

Hearing – August 30, 2005

I have heard the City of Yelm state over and over again when they have moved forward with their plans for growth that infrastructure, both water and sewer, had been met. The transportation aspects were covered as well, in their thinking because concurrency was in the bag. As long as there was a traffic plan, whether it was built or not, they were allowed to move forward utilizing it in their decision making process. After all, the Bypass would eventually be built making their every decision for growth redeemable.

In a conversation with a member of the Thurston Regional Planning Council, I was told that there was a big asterisk when it came to concurrency in transportation projects. Concurrency only holds up as an unfulfilled plan for 6 years. If it exceeds that time period, it must be backed not by paperwork but by a financial commitment. I was told that this very topic came up recently in a case in Olympia setting a precedent clarifying concurrency. If a financial commitment cannot be proven, no project based on that lack is viable.

On the Fourth of July I sent an email to Representative Tom Campbell who serves the 2nd District. This district includes not just the residents of the city of Yelm but the surrounding areas as well.

One of the Committees Representative Campbell serves on in the Washington State Legislature is the Transportation Committee. He is responsible for snagging \$33 million dollars to start the ball rolling on the Yelm Bypass and he participated with Representative Adam Smith in achieving \$2 million dollars from the recent Federal Transportation Bill for the bypass.

Having attended numerous Town Hall Meetings with Rep. Campbell it was clear to me that he understood Yelm's traffic situation intimately. With Wal-Mart on the horizon I sent him a link found on Yelm's website of the Transportation Impact Analysis, Yelm Retail Center, February 2005, submitted by Wal-Mart. I respectfully asked him to read it and get back to me with his thoughts. <http://www.ci.yell.wa.us/cdd/walmart/TIA%20Draft%20Rec%203-9-05.pdf>. In my email to him I asked him specifically to digest the information on page 13. I finished my email with this additional request, be our witness to the truth. I received a response dated July 19th.

Letter

When a State Representative who has the pulse on the traffic issues in Yelm as well as the financial issues statewide tells you that there is no viable way a financial commitment can be proven for the bypass now, or in the foreseeable future, he must be heard and his voice lead in this hearing.

STATE REPRESENTATIVE
2nd DISTRICT
TOM CAMPBELL

State of
Washington
House of
Representatives

Received

AUG 30 2005

HEALTH CARE
JUDICIARY
TRANSPORTATION

JOINT SELECT COMMITTEE
ON MILITARY AND
VETERANS AFFAIRS



July 19, 2005

Jean Handley
P. O. Box 1657
Yelm, WA 98597

Dear Jean,

I am concerned that the process underway to allow the construction of a Wal-Mart store in the Yelm area has proceeded with some incorrect assumptions regarding traffic capacity and construction.

The time lines for construction of the northern spur (Y3) of the 510 Loop is estimated to begin construction in 2011, possibly finished by the year 2012. I have seen recent quotes in the media of the whole project will be completed by 2010. This is a **false statement** and the record must be set straight.

I serve on the House Transportation Committee and in this capacity was able in the 2005-2007 Transportation Budget to secure thirty three million dollars for the purchase of the rights of way and completion of the engineering portion of the northern spur of the 510 Loop, **not the entire project**. I have conferred with the Department of Transportation and their field representative for this area and he has confirmed to my office that "there is no funding beyond the present northern spur of the 510 Loop and we do not know when we will be able to complete it".

Given the current very real possibility that I-912 the Gas Tax Repeal will be adopted by the voters **I am not even certain that we will be able to deliver the northern spur portion by the projected completion date of 2012.**

Our whole transportation infrastructure is crumbling statewide, and further funding if I-912 is adopted is extremely unlikely. We will have to compete with critical safety projects with the little discretionary funding that will be left to the Legislature and the Department of Transportation.

In short, this added stress on the roads of the Yelm area is unacceptable and a bad risk for the people who live and work there. I would ask that you seriously consider the above information in your decision. I am responsible for providing assistance at the State level; I am the one who must do everything to meet the needs of the people of Yelm. Please do not move forward on false assumptions.

I do not believe that we can honestly guarantee the needed funds to properly handle the added traffic that this development will require.

Thank you again Jean for your emails and calls and I hope that you will continue to keep in touch.

Respectfully,

A handwritten signature in black ink, appearing to read 'Tom Campbell', is written over the word 'Respectfully,'.

Tom Campbell
State Representative
2nd Legislative District

TJC:lm