

**INTERLOCAL AGREEMENT FOR COOPERATIVE PLANNING,
DESIGN, AND CONSTRUCTION OF A FOOTHILLS
TRAIL NON-MOTORIZED BRIDGE ACROSS THE WHITE RIVER**

THIS INTERLOCAL AGREEMENT (hereinafter referred to as this "Agreement") is made and entered into by and among the City of Buckley (hereinafter referred to as Buckley), City of Enumclaw (hereinafter referred to as Enumclaw), Washington State Department of Transportation (hereinafter referred to as WSDOT), Pierce County, and King County; collectively referred to in this Agreement as the "Parties" and singularly referred to as a "Party."

RECITALS

- A. King County owns certain real property which contains a portion of King County's Enumclaw Plateau Trail to the north of and adjacent to the White River, and Buckley owns certain real property which contains a portion of the Foothills Trail spur located south of and adjacent to the White River, each identified on Exhibit A attached hereto.
- B. The completed portions of the Enumclaw Plateau Trail and Foothills Trail remain separated by the White River. The lack of a safe pedestrian and cycling corridor between the surrounding communities presents certain health and safety risks and limits the ability of the communities to interact using non-motorized transportation methods. In order to address these issues, the Parties have determined that there is a need for a safe, non-motorized crossing of the White River.
- C. Pierce and King County have included this connection in their respective regional trail plans and recognize the benefit this connection would have for their citizens.
- D. King County, Enumclaw, Pierce County and Buckley conducted a feasibility study (White River Pedestrian Trail Feasibility Study Report – May 2008) which evaluated and selected a proposed alignment for a non-motorized bridge crossing of the White River.
- E. WSDOT has initiated a project to replace the SR 167 Puyallup River Bridge located at milepost 6.40 just outside of the City of Puyallup. The structure is an historic bridge, and pursuant to WSDOT's project mitigation requirements, WSDOT is obligated to try to preserve the bridge. While researching potential ways to preserve and reuse the existing bridge being replaced by this project, WSDOT became aware of the aforementioned feasibility report for a White River Pedestrian Trail Bridge. WSDOT contacted King and Pierce Counties to discuss the feasibility of reusing the SR 167 Puyallup River Bridge as a pedestrian/non-motorized bridge across the White River.
- F. WSDOT, King County and Pierce County have jointly conducted a study to assess the potential costs for reusing the SR 167 Puyallup River Bridge and concluded that reuse of the SR 167 Puyallup River Bridge as a pedestrian/non-motorized bridge across the White River may be a feasible alternative if additional funding is obtained through grants or other funding sources.