24.5	6
Alternative Education Facilities					
Elk Plain School of Choice (K-8)	42,020	291	570	13.1	11
Challenger High School (9-12)	38,987	168	271	15.1	0
Pierce County Skills Center (9-12)	84,673	286	280	20.0	0

* Reflects projected permanent utilization capacity in the 2023/24 school year as reported in the District's 2023-2028 CFP (see Tables 5-8). Bethel School District compares utilization capacity to student enrollment to determine excess or deficit capacity.

** Size reflects completion of the new school in September 2023. Permanent capacity at utilization is expected to increase to 624 in the 2028/29 school year as reported in Appendix I, Table 17 of the District's 2023-2028 CFP.

*** Size reflects expansion completed in 2023. Permanent capacity at utilization is expected to increase to 1,656 in the 2028/29 school year as reported in Appendix I, Table 19 of the District's 2023-2028 CFP.

Sources: Bethel School District CFP, 2023-2028 (size and capacity); OSPI, 2023 (enrollment and class size); BERK, 2024.

Exhibit 150. Bethel School District—Other Capital Facilities (2017)

Facility	Sq. Feet	Notes
Other Educational Properties		
Art Crate Field and Stadium	N/A	This facility provides the home field and stadium for all District high schools. 3,500-person capacity and an 8-lane track. Part of the campus that includes Shining Mountain Elementary School, Bethel Middle School, Bethel High School, the Bethel Learning Center and the District's Operation Support Center.
Bethel Early Learning Center	12,000	Former church in the Spanaway community area converted into a seven-classroom early learning center.
Bethel Learning Center	62,218	141 Students served in two buildings with one portable classroom.
New Bethel High School Property	80 acres of land	40 acres known as the Crate site and in 2010 purchased the adjacent 40 acres for a future high school site.
Learning Assessment Building	3,679	Houses the District's transition program which provides life skills education to students between the ages of 18 and 21.
Support Facilities		
Bethel Support Annex	24,652	District warehouse, print shop, Technology, Community Connections, and Operation and Construction and Planning Department.
Educational Service Center	N/A	Instructional Material Center and main offices for the District.

Facility	Sq. Feet	Notes
Operation Support Center	24,142	Operational center for the District.
Transportation and Central Kitchen Complex	60,330	includes a central kitchen building, a transportation maintenance building that includes shop space and offices, a bus washing area and parking areas.

Sources: Bethel School District CFP, 2023-2028; BERK, 2024.

Level of Service Standards

The most recent LOS standards for Bethel School District are established in the 2023-2028 CFP:

- Elementary Schools
 - New elementary school facilities require capacity for 700 students.
 - The district-wide average elementary school classroom size should not exceed 20 students by 2020. Individual schools will be below the district-wide standard if they are designated high poverty schools, some non-high poverty schools may be above the district-wide standard.
- Middle and High Schools
 - New middle school facilities require permanent capacity for 900 students.
 - New high school facilities require permanent capacity for 1,800 students.
 - The district-wide average middle school and high school classroom size should not exceed 28 students. Individual schools will be below the district-wide standard if they are designated high poverty schools, and some non-high poverty schools may be above the district-wide standard.

Bethel School District's projected permanent capacity at utilization is for 17,333 students in the 2022/23 school year and 17,613 students in the 2028/29 school year. The District projects enrollment will reach 21,461 students by the 2027/2028 school year and 23,275 by the 2041/2042 school year, above current permanent capacity at utilization. See Exhibit 148. Bethel School District conducts its own capital facilities planning process to identify projects needed to serve its students. The County will continue to coordinate with the District on future capital planning efforts.

Project Summary

Recent and Ongoing Major Accomplishments

Voters approved a school construction bond in 2019 to build new schools, renovate and expand old schools, and improve safety for the District's students. The 2019 bond projects were estimated to cost \$324.9 million for capacity projects and \$211 million for non-capacity projects between 2021-2029. Projects recently completed as part of this bond include:

- The Bethel Hope Early Learning Center, a seven-classroom early learning center, opened in 2021/2022 in the Spanaway community area.

- Construction of Katherine G Johnson Elementary finished in 2022 and was the first completed school funded by the 2019 bond.
- Phase II of the Challenger High School project was completed in 2022. The new 39,000-square foot schools includes 27 new classrooms, common areas, and sports facilities.
- Construction of a New Naches Trail Elementary was completed in September 2023. The school is approximately 77,000 square feet with 42 classrooms.
- The Graham-Kapowsin High School Expansion was completed in 2023. The 54,035 square foot expansion added a new two-story addition with 14 classrooms and a new school-based health clinic, an auxiliary gym and weight room, remodel of the main entrance, expansion of the existing commons area, relocation of the career center to the second floor, administrative area and counseling center, a physics lab, and a music room.
- Construction is underway on the New Elementary School #19. The 68,000 square foot school will house about 500 students and is located in the Lipoma Firs Community. The project prioritizes pedestrian spaces to create the District’s first “walking school.”

Capital Projects

Other projects not yet completed or underway but funded by the 2019 bond are listed in Exhibit 151, including:

- The Evergreen Elementary project will expand and modernize the current building originally built in 1979. This includes a 15,000 square foot expansion to the existing school (including 8-10 new classrooms) with a final square footage of 62,958 and capacity for 650 students (increased from 391). The old Naches Trail Elementary will become home to Evergreen Elementary staff and students while their school is renovated and expanded.
- Construction on the new Bethel High School is scheduled to begin in 2024—as. The new school consists of a 281,723 square foot facility that will house approximately 1,800 students upon occupancy with capacity for an additional 200 students in four future portables.²⁶
- The Cedarcrest Middle School expansion and modernization will increase square footage from 77,793 to 92,793 and capacity to 900 students.

Capacity projects include the new Bethel High School, Elementary #19, Evergreen Elementary modernization and expansion, Cedarcrest Middle School expansion, property purchases, and modular classrooms. Non-capacity projects include the Cedarcrest Middle School modernization, Elk Plain School of Choice modernization, Kitchen modifications at Bethel Middle & Roy Elementary, security camera upgrades, energy efficiency improvements projects, and the existing Bethel High School remodel.

Exhibit 151. Bethel School District—Planned Capital Projects, 2023/2024-2027/2028 (in millions)

Project	2023/2024	2024/2025	2025/2026	2026/2027	2027/2028	Budget 2019-28	Est. State Share 2019-28	Local Share 2019-28
New Bethel HS	\$31.95	\$89.50	\$100.00	\$13.00	—	\$234.45	\$51.00	\$183.45

²⁶ [New Bethel High School SEPA Action to Proceed](#), 2023.

Project	2023/2024	2024/2025	2025/2026	2026/2027	2027/2028	Budget 2019-28	Est. State Share 2019-28	Local Share 2019-28
Elementary #19	\$33.50	\$2.75	—	—	—	\$36.25	—	\$36.25
Evergreen ES Expansion	\$11.05	\$28.00	\$1.25	—	—	\$40.30	\$9.50	\$30.80
Cedarcrest MS Expansion	\$6.10	\$15.55	\$36.00	\$3.35	—	\$61.00	\$15.40	\$45.60
Elk Plain School Improvements	—	\$0.25	\$1.75	\$2.70	\$0.4	\$5.10	\$0.80	\$4.30
Bethel MS & Roy ES Kitchens	—	\$0.275	\$1.975	\$0.55	—	\$2.80	—	\$2.80
Energy Efficiency Improvements	\$0.10	—	—	—	—	\$0.10	—	\$0.10
Security Camera Upgrades	\$0.20	—	—	—	—	\$0.20	—	\$0.20
Sidewalk improvements	\$0.50	—	—	\$2.50	—	\$3.00	—	\$3.00
Portable Classrooms	—	\$1.00	\$1.00	\$1.00	\$1.00	\$4.00	—	\$4.00

Note: Amounts are reported in millions and are based on the February 2019 bond package per the 2023-2028 CFP.
Source: Bethel School District CFP, 2023-2028 (Table 10 and 11); Bethel School District [Bond Projects](#), 2023; BERK, 2024.

In addition to the 2019 bond projects, the 2023-2028 CFP identifies future improvements at numerous schools between 2032-2056. See Exhibit 152.

Exhibit 152. Bethel School District—Long-Term Building Program, 2032-2056

Future Improvements	Proposed Completion Date
Rocky Ridge Elementary School	2032
Camas Prairie Elementary School	2033
Elementary No. 20	2034
Roy Elementary School	2036
Graham Elementary School	2039
Bethel Middle School	2039
Centennial Elementary School	2040
Frontier Middle School	2042
Pioneer Valley Elementary	2043
North Star Elementary	2044
Kapowsin Elementary	2045
Cougar Mountain Middle School	2045
Graham Kapowsin High School	2045
Thompson Elementary	2049
Spanaway Middle School	2049
Frederickson Elementary School	2050
Nelson Elementary School	2051
Liberty Middle School	2052
Spanaway Lake High School	2053
Spanaway Elementary School	2054
Clover Creek Elementary School	2055
Shining Mountain Elementary School	2056

Note: Improvements includes modernization, replacement, expansion, and new facilities.
Source: Bethel School District CFP, 2023-2028 (Table 9).

Carbonado Historical School District

Overview and Inventory

Carbonado Historical School District encompasses 148 square miles that includes the entire City of Carbonado and a small area outside of the city in unincorporated Pierce County. The district is made up of a single K-8 Historical School with four classrooms (Exhibit 153). Students from this school attend White River High School in the White River School District after eighth grade. Additional capital resources include the gymnasium, the library and computer lab, as well as office facilities.

The current Carbonado Historical School District CFP was adopted by the Carbonado School Board in July 2022 and is adopted by reference, as amended, in the Pierce County CFP.

Exhibit 153. Carbonado Historical School District—Schools, 2022/23

School	Permanent Sq. Feet	Permanent Capacity	Enrollment 2022/23	Class size (est.) 2021/2022	Portable Capacity
Carbonado Historical School 19 (Grades PK-8)	22,676	100	186	13.9	150

Sources: Carbonado School District CFP, 2022-2028 (area and capacity); OSPI, 2023 (enrollment and class size); BERK, 2023.

Level of Service Standards

Carbonado Historical School District’s adopted LOS are for a maximum of 25 students per classroom. This District is currently meeting this LOS based on 2021/2022 class size estimates and the addition portable capacity. The District projects enrollment will reach 187 students by the 2027/2028 school year, nearly double permanent capacity at the District’s single school. See Exhibit 148. Carbonado Historical School District conducts its own capital facilities planning process to identify projects needed to serve its students. The County will continue to coordinate with the District on future capital planning efforts.

Project Summary

Capital Projects

The Carbonado Historical School District is currently planning for a capital improvement project in 2028 to add a 20,000 square foot facility to the existing school structure to replace portable classroom facilities. The new structure will include eight classrooms, ADA restrooms, septic, water, and a new cafeteria facility. This project is slated for 2028 and based on current construction costs is estimated to cost \$8,365,600 (adjusted for an estimated inflation rate of 3% to cost \$9,998,965 in 2028 dollars). The project will be funded through a currently unknown combination of state assisted funding, sale of bonds, and other local revenue services such as impact fees. See Exhibit 154.

Exhibit 154. Carbonado Historical School District—Capital Finance Plan, 2024-2028 (in millions)

Building	2024	2025	2026	2027	2028	Currently Unsecured Funding
New Eight Classroom Facility	—	—	—	—	9.988	9.988

Sources: Carbonado School District CFP, 2022-2028; BERK, 2023.

Clover Park School District

Overview and Inventory

Clover Park School District is located immediately south of Tacoma and encompasses 68 square miles in the western end of the county, serving the Lakewood and Joint Base Lewis-McChord (JBLM) communities. Approximately one-quarter of students in the district live on military bases. The District is currently the twenty-seventh largest school district in Washington and the fourth largest in Pierce County per 2022-23 annual average full time enrollment.²⁷ As of the 2022-23 school year, the District serves 12,606 students across 16 elementary schools, 3 middle schools, 2 comprehensive high schools, 1 International Baccalaureate high school, and several special programs (see Exhibit 155).

In addition, the District maintains several auxiliary service centers, Harry Land Stadium, and a student service center. In total, Clover Park School District has about 2 million square feet of building space of which 471,140 square feet are on JBLM. The District employs 1,778 staff including 953 certificated staff and 825 support staff.

Clover Park School District does not publish a CFP—the District does not charge impact fees and so is not required to by state law.

Exhibit 155. Clover Park School District—Schools, 2022/23

School	Permanent Sq. Feet	Permanent Capacity	Enrollment 2022/23	Avg. Class Size 2021/22	Portable Capacity
Elementary Schools (Grades K-5)					
Beachwood Elementary*	71,143	<i>Unknown</i>	408	18.0	<i>Unknown</i>
Carter Lake Elementary*	71,155		492	13.0	
Custer Elementary	46,972		299	7.0	
Dower Elementary	42,180		290	11.0	
Evergreen Elementary—Fort Lewis*	102,015		509	7.0	
Four Heroes Elementary	74,926		564	17.0	
Hillside Elementary*	77,114		537	12.0	
Idlewild Elementary	45,196		419	13.0	
Lake Louise Elementary	43,063		470	13.0	
Lakeview Hope Academy	64,591		535	13.0	
Meriwether Elementary*	70,147		285	11.0	
Oakbrook Elementary	49,641		286	9.0	
Park Lodge Elementary	47,474		357	12.0	
Rainier Elementary*	79,566		574	16.0	
Tillicum Elementary	39,968 (+4,582 for Head Start)		250	9.0	
Tyee Park Elementary	45,680		373	11.0	

²⁷ [OSPI Preliminary School District Personnel Summary Reports 2022–23 School Year](#) (Table 47).

School	Permanent Sq. Feet	Permanent Capacity	Enrollment 2022/23	Avg. Class Size 2021/22	Portable Capacity
Middle Schools (Grades 6-8)					
Hudtloff Middle School	101,717		628	17.0	
Lochburn Middle School	76,913		510	18.0	
Thomas Middle School	129,560		976	17.0	
High Schools (Grades 9-12)					
Clover Park High School	194,102		1,315	18.0	
Lakes High School	237,286		1,280	18.0	
Harrison Preparatory (6-12 IB)	96,380		723	19.0	
Special Programs**					
Alfaretta Transition Program	N/A		39	18.0	
Early Learning Program (PreK)	31,817		195	NA	
Firwood Secondary School	NA		41	8.0	
Oak Grove Elementary	NA		13	2.0	
Oakridge Group Home	NA		4	NA	
Open Doors Program	NA		217	30.0	
Special Education Services/relife	NA		5	NA	
Transition Day Students	NA		12	NA	

*Within JBLM.

**Clover Park Early Learning Program is hosted at Beachwood, Custer, Evergreen, Hillside, and Tillicum elementary schools—the square footage listed here is separate from those facilities. The Open Doors Program is hosted at Clover Park High School.

Sources: Clover Park School District 2020 Facility Condition Assessment, 2021 (size); OSPI, 2023 (enrollment and class size); BERK, 2023.

Level of Service Standards and Project Summary

Clover Park School District's enrollment projections and LOS standards are unavailable at this time. However, the District conducts its own capital facilities planning process to identify projects needed to serve its students. The District conducted a facility condition assessment in 2020 which calculated estimated costs for short-term observed deficiencies and modeled costs for long-term predicted renewals. The costs in the detailed reports show direct costs plus typical construction markups as well as project development markups (design, management, etc.). The County will continue to coordinate with the District on future capital planning efforts.

Dieringer School District

Overview and Inventory

Dieringer School District was established in 1890 and consolidated with Lake Tapps School District in 1936. The district is primarily located in unincorporated Pierce County, bounded on the east by the White River, on the west by the Stuck River, on the north by the City of Auburn, and on the south by the cities of Bonney Lake and Sumner. The district surrounds the northern two-thirds of Lake Tapps and covers approximately 5.5 square miles. Dieringer School District operates two elementary schools and one middle school and supports 500 high school students who may elect to attend any public high school—the majority chose to attend Auburn Riverside and Sumner-Bonney Lake High Schools. As of the 2022-23 school year, the district had 1,530 students and the capacity to serve 1,522 students in its permanent facilities. The schools each have a gym facility and music room. Elementaries contain one special education classroom while North Tapps Middle School has three special education classrooms. See Exhibit 156.

The current Dieringer School District Long Range Facility Plan was adopted by the Dieringer School Board in January 2021 and is adopted by reference, as amended, in the Pierce County CFP.

Exhibit 156. Dieringer School District—Schools, 2022/23

School	Permanent Sq. Feet	Permanent Capacity	Enrollment 2022/23	Class size (est.) 2021/2022	Portables
Dieringer Heights Elementary (Grades PK-K & 4-5)	57,028	565	494	16.6	0
Lake Tapps Elementary (Grades 1-3)	56,220	439	485	15.6	2
North Tapps Middle School (Grades 6-8)	79,235	518	551	19.7	0

Sources: Dieringer School District Long Range Facility Plan, 2021 (area and capacity); OSPI, 2023 (enrollment and class size); BERK, 2023.

Level of Service Standards

Dieringer School District sets the following LOS standards for its elementary and middle schools:

- Elementary Schools:
 - 24 students per classroom for PK (based on 1/2-day programs, 12 students per session).
 - 19 students per classroom for grades K-3.
 - 27 students per classroom for grades 4-5
 - 14 students per classroom for self-contained SPED classes.
- Middle Schools:
 - 27 students per classroom for grade 6
 - 28 students per classroom for grades 7-8
 - 28 students per classroom for P.E. and music teaching stations

- 14 students per classroom for self-contained SPED classes.
- 25 students per class for P.E. and art.
- Classroom utilization rate of 83%

The District has identified a number of needs based on project growth in the next 10 years through its CFP Steering committee. The District expects to grow by roughly 7.5% between now and the 2029-2030 school year. Most of these gains are anticipated in the age groups not currently served by schools in the district but rather by area high schools that fall outside of the district purview. The most notable increase that will impact the District's facilities is in the age group served by the elementary schools. Kindergarten through fifth grade student enrollment is forecasted to increase by roughly 41 students which would place a burden on elementary facilities that are already currently over capacity. Notably, because Dieringer Heights Elementary is a two-story facility, fire code states that only 4th and 5th grade classrooms are permitted on the second floor which may put a slight strain on classrooms depending on student distributions in the coming years.

North Tapps Middle School is currently over capacity as well and anticipates the needs for additional classroom space to meet the levels of service standards in coming years. The District has chosen not to include portable classrooms at this facility and has elected to levy a 4-classroom addition on the building that would prevent overcrowding and allow the school to prepare for the projected enrollment increases.

The committee has identified the need for a new Early Learning Center for the District as well that could provide a necessary service for families of Pre-kindergarten and Kindergarten students in the community.

Dieringer School District's current permanent capacity is for 1,522 students. The District projects enrollment will reach 2,286 students by the 2027/2028 school year, above current permanent capacity. See Exhibit 148. Dieringer School District conducts its own capital facilities planning process to identify projects needed to serve its students. The County will continue to coordinate with the District on future capital planning efforts.

Project Summary

[Recent and Ongoing Major Accomplishments](#)

- Water heater replacement at North Tapps Middle School & Lake Tapps Middle School (2023)
- Fixed major domestic water leak at North Tapps Middle School (2023)
- Landscaping upgrades at Lake Tapps Elementary School (2023)

[Capital Projects](#)

Proposed capital improvement per the January 2021 Dieringer School Long Range Facility Plan are identified in Exhibit 157. Voters in the Dieringer School District approved a capital levy in the Fall of 2022 to fund these projects.

Exhibit 157. Dieringer School District—Proposed Capital Improvements, 2023-2031

Project	Est. Cost	Status
New Early Learning Center		
Construction of new Early Learning Center (300 PK-K students, 37,500 SF)	\$24,148,125	Planning Phase
Dieringer Heights Elementary		
New synthetic turf field	\$2,001,110	Planning Phase
New synthetic track	\$1,144,800	Planning Phase
Field lighting at synthetic turf field	\$500,850	Planning Phase
Gravel path to fields	\$143,000	Planning Phase
HVAC Improvements	\$1,431,000	Bids under review (Summer 2024)
Replace florescent lights with LED	\$1,366,891	Under Construction
Roofing replacement	\$1,346,285	Planning Phase
Lake Tapps Elementary		
New synthetic turf field	\$2,001,110	Planning Phase
New synthetic track	\$1,144,800	Planning Phase
Field lighting at synthetic turf field	\$500,850	Planning Phase
Gravel path to fields	\$143,000	Planning Phase
HVAC Improvements	\$2,879,888	Bids under review (Summer 2024)
Replace florescent lights with LED	\$1,316,520	Under Construction
Access control system	\$143,100	Planning Phase
North Tapps Middle School		
Classroom addition (4 classrooms)	\$3,013,686	Planning Phase
Extended learning areas and admin expansion	\$1,481,085	Planning Phase
Interior remodel (4,000 SF Secure vestibule addition)	\$1,431,000	Planning Phase
Secure vestibule addition	\$193,185	Planning Phase
New outdoor covered play structure	\$429,300	Planning Phase
Roof replacement	\$3,001,666	Planning Phase
Partial ceiling replacement	\$793,346	Planning Phase
New synthetic turf field	\$2,001,110	Planning Phase
New synthetic track	\$1,144,800	Planning Phase
Field lighting at synthetic turf field	\$500,850	Planning Phase
Gravel path to fields	\$143,000	Planning Phase
HVAC replacement	\$7,933,464	Bids under review (Summer 2024)
Replace florescent lights with LED	\$1,813,363	Under Construction
Refrigerator / freezer replacement	\$228,960	N/A
Transportation Building		
New transportation building on same site (no covered parking)	\$3,756,375	Planning Phase
Demolish existing building / convert to parking	\$343,440	Planning Phase

Note: Includes projects from 2021-2031 in the District's Long Range Facilities Plan and ongoing projects listed online. Sources: Dieringer School District Long Range Facilities Plan, 2021; Dieringer School District Website – Capital Levy Projects, accessed 2023; BERK, 2023.

Eatonville School District

Overview and Inventory

The Eatonville School District is in the southern portion of Pierce County to the west of Mount Rainier National Park and is mostly rural in nature. As of the 2022/23 school year, enrollment is approximately 1,941 students across five schools: Eatonville High School (grades 9-12), Eatonville Middle School (grades 6-8), Columbia Crest Elementary (grades PK-8), Eatonville Elementary School (grades PK-5), and Weyerhaeuser Elementary School (K-5). It also runs two alternative learning experiences with a 2022/23 enrollment of 16 students—the virtual Eatonville Online Academy (grades 6-10) and the Mount Rainier Parent Partnership (grades K-5) that supports families who homeschool. See Exhibit 158. In addition, the District owns several auxiliary properties and undeveloped parcels (Exhibit 159).

The current Eatonville School District CFP was adopted by the Eatonville School Board in November 2022 and is adopted by reference, as amended, in the Pierce County CFP.

Exhibit 158. Eatonville School District—Schools, 2022/23

School	Permanent Sq. Feet	Permanent Capacity	Enrollment 2022/23	Class size (est.) 2021/22	Portables
Elementary Schools					
Columbia Crest Elementary (Grades PK-8)	23,749	118	158	14.4	1 (capacity for 17)
Eatonville Elementary (Grades PK-5)	39,726	328	431	17.2	3 (capacity for 51)
Weyerhaeuser Elementary (Grades K-5)	39,857	329	376	16.3	0
Middle Schools					
Eatonville Middle School (Grades 6-8)	59,318	441	640	11.0	8 (capacity for 83)
High Schools					
Eatonville High School (Grades 9-12)	230,854	773	336	12.0	0
Other Schools					
Eatonville Online Academy (Grades 6-10)	N/A	N/A	5	3.0	N/A
Mount Rainier Parent Partnership (Grades 1-5)	N/A	N/A	11	11.0	N/A

Sources: Eatonville School District CFP, 2022-2027 (area and capacity); OSPI, 2023 (enrollment and class size); BERK, 2023.

Exhibit 159. Eatonville School District—Auxiliary Property and Land Inventory (2022)

Facility Type	Location
District Administrative Office	200 Lynch St, Eatonville, WA 98328
District Office and High School Parking Lot	219 Orchard Ave W, Eatonville, WA 98328

Facility Type	Location
Aux Building	211 Rainier Ave N, Eatonville, WA 98328
Aux Building Parking	198 Lynch St W, Eatonville, WA 98328
6,775 ft ² Unimproved Lot	209 Rainier Ave N, Eatonville, WA 98328
Maintenance and Operations	203 Lynch St, Eatonville, WA 98328
6,000 ft ² Unimproved Lot	211 Orchard Ave N, Eatonville, WA 98328
Transportation Center	410 Center St E, Eatonville, WA 98328
Baseball Field	357 Lynch Creek Rd E, Eatonville, WA 98328
Football Stadium	265 Orchard Ave N, Eatonville, WA 98328

Sources: Eatonville School District CFP, 2022-2027.

Level of Service Standards

The District's average class size guidelines for the elementary, middle, and high school grade levels as established in the 2022-2027 CFP are:

- Elementary: 21 students (17 students for grades K-3 and 25 students for grades 4-5)
- Middle Schools: 27 students
- High Schools: 27 students

The District's schools are currently below these LOS class size maximums despite being over permanent capacity in several schools. Eatonville School District's current permanent capacity is for 1,989 students. The District projects enrollment will reach 2,306 students by the 2027/2028 school year, above current permanent capacity. See Exhibit 148. Eatonville School District conducts its own capital facilities planning process to identify projects needed to serve its students. The County will continue to coordinate with the District on future capital planning efforts.

Project Summary

The District has identified two capital projects to be completed between 2022 and 2028. The first is an addition to the Middle School to add capacity for 150 students. The second is the construction of a new elementary school with capacity for 500 students. A significant majority of funding for these capital projects will come from general obligation bonds. Other identified potential sources of funds are School Construction Assistance Program Funds (SCAP) or school impact fees assessed on residents in the district. See Exhibit 160.

Exhibit 160 Eatonville School District Capital Finance Plan 2022-2027

Project	Added Capacity	Est. Project Cost (2022\$)	Site Acquisition Costs	Construction Costs	Est. Completion
New Elementary School	500	\$45,953,125	\$5,000,000 (10 Acres)	37,865,375	NA
Middle School Addition	150	\$11,875,000	\$1,000,000 (2 Acres)	9,644,083	NA

Source: Eatonville School District CFP, 2022-2027; BERK, 2023.

Fife School District

Overview and Inventory

Fife School District is a school district within the Cities of Fife, Milton, Edgewood, Tacoma, Pacific as well as unincorporated census-designated places Lakeland South and Fife Heights. It serves 3,868 students across 6 schools including 1 primary school, 2 elementary schools, 1 middle school, 1 junior high school, 1 senior high school, and 1 nontraditional high school. Another 28 students are enrolled in the open doors program. The District’s other facilities include the Educational Services Center and Transportation Center. See Exhibit 161.

The current Fife School District CFP was adopted by the Fife School Board in August 2022 and is adopted by reference, as amended, in the Pierce County CFP.

Exhibit 161. Fife School District—Schools, 2022/23

School	Permanent Sq. Feet	Permanent Capacity*	Enrollment 2022/23	Class Size (est.) 2021/22	Portables
Elementary & Primary Schools					
Discovery Primary School (Grades PK-2)	57,047	409	494	17	10
Hedden Elementary (Grades 3-5)	51,673	475	435	22	4
Fife Elementary School (Grades K-5)	58,496	825	840	19	0
Middle & Junior High Schools					
Surprise lake Middle School (Grades 6-7)	72,176	610	649	21	4
Columbia Junior High School (Grades 8-9)	92,000	560	564	22	4
High Schools					
Fife High School (Grades 10-12)	140,193	1,025	886	17.8	5

*Fife School District uses program capacity for planning purposes. Program capacity assumes a standard LOS as adopted by the District during their annual budget approval process while also trying to maximize state allocations of support. Capacity at Fife High School includes capacity for 695 students per the 2022-2028 CFP plus additional capacity for 330 added in 2022 from the expansion.

Sources: Fife School District CFP, 2022-2028 (area and capacity); OSPI, 2023 (enrollment and class size); BERK, 2023.

Level of Service Standards

Maximum and target class size for each school type as established in the District’s 2022-2028 CFP are as follows:

- Elementary and Primary Schools: Max = 25 students/class & Target = 17 students/class
- Middle and Junior High Schools: Max = 25 students/class & Target = 25 students/class
- High School: Max = 25 students/class & Target = 25 students/class

Fife School District is below its maximum class size based on 2021 enrollment but exceeds its target class size in schools serving Pierce County students. Capital facility upgrades discussed below are intended to alleviate capacity concerns and anticipated growth in student population.

The District’s current permanent capacity is for 3,904 students. The District projects an enrollment of 3,831 students by the 2027/2028 school year, above 2021/22 enrollment reported in the 2022-

2028 CFP but below 2022/23 enrollment per OSPI and below current permanent capacity. See Exhibit 148. Fife School District conducts its own capital facilities planning process to identify projects needed to serve its students and is in the process of expanding and maintaining its facilities in the coming years to plan for an anticipated growth in student population. The County will continue to coordinate with the District on future capital planning efforts.

Project Summary

Recent and Ongoing Major Accomplishments

A voter approved general obligation construction bond was the majoring funding source for the following major capital facilities improvements in the Fife School District. Other funds identified in the 2022 CFP include state matching funds and impact fees.

- The new Fife Elementary School opened in the fall of 2021 to accommodate student growth at the K-5 level. With the addition of Fife Elementary School, the District readjusted attendance boundaries and reconfigured grades at the elementary school level.
 - *Total cost (2022): \$78,495,790*
- The District Educational Service Center was relocated to the former Endeavour Intermediate School site to allow for the siting of the new Fife Elementary School (Endeavour closed following the opening of the larger new Fife Elementary School).
 - *Total cost (2022): \$18,227,155*
- Surprise Lake Middle School was replaced and reopened in the fall of 2021. The replacement school included an expansion of total capacity to 650 students to allow for growth and possible grade reconfiguration in the future with grades 6-8 split between Surprise Lake Middle School and Columbia Junior High. The Fife High School addition and modernization is intended to provide for possible grade reconfiguration to include capacity for 9th grade, currently at Columbia Junior High, and growth for grades 10-12. The grade reconfiguration as part of both projects—Surprise Lake and Fife High—provides capacity for grades 6-12 throughout the three schools. Grade reconfigurations are not included as part of the current CFP but will be discussed in future CFPs if applicable.
 - *Total cost (2022): \$62,956,152*
- A new addition to Fife High School opened on the west side of the high school campus in fall of 2022. This added classrooms to accommodate student growth through building a new career and technical education STEAM (science, technology, engineering, arts, and math) Center of Excellence. These additional classrooms provide for an estimated increase of 330 students.
 - *Cost estimated before completion (2022): \$28,745,126*

Capital Projects

Fife School District has identified district-wide infrastructure and safety improvements at a cost of \$10,524,063 as funded by the 2018 general obligation bond. These are the only ongoing capital projects identified in the 2022 Fife School District Capital Facilities Plan. The County will continue to coordinate with the District on future capital facilities planning efforts and future CFPs.

Franklin Pierce School District

Overview and Inventory

The Franklin Pierce School District is located south of Tacoma and west of Puyallup in central Pierce County and includes the areas of Midland, Summit, and Parkland. A portion of the district is situated along SR 512. The Franklin Pierce School District currently has eight elementary schools, two middle schools, two senior high schools, and one alternative high school. As of the 2022-23 school year, the District had 7,465 students and the capacity to serve 8,464 students in its permanent facilities with reserve capacity across all its elementary, middle, and high schools. See Exhibit 162 and Exhibit 163.

The current Franklin Pierce Schools CFP was adopted by the Franklin Pierce School Board in November 2022 and is adopted by reference, as amended, in the Pierce County CFP.

Exhibit 162. Franklin Pierce School District—Schools and Other Capital Facilities, 2022/23

Facilities	Permanent Sq. Feet	Benchmark Capacity*	Enrollment 2022/23	Class size (est.) 2021/2022	Portables
Elementary Schools (Grades K-5)					
Brookdale Elementary School (Opened in January 2022)	52,292	508	486	13.9	0
Central Avenue Elementary School	52,301	508	367	12.2	0
Christensen Elementary School	33,361	377	369	14.2	5
Collins Elementary School	52,291	508	462	14.4	0
Elmhurst Elementary School	45,119	466	357	11.5	3
Harvard Elementary School	52,289	508	408	10.2	0
James Sales Elementary School	52,292	508	401	12.5	0
Midland Elementary School	46,272	519	468	14.2	4
Middle Schools (Grades 6-8)					
Ford Middle School	101,214	971	880	16.6	10
Keithley Middle School	100,242	895	788	15.5	4
High Schools (Grades 9-12)					
Franklin Pierce High School	174,009	1,318	1,171	17.7	0
Washington High School	154,399	1,224	1,021	5.4	4
Gates Alternative High School	7,755	154	86	17.0	12
Other Education Facilities					
Agricultural Resource Center (The Farm)	2,105 (9.7 acres of farmland)				
Hewins Early Learning Center	28,428				

*Benchmark capacity includes capacity in both permanent and portable space per the Franklin Pierce Schools CFP. Sources: Franklin Pierce Schools CFP, 2022-2028 (size and capacity); OSPI, 2023 (enrollment and class size); BERK, 2023.

Exhibit 163. Franklin Pierce School District—Other Capital Facilities, 2022/23

Facility	Size	Notes
Other Educational Facilities		
Agricultural Resource Center (The Farm)	2,105 ft ² (9.7 acres of farmland)	Includes crop areas, instructional facilities, greenhouses, community gardens, a barn, and storage buildings. It provides students with hands-on learning opportunities in agriculture, nutrition, and environmental science. The farm also provides spaces for community gardening and small group meetings.
Hewins Early Learning Center	28,428 ft ² on 1.8 acres	Houses the Head Start, Early Childhood Education and Assistance Program (ECEAP), and community preschool programs.
Support Facilities		
Jo Anne Matson Administration Complex	15,748 ft ² on 1.5 acres	Houses the Franklin Pierce School District administrators and staff.
Support Services / Nutrition Services / Purchasing / Facilities / Information Technology	2.5 acres	Houses offices for the maintenance/custodial, nutrition services, facilities/purchasing, and information technology departments, as well as an electrical shop, maintenance shop, four warehouses, and nutrition service freezers/coolers
Transportation Complex	1.8 acres	Houses the bus fleet and is located adjacent to Franklin Pierce High School. There is a total of 1.8 acres with two structures consisting of offices/repair shop and a vehicle washing and fueling station. The District looks to eventually relocate the transportation complex to another location to incorporate the existing site as part of Franklin Pierce High School.

Sources: Franklin Pierce School District CFP, 2022-2028; BERK, 2023.

The District also owns several undeveloped sites of various sizes, including:

- A 5-acre site between Washington High School and Keithley Middle School. It is anticipated that this site will eventually be used as an athletic field complex.
- A 3-acre undeveloped site on the east side of 18th Avenue next to Franklin Pierce High School. The current plan is to use this parcel for parking as part of a future redevelopment of the Franklin Pierce High School campus.
- Collins Elementary School is constructed on a 22-acre site. The 7.5-acre school site is isolated from the rest of the parcel due to a bisecting band of protected wetlands and wetland buffers. The balance of the property is heavily wooded and crossed by several seasonal streams. This area of the property would be well-suited for a cross-country course, passive recreation, and nature studies.

Level of Service Standards

Adopted and current level of service standards as established in the 2022-2028 Franklin Pierce School District CFP are listed in Exhibit 164.

Exhibit 164. Franklin Pierce School District—Adopted vs. Current LOS, 2022

School	Adopted 1993-1994 LOS (Sq. Feet per student)	2022 LOS (Sq. Feet per student)
Elementary Schools (ESLOS)	103	121.0
Middle Schools (MSLOS)	118	132.0
High Schools (HSLOS)	132	147.6

Sources: Franklin Pierce School District Capital Facilities Plan, 2022-2028; BERK, 2023.

Per the most recently adopted LOS standard, schools in the district are below the minimum LOS given new school facilities. Franklin Pierce County School District's current permanent capacity is for 8,464 students. The District projects enrollment will reach 8,197 students by the 2027/2028 school year, below current permanent capacity. See Exhibit 148. Meeting minimum LOS and being above capacity, however, do not equal quality of education nor does it account for educational advancements in the last 20 years. This is likely why despite being above adopted service standards, the District is still considering new additions and facilities.

Franklin Pierce County School District conducts its own capital facilities planning process to identify projects needed to serve its students. The County will continue to coordinate with the District on future capital planning efforts.

Project SummaryRecent and Ongoing Major Accomplishments

Prior and ongoing major capital projects were most recently funded by two voter approved bonds in 2012 and 2016. The \$27.5 million 2012 bond was to be spent between 2013 and 2017 whereas the \$157 million 2016 bond was to be spent between 2017 and 2023. Other sources of funding include impact fees, state matching grants, and direct appropriation.

- The District's newest facilities include Brookdale and Central Avenue Elementary Schools which were opened in 2022. The new Collin's Elementary School, Harvard Elementary School, James Sales Elementary School were opened in the beginning of the 2020-2021 school years. While there are no new secondary schools in the district, the GATES Alternative High School will be relocated to the site of the historic Collin's school in the beginning of the 2023-2024 school year after a major renovation.
 - 2016 bond funded
- Over the last few years, major retrofitting projects have occurred throughout the district to increase capacity and improve existing facilities. Christiansen, Elmhurst, and Midland elementaries all received new play sheds.
 - 2016 bond funded
- Both Keithley and Ford Middle School received a major cafeteria renovation in 2016 and Ford Middle School also received a new gymnasium in 2018.
 - 2012 & 2016 bond funded

- The high schools have also undergone major changes in recent years. Since 2013, Franklin Pierce High School has had a turf and track renovation at the stadium and is currently undergoing construction on a new performing arts center that is slated for completion in 2023. Washington High School also received a new track surface in 2015 and completed its new STEM laboratory in 2019 that required the renovation of existing school facilities.
 - *2012 & 2016 bond funded*
- The Farm's new permanent classroom space is scheduled to open in August 2023.
 - *Direct appropriations funded*

Capital Projects

The 2022-2028 Franklin Pierce School District CFP does not identify ongoing or planned future capital projects. The County will continue to coordinate with the District on future capital planning efforts.

Orting School District

Overview and Inventory

The Orting School District is located within eastern Pierce County and serves students in the City of Orting as well as parts of Graham, South Prairie, and Sumner. The district consists of two elementary schools, one middle school, and one high school. The District's other facilities include the Administration Building, the Maintenance/Transportation Building, two parcels totaling 65 acres within the City of Orting boundaries, and 23 acres of undeveloped land south of Orting (known as the Orville Road property). County ordinances make the Orville Road property unsuitable for a school facility due to Pierce County zoning regulations prohibiting construction of school buildings in the Mount Rainier Lahar Designated Zone and wetlands area. As of the 2022-23 school year, the District had 2,790 students and capacity to serve 2,039 students in its permanent facilities. See Exhibit 165.

The current Orting School District CFP was adopted by the Orting School Board in June 2022 and is adopted by reference, as amended, in the Pierce County CFP.

Exhibit 165. Orting School District—Schools, 2022/23

School	Permanent Sq. Feet	Permanent Capacity	Enrollment 2022/23	Class size (est.) 2021/2022	Portables
Elementary Schools					
Orting Primary School (Grades P-3)	~40,000	290	570	16.7	12
Ptarmigan Ridge Elementary School (Grades K-5)	49,246	460	667	17.2	18
Middle School (Grades 6-8)					
Orting Middle School	83,560	699	640	19.0	0
High School (Grades 9-12)					
Orting High School	91,974	600	896	16.0	13

Sources: [Orting Bond 2023](#), 2023 (size); Orting School District CFP, 2022-2028 (capacity); OSPI, 2023 (enrollment and class size); BERK, 2023.

Level of Service Standards

Orting School District sets the following capacity and LOS standards:

- Kindergarten – Grade 3: 20 students/class at 95% scheduling factor
- Grades 4-5: 25 students/class at 95% scheduling factor
- Grades 6-8: 28 students/class at 83% scheduling factor
- Grades 9-12: 28 students/class at 83% scheduling factor
- Special Education: 15 students/class
- Title I, Resource: 15 students/class

Nearly all schools within the Orting School District are currently over capacity and enrollment is anticipated to increase in coming years. Orting School District's current permanent capacity is for 2,049 students. The District projects enrollment will increase to 4,234 students by the 2027/2028 school year, more than double current permanent capacity. See Exhibit 148. A notable staff deficit is present at Ptarmigan Ridge Elementary School that falls above the Washington State maximum elementary school class size of 17 students per classroom per RCW 28A.150.260. Portables serve to alleviate this deficit and have increased the standard of service but are not viewed as a permanent capacity solution by the District.

Orting School District conducts its own capital facilities planning process to identify projects needed to serve its students. The County will continue to coordinate with the District on future capital planning efforts.

Project Summary

Recent and Ongoing Major Accomplishments

The District recently purchased two separate parcels of land totaling 65.08 acres within the City of Orting to increase its capacity to accommodate increase in enrollment. The District intends for these parcels to accommodate future District needs and the expansion of school facilities discussed below.

Capital Projects

The Citizens Facilities Advisory Committee has recommended a number of major projects to increase student capacity and alleviate overcrowding in Orting Public Schools. The \$150 million bond vote was rejected by voters on April 25, 2023. The District plans to seek out alternative funding sources for future capital projects to alleviate overcrowding.

Proposed capital projects pending future funding are listed in Exhibit 166, including:

- The main elementary School rebuild will include a new Orting Primary School on the site that is shared with Orting High School. This new facility will be able to house 600-700 students and serve grades K-5 rather than grades PK-3 which would alleviate capacity issues at Ptarmigan Ridge Elementary. The current facility is significantly below capacity and based on enrollment projections the new school should remain below capacity until 2027 at the earliest.
- Ptarmigan Ridge Elementary School would not be completely rebuilt but would instead receive an eight-classroom addition that includes an improved food service space and gymnasium as well as other recreation and parking improvements on the site. There will also be cosmetic upgrades as well as technological upgrades to ensure that there is parity between the quality of facilities and education between the two improved schools.
- The proposed upgrades to the District's capital facilities would be improved Orting High School campus. This would result in the school taking over the existing primary school site and adding permanent capacity for roughly 250 students in the first phase and even more in subsequent

phases. They also plan to add a new gymnasium and convert the current gym to an auxiliary. Subsequent phases of construction will improve security on the new campus.

- The middle school's proposed improvements would update the HVAC system and provide additional basketball court for the school. Cardinal Stadium is housed on the middle school campus and serves as the main track and stadium for the District would also receive a new track, turf, and lighting if this resolution were to pass.

Exhibit 166. Orting School District—Proposed Capital Projects, 2022-2028

School/Facility	Cost (million \$)	Status	Projected Completion
New Orting Elementary Construction	\$77	Planning	2026
Ptarmigan Ridge Elementary Addition	\$23	Planning	2025
Orting High School Addition	\$50	Planning	2026
New Elementary Land Acquisition	\$6.3	In Process	2022
Tehaleh Elementary Land Acquisition	\$7.8	Planning	2027
Tehaleh Middle School Land Acquisition	\$11.7	Planning	2027
Middle School Portable Facility Purchase	\$4	Planning	2027

Source: Orting School District CFP 2022-2028; BERK, 2023.

Peninsula School District

Overview and Inventory

The Peninsula School District is located on the Puget Sound across the Narrows Bridge from Tacoma—it extends throughout the Gig Harbor and Key Peninsulas covering approximately 120 miles with over 100 miles of waterfront. As of the 2022-23 school year, the District currently serves a population of approximately 9,080 students across 17 schools consisting of 2 comprehensive four-year high schools, 1 alternative high school, 4 middle schools, and 10 elementary schools. Elementary schools provide educational programs for students in preschool through grade 5. Middle schools serve students in grades 6 through 8 and high schools serve students in grades 9 through 12. The Community Transition Program, an individualized secondary program serving students ages 18–21, is offered in an off-campus facility owned by the District with capacity for an additional 42 students. See Exhibit 167.

The current Peninsula School District CFP was adopted by the Peninsula School District Board of Directors in August 2022 and is adopted by reference, as amended, in the Pierce County CFP.

Exhibit 167. Peninsula School District—Schools, 2022/23

School	Permanent Sq. Feet	Permanent Capacity	Enrollment 2022/23	Class Size (est.) 2021/2022	Portable Sq. Feet
Elementary Schools (Grades K-5)					
Artondale Elementary	77,155	519	410	12.1	0
Discovery Elementary	<i>Unknown</i>	366	318	16.0	0
Evergreen Elementary—Lakebay	50,616	373	283	14.2	0
Harbor Heights Elementary	52,757	495	436	10.1	8,640
Minter Creek Elementary	39,387	389	273	7.8	0
Pioneer Elementary	73,683	602	508	16.9	0
Purdy Elementary	39,075	507	486	9.2	0
Swift Water Elementary	73,967	682	477	15.8	0
Vaughn Elementary	54,932	422	335	10.8	3,584
Voyager Elementary	43,580	463	461	10.0	9,954
Middle Schools (Grades 6-8)					
Goodman Middle School	72,900	649	464	12.9	3,456
Harbor Ridge Middle School	76,925	647	600	15.4	0
Key Peninsula Middle School	77,956	599	473	13.1	0
Kopachuck Middle School	69,918	609	464	13.3	0
High Schools (Grades 9-12)					
Gig Harbor High School	196,049	1,492	1,462	18.5	27,208
Peninsula High School	202,299	1,429	1,400	16.3	1,280
Alternative High School					
Henderson Bay High School and Global Virtual Academy	N/A	N/A	111	9.0	N/A

Sources: Peninsula School District CFP, 2022-2028 (size and capacity); OSPI, 2023 (enrollment and class size); BERK, 2023.

Level of Service Standards

Peninsula School District's adopted LOS standards are outlined in Exhibit 168.

Exhibit 168. Peninsula School District Adopted LOS Standards (2022)

Grade Level	Average LOS Class Size Goals*	2022 Level of Service (Permanent Sq. Ft. per student)	Estimated Enrollment increase
K-1	22 Students	124.5	+68 (combined)
2-3	23 Students	124.5	
4-5	28 Students	124.5	
6-8	32 Students (83% Utilization)	120.4	+236
9-12	32 Students (80% Utilization)	132.3	+322

Source: Peninsula School District CFP, 2022-2028; BERK, 2023.

*These levels of service are above current maximum class sizes per RCW 28A.150.260 due to only permanent capacity included in class size calculations.

Peninsula School District's current permanent capacity is for 10,285 students. The District projects enrollment will decrease to 9,028 students by the 2027/2028 school year, below current permanent capacity. See Exhibit 148. However, the District has identified school enrollment capacity as a growing need to be addressed by the 2019 funded elementary school renovations and upgrades and the imminent middle school upgrades. Projections estimate a 7.4% increase in student enrollment across the District between the 2021/2022 and 2028/2029 school years.

Peninsula School District conducts its own capital facilities planning process to identify projects needed to serve its students. The County will continue to coordinate with the District on future capital planning efforts.

Project Summary

Recent and Ongoing Major Accomplishments

Peninsula School District is currently rebuilding or renovating four new schools: Artondale, Evergreen, Pioneer, and Swiftwater. When these projects were completed to improve the quality of education and smaller class sizes, the board recognized that any cost savings from the 2019 bond should be directed towards anticipated middle school growth as a result of elementary school growth in the coming years.

Key Peninsula Middle School and Kopachuck Middle School both received leftover funding from the 2019 bond measure to fund major renovations that will be completed for the 2024 school year. These renovations should increase the overall student capacity and help to modernize the schools and align their design with the rest of the District.

Capital Projects

No additional capital projects have been identified between 2024 and 2029 as part of the 2022-2028 Peninsula School District Capital Facilities Plan. The County will continue to coordinate with the District on future capital facilities projects including renovations, additions, and construction of new facilities.

Puyallup School District

Overview

The Puyallup School District is located within eastern Pierce County and serves a population of over 122,000 over approximately 54 square miles within its boundaries. It is situated along the intersection of SR 512 and SR 167 in the heart of the Puyallup Valley. Puyallup School District employs approximately 1,560 certificated staff, 1,450 classified staff, and 570 substitute personnel. The district is currently the seventh largest school district in Washington and the second largest in Pierce County per 2022-23 annual average full time enrollment.²⁸ As of the 2022-23 school year, it serves 23,104 students across 22 elementary schools, 7 junior high schools, 3 comprehensive senior high schools, 1 alternative high school, and a digital learning program (Exhibit 169). The District also owns and operates four specialized instruction facilities and six support facilities. In total, Puyallup School District maintains over 2.6 million square feet of building space and owns over 600 acres of property (of which about 485 acres are devoted to existing schools and 122 acres are undeveloped or underdeveloped).

The current Puyallup School District CFP was adopted by the Puyallup School Board in September 2023 and is adopted by reference, as amended, in the Pierce County CFP.

Exhibit 169. Puyallup School District—Schools, 2022/23

School	Permanent Sq. Feet	Permanent Capacity	Enrollment 2022/23	Class Size (est.) 2021/2022	Portables*
Elementary Schools (Grades PK-6)					
Brouillet Elementary	46,698	448	551	10.6	10
Carson Elementary	73,321	638	735	12.3	7
Dessie F. Evans Elementary	117,910	944	987	12.4	0
Edgerton Elementary	73,321	592	758	12.9	10
Firgrove Elementary	97,596	636	614	19	0
Fruitland Elementary	47,723	438	612	12.7	7
Hunt Elementary	63,400	668	718	11.3	8
Karshner Elementary	31,445	286	381	11.1	9
Maplewood Elementary	42,419	198	351	10.5	7
Meeker Elementary	39,415	328	385	10.1	2
Mountain View Elementary	28,851	210	281	9.3	6
Northwood Elementary	82,190	671	687	11.7	3
Pope Elementary	76,406	690	712	12.3	3
Ridgecrest Elementary	42,228	426	479	12.7	8
Shaw Road Elementary	63,859	668	634	11.3	3
Spinning Elementary	37,313	286	282	7.8	4

²⁸ [OSPI Preliminary School District Personnel Summary Reports 2022–23 School Year](#) (Table 47).

School	Permanent Sq. Feet	Permanent Capacity	Enrollment 2022/23	Class Size (est.) 2021/2022	Portables*
Stewart Elementary	43,745	308	346	18.0	4
Sunrise Elementary	84,040	648	682	11.5	4
Waller Road Elementary	32,416	220	311	10.4	8
Wildwood Park Elementary	43,165	328	362	12.4	8
Woodland Elementary	46,731	472	569	11.6	8
Zeiger Elementary	47,063	420	494	9.6	12
Junior High Schools (Grades 7-9)					
Aylen Junior High	110,075	827	713	17.8	4
Ballou Junior High	112,402	966	892	18.7	0
Edgemont Junior High (Grades 6-9)	82,628	656	519	18.0	4
Ferrucci Junior High School	113,786	906	819	18.5	4
Glacier View Junior High School	104,925	793	830	17.7	4
Kalles Junior High School	110,075	830	831	17.5	5
Stahl Junior High School	112,431	1,006	909	18.3	0
Senior High Schools (Grades 10-12)					
Emerald Ridge High School	202,572	1,295	1,528	20.8	13
Puyallup High School	232,657	1,343	1,690	21.4	13
Rogers High School	209,300	1,399	1,721	22.9	15
Walker High School	8,543	35	116	5.9	11

*Not all used as classrooms. Includes portable moves completed or planned through 2023.

Sources: Puyallup School District CFP, 2023-2028 (size and capacity); OSPI, 2023 (enrollment and class size); BERK, 2023.

Level of Service Standards

Puyallup School District has adopted the following LOS standards in its 2023-2028 CFP:

- K-6th grade schools: 22 students per general education classroom.
- K-5th grade schools: 21 students per general education classroom.
- Junior High: 30 students per general education classroom x 83% utilization factor.
- High School: 32 students per general education classroom x 83% utilization factor.

Puyallup School District's current permanent capacity is for 20,579 students. The District projects enrollment will reach 23,427 students by the 2027/2028 school year, above current permanent capacity. See Exhibit 148. Several elementary, junior high, and high school facilities are already at or over permanent capacity. Instructional space within portable classrooms is considered temporary instructional space and not included in the District's capacity analysis. Puyallup School District conducts its own capital facilities planning process to identify projects needed to serve its students. The County will continue to coordinate with the District on future capital planning efforts.

Project Summary

Recent and Ongoing Major Accomplishments

- The November 2015 Capital Bond financed six major capital bond projects for elementary schools in the district. Firgrove, Northwood, and Sunrise were replaced with significantly larger schools in 2019. Dessie Evans Elementary was a newly added elementary school in the 2019 school year with 44 classrooms.
- Both Pope and Hunt Elementary Schools were added to and expanded. Pope underwent a full remodel that provided a new gym/cafeteria, additional traffic space, and new special education classrooms as well as preschool classrooms that were opened in the 2020-2021 school year. Hunt Elementary was given a 12 classroom addition that was opened in the 2018-2019 school year. Ballou, Stahl, and Ferrucci Junior High Schools also received classroom additions and were opened in 2021, 2021, and 2022 respectively.

Non-Capital Alternatives

- Proposed projects for a future capital levy would provide needed infrastructure improvements that address safety, security, and technology access throughout PSD schools and facilities. The most recent vote on this levy failed but these projects will need to be completed as funds become available.

Capital Projects

- Elementary
 - Stewart Elementary is currently the smallest school and will likely require additional classrooms. Staff are looking to purchase adjacent properties when they become available to construct a 2-story addition.
 - Spinning Elementary has been identified by the Citizens Facilities Advisory Committee as being eligible for replacement and expansion when the adjacent properties become available.
- Secondary
 - Puyallup High School is currently very undersized for the needs of the students and the District is currently in the process of acquiring additional land on adjacent properties to increase parking and athletic field space.
 - Sparks Stadium is currently in the process of purchasing surplus adjacent property to serve as a practice field to support the stadium and the three comprehensive high schools in the district that utilize it.

Exhibit 170 includes a full list of projects (divided into specific subtasks) adapted from the Puyallup School District 2023-2028 CFP.

Exhibit 170. Puyallup School District—Six-Year Financing Plan, 2023-2028 (in millions)

Project ³	Costs by Year ¹								Total Cost	Source Of Revenue ²				
	Pre-23 ⁴	23	24	25	26	27	28	Post-28		2015 Bond ⁵	2015 State Match	Other Capital Funds	Planned Impact Fee Allocation	Previous Impact Fee Allocation
Ballou JH Addition (2021)	\$22.9	—	—	—	—	—	—	—	\$22.9	\$22.1	\$22.6	—	\$0.3	\$0.5
Stahl JH Addition (2021)	\$16.5	—	—	—	—	—	—	—	\$16.5	—	\$16.0	—	\$0.5	\$0.5
Ferucci JH Addition (2023)	—	\$27.3	—	—	—	—	—	—	\$27.3	—	\$26.8	—	\$0.5	\$1.0
Kessler Center (2021)	\$25.6	—	—	—	—	—	—	—	\$25.6	—	—	—	—	—
Property Acquisition next to PHS (2019)	\$0.8	\$0.3	—	—	—	—	—	—	\$1.1	—	—	\$0.3	—	\$0.8
Property Acquisition from TPU (2021)	\$2.0	—	—	—	—	—	—	—	\$2.0	—	—	\$1.0	—	—
Property Acquisition next to Sparks Stadium (2022)	\$0.2	—	—	—	—	—	—	—	\$0.2	—	—	\$0.2	—	—
Elem. 24 New Construction (2028)	—	—	—	—	—	—	\$108.7	—	\$108.7	—	—	—	—	—
Puyallup HS Mster Plan Phase 2 (2029)	—	—	—	—	—	—	—	\$142.4	\$142.4	—	—	—	\$0.5	—
Rogers HS Master Plan Phase 1 (2029)	—	—	—	—	—	—	—	\$100.5	\$100.5	—	—	—	—	—
Emerald Ridge HS Addition (2029)	—	—	—	—	—	—	—	\$58.4	\$58.4	—	—	—	—	—
Walker HS Addition (2030)	—	—	—	—	—	—	—	\$22.8	\$22.8	—	—	—	—	—
Spinning Elem. Replacement (2029)	—	—	—	—	—	—	—	\$66.2	\$66.2	—	—	—	—	—
Waller Road Elem. Replacement (2029)	—	—	—	—	—	—	—	\$73.7	\$73.7	—	—	—	—	—
Galcier View JH Addition (2030)	—	—	—	—	—	—	—	\$22.6	\$22.6	—	—	—	—	—
Instructional Portable Buildings ⁶	\$17.8	\$0.4	\$2.5	\$1.0	\$1.0	\$1.0	\$1.0	—	\$24.8	—	—	\$3.0	—	\$0.2
Total	—	\$28.0	\$2.5	\$1.0	\$1.0	\$1.0	\$109.7	\$486.7	\$629.8	\$258.9	\$65.3	\$6.0	\$3.0	\$13.7

1 Shaded cells represent the planned design and construction timeline for each major capital project. Although costs will occur throughout said timeline, the total cost of the project is displayed in the year of project completion. Future project costs are adjusted for expected inflation, utilizing the mid-point of construction cost estimate. Numbers are rounded to the Tenth Million.

2 2015 Bond Program projects were front-funded by the bond issues. When state matching funds are received, bond funds are released and reallocated at the Board’s discretion.

3 Includes growth-related projects only. Year of project completion or projected completion in parenthesis for major capital projects.

4 Growth-related projects completed prior to 2023 will remain in the finance plan for 10 years after completion, or until the growth portion of the project has been reimbursed in full by impact fee revenue.

5 District-wide Infrastructure (Life Cycle) and Bond Contingency funds from 2015 Bond Program not included.

6 The project budget will provide for limited portable building moves each year. The number and location of portable moves, if any, is determined on a year-by-year basis.

Sources: Puyallup School District CFP, 2023-2028; BERK, 2023.

Steilacoom Historical School District No. 1

Overview and Inventory

Steilacoom Historical School District No. 1 is the oldest organized school district in Pierce County and was established in 1854. The District serves the communities of Steilacoom, DuPont, Anderson Island, and Ketron Island, plus portions of Lakewood and unincorporated Pierce County. As of the 2022-23 school year, 3,137 students are enrolled in the District's Pre K-12 programs at six facilities including a remote and necessary Pre K-3 on Anderson Island and five mainland schools. The mainland schools include Cherrydale Primary School (preK-3), Chloe Clark Elementary (preK-3), Saltar's Point Elementary (grades 4-5), Pioneer Middle School (grades 6-8), and Steilacoom High School (grades 9-12). See Exhibit 171. The District also owns three undeveloped parcels totaling 38.25 acres, the District Office Annex, and a Maintenance Facility.

The current Steilacoom Schools CFP was adopted by the Steilacoom School Board in November 2022 and is adopted by reference, as amended, in the Pierce County CFP.

Exhibit 171. Steilacoom Historical School District—Schools, 2022/23

School	Permanent Sq. Feet	Permanent Capacity	Enrollment 2022/23	Class Size (est.) 2021/2022	Portables*
Elementary Schools					
Anderson Island Elementary (Grades PK-3)	5,144	40	21	4.2	0
Cherrydale Primary (Grades PK-3)	42,083	340	369	9.5	0
Chloe Clark Elementary School (Grades PK-3)	59,333	520	530	11	0
Saltar's Point Elementary School (Grades K-5)	55,235	340	486	16.2	2
Middle Schools					
Pioneer Middle School (Grades 6-8)	103,128	775	719	15.6	0
High Schools					
Steilacoom High School (Grades 9-12)	133,374	1,025	908	18.2	0

*Considered adequate for interim classroom space or supplement programs only. Not calculated into standard of service. Sources: Steilacoom Historical School District CFP, 2023-2028 (size and capacity); OSPI, 2023 (enrollment and class size); BERK, 2023.

Level of Service Standards

Steilacoom Historical School District's adopted LOS standards per the 2023-2028 CFP are:

- High school: 25 students/classroom
- Middle school: 25 students/classroom
- Elementary school: 20 students/classroom

The current capacity of each school in the district is based on these LOS standards. Portable classrooms, which are neither intended for nor function as long-term educational space, are excluded from the District's LOS calculations. Three schools are currently over capacity (Cherrydale Primary, Chloe Clark Elementary School, and Saltar's Point Elementary School).

Steilacoom Historical School District's current permanent capacity is for 3,020 students. The District projects enrollment will reach 3,815 students by the 2027/2028 school year, above current permanent capacity. See Exhibit 148. Demographic projections indicate that all but Anderson Island Elementary will be over capacity by the 2027/2028 school year. Future facilities are planned to alleviate overcrowding and the need for portable classrooms facilities.

Steilacoom Historical School District conducts its own capital facilities planning process to identify projects needed to serve its students. The County will continue to coordinate with the District on future capital planning efforts.

Project Summary

[Recent and Ongoing Major Accomplishments](#)

Steilacoom School District acquired a parcel of land in the City of Steilacoom to house an addition to the maintenance and transportation center per the 2018 Board of Directors' recommendations and has constructed this addition. This improved the operational capacity of the District and can help support the projected increase in enrollment. Ongoing major accomplishments include the planning and acquisition of the site of a fifth elementary school in the district.

[Capital Projects](#)

To address projected long-term growth in the district, SHSD is planning future capital projects all within the six-year planning period of this 2023-2028 Capital Facilities Plan. Future projects and their funding plans are available in the SHSD 2023-2028 Capital Facilities Plan as well as below in Exhibit 172. Aside from these permanent capacity building projects, the District may also add portable facilities as needed to provide interim capacity at all grade levels or other ongoing non-capacity building projects.

Exhibit 172. Steilacoom Historical School District—Capital Finance Plan, 2022-2028

Year	2022/2023	2023/2024	2024/2025	2025/2026	2026/2027	2027/2028
Non-Capacity Building						
Maintenance Facility	\$.5					
Small works Projects	\$1.995	\$.2	\$.2	\$.2	\$.6	\$.6
District Safety and Security	\$.2	\$.5	\$.5	\$.5	\$.5	\$.5
Asset Preservation	\$4.271	\$.5	\$.5	\$.5	\$.5	\$.5
Technology System	\$.2	\$.75	\$.75	\$.75	\$.75	\$.75
Community Enhancement Projects		\$.2	\$.225	\$.25	\$.25	\$.25
Capacity Building Projects						
New Elementary School (Dupont)	\$.5	\$30	\$20	\$5		
Elementary Upgrades	\$.5	\$1	\$1	\$1		
High School Program Projects		\$5	\$5	\$10	\$10	\$1
High School Capacity and Facility Additions (Steilacoom HS)				\$2.5	\$2.5	
Middle School Capacity, Programs, and Facility Additions (Pioneer MS)				\$2.5	\$2.5	
Funding Resources						
Property sale	\$9.6					
GF Transfer	\$.1	\$.1	\$.1			
Impact Fees	\$.17	\$.02	\$.02	\$.02	\$.02	\$.02
Bond Proceeds	-\$4.084841	\$60		\$56		

Sources: Steilacoom Historical School District CFP, 2023-2028; BERK, 2023.

Sumner-Bonney Lake School District

Overview and Inventory

The Sumner-Bonney Lake School District encompasses the cities of Bonney Lake, Sumner, Edgewood, Pacific, and unincorporated areas of Pierce County. As of the 2022-23 school year, Sumner-Bonney Lake School District has 16 schools, 2 performing arts centers, a community swimming pool, and public gymnasiums. As of the 2022-23 school year, the District serves 10,633 students across 9 elementary schools, an Early Learning Center housing pre-kindergarten and kindergarten students, 3 middle schools, 2 high schools, and the Elhi Hill Education Program housed in remodeled former medical offices (see Exhibit 173). The District currently serves grades K-5 in the early learning center and elementary schools, grades 6-8 in middle schools, and grades 9-12 in high schools and expects to keep this grade configuration in effect for the foreseeable future. In addition, the District owns five administrative/support facilities and one 26.8-acre undeveloped property adjoining Lakeridge Middle School. The Sumner Early Learning Center, Performing Arts Centers at Bonney Lake High School, Community Swimming Pool at Sumner High School, and Robert Miller Gymnasium are partially open to members of the public. The District employs over 1,000 staff members, including over 650 certificated employees.

The current Sumner-Bonney Lake School District CFP was adopted by the Sumner-Bonney Lake School Board in October 2021 and is adopted by reference, as amended, in the Pierce County CFP.

Exhibit 173. Sumner-Bonney Lake School District—Schools, 2022/23

School	Permanent Sq. Feet	Permanent Net Capacity	Enrollment 2022/23	Class Size (est.) 2021/2022	Portables
Elementary Schools					
Sumner Early Learning Center*	35,290	168			
Bonney Lake Elementary (Grades K-5)	44,243	437	443	15	3
Crestwood Elementary School (Grades PK-5)	48,401	391	433	11	3
Daffodil Valley Elementary School (Grades PK-5)	48,035	481	497	12	1
Donald Eismann Elementary (Grades PK-5)	47,612	481	713	20	6
Emerald Hills Elementary School (Grades K-5)	56,676	506	545	16	0
Liberty Ridge Elementary School (Grades PK-5)	48,401	435	515	18	6
Maple Lawn Elementary School (Grades PK-5)	51,291	454	634	14	0
Tehaleh Heights Elementary School (Grades PK-5)	56,676	460	488	19	0
Victor Falls Elementary School (Grades K-5)	51,158	459	530	19	0

School	Permanent Sq. Feet	Permanent Net Capacity	Enrollment 2022/23	Class Size (est.) 2021/2022	Portables
Middle Schools (Grades 6-8)					
Lakeridge Middle School	96,608	623	723	19	0
Mountain View Middle School	82,000	778**	849	21	4
Sumner Middle School	107,194	722	682	19	0
High Schools (Grades 9-12)					
Bonney Lake High School	202,581	1,260*** (1,660 in 2023)	1,717	17	2
Sumner High School	186,888	1,260	1,844	23	0
Elhi Hill Program	4,743	NA	NA	NA	0

*Sumner Early Learning Center includes students in kindergarten. Those students are accounted for in enrollment calculations in their home schools, either Maple Lawn or Daffodil Valley.

**Mountain View Middle School expansion increased capacity in the 2022/23 school year by 155 students over what is listed in the District's 2021-2027 CFP.

***Anticipated to increase to 1,660 in 2023 following modernization and expansion upgrades.

Sources: Sumner-Bonney Lake School District CFP, 2021-2027 (area and capacity); OSPI, 2023 (enrollment and class size); BERK, 2023.

Level of Service Standards

The Sumner-Bonney Lake School District adopted the following LOS standards in its 2021-2027 CFP:

- Kindergarten: average class size of 19
- Grade 1: average class size of 21
- Grade 2: average class size of 22
- Grade 3: average class size of 22
- Grades 4-5: average class size of 27
- Grades 6-12: average class size of 30

Per the 2021-2027 six-year capital facilities plan, Sumner-Bonney Lake School District enrollment has surpassed projections in the 2022-2023 school year and have gone well past the net capacity of most schools in the district, particularly in the southeastern area (including the Tehaleh community) where new home construction has accelerated. Sumner-Bonney Lake School District's current permanent capacity is for 8,915 students. The District projects enrollment will reach 10,739 students by the 2026/2027 school year. See Exhibit 148. Per the District, additional schools and expansions will be required to meet the LOS standards. In general, the District seeks to design new schools to have the following student capacity:

- Elementary School: 500-650 Students
- Middle School: 750-950 Students
- High School 1,700-1,800 Students

Sumner-Bonney Lake School District conducts its own capital facilities planning process to identify projects needed to serve its students. The County will continue to coordinate with the District on future capital planning efforts.

Project Summary

Recent and Ongoing Major Accomplishments

Voters approved a \$145.2 million capital projects bond in February 2016 which funded several capital projects. Many of these are already complete or ongoing, including:

- Modernization and expansion of Sumner High School is ongoing under a phased Master Plan Project. Phase 1 of the Master Plan started construction Fall 2021 and includes 18 classrooms, a common area with outdoor courtyard, library, kitchen, vestibule, technology upgrades, and administrative services. Modernization and expansion of Sumner High School which started construction in 2021 and was completed in May 2023.
- Mountain View Middle School completed a major expansion to expand capacity and upgrade track and field facilities in late 2022.

Capital Projects

The District identified capital projects in the 6- and 20-year time horizon. Projects the District is hoping to have completed by 2027 include an expansion to Bonney Lake High School, Expansion of capacity at multiple elementary schools and/or the construction of a new elementary school, and the purchase of new portable classrooms, as needed.

In the next twenty years, the District plans to acquire land for additional school facilities, upgrade fields at Crestwood Elementary School, upgrade Liberty Ridge Elementary School, expand existing elementary school facilities as needed, build one new elementary school and middle school, assess the need for new high school or to expand existing high school facilities, expand support facilities as needed. Support facilities improvements include athletics, transportation, maintenance and operations, technology, and administrative facilities. Aside from these major capital facility needs, the District anticipates most schools that have not yet been modernized will need upgraded electrical and mechanical systems due to aging facilities.

Exhibit 174 details the District’s capital finance plan for each of these projects. All future capital improvements will be aimed at alleviating overcrowding and ensuring LOS meets growing enrollment.

Exhibit 174. Sumner-Bonney Lake School District—Capital Finance Plan, 2022-2027

Projects	Budget (million \$)	Year					Source of Funds	
		2022/23	2023/24	2024/25	2025/26	2026/27	State	Local
Land Acquisition: ES & MS	\$20			\$7.5	\$12.5			\$20
Portable Classrooms	\$1.5		\$1	\$5				\$1.5
BLHS Addition	\$20	\$1	\$13	\$6				\$20
New ES	\$50			\$24	\$25	\$1	\$11.5	38.5
Sumner HS (Master Plan Build Out)	\$200	\$2	\$30	\$63	\$65	\$40		\$200
Total	\$291.5	\$3	\$44	\$101	\$102.5	\$41	\$11.5	\$280

Source: Sumner Bonney Lake School District Capital Facilities Plan 2021-2027; BERK, 2023

Tacoma Public Schools

Overview and Inventory

Tacoma Public Schools was established in 1869. The District is currently the fourth largest school district in Washington and the largest in Pierce County per 2022-23 annual average full time enrollment.²⁹ As of the 2022-23 school year, the District serves 28,455 students across 36 elementary/preschools, 12 junior high schools, 6 comprehensive senior high schools, and 4 alternative high school as well as online school options at all grade levels. See Exhibit 175.

Tacoma Public Schools does not publish a CFP—the District does not charge impact fees and so is not required to by state law. Tacoma Public Schools conducts its own capital facilities planning process to identify projects needed to serve its students.

Exhibit 175. Tacoma School District—Schools, 2022/23

School	Permanent Sq. Feet	Permanent Capacity	Enrollment 2022/23	Avg. Class Size 2022/2023	Portables
Elementary Schools (Grades PreK-5)					
Arlington Elementary	49,236	490	397	22	0
Birney Elementary	61,252	500	451	17	0
Blix Elementary	53,012	558	476	17	2
Boze Elementary	52,310	462	443	15	0
Browns Point Elementary	53,905	443	436	17	0
Bryant Montessori Elementary	35,596	452	264	15	7
Crescent Heights Elementary	53,657	668	441	19	0
DeLong Elementary	51,564	560	386	20	2
Downing Elementary	52,604	401	255	16	3
Edison Elementary	53,272	496	389	16	4
Fawcett Elementary ¹	49,151	568	343	22	0
Fern Hill Elementary	46,148	332	297	17	0
Franklin Elementary	52,744	597	277	11	0
Geiger Elementary	61,961	520	517	15	0
Grant Elementary ¹	47,559	318	339	18	0
Jefferson Elementary	51,082	520	303	12	0
Larchmont Elementary	65,581	450	304	11	1
Lister Elementary	58,654	557	419	15	0
Lowell Elementary	48,093	470	320	19	0
Lyon Elementary	52,719	540	333	16	0
Madison Elementary	32,996	40	24	20	3
Manitou Park Elementary	57,195	744	460	18	0

²⁹ [OSPI Preliminary School District Personnel Summary Reports 2022–23 School Year](#) (Table 47).

School	Permanent Sq. Feet	Permanent Capacity	Enrollment 2022/23	Avg. Class Size 2022/2023	Portables
Mann Elementary	56,995	650	341	15	0
McCarver Elementary	15,840	588	399	25	0
McKinley Elementary	48,099	<i>Unknown</i>	<i>Unknown</i>	<i>Unknown</i>	0
NE Tacoma Elementary	49,265	466	368	16	0
Point Defiance Elementary	48,442	569	334	18	0
Reed Elementary	52,462	627	361	14	5
Roosevelt Elementary	44,636	449	222	13	4
Sheridan Elementary	50,436	594	476	25	3
Sherman Elementary	50,488	475	446	23	0
Skyline Elementary	235	572	326	16	0
Stafford Elementary	54,128	472	<i>Unknown</i>	18	2
Stanley Elementary	51,018	530	336	17	0
Wainwright Elementary	60,392	613	373	23	0
Washington Elementary	57,758	439	358	19	0
Whitman Elementary	53,140	440	327	13	0
Whittier Elementary	47,528	378	326	17	0
Willard Elementary	25,004	60	34	20	0
Middle Schools (Grades 6-8)					
Baker Middle School	117,908	894	694	19	0
Bryant Montessori Middle School	See Bryant Elementary	See Bryant Elementary	105	15	See Bryant Elementary
First Creek Middle School	107,172	770	576	23	0
Giaudrone Middle School	112,106	797	436	24	0
Gray Middle School	134,095	816	521	21	2
Hilltop Heritage Middle School	126,450	610	525	18	0
Hunt Middle School	77,509	<i>Unknown</i>	400	17	0
Mason Middle School	107,306	871	661	21	0
Meeker Middle School	89,115	955	586	23	2
Stewart Middle School	118,292	1,058	627	19	0
Truman Middle School	119,681	1,234	435	19	0
Wainwright Intermediate	<i>Unknown</i>	TBD	373	23	0
High Schools (Grades 9-12)					
Foss High School	240,717	4,885	596	13	7
Lincoln High School	228,219	1,622	1,586	22	0
Mount Tahoma High School	265,837	2,263	1,446	20	0
Oakland High School	29,802	407	142	8	8
Silas High School	214,765	2,548	<i>Unknown</i>	17	0
Stadium High School	238,893	2,028	1,593	20	0

School	Permanent Sq. Feet	Permanent Capacity	Enrollment 2022/23	Avg. Class Size 2022/2023	Portables
Alternative High Schools					
iDEA	<i>Unknown</i>	682	421	20	<i>Unknown</i>
SAMi	30,081	761	614	25	0
Tacoma School of the Arts (SOTA) ²	46,352	806	625	20	0

¹Capacity at old Fawcett and Grant Elementary School Buildings that have been demolished. New buildings will be ready in 2024.

²Includes multiple sites (Ted Brown Building, Pacific Ave Building, and 9th & Broadway Building).

Sources: [Schools and Learning Sites](#), 2023; Tacoma Public Schools, 2023 (size, capacity, class size); OSPI, 2023 (enrollment); BERK, 2023.

Level of Service Standards and Project Summary

Tacoma Public School's current permanent capacity is for over 40,000 students. District projections and LOS standards are unavailable at this time. However, the District conducts its own capital facilities planning process to identify projects needed to serve its students. The County will continue to coordinate with the District on future capital planning efforts.

White River School District

Overview and Inventory

The White River School District is located in the northeast portion of Pierce County to the north of Mount Rainier National Park. The majority of the population is located in the very western portion of the district between the City of Buckley and the portion of the City of Bonney Lake that is within White River School District. The District also serves the towns of South Prairie and Wilkeson. White River High School also serves high school students from the Carbonado School District. There are currently four elementary schools, one middle school, one early learning center, and one comprehensive high school in the district serving just under 4,500 students. See Exhibit 176 and Exhibit 177.

The current White River School District CFP was adopted by the White River School Board in July 2018 and is adopted by reference, as amended, in the Pierce County CFP.

Exhibit 176. White River School District—Schools (2022-23)

School	Permanent Sq. Feet	Permanent Capacity	Enrollment 2022/23	Class Size (est.) 2021/2022	Portables
Elementary Schools (Grades K-5)					**
Elk Ridge Elementary School	144,100	527*	595	19	—
Foothills Elementary School	56,303	450	489	19	—
Mountain Meadow Elementary School	47,940	355	416	22	—
Wilkeson Elementary School	42,800	273	274	19	—
Middle Schools (Grades 6-8)					
Glacier Middle School	147,610	885	973	22	19
High Schools (Grades 9-12)					
White River High School	230,584	1,331	1,295	16	0
Other Educational Facilities					
White River Early Learning Center (Grades PK-K)	8,909	95	364	15	—

*Construction completed in 2019 but there is no final capacity in the adopted White River Public Schools CFP.

**Thirteen elementary portables are available but not utilized as general classroom space or homerooms and therefore do not contribute to student capacity and not assigned to a single school.

Sources: White River School District CFP, 2018-2024 (size and capacity); OSPI, 2023 (enrollment and class size); BERK, 2023.

Exhibit 177. White River School District—Other Capital Facilities (2018)

Other Properties/Facilities	Area
District Administration Office	~20,000 Sq. Ft.
Maintenance Shop & Transportation Center	53,750 Sq. Ft.
Wickersham Community Center	11,752 Sq. Ft.
White River Educational Service Center	Unknown
Undeveloped Land on 234 th Ave	~75 Acres
ECEAP Pre-School	Unknown

Sources: White River School District CFP, 2018-2024; BERK, 2023.

Level of Service Standards

White River School District specifies minimum LOS by school level:

- Elementary School level of service is 21 students per classroom.
- Middle and High School levels of service are 25 students per classroom.

In addition, all special education classrooms should not exceed 8 students per classroom. Based on these LOS standards, all but one of the District's schools meet or exceed the minimum LOS despite several schools being at or over permanent capacity. White River School District's current permanent capacity is for 3,822 students. The District projects enrollment will reach 4,762 students by the 2024/2025 school year, above current permanent capacity. See Exhibit 148. White River School District conducts its own capital facilities planning process to identify projects needed to serve its students. The County will continue to coordinate with the District on future capital planning efforts.

Project Summary

Recent and Ongoing Major Accomplishments

Multiple schools were recently upgraded and renovated as part of the 2016 bond project that approved by voters and mostly completed in 2020, including:

- The most extensive renovations were at Glacier Middle School to replace portable classrooms with permanent classroom space. Glacier also received basic building upgrades, improved safety and security resources, and renovations to their auditorium, gym, and the historic Sheets field complex.
- Wilkeson Elementary underwent an interior renovation, a new kitchen, historic restoration, addition of classrooms, upgraded technology and security resources, and playground equipment.
- Foothills Elementary and Mountain Meadows Elementary underwent similar renovations that included new roofing, basic fire system and HVAC upgrades, painting, upgraded technology resources, and upgraded playground equipment.
- Elk Ridge Elementary underwent the largest elementary school renovation as it required a 30,000-foot addition to accommodate 200 additional students.
- A new stadium was built at White River High School.

Changes to permanent space were not completed when the most recent White River School District CFP was completed and are therefore not reflected in Exhibit 176.

Capital Projects

No additional capital projects are identified between 2024 and 2029 in the 2018-2024 White River School District CFP. The County will continue to coordinate with the District on future capital planning efforts including renovations, additions, and construction of new facilities.

Yelm Community Schools

Overview and Inventory

Yelm is a growing and thriving rural community with easy access to mountains, rivers, beaches, as well as urban and cultural events. Yelm is the fourth largest district in Thurston County serving the communities of Yelm, McKenna, the Bald Hills (Clear Lake), the Lawrence Lake area, the Nisqually Indian Reservation, and parts of the Lacey suburbs. A portion of the district’s 192 square miles extends into Pierce County and serves 2,724 students at McKenna Elementary School, Yelm Middle School, and Yelm High School (see Exhibit 178). Yelm High School also has a transition program known as SITE (Supporting Independence Through Employment) for students ages 18 to 21 whose graduation is determined by Individual Education Plans. Current enrollment district-wide is 5,698 students across six elementary schools, two middle schools, one high school, and one alternative school. The District also has several support service facilities as seen in Exhibit 179, including the Assessment and Student Learning Building, District Office, Maintenance and Facilities Office, and Support Operations and Transportation Center.

The current Yelm Community Schools CFP was adopted by the Yelm School Board in September 2022 and is adopted by reference, as amended, in the Pierce County CFP.

Exhibit 178. Yelm Community Schools—Schools Serving Pierce County, 2022/23

School	Permanent Sq. Feet	Permanent Capacity	Enrollment 2022/23	Avg. Class Size 2021/22	Portables
Elementary Schools					
McKenna Elementary (Grades PK-8)	47,394	506	370	20.0	0
Middle Schools					
Yelm Middle School (Grades 6-8)	98,838	725	701	21.0	0
High Schools					
Yelm High School (Grades 9-12)	166,915	975	1,653	17.0	27

Sources: Yelm Community Schools CFP, 2022-2027 (size and capacity); OSPI, 2023 (enrollment and class size); BERK, 2023.

Exhibit 179. Yelm Community Schools—Additional Facilities

Facility	Area
Assessment and Student Learning building	1,020 Sq. Ft.
District Office	9,765 Sq. Ft.
Maintenance and Facilities Office	8,856 Sq. Ft.
Support Operations and Transportation Center	8.78 Acres

Source: Yelm Community Schools CFP, 2022-2027.

Level of Service Standards

Yelm Community School District’s current LOS is based on grade level and class size. The average class sizes the District targets are as follows:

- Grades K-5: Average class size of 23 students
- Grades 6-8: Average class size of 25 students
- Grades 9-12: Average class size of 25 students

Based on these standards, two of the three schools that serve Pierce County have additional capacity to serve additional students in permanent facilities while Yelm High School is dependent on portables to meet the District’s LOS.

Yelm Community School’s current permanent capacity at the three schools serving Pierce County is for 2,206 students. The District projects enrollment will reach 3,038 students by the 2027/2028 school year at these three schools, above current permanent capacity. See Exhibit 148. Yelm Community Schools conducts its own capital facilities planning process to identify projects needed to serve its students. The County will continue to coordinate with the District on future capital planning efforts.

Project Summary

Recent and Ongoing Major Accomplishments

- New ball fields along Yelm Avenue are under construction since the demolition of the old Yelm Middle School.
- Southworth Elementary School construction was completed in Fall 2022.

Capital Projects

Yelm Community Schools identified future capital projects as well as their funding sources in the 2022-2028 CFP. These projects are all funded by general funds or by school impact fees imposed on those who live within the district. There are no capacity building projects currently planned although Yelm Middle School is listed in the CFP (without any associated costs). See Exhibit 180.

Exhibit 180. Yelm Community Schools—Six-Year Capital Finance Plan, 2022/23 – 2027/28 (in thousands)

Project	Est. Total Cost	Year						Funding Source		
		22/23	23/24	24/25	25/26	26/27	27/28	Bond	State Match	General Fund or Impact Fees*
Student Capacity Projects										
Yelm Middle School										Unknown
Other Projects										
Scheduled Building Painting	\$1,725	\$250	\$275	\$275	\$300	\$300	\$325	—	—	\$1,725
Lackamas Floor Refinish	\$50	\$50	—	—	—	—	—	—	—	\$50
Security Alarm Panel Upgrade YHS (N750)	\$100	\$100	—	—	—	—	—	—	—	\$100

Project	Est. Total Cost	Year						Funding Source		
		22/23	23/24	24/25	25/26	26/27	27/28	Bond	State Match	General Fund or Impact Fees*
District Wide Asphalt Repairs	\$675	\$100	\$100	\$100	\$125	\$125	\$125	—	—	\$675
YHS Re—Roof 100/200	\$650	\$650	—	—	—	—	—	—	—	\$650
YHS Re—Roof 300	\$450	—	\$450	—	—	—	—	—	—	\$450
District Office / Extension School Re—Roof	\$450	—	—	\$450	—	—	—	—	—	\$450
McKenna Elementary Re—Roof	\$550	—	—	—	\$550	—	—	—	—	\$550
Relocate Yelm Extension School	\$1,500	—	—	—	—	\$1,500	—	—	—	\$1,500
Renovation of YCS Administrative Offices	\$1,500	—	—	—	—	—	\$1,500	—	—	\$1,500
Total	\$7,650	\$1,150	\$825	\$825	\$975	\$1,925	\$1,950	—	—	\$7,650

Source: Yelm Community Schools CFP, 2022-2027.

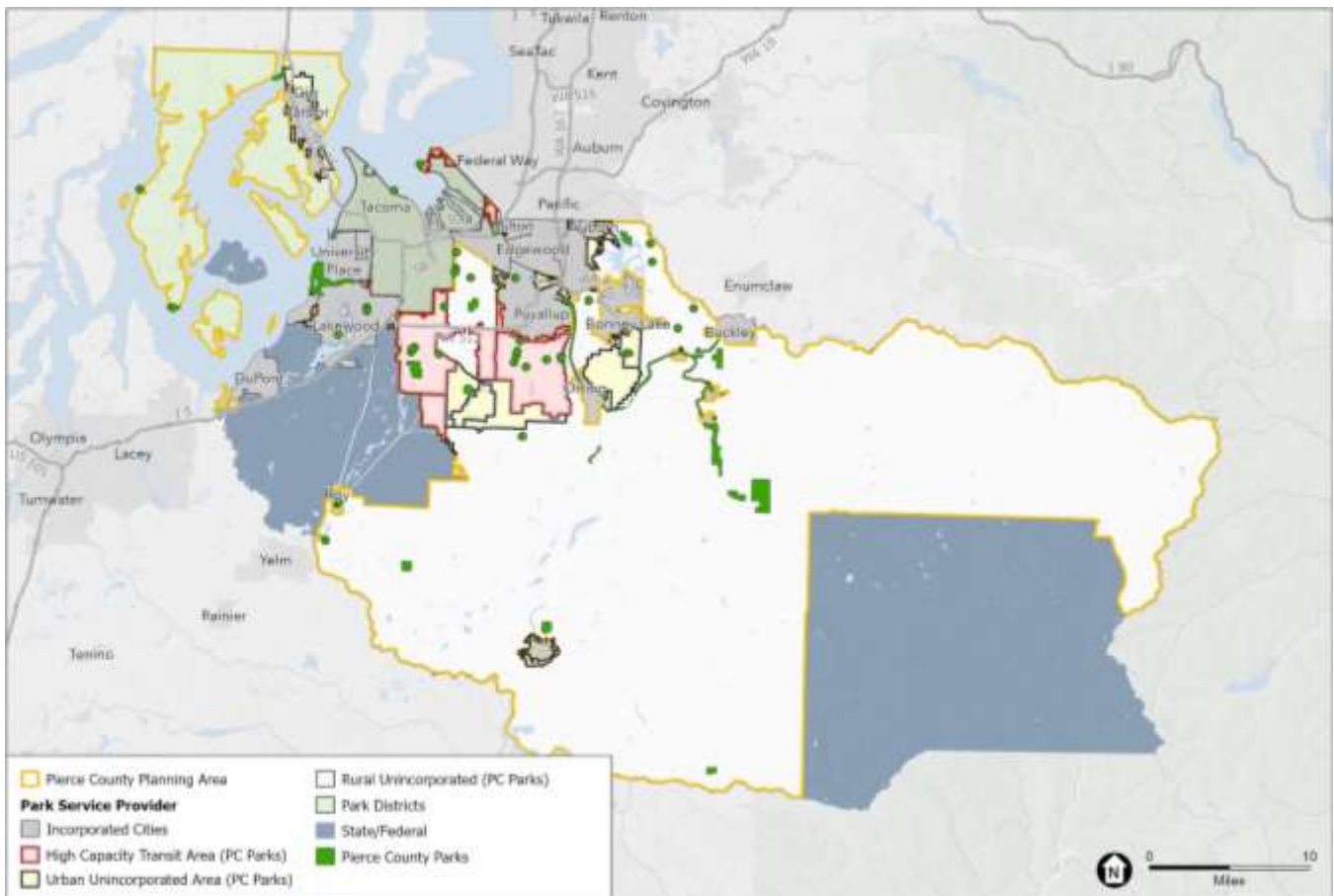
Special Park Districts

Overview and Inventory

Four special parks tax districts pursuant to RCW 36.69 and RCW 36.68.400 are currently located in unincorporated Pierce County (see Exhibit 181):

- Anderson Island is served by the Anderson Island Park & Recreation District.
- Key Peninsula is served by Key Peninsula Metropolitan Park District (Key Pen Parks).
- Gig Harbor Peninsula, including the City of Gig Harbor, is served by the Peninsula Metropolitan Park District (PenMet Parks).
- Tacoma and some parts of the Tacoma potential annexation area are served by Metropolitan Park District of Tacoma (Metro Parks).

Exhibit 181. Park Service Providers and Distribution of Pierce County Parks, 2019

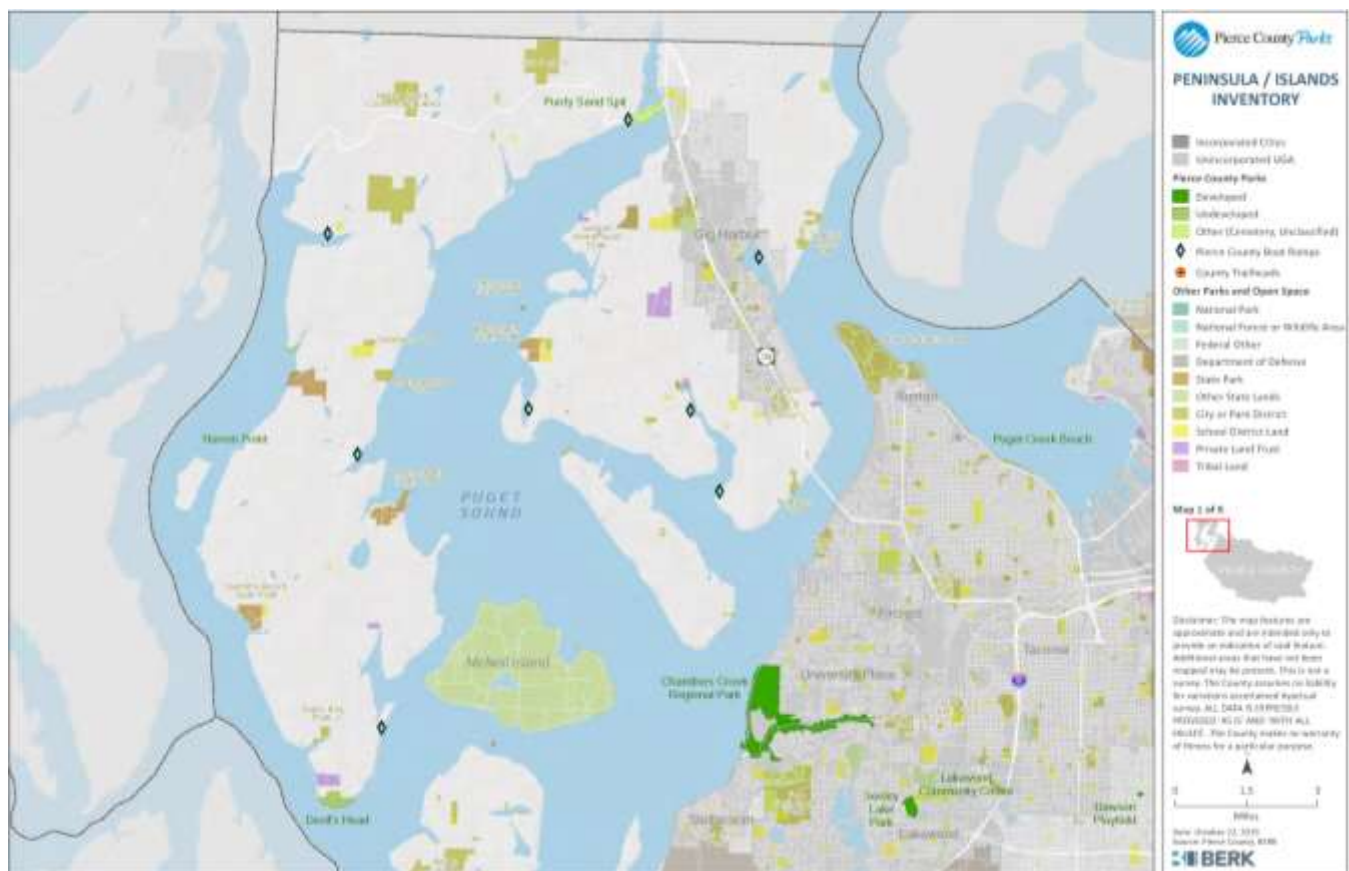


Sources: Pierce County PROS Plan (Exhibit 3-1), 2020; BERK 2023.

The Anderson Island Park & Recreation District was established by the voters of Anderson Island in May 1968. The District currently supports eight developed and three undeveloped parks (almost

10% of the island) that provide a variety of recreational opportunities for residents and visitors.³⁰ Key Pen Parks was formed in May 2004 to provide locally governed parks and recreation facilities for the citizens of the Key Peninsula and currently provides approximately 1,337 acres of public parks and recreation facilities distributed among nine sites.³¹ PenMet Parks was formed in May 2004 and currently includes 652 acres of park land across 22 parks and trails.³² Metro Parks is one of the oldest parks districts in Washington State formed less than a month after the Washington State Legislature passed a law in 1907 allowing cities to form separate park districts. As of 2022, the Metro Parks system includes 65 parks, 2,907 total acres, 87 trail miles, 8.2 miles of publicly accessible beach and shoreline, 46 playgrounds, 10 spraygrounds, 8 community gardens, 7 community, cultural, and environmental centers, 5 pools, 5 skate parks, and 4 off-leash dog parks.³³ Park properties owned and operated by each of these providers are mapped in Exhibit 182.

Exhibit 182. Distribution of Parks on the Peninsulas and Islands, 2019



Sources: Pierce County PROS Plan (Appendix D Exhibit 1), 2020; BERK 2023.

³⁰ [The Parks](#), 2023.

³¹ Key Pen Parks took the place of the previous 30-year-old Key Peninsula Parks and Recreation District, and in October 2004, Key Pen Parks acquired the already-existing Volunteer Park, as well as the Home Park property, from the prior park district. [A History of Key Pen Parks](#), 2023; [Comprehensive Parks & Recreation Plan 2020-2025](#), 2020.

³² [History: Then and Now](#), 2023; [PenMet Parks Strategic Plan: 2023-2027](#), 2023.

³³ [Community Impact Report](#), 2022; [Our History](#), 2023.

Park districts are formed by a vote of the people within the district and become a taxing authority. Park districts can be formed anywhere there is public support to do so. Formation of park districts often results in more investment in local parks and services within the park district boundaries. Pierce County Parks coordinates with these park districts and, in some cases, has transferred properties to their management to improve operations and maintenance efficiencies.

Level of Service Standards

Anderson Island Park and Recreation District and PenMet Parks do not currently have any adopted LOS standards. The mission of the Anderson Island Park and Recreation District is “to preserve open space, wildlife habitat and natural greenbelt, to provide recreational opportunities for island residents and visitors, and to preserve and maintain facilities for the benefit of the public.”³⁴ PenMet Parks has developed strategic themes to provide direction, including:³⁵

- Community: Delight and Engage the Community
- Financial: Balanced Financial Accountability
- Internal Business: Operational Excellence
- Learning and Growth: Inspired and Accountable District

Key Pen Park’s adopted LOS standards and current (2020) and projected LOS (2030) as discussed in the 2020-2025 Comprehensive Parks & Recreation Plan are shown in Exhibit 183. The District is currently below its adopted standard for all facility types.

Exhibit 183. Key Pen Parks Adopted LOS Standards (2020)

	Goal	Current Acreage	Current LOS (2020)	Projected LOS (2030)
Neighborhood Parks*	1 acre / 1,000	10.49 acres	0.5 acre / 1,000	0.5 acre / 1,000
Community Parks	3 acre / 1,000	20.76 acres	1.1 acre / 1,000	1.0 acre / 1,000
Regional Parks	5 acre / 1,000	572.17 acres	29.6 acre / 1,000	26.8 acre / 1,000
Developed Parks	10 acre / 1,000	154.47 acres	8.0 acre / 1,000	7.2 acre / 1,000
All Parks	70 acre / 1,000	1,341.17 acres	69.3 acre / 1,000	62.9 acre / 1,000

Source: Key Pen Parks Comprehensive Parks & Recreation Plan 2020-2025 (Figure 6), 2020.

*Key Peninsula Civic Center included in Neighborhood Parks.

Metro Parks’ mission is “Creating healthy opportunities to play, learn and grow.” The Department also has eight values: innovation, excellence, equity, inclusiveness, sustainability, accountability, safety, and fun. These values are echoed in the 2023-2024 Operating & Capital Budget priorities: access and inclusion; conservation, preservation, and sustainability; engagement; health, wellness, and safety; partnerships, and racial equity. MetroParks does not have a quantifiable adopted LOS standard but assesses service adequacy and needs to help prioritize projects.³⁶

³⁴ [About the Park District](#), 2023.

³⁵ [PenMet Parks Strategic Plan: 2023-2027](#), 2023.

³⁶ [2023-2024 Biennium Operating & Capital Budget](#), 2022.

Project Summary

Anderson Island Park and Recreation District, Key Pen Parks, PenMet Parks, and MPT conduct their own capital facilities planning process to identify projects needed to serve users of each parks systems. The County will continue to coordinate with each district on future capital planning efforts.

Anderson Island Park and Recreation District

Recent and Ongoing Major Accomplishments

- **Guthrie Center Acquisition:** The District is acquiring the Lutheran Church property and building adjacent to the Lowell Johnson Park to be developed as the Guthrie Center. A sale agreement is in place and is fully funded through a state grant. The Lutheran Church will be leasing the basement of the building from the District as they begin construction on the upper floor in early 2024.³⁷

Capital Projects

Anderson Island Park and Recreation District receives revenue from property taxes of between \$157,000 and \$160,000 a year. This operating levy comes up for public vote every six years. Except for special projects, donation income has typically been small (a few hundred dollars a year). The District has received grants for acquisitions and special projects.

Anderson Island Park and Recreation District has no paid employees, but the Park District does engage two vendors year-round: a CPA firm to handle execution of financial responsibilities and a maintenance contractor to execute regular park maintenance. For all other activities, the District relies heavily on volunteer work from the Commissioners and others to apply for grants and to get special projects done. The District also has the authority to put special purpose levies for capital projects up for public vote.

The District will continue to rely on volunteers to accomplish specific projects. The District will pursue grants and work with non-profit conservation groups to acquire property identified as significant for conservation or public use. A special levy will be requested for any large capital projects.³⁸

Key Pen Parks

Recent and Ongoing Major Accomplishments

- **Trust Land Transfer Project:** Key Pen Parks leases 360 Trails from the Department of Natural Resources (through 2059). Key Pen Parks has full responsibility for 360 Trails for recreational purposes, along with responsibilities to manage forest health; however, because they do not currently own the land, DNR is able to facilitate timber harvests as they see fit. A trust land transfer to Key Pen Parks will ensure outdoor recreational opportunities without the impacts of timber harvesting.

³⁷ [November 2023 Park News](#), 2023.

³⁸ [About the Park District](#), 2023.

- **Disc Golf Course Project:** Key Pen Parks is currently considering ways to update the disc golf course at Volunteer Park.

Capital Projects

Key Pen Parks most recent Capital Improvement Plan is for 2020-2025 as identified in the 2020 Comprehensive Park and Recreation Plan. Projects identified over the 2024-2026+ timeframe are estimated to cost approximately \$3,190,000. See Exhibit 184.

Exhibit 184. Key Pen Parks—Planned Capital Improvements, 2024-2026+

Project	2024	2025	2026+	Total
Gateway Park: Master Plan Phase 4 - equestrian area	\$200,000	—	—	\$200,000
Gateway Park: Master Plan Phase 5 - park admin bldg	—	\$750,000	—	\$750,000
Minter Creek: Master plan - phase 1 improvements	—	—	\$175,000	\$175,000
Volunteer Park: Sports field sand-based turf upgrade & lighting	\$750,000	—	—	\$750,000
Parkland Acquisition: East-Central Peninsula area	—	\$750,000	—	\$750,000
Key Pen Parks' Trail System: Planning & Acquisition	—	\$25,000	—	\$25,000
Key Pen Parks' Trail System: Trail segment construction	\$250,000	—	\$250,000	\$500,000
Minor Repairs & Renovations: Pavement repairs, sign replacements, etc.	\$10,000	\$10,000	\$10,000	\$30,000
ADA-compliant benches, picnic tables, ramps, signs, access	\$10,000	—	—	\$10,000
Gateway Park: Master Plan Phase 4 - equestrian area	\$200,000	—	—	\$200,000
Total	\$1,220,000	\$1,535,000	\$435,000	\$3,190,000

Source: Key Pen Parks Comprehensive Parks & Recreation Plan 2020-2025, 2020.

PenMet Parks

Recent and Ongoing Major Accomplishments³⁹

- **Community Recreation Center (CRC):** A new recreation center with 58,000 square feet of indoor space on a 17.23 acre site. Once completed, this facility will support many activities and programs, including pickleball, basketball, lacrosse, volleyball, soccer, kickball, dodgeball, field hockey, and other recreational program sports. It will also include an elevated walking track and community spaces. The event lawn will accommodate U10 soccer, plus a variety of outdoor events like vendors, music, and more. Phase I includes community and administrative space and Phase II includes an indoor recreation center. Construction is in progress on both phases of the project.
- **Rosedale Hall Renovation:** Improvements to Rosedale Hall will focus on accessibility improvements including exterior entry access, restroom accessibility and total renovation of the interior and interior finishes. Along with repair of exterior walls and roof trusses, and repair and leveling of the c. 1940 addition, a catering kitchen will be added as well as essential

³⁹ [Current Projects](#), 2023.

storage for classes, camps, and other community programs. Construction work is in progress and anticipated for completion in 2024.

- **Dedicated Senior Space Feasibility Study:** PenMet Parks is studying the feasibility of developing and operating a dedicated space for seniors in the community. A series of four community meetings were held in 2023 and final reports were presented to the Board of Park Commissioners in the Fall.
- **Community Aquatic Facility Feasibility Study:** PenMet Parks is exploring how to develop and operate an aquatics facility for the community. A series of four community meetings were held in 2023 and final reports were presented to the Board of Park Commissioners in the Summer.

Capital Projects

The PenMet Parks District began its first collection of property tax in 2006 enabling it to fund capital projects and on-going maintenance and operations. The District's proposed 2024 budget includes funding for a little over \$29 million of capital projects, including \$1.5 million for land and land improvements, \$1.1 million for structures, and \$21.4 million for construction.⁴⁰

Metro Parks

Recent and Ongoing Major Accomplishments

- In 2014, voters passed a \$198 million bond (the largest bond measure in Metro Parks' history) to fund improvements throughout the park district. Major projects in the 2014 bond included, infrastructure improvements at Point Defiance Park and expanded access to recreation districtwide. Metro Parks currently has one bond funded capital project in unincorporated Pierce County at Dash Point Park & Pier. Metro Parks is renovating Dash Point Park & Pier and re-envisioning this scenic park, which provides access to 700 feet of sandy, saltwater beach, plus a fishing pier, playground, picnic area, and basketball/tennis court. The fishing pier is currently closed due to falling conditions.⁴¹
- Metro Parks is currently conducting an updated needs assessment for parks and facilities systemwide as they work toward a 2024 update to the 6-year strategic plan.

Capital Projects

Metro Parks has identified numerous capital improvement projects in the 2023-2024 Operating & Capital Budget over the 2023-2028 timeframe that could serve unincorporated Pierce County. Capital spending at regional parks, for example, is anticipated to total about \$8.8 million from 2024-2028. While many of these facilities are located in the City of Tacoma, they are designed to serve users throughout the region (including those in unincorporated Pierce County). Metro Parks will continue to prioritize projects based on available funding and priorities identified in the District's Strategic Plan.

⁴⁰ [Proposed 2024 Budget](#), November 2023.

⁴¹ [Capital Projects](#), 2023.

Water

Drinking water is supplied by a large number of public water systems, as well as single-domestic systems. By definition, public water systems are divided into two categories:

- **Group A systems** have 15 or more service connections, or regularly provide service to 25 or more people at least 60 days per year.
- **Group B systems** serve less than 15 connections and fewer than 25 people per day, or 25 or more people per day for less than 60 days per year.

Single-domestic systems serve a single connection.

More than 99% of drinking water supplied by public water systems in unincorporated Pierce County comes from non-County owned public water purveyors. According to Washington State Department of Health (DOH) on-line records, the County owns and operates three Group A water systems and two Group B water systems within unincorporated Pierce County—these County-owned water systems and their water sources, all wells, are listed in Exhibit 185.

Exhibit 185. Pierce County Owned Water Systems—Current Facilities Inventory in Unincorporated Pierce County, 2023

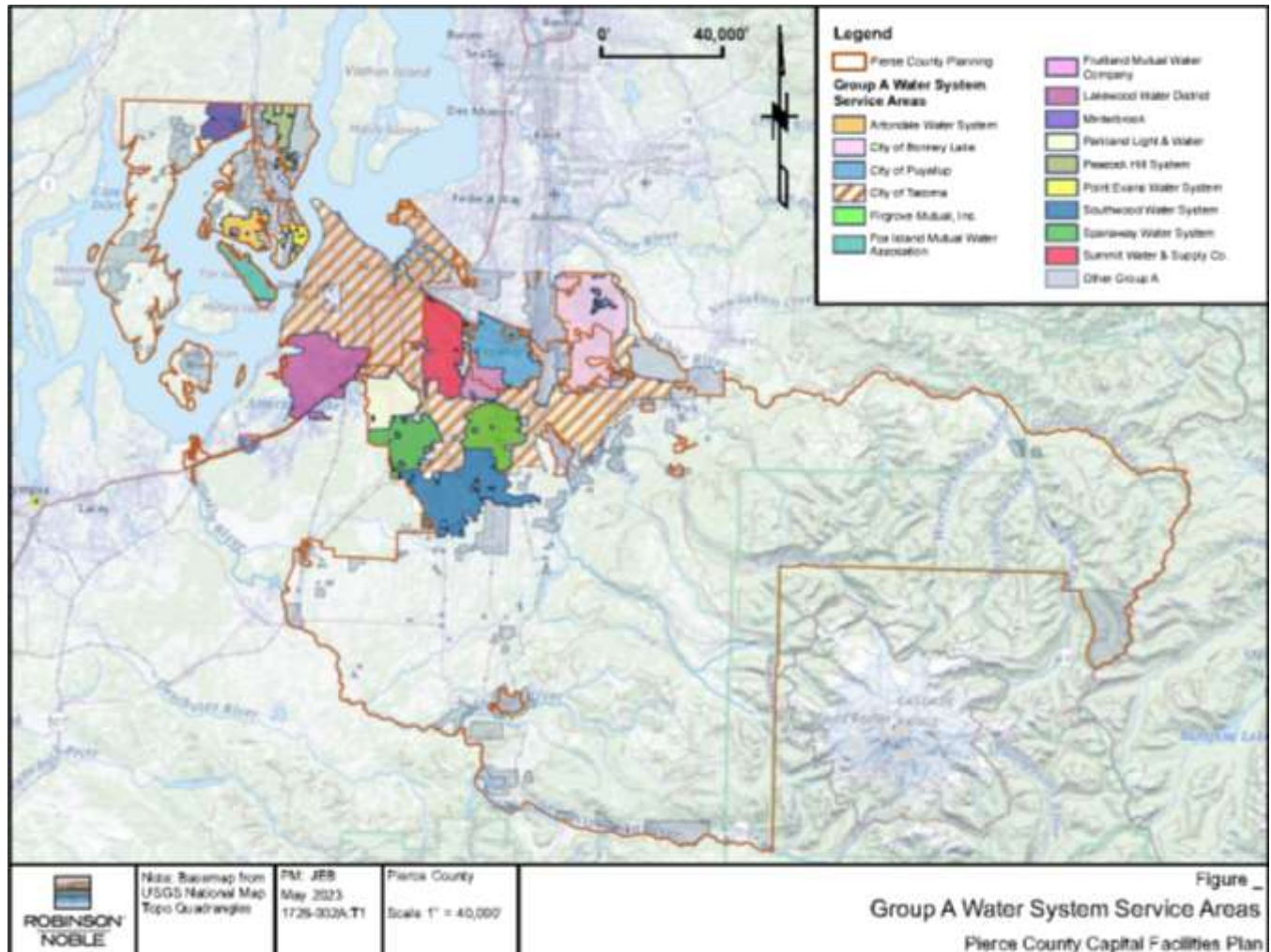
Facility	No. of Connections	Sources
Group A Systems		
Frontier County Park	16	Well #2, 105 feet deep, 58 gallons per minute (gpm); unapproved intertie with Southwood Water
Lake Tapps North Park	3	Well #2, 385 feet deep, 36 gpm
Tacoma Narrows Airport	19	Well #1, 447 feet deep, 49 gpm
Group B Systems		
Anderson Island Ferry Landing	1	Well #1, 141 feet deep, 25 gpm
South Pierce Fire & Rescue #17	2	Well #1, 48 feet deep, 10 gpm

Sources: Washington State Department of Health, 2023; Robinson & Noble, 2023.

The County-owned Group A and B water systems serve two County parks, the Tacoma Narrows Airport, the Anderson Island Ferry Landing, and South Pierce Fire and Rescue (PCFD 17). The remaining County-owned properties within the area are served by non-County owned water systems. In total, the five County-owned water systems serve a total resident population of only 9 people and a non-resident population of 1,650 people. Most of the non-residential population served is due to the two parks and the airport.

In addition to these five County-owned water systems, DOH records indicate there are 273 other Group A systems with service areas fully inside the planning area, an additional 25 Group A systems with service areas partially in the planning area, and 1,469 other Group B water systems. It is also estimated there are over 33,000 single-domestic water systems. The Group A service areas that are either in or partially in unincorporated Pierce County are shown on Exhibit 186.

Exhibit 186. Group A Water System Service Areas, 2023



Sources: Pierce County GIS, 2023; Robinson & Noble, 2023.

As mentioned above, more than 99% of water supplied from public water systems within unincorporated Pierce County is derived from non-County-owned water systems. Most of these water systems are small (less than 1,000 connections). There are only 15 large public water systems (1,000 connections or more) in unincorporated Pierce County, while there are 1,757 small public water systems (including both Group A and B systems). None of the 15 large water systems are owned by the County; five of the small systems are County-owned as described above.

Facility inventories for the 15 largest public water systems operating in unincorporated Pierce County are detailed below.

Level of Service Standards

The LOS for water, as adopted in the Pierce County Comprehensive Plan, is for fire flow consistent with the Coordinated Water System Plan (CWSP) and International Building and Fire Codes (see Exhibit 1).

LOS standards for individual water purveyors are typically set to ensure adequate water quantity, water pressure, and water quality. Generally, water pressure and quantity standards are set to ensure adequate fire-fighting flow rates, while water quality standards are set for the protection of human health.

Water quality LOS regulations are established and enforced by the Washington State Department of Health and the Tacoma-Pierce County Health Department. Fire flow requirements are set in Pierce County code as listed in Exhibit 187.

Exhibit 187. Pierce County Minimum Fire Flow Requirements

Type of Development	Location/Area	Fire Flow Required (gpm) ^{a,b}	Minimum Duration (minutes)
Single-family and Duplex	Urban and rural	750	45
Multifamily	Urban	1,500	60
Multifamily	Rural	750	45
Commercial	Urban	1,500	60
Commercial	Rural	750	45
Industrial	Urban and rural	2,000	120

^a Water systems serving multiple properties shall provide a minimum of 1,500 gallons per minute (gpm).

^b This table represents the minimums for compliance with land subdivision. Building and facility development on subdivided land may require fire flow in the range of 1,500 to 3,500 gpm.

Source: Pierce County CWSP, 2021 Update.

As the population of Pierce County grows, the County’s role in providing an umbrella of coordination actions to ensure consistency of services provided by Pierce County’s water purveyors will be important. Water systems in the county have varying levels of water demands and supply availability and future needs will depend on where and at what rate growth occurs. Exhibit 188 from the CWSP shows the compiled water system demand for the county in 2025, 2030, 2035, and 2040 (CWSP Table 7-5).

Exhibit 188. Water Demand Projections (in mgd) from the CWSP

Year	Average Day Demand (ADD)		Maximum Day Demand (MDD) ^a	
	Countywide	Large System % of Total Demand	Countywide	Large System % of Total Demand
2025	104.0	87%	213.4	84%
2030	107.2	86%	221.2	84%
2035	110.7	86%	229.7	83%
2040	114.5	86%	239.2	83%

Note: Demands for the more distant forecast years (e.g., 2040) for certain systems are estimated from the growth rates, extrapolated through the planning horizon in the CWSP. Typically, MDD will not occur on the same day for every system; these values represent the absolute maximum forecasted MDD. In reality, total county MDD will likely be smaller.

Source: Pierce County CWSP (Table 7-5), 2021 Update.

Based on individual water system planning, county water demands are projected to increase to 114.5 million gallons per day (mgd) average day demand (ADD) and 239.2 mgd maximum day demand (MDD) by 2040 and the 15 largest systems are forecasted to represent 86% of countywide ADD and 83% of MDD in 2040. The CWSP also describes design and performance policies adopted as minimum standards for new and expanding public water systems operating in Pierce County. These standards are also codified in [PCC Chapter 19D.130](#), titled "Pierce County Coordinated Water System Plan Minimum Standards and Specifications for Public Water System Planning, Design, and Construction." Individual water systems are required by [WAC Chapter 246-290](#) to develop and implement a capital improvement plan (CIP) to address existing and future needs of their district.

Tacoma Water

Overview and Inventory

Tacoma Water's service area is partially inside unincorporated Pierce County. It has facilities both inside and outside the planning area. The water system serves a population of over 300,000 people. The 2018 Tacoma Water System Plan Update (Tacoma Water, 2019) lists a population served of 326,763 in 2017 and projects service population of 338,866 for 2023. According to Department of Health records, the residential population served is 317,224 (WDOH, 2023). It is estimated the current population served in unincorporated Pierce County by Tacoma Water is about 60,000.⁴²

In addition to serving its own customers with water, Department of Health records indicate Tacoma Water maintains 19 interties with 13 public water systems that are either completely or partially in the unincorporated County (Exhibit 186).⁴³ As such, Tacoma Water's water sources outside the planning area likely provide a significant additional quantity of water to people in the unincorporated County other than its own customers.

Tacoma Water produces water from a diversion dam and intake on the Green River; a wellfield along the North Fork of the Green River (both in King County); 29 other wells (24 of which are actively maintained)⁴⁴ in various locations in Pierce County; and from one developed spring source. Those believed to be located within the planning area are listed on Exhibit 189. The largest source is the Green River intake, with a total capacity of 291 million gallons per day (MGD); the North Fork Wellfield can provide an additional 84 MGD. Other currently active wells and the developed spring have a total additional capacity of about 67 MGD (Tacoma Water, 2019).

Water from both the Green River intake and the North Fork Wellfield is treated to applicable federal and state standards at the Green River Filtration Facility prior to being piped to the service area through Pipeline 1 and Pipeline 5 (also known as the Second Supply Project Pipeline). Pipeline 1 provides water supply to much of Tacoma Water's service areas in unincorporated Pierce County (as well as a small area in King County) before reaching Tacoma Water's main storage facility, the McMillin Reservoirs. Pipelines 2 and 4 source water from the McMillin Reservoirs and serve additional areas of the unincorporated County before entering the City of Tacoma proper. A small portion of Pipeline 5 traverses through unincorporated Pierce County, but most of its length is in King County.

Tacoma Water stores water in a variety of reservoirs, tanks, and standpipes. While most of these storage facilities are not located in unincorporated Pierce County, the water system's two largest storage facilities are: the McMillin Reservoirs #1 and #2, both with a capacity of 33.8 million gallons. Additionally, four other storage facilities are located in the planning area. These are listed on Exhibit 189.

⁴² The 2018 Water System Plan indicates 17.7% of the water systems demand comes from unincorporated Pierce County.

⁴³ It has three additional interties with other water systems fully located within incorporated areas of Pierce County, as well as interties with some water systems in King County.

⁴⁴ The other five are either not connected to the system or are for emergency use only (Tacoma Water, 2019).

According to the water system plan (Tacoma Water, 2019), the system operates six primary service areas with a total of 51 pressure zones. Three of the primary service areas (Prairie Ridge, with four pressure zones; Fennel Creek, with a single pressure zone; and Sunrise Standpipe, with three pressure zones) are completely in unincorporated Pierce County. Two others are partially in the unincorporated County (McMillin Gravity, with ten pressure zones in the planning area, and Indian Hill, with two2 pressure zones in the planning area). Other infrastructure operated by Tacoma Water includes several additional pipelines (besides those shown on Exhibit 189), 28 pump stations (12 which are in the planning area), and over 1,200 miles of distribution mains with diameters generally between 2 and 30 inches (it is not possible to determine from the water system plan how much of the distribution system is within the planning area).

Exhibit 189. Tacoma Water—Current Facilities Inventory in Unincorporated Pierce County, 2023

Facility			
Water Sources	Depth (FT) ^a	Capacity (GPM) ^b	Notes
Well SE-2	196	417	
Well SE-6	198	417	
Well SE-7	185	500	Emergency use only, not listed in WSP; capacity from WDOH data
Well SE-8	196	417	
Well SE-10	170	325	Emergency use only, not listed in WSP; capacity from WDOH data
Well SE-11	315	764	
Well SE-11A	326	417	
Well GPL-1	283	3194	
Well GPL-2	305	2222	
Prairie Ridge Springs	—	556	
Pipelines		Notes	
Pipeline 1	Conveys up to 73 MGD from the GRFF to the McMillian Reservoirs; partially in planning area.		
Pipeline 2	Conveys water from McMillian Reservoirs to J Street Standpipe, Pipeline 4, and to distribution system; partially in planning area.		
Pipeline 4	Conveys water from Pipeline 2 to distribution system; partially in planning area		
Pipeline 5	Conveys up to 95 MGD from GRFF to Pipeline 4, supplies various water purveyors in King County and the Indian Hill service area (in NE Tacoma); partially in planning area.		
Storage Facilities		Volume (MG)	Notes
McMillin Reservoir 1		33.81	Prestressed concrete (partially buried)
McMillin Reservoir 2		33.81	Prestressed concrete (partially buried)
Prairie Ridge Reservoir		2.48	Welded steel
Prairie Ridge Springs 1		0.10	Welded steel
Prairie Ridge Springs 2		0.10	Welded steel
Sunrise Standpipe		3.91	Welded steel
Interties		Capacity (GPM) ^c	Notes
Alderwood Estates		750	Emergency use only

Facility		
Bonney Lake Water	2,778	
Buckley Water	900	Emergency use only
Firgrove Mutual 1/1A	976	Firgrove WSP rates capacity at 775 gpm; Intertie 1A is a small emergency intertie near intertie 1
Firgrove Mutual 2	620	Firgrove WSP rates capacity at 500 gpm
Firgrove Mutual 3	500	Firgrove WSP rates capacity at 1400 gpm
Firgrove Mutual 4	2,500	
Fruitland Mutual	100	Seasonal use
Lakewood Water	NL	Emergency use only
Parkland Light & Water #1	NL	Emergency use only
Parkland Light & Water #2	NL	Emergency use only
Parkland Light & Water #4	NL	Emergency use only
Puyallup	2,083	
Southwood	1,042	Seasonal use
Spanaway Water	690	Emergency use only
Summit Water & Supply	400	Emergency use only
Valley Water	1,000	Emergency use only
View Royal Water 1	750	Emergency use only
View Royal Water 1	750	Emergency use only

Abbreviations: FT = feet, GRFF = Green River Filtration Facility, MG = millions of gallons, MGD = millions of gallons per day, NL = not listed, WSP = water system plan.

^a Depths as listed by WDOH (2023); the water system plan does not list depths for the wells.

^b Capacities as listed in the water system plan unless as noted. Capacities in the water system plan are listed to the nearest 0.1 MGD (69 GPM), so values listed here are approximate. Capacity values listed by WDOH are generally different.

^c Capacities as listed by WDOH (2023), the water system plan does not discuss the interties in detail

Sources: BHC Consultants, 2020; Tacoma Water, 2019; WDOH, 2023

Project Summary

Recent and Ongoing Major Accomplishments

- 2013–2016—Groundwater treatment improvements including corrosion control to protect public health, fluoridation at the Hood Street Reservoir, and disinfection improvements.
- 2015—Tacoma Water’s Green River water supply officially became a filtered surface water supply on May 1, 2015 with the completion of the Green River Filtration Facility (GRFF).
- 2018—The Water Yield, Supply and Demand Model (WYSDM) was developed together with an *Integrated Resource Plan (IRP)*. These tools will help Tacoma Water balance water production with customer needs, both in annual operations and long-term resource planning.
- Ongoing—Activation of a formal Asset Management program to help to control the life-cycle costs of owning, operating, and maintaining infrastructure and equipment.

Non-Capital Alternatives

On-going maintenance projects, water quality education, and conservation programs are in place to maximize the efficiency of water supply management and delivery to customers.

Capital Projects

Water systems are required by [WAC Chapter 246-290](#) to develop and implement a capital improvement plan (CIP). Capital projects identified in Tacoma Water's most recent CIP include:

- **Lead Gooseneck Replacement**—The goal of this project is to find and replace lead goosenecks throughout the water system to reduce water quality risks. Lead goosenecks will be replaced with non-lead piping.
- **Puyallup River Crossing**—Between the Green River Filtration Facility and the McMillin Reservoirs, Pipeline 1 crosses the Puyallup River through two parallel 39- inch-diameter pipelines supported by a truss bridge structure. The bridge structure is vulnerable to seismic and flood events, and is difficult to maintain. Tacoma Water has been exploring options to replace the crossing. Installing it on a new proposed county road bridge is currently considered the best option.
- **Corrosion Control at Gravity Pipeline Wells**—This project includes the design, permitting, and construction of a new corrosion control treatment facility, connecting pipeline(s) between the two gravity pipeline wells, provisions for chemical truck deliveries, and related appurtenances.
- **Tehaleh Main Extension**—To better serve the growing Tehaleh community, Pierce County Public Works and Utilities is planning a 2017 road widening project along 198th Avenue East. Tacoma Water has previously installed 24-inch mains in some sections of this roadway. The project would install additional 24-inch pipe segments in coordination with Pierce County's road project.
- **Main Replacement Projects**—The CIP includes several categories of main replacement projects. These include those identified from the economic and hydraulic models; mains that can be economically replaced during roadway improvements; and older galvanized steel mains that may be subject to failure. The CIP also provides funds for immediate response to main breaks wherever they occur.

The County will continue to coordinate with Tacoma Water on future capital planning efforts for water service.

Southwood Water

Overview and Inventory

Southwood Water’s service area is generally south of Frederickson and north and west of Graham, though an extension of it does run along 224th Street east of Graham (Exhibit 186). The water system serves an estimated population of about 42,000 people across 22 miles (WDOH, 2023), making it the second largest water purveyor in unincorporated Pierce County behind Tacoma Water. Southwood Water serves predominantly residential areas with some limited commercial and neighborhood shopping areas. Schools represent the only other larger-than-residential users. All connections in the system are metered (Apex Engineering, 2019).

The water system plan (Apex Engineering, 2019) indicated Southwood Water provides water from 31 wells (WDOH records list 39 with 11 for emergency use only and 2 as seasonal) and three interties (Exhibit 190). The water system operated in five pressure zones. Other infrastructure operated by Southwood Water includes 20 storage tanks (Exhibit 190), 10 pressure reducing valve facilities, 17 booster pump facilities, and approximately 233 miles of transmission pipes ranging in diameter from 2 to 16 inches (Apex Engineering, 2019).

Exhibit 190. Southwood Water—Current Facilities Inventory in Unincorporated Pierce County, 2023

Facility				
Water Sources	Pressure Zone	Depth (FT) ^a	Capacity (GPM) ^a	Notes
185th Well #1	Sound	160	60	
Behm Well #2	Lost Creek	354	500	
Behm Well #3	Lost Creek	426	400	
Bethel Ridge Well #1	Southwood	111	70	Seasonal supply
Beverly Park C	Southwood	NL	NL	Emergency source
Beverly Park Well #4	Southwood	517	900	
Blue Horizon Well #1	Lost Creek	79	52	
Blue Horizon Well #2	Lost Creek	145	65	
Blue Horizon Well #3	Lost Creek	NL	NL	Emergency source
Centennial Well #1	Southwood	216	325	
Chateau Woods Well #1	Sound	66	100	
Chateau Woods Well #2	Sound	71	60	
Church Of Nazarene Well #1		NL	NL	Emergency use only
Country Park Two Well #1	Thrift	292	150	Seasonal supply
Daybreak #4	Lost Creek	153	230	
Eastwood Park Well #1	Southwood	260	75	
Emerald Terrace Well #1	Sound	276	70	
Fir Meadows Well #1	Sound	169	300	
Fir Meadows Well #2	Sound	126	300	

Facility				
Fir Meadows Well #4	Sound	221	700	
Lauradel Well #1	Southwood	204	100	Emergency use only
Lauradel Well #2	Southwood	285	200	
Martin Well #1	Sound	299	420	
Morrey Glen Well #1	Southwood	160	300	
Morrey Glen Well #2	Southwood	176	350	
Oak Hill Well #1	Southwood	116	350	
Quiet Village Two Well #1	Southwood	123	50	
Sally Hubert Well #1		200	240	Emergency use only
Shining Mountain Well #1	Southwood	375	800	
Silver Creek Well #1	Sound	612	500	
Southwood One Well	Southwood	270	235	
Southwood Four Well #5	Southwood	423	800	
Tannenbaum Well #2	Sound	111	1,000	
Tannenbaum Well #3	Sound	111	500	
Thrift Well #1	Thrift	300	250	
Thrift Well #2	Thrift	300	220	
Storage Facilities	Pressure Zone		Volume (MG)	Notes
Southwood	Southwood		0.329	
Quiet Village Two	Southwood		0.030	
Morrey Glen	Southwood		0.046	
Rocky Woods	Southwood		0.038	
Centennial	Southwood		0.135	
Spanaway	Southwood		1.800	
Eastwood Park	Southwood		0.065	
243rd	Sound		0.032	
185th St.	Sound		0.065	
Silver Creek	Sound		4.100	
Fir Meadows	Sound		0.080	
Indian Springs	Sound		0.125	
Chateau Woods	Sound		0.037	
Behm-Steel	Lost Creek			
Behm-Concrete 1	Lost Creek		0.668	
Behm-Concrete 2	Lost Creek			
Blue Horizon	Lost Creek		0.055	
Daybreak	Lost Creek		0.185	
Thrift	Thrift		0.270	
Thrift	Thrift		1.600	

Facility		
Interties	Capacity (GPM)	Notes
Tacoma	1,042	Seasonal source
Firgrove	4,000	Emergency only
Lakewood	1,042	Primary supply

Abbreviations: FT = feet, GPM = gallons per minute, MG = millions of gallons, NL = not listed, WSP = water system plan.
^a Depths and capacities as listed in the water system plan; values listed by WDOH may vary.
 Source: Southwood WSP (Table 1-1 and Table 1-2), 2019; WDOH, 2023.

Project Summary

Non-Capital Alternatives

On-going maintenance projects, water quality education, and conservation programs are in place to maximize the efficiency of water supply management and delivery to customers.

Capital Projects

Water systems are required by [WAC Chapter 246-290](#) to develop and implement a capital improvement plan (CIP). Southwood Water identified the following capital projects from 2024-2039 in their 2019 CIP (Table 9.1):

- Meters to cell read conversion, \$1,500,000 (ongoing)
- 224th water main replacement from Meridian to 84th St E, \$750,000 (with design by Pierce County)
- System evaluation and scheduling of older facilities for replacement, \$1,000,000 (2020-2026, bi-annual)
- Fire hydrant maintenance, \$350,000 (2021-2026)
- Cleaning and painting standpipes, \$2,00,000 (2023-2031)
- Mixer installation in Thrift Tanks, Southwood Tank, Silver Creek Tank and Behm Tanks, \$400,000 (2025)
- Orting Kapowsin Highway Loop to Blue Horizon, \$1,00,000 (2030)
- Upgrade Country Park #1 Booster Station, \$150,000 (2039)

Install Sound-Lost Creek Booster Station, \$400,000 (2039)The County will continue to coordinate with Southwood Water on future capital planning efforts for water service.

Parkland Light and Water

Overview and Inventory

Parkland Light and Water is a mutual cooperative that provides water service to the Parkland area, mostly south of Highway 512 (Exhibit 186). More than 95 percent of its service area is inside the planning area, with only the portion west of Steel Street, north of JBLM, and south of Highway 512 and Interstate 5 being outside the planning area. The system's water system plan lists the 2018 population served at 27,640, with an estimated 2023 population of 30,517 (Gray & Osborne, 2020). WDOH records indicate a somewhat smaller residential population of 25,473 (WDOH, 2023). It is estimated the water system serves a population between 25,000 and 30,000 in unincorporated Pierce County.

The water system plan (Gray & Osborne, 2020) indicated Parkland Light & Water provides water from 12 active wells and 7 interties (WDOH records only list 6 interties), though all of the interties are for emergency use only (Exhibit 191).

The water system operated in a single pressure zone. Other infrastructure operated by Parkland Light & Water includes five storage tanks (Exhibit 191), four booster pump stations, and approximately 134 miles of transmission pipes ranging in diameter from 2 to 24 inches (Gray & Osborne, 2020).

Exhibit 191. Parkland Light & Water—Current Facilities Inventory in Unincorporated Pierce County, 2023

Facility			
Water Sources	Depth (FT) ^a	Capacity (GPM) ^a	Notes
Well 1	216	300	
Well 2	400	500	
Well 3	168	750	
Well 5	160	850	
Well 6	389	1,450	
Well 7	30	1,400	
Well 8	630	1,600	
Well 9	30	2,300	
Well 10	287	NL	WSP indicates this well is currently out of service and Parkland Light & Water is seeking to move its water right to Well 14
Well 12	390	2,400	
Well 13A	528	1,000	
Well 14	480	980	
Storage Facilities		Volume (MG)	Notes
T-2		0.5	Welded steel standpipe
T-3		0.5	Welded steel elevated tank
T-4		0.4	Welded steel ground reservoir

Facility		
T-5	1.5	Welded steel ground reservoir
T-6	2.7	Welded steel standpipe
Interties	Capacity (GPM) ^a	Notes
Lakewood	2,500	Emergency only
Summit	1,800	Emergency only
Spanaway 1	NL	Emergency only
Spanaway 2	NL	Emergency only
Tacoma 1	NL	Emergency only
Tacoma 2	NL	Emergency only
Tacoma 3	NL	Emergency only
Tacoma 4	NL	Emergency only

Abbreviations: FT = feet, GPM = gallons per minute, MG = millions of gallons, NL = not listed, WSP = water system plan.

^a Depths and capacities as listed in the water system plan; values listed by WDOH may vary.

Sources: BHC Consultants, 2020; WDOH, 2023.

Project Summary

Recent and Ongoing Major Accomplishments

Recent accomplishments include replacement/expansion of mains, construction of booster pump stations, and standpipe storage construction:

- **Booster station and emergency generator at 128th St Well Yard (2020)**—Build a booster station and emergency generator to access the existing dead storage in Tank T-6, the 2.7 MG. *Estimated project cost in 2019 dollars: \$1,050,000.*
- **110th St S and Alaska St S (2019), new water main: 870 LF**—Replace existing 2-inch PVC and 2-inch galvanized steel water main with approximately 650 LF of 6-inch ductile iron water main on 110th Street South between Ainsworth Avenue South and the Alaska Street South right-of-way extension. *Estimated project cost in 2019 dollars: \$87,000.*
- **Ainsworth Ave S (2019), approximate total length of new water main: 4,180 LF**—Replace approximately 930 LF of 4-inch and 6-inch asbestos-cement water main along Ainsworth Avenue South. *Estimated project cost in 2019 dollars: \$540,000.*

Non-Capital Alternatives

On-going maintenance projects, water quality education, and conservation programs are in place to maximize the efficiency of water supply management and delivery to customers.

Capital Projects

Water systems are required by [WAC Chapter 246-290](#) to develop and implement a capital improvement plan (CIP). Parkland's current CIP includes improvements to transmission and storage components of the water system. Notable planned projects include:

- **2.3 MG Standpipe and Booster Station at Yakima Well Yard (2020 - 2025)**—The recommended alternative calls for removing both tanks on the site and replacing them with a 2.3 MG standpipe. *Estimated project cost in 2019 dollars: \$7,316,000.*
- **Reservoir Cleaning (Annual)**—Reservoirs are inspected on a regular basis. Interior and exterior cleaning is conducted as needed based on regular inspections. This is an annual ongoing program. *Estimated project cost in 2019 dollars: \$10,000 annually*
- **Spanaway Loop Well Yard Emergency Generator (2026)**—An emergency generator capable of running the wells and ancillary equipment at the Spanaway Loop Well Yard. *Estimated project cost in 2019 dollars: \$500,000.*

The County will continue to coordinate with Parkland Light and Water on future capital planning efforts for water service.

Spanaway Water Company

Overview and Inventory

The fourth largest water purveyor in unincorporated Pierce County is Spanaway Water Company. Its service area is entirely within the planning area (Exhibit 186), basically encompassing the area around Spanaway, located between Parkland Light and Water’s service area to the north and Southwood’s service area to the southeast. The system serves an estimated population of about 28,000 people (WDOH, 2023).

The water system plan for Spanaway Water was not available for review, but WDOH records indicate Spanaway Water provides water sourced from 11 active wells (2 of which are seasonal) and 2 interties (one for emergency-use only) as listed in Exhibit 192. Without a water system plan to review, the number of pressure zones, storage facilities, pump stations, and miles of distribution line could not be determined.

Exhibit 192. Spanaway Water Company—Current Facilities Inventory in Unincorporated Pierce County, 2023

Facility			
Water Sources	Depth (FT)	Capacity (GPM)	Notes
Well #1	43	165	
Well #2	299	220	Seasonal supply
Well #2 Shaffer	107	800	
Well #2A	314	350	Seasonal supply
Well #3	79	365	
Well #4	490	1200	
Well #5R	319	1500	
Well #6	337	900	
Well #7	273	950	
Well #8	194	245	
Well #9	318	1000	
Interties		Capacity (GPM)	Notes
Tacoma		690	Emergency only
Lakewood		1,388	

Abbreviations: FT = feet, GPM = gallons per minute.
Source: WDOH, 2023.

Project Summary

Recent and Ongoing Major Accomplishments

- Well No. 5R Replacement (2016)
- Well No. 5R 16" Transmission Main (2012)
- Well No. 6 with Manganese Filtration (2010)
- Well No. 6 Redevelopment (2012)

- 176th St E 12" Water Mains (2011-14)
- A Street 12" Water Mains (2010-12)
- 168th St S and Park Ave 12" water mains (2011)
- 8th Ave E 12" water main (2015)
- Tank No. 2 altitude/seismic valve installation (2012)
- Tank No. 2 interior and exterior re-coating (2015-16)
- Wells No. 3 and 9 Lowry Deep Bubble pH adjustment pilot study (2015)
- Tank No. 5 Site acquisition (2010 & 16)
- Water Right consolidation and Well No. 11 permit (2015)
- USGS Chambers/Clover Creek Basin Model and Update (2010-present)
- Completion of AMR system metering (2011-present)
- Well and Tank security improvements (2010-present)

Non-Capital Alternatives

On-going maintenance projects, water quality education, and conservation programs are in place to maximize the efficiency of water supply management and delivery to customers.

Capital Projects

Water systems are required by [WAC Chapter 246-290](#) to develop and implement a capital improvement plan (CIP). Upcoming capital projects identified by Spanaway Water in their most recent CIP include:

- Annual Water Main Replacement Program
- Tank #1 Seismic/Altitude Valve
- Rainier View Emergency Intertie
- 152nd Street Main
- 22nd Ave Main
- Well #11
- Well #12
- Military Road 12-inch Main
- Waller Road E 12-inch Main
- 196th 12-inch Main

The County will continue to coordinate with Spanaway Water Company on future capital planning efforts for water service.

Firgrove Mutual

Overview and Inventory

The Firgrove Mutual service area encompasses much of the South Hill area south of the Puyallup (Exhibit 186). It is entirely inside the planning area. The water system serves an estimated population of approximately 28,000 people according to WDOH online records. The 2020 Water System Plan Update gives an actual 2018 population of 25,997 and estimates the 2023 population at 31,550 (BHC Consultants, 2020).

WDOH records indicate Firgrove Mutual's water sources include 17 active wells. The water system plan lists 21 wells, but only 16 of them are active production wells (2 are monitoring wells and the others have been decommissioned). The water system plan also lists nine interties: one as a primary supply, three as backup sources, and four as emergency sources. WDOH records only list eight interties (missing one of emergency-use interties). See Exhibit 193.

The water system operates in five pressure zones. Firgrove Mutual's infrastructure also includes 11 storage facilities, 7 major pump stations, and a distribution system with approximately 140 miles of 2- to 18-inch water mains.

Exhibit 193. Firgrove Mutual—Current Facilities Inventory in Unincorporated Pierce County, 2023

Facility			
Water Sources	Depth (FT) ^a	Capacity (GPM) ^a	Notes
Well 2	454	75	
Well 3	388	58	
Well 4	229	132	
Well 5	225	184	
Well 6	192	45	
Well 7	246	540	
Well 8	NL	—	Monitoring well; depth listed as unknown in WSP
Well 9	440	—	Monitoring well
Well 10	690	220	
Well 12	318	—	Monitoring well
Well 13	130	300	
Well 14	682	230	
Well 15	374	203/270	Higher rate available with booster pump
Well 16	160	100	
Well 17	241	124	
Well 18	139	800	
Well 20	450	450/600	Higher rate available with booster pump
Well 21	499	500	
Well 22	350	950	

Facility		
Storage Facilities	Volume (MG)	Notes
Zone 2 Standpipe	2.9	Steel construction
Zone 2A Standpipe	2.0	Steel construction
Zone 1 Standpipe	1.128	Steel construction
164 th St. Tank 1	1.0	Steel construction
164 th St. Tank 2	0.257	Concrete
164 th St. Tank 3	0.2	Steel construction
164 th St. Tank 4	0.1	Steel construction
Ridgepointe	0.517	Steel construction
Colony Park	0.2	Concrete
Well 3 Tank	0.01	Concrete
Well 14 Tank	0.018	Concrete
Interties	Capacity (GPM) ^a	Notes
Tacoma 1	775	Backup source
Tacoma Water 1A	NL	Emergency only, manual operation
Tacoma Water 2	500	Backup source
Tacoma Water 3	1,400	Backup source
Tacoma Water 4	2,500	Backup source
Lakewood	1,389	Primary supply
Fruitland Mutual	NL	Emergency only
Southwood Meridian & 197th	NL	Emergency only
Southwood Bethel School	NL	Emergency only, manual operation

Abbreviations: FT = feet, GPM = gallons per minute, MG = millions of gallons, NL = not listed.

^a Depths and capacities as listed in the water system plan; values listed by WDOH may vary.

Sources: BHC Consultants, 2020; WDOH, 2023.

Project Summary

Recent and Ongoing Major Accomplishments

- Site 950—A new 2.9 mg standpipe for Zone 2 storage was brought online. A booster station and fixed generator at the site serve to re-elevate dead storage volumes and improve system reliability.
- 16- and 12-inch watermains were constructed south from the Paul Bunyan Rifle & Sportsman's Club property to the Site 500 Zone 2A Booster Pump Station to improve the intake pressures at the station.
- Analyzers were installed at source locations to monitor water quality and chlorine residual.
- Springfield Mains Phases 1 and 2—approximately 10,000 feet of 8-inch distribution watermain was constructed within this development in the eastern portion of Zone 1. The

new mains were located in an area where repeated pipe failures had been experienced. These failures have significantly decreased since the new water mains were installed.

Non-Capital Alternatives

On-going maintenance projects, water quality education, and conservation programs are in place to maximize the efficiency of water supply management and delivery to customers.

Capital Projects

Water systems are required by [WAC Chapter 246-290](#) to develop and implement a capital improvement plan (CIP). The current CIP identifies improvements to water sources, transmission, and storage components of the water system, including:

- **Project S-3, Site 975 Tacoma Intertie 4**—Construction of Tacoma Intertie 4 began in the summer of 2019. The Tacoma Intertie 4 Pump Station will serve Zone 1 and will have a capacity of 2,500 gpm. This project will improve system reliability and local fire flow capacities.
- **Project S-4, Site 600 Wells 13 and 18 Transmission Pipeline**—This project includes the construction of 3,700 feet of 16-inch diameter watermain to connect Site 600 to the southern portion of the Zone 2 distribution system. The main will help to avoid exacerbation of over pressurization issues occurring in the northern portion of Zone 2.
- **Project S-5, Site 600 Wells 13 and 18 Hydraulic Improvements**—Project S-5 provides for improvements to Site 600 (Wells 13 and 18) to allow the wells to pump directly into Zone 2.
- **Project S-6, Lipoma Communities Development Well**—This project includes the purchase and transfer of wells and associated water rights from the Lipoma Firs Golf Course, construction of a new well building, and pumping upgrades. Water rights from Wells 6 and 19-B may be transferred to the Lipoma Firs Golf Course wells.
- **Project S-7, Lakewood Intertie Transmission Main**—Designated monies represent Firgrove's participation in the design and construction of the Lakewood Intertie wholesale transmission facilities being constructed.
- **Project S-9, Site 650 Wells 7 and 17 Improvements**—Under this project, the 650 Tank and Booster Pump Station will be demolished, and higher capacity pumps will be installed in Wells 7 and 17 to allow the wells to pump directly to Zone 2.
- **Project ST-2, Annual Tank Maintenance**—This project includes funding to recoat, clean, and inspect Firgrove's steel reservoirs based on Firgrove's preventative maintenance schedule

The County will continue to coordinate with Firgrove Mutual on future capital planning efforts for water service.

Summit Water & Supply Company

Overview and Inventory

Summit Water & Supply's service area is entirely within the planning area located south of Highway 167 between Tacoma and Puyallup (Exhibit 186). Based on WDOH (2023) records, the system serves an estimated population of about 16,000 people.

The water system plan for Summit Water & Supply was not available for review. However, WDOH records indicate Summit Water & Supply provides water sourced from 11 active wells and 4 interties (Exhibit 194). One of the wells provides seasonal supply, five are for emergency supplies, and the others provide primary supplies. One intertie is for primary supply, one for seasonal supply, and the other two for emergencies. Without a water system plan to review, the number of pressure zones, storage facilities, pump stations, and miles of distribution line could not be determined.

Exhibit 194. Summit Water & Supply Company—Current Facilities Inventory in Unincorporated Pierce County, 2023

Facility			
Water Sources	Depth (FT)	Capacity (GPM)	Notes
Well #3	285	65	Emergency use only
Well #4	195	250	Seasonal supply
Well #5	202	900	
Well #6	249	NL	Emergency use only
Well #7	205	900	
Well #8	226	NL	Emergency use only
Well #10	130	100	Emergency use only
Well #10B	213	400	
Well #12	246	NL	Emergency use only
Well #15	595	435	
Well #16	495	400	
Interties		Capacity (GPM)	Notes
Parkland		800	Seasonal supply
Fruitland		200	Emergency only
Tacoma		400	Emergency only
Lakewood		1,400	Primary supply

Abbreviations: FT = feet, GPM = gallons per minute, NL = not listed
Source: WDOH, 2023.

Project Summary

Non-Capital Alternatives

On-going maintenance projects, water quality education, and conservation programs are in place to maximize the efficiency of water supply management and delivery to customers.

Capital Projects

Water systems are required by [WAC Chapter 246-290](#) to develop and implement a capital improvement plan (CIP). The current CIP was not available for review. However, these plans usually include improvements to supply, transmission, and/or storage components of the water system. The County will continue to coordinate with Summit Water & Supply on future capital planning efforts for water service.

City of Bonney Lake

Overview and Inventory

The service area for the City of Bonney Lake’s water system extends north of the city limits to encompass the area around Lake Tapps, as well as slightly south of the city limits (Exhibit 186). The portion of the service area outside the city limits is within the planning area except for the Lakeland Hills area (on the northwest corner of the Lake Tapps Upland), which is in the City of Auburn. The City’s water system plan (RN2, 2020) states the 2018 water system population was 38,797, of which 19,562 lived outside of the city. Based on this number, it is estimated the 2018 population within the planning area is about 15,000 people. It does not provide an estimated population for 2023. This is somewhat higher than the residential population of 37,780 listed by WDOH (2023).

The water system plan lists 8 wells, 2 springs, and 11 interties, though 3 of the wells are listed as dry (RH2, 2020). None of the wells or springs appear to be located within the planning area.⁴⁵ WDOH records indicate Bonney Lake’s water sources include six active wells, two springs, and one intertie. The one well listed by WDOH that is not in the water system plan is an emergency supply well; it also is not within the planning area. Seven of the interties are within the planning area and are listed on Exhibit 195.

The water system operates in 15 pressure zones (9 of which are at least partially in the planning area). Firgrove Mutual’s infrastructure also includes five storage facilities,⁴⁶ seven pump stations (only one, at the Prairie Ridge intertie, is located within the planning area), and a distribution system with approximately 205 miles of 2- to 48-inch water mains.

Exhibit 195. City of Bonney Lake—Current Facilities Inventory in Unincorporated Pierce County, 2023

Facility		
Interties	Capacity (GPM)	Notes
Tacoma Prairie Ridge	1,400	Wholesale water; pump station also at site
Tacoma 112th	NL	Emergency only, manual operation
Tacoma 198th	NL	Emergency only, manual operation
Tacoma Rhodes	NL	Emergency only, manual operation
Tacoma Connells	NL	Emergency only, manual operation
Winchester Heights	NL	Emergency only, manual operation
Tapps Island Water	NL	Emergency only, manual operation

Abbreviations: GPM = gallons per minute, NL = not listed.
Source: RH2, 2020.

⁴⁵ The water source locations are all within the Bonney Lake city limits, often in small parcels not contiguous with the main part of the city. They are, therefore, not in the planning area though they may be surrounded by unincorporated lands.

⁴⁶ Like the water source locations, the storage facilities are all located on small non-contiguous parcels within the city limits and, therefore, not in the planning area.

Project Summary

Recent and Ongoing Major Accomplishments

- Emergency Power Generator—Grainger Springs, Source, \$75,000
- SCADA and Telemetry System Upgrades, System Wide, \$300,000
- Water System Rate Analysis, System Wide, \$100,000

Non-Capital Alternatives

On-going maintenance projects, water quality education, and conservation programs are in place to maximize the efficiency of water supply management and delivery to customers.

Capital Projects

Water systems are required by [WAC Chapter 246-290](#) to develop and implement a capital improvement plan (CIP). The current CIP includes improvements to transmission and storage components of the water system including the following:

- Lakeridge 748 Zone Water Reservoir, 2024, \$2,660,000
- Pump Replacement Program, 2025, \$50,000
- Victor Falls Upgrades, 2025, \$1,000,000
- Interlake Island/Inlet Lake Bed Crossing Water Main Replac, 2025, \$500,000
- 192nd Water Main Replacement, 2025, \$560,000
- 12" Water Main Replacement—Myers Road to City Limits, 2025, \$800,000
- 16" Replacement—Sumner Buckley Highway, 2026, \$1,020,000

The County will continue to coordinate with the City of Bonney Lake on future capital planning efforts for water service.

Fruitland Mutual Water Company

Overview and Inventory

Fruitland Mutual's service area is roughly half in and half out of the planning area. It is located generally southwest of the City of Puyallup, adjacent to Summit Water to the west and Firgrove Mutual to the south (Exhibit 186). Based on WDOH (2023) records, it is estimated that the system serves an estimated population of about 8,000 people within unincorporated Pierce County.

The water system plan for Fruitland Mutual was not available for review. However, WDOH records indicate Fruitland Mutual provides water sourced from five active wells and an intertie; one well and the intertie are within the planning area (Exhibit 196). The intertie provides seasonal supply, and the wells provide primary supplies. Without a water system plan to review, the number of pressure zones, storage facilities, pump stations, and miles of distribution line could not be determined.

Exhibit 196. Fruitland Mutual Water Company—Current Facilities Inventory in Unincorporated Pierce County, 2023

Facility			
Water Sources	Depth (FT)	Capacity (GPM)	Notes
Well #4	227	590	
Interties		Capacity (GPM)	Notes
Tacoma		1,100	Seasonal supply

Abbreviations: FT = feet, GPM = gallons per minute.

Source: WDOH, 2023.

Project Summary

Non-Capital Alternatives

On-going maintenance projects, water quality education, and conservation programs are in place to maximize the efficiency of water supply management and delivery to customers.

Capital Projects

Water systems are required by [WAC Chapter 246-290](#) to develop and implement a capital improvement plan (CIP). The current CIP was not available for review. However, these plans usually include improvements to supply, transmission, and/or storage components of the water system. The County will continue to coordinate with Fruitland Mutual Water Company on future capital planning efforts for water service.

Peacock Hill

Overview and Inventory

The Peacock Hill service area is on the Gig Harbor Peninsula, generally north and east of the City of Gig Harbor (Exhibit 186). Approximately 90 percent of the service area is located in the unincorporated County. Based on WDOH (2023) records, the water system serves about 7,400 people in the planning area.

The water system plan for Peacock Hill was not available for review, but WDOH records indicate the water system's sources include 30 active wells and one intertie (Exhibit 197). The intertie is for emergency use, as are three of the wells. Without a water system plan to review, the number of pressure zones, storage facilities, pump stations, and miles of distribution line could not be determined.

Exhibit 197. Peacock Hill—Current Facilities Inventory in Unincorporated Pierce County, 2023

Facility			
Water Sources	Depth (FT)	Capacity (GPM)	Notes
Alpinewood #2	188	50	
Alpinewood #3	181	56	
Boquist #1	138	31	
Colvos Heights #1	154	8	Emergency use only
Crescent Lake #1	310	23	
Dog Wood Estates #1	97	35	
Forest Ridge #1	363	30	
Forest Ridge Well 5R	360	275	
Hoover #1	158	40	Emergency use only
Lower Sea Cliff #2	328	45	
Lower Sea Cliff #3	332	72	
Lower Sea Cliff #4	341	112	
Peacock Hill Estates #2	445	179	
Pine Lake #1	131	88	
Point Richmond #1	70	100	
Point Richmond #2	68	100	
Pt Richmond Ridge #1	261	50	
Richmond N. #1	245	50	
Salal Ridge #1	322	92	
Shop Well #1	477	50	
Shop Well #2	475	300	
Spyglass #1	289	75	
Spyglass #2	122	10	Emergency use only

Facility		
Sunny Cove #1	70	40
Talmo #1	112	45
Trillium Park #1	245	230
West Pass #1	479	43
West Pass #2	490	100
Woodcrest #1	156	95
Woodcrest #2	382	480
Interties	Capacity (GPM)	Notes
Ollala	100	Emergency use only

Abbreviations: FT = feet, GPM = gallons per minute.
Source: WDOH, 2023.

Project Summary

Non-Capital Alternatives

On-going maintenance projects, water quality education, and conservation programs are in place to maximize the efficiency of water supply management and delivery to customers.

Capital Projects

Water systems are required by [WAC Chapter 246-290](#) to develop and implement a capital improvement plan (CIP). The current CIP was not available for review. However, these plans usually include improvements to supply, transmission, and/or storage components of the water system. The County will continue to coordinate with Peacock Hill on future capital planning efforts for water service.

Artondale Water

Overview and Inventory

The Artondale Water service area is entirely in unincorporated Pierce County, located at the southern end of the Gig Harbor Peninsula, generally west of Wollochet Bay (Exhibit 186). The water system serves a population of approximately 5,000 (WDOH, 2023).

The water system plan for Artondale Water was not available for review. WDOH records indicate the water system provides water from 16 active wells (Exhibit 198), six of which are for emergency use only. Without a water system plan to review, the number of pressure zones, storage facilities, pump stations, and miles of distribution line could not be determined.

Exhibit 198. Artondale Water—Current Facilities Inventory in Unincorporated Pierce County, 2023

Facility			
Water Sources	Depth (FT)	Capacity (GPM)	Notes
Artondale Tank Site Well #1	405	225	
Artondale Well #1	165	70	Emergency use only
Artondale Well #2	160	30	Emergency use only
Bayview Well #1	240	220	
Bayview Well #2	249	50	
Cedar Haven Well #1	180	20	Emergency use only
Cromwell Well #1	185	25	Emergency use only
Locker Road Well #1	265	25	Emergency use only
Madrona Well #1	380	200	
Pinecrest Well #1	298	150	
Pinecrest Well #2	288	170	
Seafox Well #1	230	250	
Swanson Well #1	364	390	
Westpark Well #1	243	258	Emergency use only
Wollochet Heights Well #1	193	60	
Wollochet Heights Well #3	248	200	

Abbreviations: FT = feet, GPM = gallons per minute.
Source: WDOH, 2023.

Project Summary

Non-Capital Alternatives

On-going maintenance projects, water quality education, and conservation programs are in place to maximize the efficiency of water supply management and delivery to customers.

Capital Projects

Water systems are required by [WAC Chapter 246-290](#) to develop and implement a capital improvement plan (CIP). The current CIP was not available for review. However, these plans usually include improvements to supply, transmission, and/or storage components of the water system. The County will continue to coordinate with Artondale Water on future capital planning efforts for water service.

City of Puyallup

Overview and Inventory

The City of Puyallup water service area extends slightly into unincorporated Pierce County along its western, northeastern, and southern boundaries, such that perhaps 10 to 20 percent of the it is in the planning area (Exhibit 186). Based on WDOH (2023) records, it is estimated the water system serves about 3,600 people in the planning area.

The water system plan (Gray & Osborne, 2019) indicated the City of Puyallup provides water from two springs, four active wells (WDOH records indicate five active wells), and an intertie (see Exhibit 199). The primary sources of supply are Salmon Springs and Maplewood Springs and none of the sources appear to be located in unincorporated Pierce County. The intertie is with Tacoma Water. The water system operated in four pressure zones. Other infrastructure operated by the City of Puyallup includes 9 storage tanks (Exhibit 199), 18 pressure reducing valves, 8 booster stations, and 195 miles of transmission pipes ranging in diameter from 2 to 24 inches (Gray & Osborne, 2019).

Exhibit 199. City of Puyallup—Current Facilities Inventory in Unincorporated Pierce County, 2023

Facility			
Water Sources	Depth (FT) ^a	Capacity (GPM) ^a	Notes
Salmon Springs		— ^b	Average historical yield of approx. 2.06 mgd
Maplewood Springs		3,300	Current yield of approx. 5.7 mgd
Well 13	573	750	
Well 14	NL		Inactive since 1988 due to problems with sand
Well 17	880	1,000	
Well 27	291	1,000	
Well 33	650	153	
Well 43	633		Inactive since 2017 due to scaling
Storage Facilities		Volume (MG)	Notes
Maplewood Springs		2.0	Welded steel
15 th Avenue SE Reservoir 1		2.0	Welded steel
15 th Avenue SE Reservoir 2		2.5	Welded steel
Wildwood Park Reservoir 1		0.5	Welded steel
Wildwood Park Reservoir 2		2.0	Welded steel
23 rd Ave SW		2.5	Welded steel
23 rd Ave SE		2.0	Welded steel
39 th Ave SE Reservoirs 1 and 2		2.9	Welded steel
Interties		Capacity (GPM) ^a	Notes
Tacoma		1,736	Flow limited to 2.0 MGD by supply agreement.

Abbreviations: FT = feet, GPM = gallons per minute, MG = millions of gallons, MGD = million gallons per day, NL = not listed.

^a Depths and capacities as listed in the water system plan; values listed by WDOH may vary.

^a Capacity varies based on Spring yield.

Sources: City of Puyallup WSP (Table 1-2, Table 1-3, Table 1-5), 2019; WDOH, 2023.

Project Summary

Non-Capital Alternatives

On-going maintenance projects, water quality education, and conservation programs are in place to maximize the efficiency of water supply management and delivery to customers.

Capital Projects

Water systems are required by [WAC Chapter 246-290](#) to develop and implement a capital improvement plan (CIP). The City of Puyallup identified approximately \$14,765,000 of capital projects from 2024-2027 (in 2018\$) in their 2019 CIP. See Exhibit 200. Additional system improvements planned beyond 2027 include new water mains and replacements as well as recoating and seismic retrofits at various reservoirs. The County will continue to coordinate with the City of Puyallup on future capital planning efforts for water service.

Exhibit 200. City of Puyallup—Capital Improvement Project Summary, 2024-2027

Project #	Project Title	2024	2025	2026	2027
M-1	System Improvements	\$278,245	\$283,253	\$288,352	\$293,542
D-5.2	Manorwood Water Main Replacement, 27th Street SE, 33rd Avenue SE, 34th Avenue SE, 24th Street SE	\$1,657,225			
D-5.3	Phase 3: Manorwood Water Main Replacement, 28th Street SE and 32nd Avenue SE			\$1,224,917	
D-6	Water Main Replacement 26th Street NW, West Stewart to 1100 Block				
D-7	20th Street NW and 12th Avenue NW Water Main Replacement		\$438,476		
D-8	Maplewood Springs Water Main, Pump Station to Reservoir		\$491,727		
D-9.1	7th Avenue SW Water Main, 14th Street to 18th Street				\$1,037,964
D-10.1	14th Street SW Water Main, 12th Avenue to 15th Avenue		\$1,792,425		
D-10.2	14th Street SW Water Main, 10th Avenue to 12th Avenue			\$1,254,906	
D-10.3	14th Street SW Water Main, Pioneer Avenue to 5th Avenue				\$650,489
RR-3	Reservoir Recoating – 39th Avenue SE Tank 1	\$1,940,811			
RR-4	Reservoir Recoating – 9th Street and 15th Avenue SE Tank 1			\$1,916,038	
RR-5	Reservoir Recoating – Wildwood Tank 2				\$1,216,672
RS-2	Seismic Retrofit Reservoir – 39th Avenue SE Tank 1	TBD			
RS-3	Seismic Retrofit Reservoir – 9th Street and 15th Avenue SE Tank 1			TBD	
RS-4	Seismic Retrofit Reservoir – Wildwood Tank 2				TBD
Total		\$3,876,281	\$3,005,880	\$4,684,213	\$3,198,667

Note: All costs in 2018\$ assuming a 1.8% inflation rate. Costs marked TBD to be determined during project development.

Source: City of Puyallup WSP (Table 8-1 and Table 8-2), 2019.

Lakewood Water District

Overview and Inventory

Lakewood Water District serves the Lakewood area of Pierce County and, as of 2018, served approximately 16,942 service connections via 265 miles of water main. Most of the District's service area is incorporated, except for a small portion near Steilacoom. This unincorporated area makes up an estimated 5% of the total service area (Exhibit 186). Based on WDOH (2023) records, it is estimated the water system serves a population of about 3,000 in unincorporated Pierce County.

The water system plan (Murraysmith, 2019) indicated Lakewood Water provides water from 30 active wells (WDOH records indicate 36 active wells) and 3 normally operated interties (Exhibit 201). None of the sources or interties appear to be located in unincorporated Pierce County. The interties are with the Town of Steilacoom and Summit Water and Supply Company. The water system operated in six pressure zones. Other infrastructure operated by Lakewood Water includes 13 active storage tanks (Exhibit 201), 12 pump stations, 6 pressure reducing stations, and approximately 266 miles of transmission pipes ranging in diameter from less than 2 inches to 20 inches (Murraysmith, 2019).

Exhibit 201. Lakewood Water—Current Facilities Inventory in Unincorporated Pierce County, 2023

Facility			
Water Sources	Depth (FT) ^a	Capacity (GPM) ^a	Notes
A-3	481	925	
D-2	497	875	
D-3	224	875	
E-2	489	868	
E-3	275	768	
F-2	535	983	
G-1	173	1,250	
G-2	180	875	
H-1	110	1,370	
H-2	105	1,125	
I-1	267	620	
I-3	277	750	
I-4	332	NL	Inactive
J-1	157	1975	
J-2	605	720	
J-3	180	850	
K-1	571	963	
K-2	572	1,188	
L-1	NL	NL	Inactive
L-2	213	785	
L-3	245	525	

Facility			
N-1	1,064	988	
N-2	566	913	
N-3	Drilling	Pending	Pending
O-1	255	NL	Inactive
O-2	314	850	
O-3	201	938	
P-1R	496	550	
P-2	488	1,400	
Q-1	540	945	
Q-3	71	NL	Abandoned
R-1	565	1,308	
S-1	355	650	
S-2	546	825	
U-1	304	813	
Storage Facilities		Volume (MG)	Notes
American Lake Gardens Tank		3.54	Welded steel
Steilacoom Boulevard Tank		3.50	Welded steel
Washington Boulevard Tank		3.72	Welded steel
Hemlock Hill/Dunbar Reservoir		1.30	Concrete
Hemlock Hill Elevated Tank		0.10	Welded steel
Dave Hall Hydropillar		0.50	Welded steel
104th & Bridgeport Way Hydropillar		0.50	Welded steel
Farwest Drive Tank		0.50	Welded steel
Oakbrook Elevated Tank		0.50	Welded steel
88th & Pine Tank		0.50	Welded steel
Nyanza Hill Tank		0.44	Welded steel
Forster Reservoir		3.50	Concrete
Philip Tank		8.00	Concrete
Interties		Capacity (MGD) ^a	Notes
Town of Steilacoom 1		NL	
Town of Steilacoom 2		NL	
Summit Water and Supply Company: 112th Street Wholesale		7.2	Phase 2 under construction, will increase capacity to 10.0 MGD
Parkland		2,500 GPM	Emergency only
Western State Hospital		NL	Emergency only
Tacoma Water		NL	Emergency only

Abbreviations: FT = feet, GPM = gallons per minute, MG = millions of gallons, MGD = million gallons per day, NL = not listed, WSP = water system plan.

^a Depths and capacities as listed in the water system plan; values listed by WDOH may vary.

Sources: Lakewood Water WSP (Table 2-2 and Tabel 2-4), 2019; WDOH, 2023.

Project Summary

Recent and Ongoing Major Accomplishments

- Constructed approximately 91,000 linear feet of water main.
- Constructed approximately 200 linear feet of 12-inch transmission main in Gravelly Lake Drive.
- Abandoned approximately 5,100 linear of aging, undersized main.
- Constructed approximately 1,200 linear feet of 12-inch transmission main in Pacific Hwy.
- Constructed approximately 4,300 linear feet of 12- and 16-inch transmission main in Pacific Hwy and S Tacoma Way, and abandoned approximately 2,300 linear of aging, undersized main.
- Constructed approximately 3,800 linear feet of 16-inch transmission main in Steilacoom Blvd.
- Constructed approximately 500 linear feet of 12-inch transmission main I-5/Seattle Street.

Non-Capital Alternatives

On-going maintenance projects, water quality education, and conservation programs are in place to maximize the efficiency of water supply management and delivery to customers.

Capital Projects

Water systems are required by [WAC Chapter 246-290](#) to develop and implement a capital improvement plan (CIP). Lakewood Water identifies the following capital projects from 2024-2039 in their 2019 CIP:

- Fire flow improvements to water mains (2024-2039).
- Transmission main improvements at various locations (2024-2029 and 2030-2039).
- Storage tank maintenance and coating (2024, 2027-2029, and 2030-2039) and seismic retrofits (2024 and 2027-2029).
- Replace 88th St & Pine Tank (2025-2026)
- Replace Farwest Drive Tank (2030-2039)
- Replace 88th St & Pine Pump Station (2026)
- Well rehabilitation and maintenance (2024-2029 and 2030-2039), drilling 11 new wells/replacing 8 failed wells (2025-2027, 2029, and 2030-2039), and well treatment and 3 new and 2 existing wells (2024, 2026, 2028, and 2030-2039)
- Other miscellaneous improvements, such as operation and control adjustments, Water Wise Usage Program and Leak Detection, and updating the Comprehensive Water System Plan every 6-10 years (2024-2029 and 2030-2039)

In addition to cash financing, Lakewood Water uses general facilities charges, government grants and bonds, and bond financing to pay for capital improvements. The County will continue to coordinate with Lakewood Water District on future capital planning efforts for water service.

Minterbrook

Overview and Inventory

Minterbrook serves a portion of Key Peninsula west of Purdy. Its service is entirely in unincorporated Pierce County (Exhibit 186). The water system serves a population of approximately 3,600 people (WDOH 2023).

The water system plan for Minterbrook was not available for review. WDOH records indicate the water system provides water from 15 active wells (Exhibit 202), 1 of which is for emergency use only. Without a water system plan to review, the number of pressure zones, storage facilities, pump stations, and miles of distribution line could not be determined.

Exhibit 202. Minterbrook—Current Facilities Inventory in Unincorporated Pierce County, 2023

Facility			
Water Sources	Depth (FT)	Capacity (GPM)	Notes
Country Store Well	193	30	
Emerald Shores #1	248	180	
Fir Acres	246	16	
Horseshoe Lake	251	115	
Kennedy	130	35	
Levak Well	142	27	
Minterbrook #1	232	100	
Minterbrook #2	221	100	
Minterbrook #3	229	250	
Minterbrook Swamp Well	168	95	
Sehmel	289	35	
Vipond #1	393	NL	Emergency use only
Vipond #2	230	40	
Wind-N-Tide	270	95	
Wuana Shores #1	316	35	

Abbreviations: FT = feet, GPM = gallons per minute, NL = not listed.
Source: WDOH, 2023.

Project Summary

[Non-Capital Alternatives](#)

On-going maintenance projects, water quality education, and conservation programs are in place to maximize the efficiency of water supply management and delivery to customers.

Capital Projects

Water systems are required by [WAC Chapter 246-290](#) to develop and implement a capital improvement plan (CIP). The current CIP was not available for review. However, these plans usually include improvements to supply, transmission, and/or storage components of the water system. The County will continue to coordinate with Minterbrook on future capital planning efforts for water service.

Fox Island Mutual Water

Overview and Inventory

All of Fox Island except for its southern tip make up the service area for Fox Island Mutual Water (Exhibit 186). WDOE records indicate Fox Island Mutual Water serves a population of approximately 3,200 people (WDOH, 2023).

The water system plan (Anchor QEA, 2017) indicated Fox Island Mutual Water provides water from eight active wells in Zone I (WDOH records indicate 14 active wells) (see Exhibit 203). Other infrastructure operated by Fox Island Mutual Water includes six active reservoirs (four in Zone I and two in Zone II, see Exhibit 203), four booster stations, and 6- to 8-inch distribution mains (Anchor QEA, 2017).

Exhibit 203. Fox Island Mutual Water—Current Facilities Inventory in Unincorporated Pierce County (2023)

Facility			
Water Sources	Depth (FT)	Capacity (GPM)	Notes
Well 1	151	57	Inactive
Well 5	142	56	Inactive
Well 11	149	41	
Well 14	181	63	
Well 15	177	75	
Well 20	80	170	
Well 21	512	232	
Well 22	155	150	
Well 23	821	366	
Well 24	820	303	Drilled in 2008 to replace Wells 17 and 19
Storage Reservoirs		Volume (gallons)	Notes
Anchorage		55,000	Zone I
Roy		50,000	Zone I
Cedergren		74,000	Zone I
Mowitzh		79,400	Zone I
Gilmore Heights		158,000	Zone II
Nootka Standpipe		235,000	Zone II
Kamus			Not active

Abbreviations: FT = feet, GPM = gallons per minute, NL = not listed

Source: Fox Island Mutual Water Association WSP, 2017 (Table 1-2, Table 1-3), WDOH, 2023.

Project Summary

Non-Capital Alternatives

On-going maintenance projects, water quality education, and conservation programs are in place to maximize the efficiency of water supply management and delivery to customers.

Capital Projects

Water systems are required by [WAC Chapter 246-290](#) to develop and implement a capital improvement plan (CIP). Fox Island Mutual Water identifies approximately \$159,299 of capital expenditures from 2024-2026 in their 10-year operating budget (2017-2026), including \$19,200 for connections, \$33,011 for pumps and tanks, and \$107,088 for watermains. This would include returning the Kamus Reservoir to service (assumed in 2025) and additional pumping capacity for Zone II North (assumed in 2026). The County will continue to coordinate with Fox Island Mutual Water on future capital planning efforts for water service.

Point Evans

Overview and Inventory

The Point Evans water system is located on the southern end of the Gig Harbor Peninsula adjacent to the Tacoma Narrows (Exhibit 186). The entire service area, except for an estimated 30 acres, is within the planning area. Department of Health records indicate the Point Evans system serves a population of approximately 3,400 people (WDOH, 2023), almost all of which live in the planning area.

The water system plan for Point Evans was not available for review. WDOH records indicate the water system provides water from eight active wells, six of which are in the planning area (Exhibit 204). All the wells are listed as primary supply wells (WDOH, 2023). Without a water system plan to review, the number of pressure zones, storage facilities, pump stations, and miles of distribution line could not be determined.

Exhibit 204. Point Evans—Current Facilities Inventory in Unincorporated Pierce County, 2023

Facility			
Water Sources	Depth (FT)	Capacity (GPM)	Notes
Well 1	392	105	
Well 2	300	120	
Well 3	354	250	
Well 5 W Links	362	260	
Well 9 Agotaras	285	45	
Well 10 Narrows Heights	240	36	

Abbreviations: FT = feet, GPM = gallons per minute
Source: WDOH, 2023.

Project Summary

Non-Capital Alternatives

On-going maintenance projects, water quality education, and conservation programs are in place to maximize the efficiency of water supply management and delivery to customers.

Capital Projects

Water systems are required by [WAC Chapter 246-290](#) to develop and implement a capital improvement plan (CIP). The current CIP was not available for review. However, these plans usually include improvements to supply, transmission, and/or storage components of the water system. The County will continue to coordinate with Point Evans on future capital planning efforts for water service.

Capital Project Summary: County Provided Facilities and Services

Exhibit 205 shows consolidated 6-year and 20-year planned capital costs by facility/service category for County provided facilities and services, particularly projects planned for the 2030-2044 timeframe and for external service providers. As a result, estimated capital costs for the 20-year planning period may not represent the full costs of future projects, and additional capital planning efforts will be necessary over the coming years.

Exhibit 205. Total Estimated Capital Project Costs by Category, County Provided Facilities and Services (2023\$)

Capital Project Category	2024-2029 Est. Costs	2030-2044 Est. Costs	TOTAL 2022-2044
General Administration Buildings	\$138,900,250	—	\$138,900,250
Law Enforcement and Corrections		—	
Juvenile Court*	\$3,981,000	—	\$3,981,000
Sheriff	\$12,636,900	—	\$12,636,900
Sheriff's Corrections and Detention Center	\$91,161,860	—	\$91,161,860
Emergency Management	\$750,000	—	\$750,000
Transportation			
Transportation-Related Facilities and Road Buildings	\$283,231,000	\$1,137,096,000	\$1,420,327,000
Active Transportation System	\$45,029,000	\$132,217,514	\$177,246,514
Airports	\$31,244,180	\$9,000,000	\$40,244,180
Ferry System	\$5,675,000	—	\$5,675,000
Parks and Recreation	\$275,141,090	\$84,910,000	\$360,051,090
Sewer	\$212,930,000	\$721,420,735	\$934,350,735
Solid Waste Management	\$6,775,000	—	\$6,775,000
Surface Water Management and River Improvement	\$180,319,000	\$111,688,190	\$292,007,190
Total Planned Capital Costs for County Provided Facilities and Services	\$1,287,774,280	\$2,196,332,439	\$3,484,106,719

*Capital projects to support the District and Superior Court are included under General Administration Buildings.
Sources: Pierce County Finance Department, 2024; Fehr & Peers, 2024; BERK, 2024.

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