

# PSRC's 2009 STP/CMAQ Countywide Process Screening Form

**Due date:** Completed screening forms should be submitted along with your full countywide application packet by the deadline assigned in your countywide Call for Projects. Each countywide chair will then submit all screening forms to PSRC.

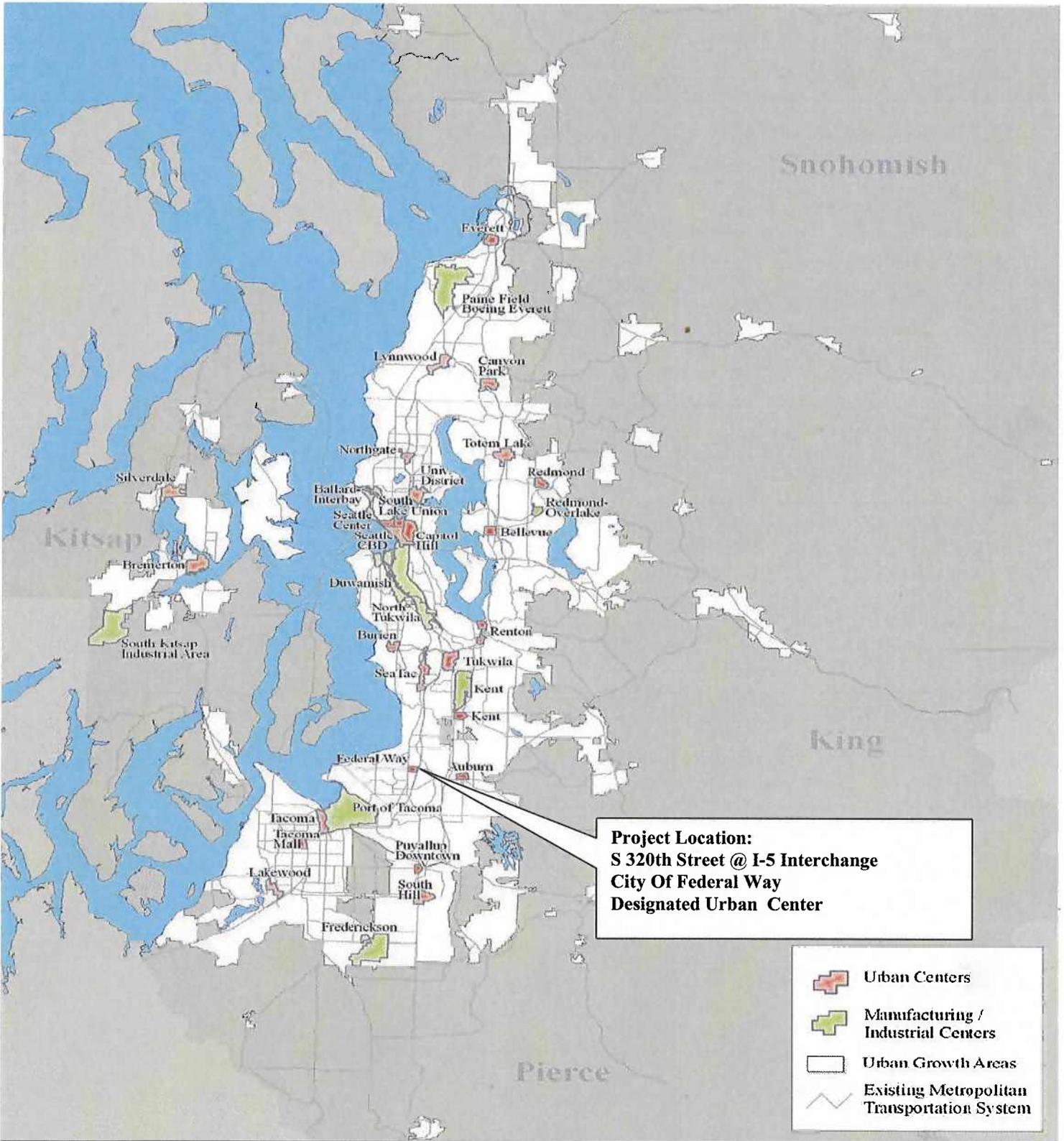
**Who should complete this form?** This screening form must be completed for all projects submitted in countywide processes to compete for PSRC's STP/CMAQ funds.

**Why is this form being requested?** PSRC staff will screen all projects to help ensure minimum requirements have been met. If potential problems are identified, staff will be able to follow up with sponsors BEFORE countywide funding recommendations, to avoid possible complications after recommendations have been made.

<b>1</b>	<p><b>Project title:</b></p> <p><b>City Center Access Project Phase 3A: South Bound Ramp at S 320th Street @ I-5 Interchange additional right and left turn lanes</b></p> <p>For roadway project titles: list facility name, limits, and any other identifying words. E.g., SR-520 HOV (104th Ave NE to 124th Ave NE).</p>
<b>2</b>	<p><b>Destination 2030 ID#: 3655</b></p> <p>In order to be eligible for federal funding, a project must be in, or consistent with, <i>Destination 2030</i>, the region's Metropolitan Transportation Plan (MTP). To confirm if your project is specifically listed in <i>Destination 2030</i>, refer to Appendix 9 of <i>Destination 2030</i> at <a href="http://www.psrc.org/projects/mtp/projectlists/app9.pdf">http://www.psrc.org/projects/mtp/projectlists/app9.pdf</a>. For assistance or questions regarding these issues, contact Kimberly Scrivner at 206-971-3281 or <a href="mailto:kscrivner@psrc.org">kscrivner@psrc.org</a>.</p>
<b>3</b>	<p><b>Sponsoring agency:</b></p> <p><b>City of Federal Way</b></p> <p>Co-sponsor(s) if applicable:</p> <p><b>Washington State Department of Transportation</b></p> <p>Does sponsoring agency have "Certification Acceptance" status from WSDOT?    <input checked="" type="checkbox"/> Yes    <input type="checkbox"/> No</p> <p>If not, which agency has agreed to serve as your CA sponsor?</p>
<b>4</b>	<p><b>Project contact person:</b> Maryanne Zukowski</p> <p>Address: <b>33325 8<sup>th</sup> Ave South PO Box 9718 Federal Way, WA 98063</b></p> <p>Phone: <b>253.835.2742</b></p> <p>Fax: <b>253.835.7000</b></p> <p>E-Mail: <b>Maryanne.zukowski@cityoffederalway.com</b></p>

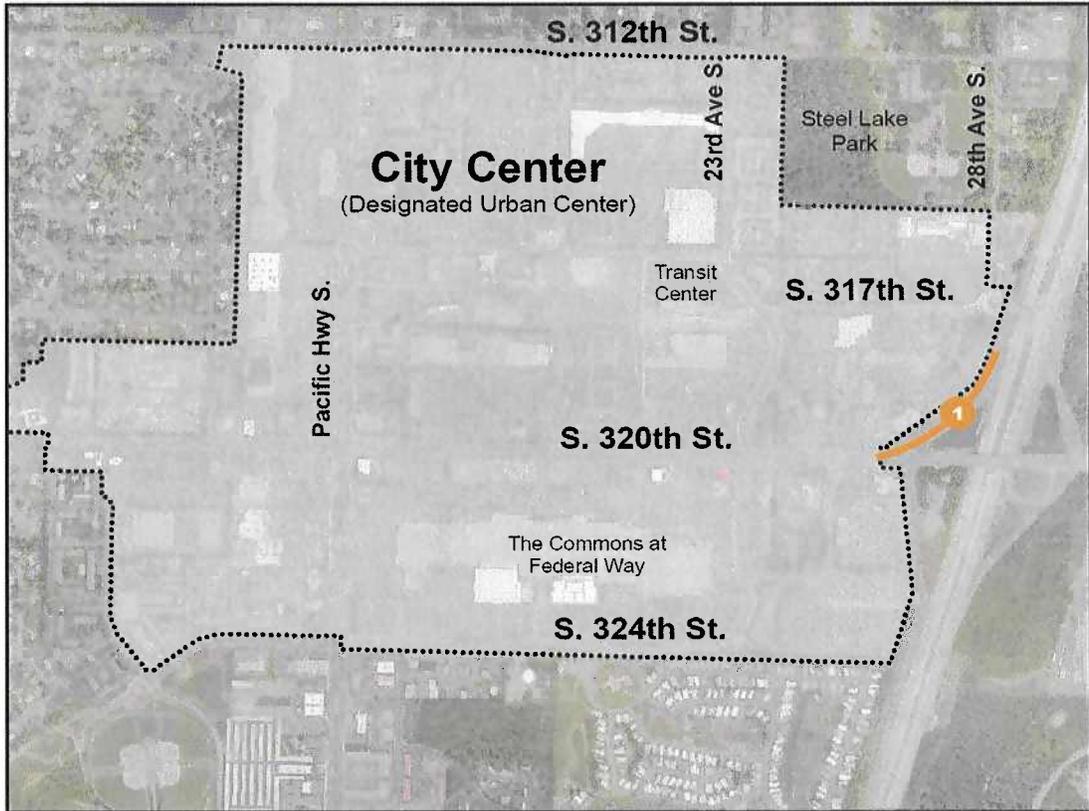
**MAP 2: DESIGNATED URBAN AND MANUFACTURING/INDUSTRIAL CENTERS (REGIONAL GROWTH CENTERS)**

The region's growth plan – VISION 2020 – encourages population and employment growth within Urban Growth Areas chosen in accordance with Washington's Growth Management Act. The region envisions most growth occurring in designated centers: Urban Centers are intended to concentrate both population and jobs; Manufacturing/Industrial Centers are intended to concentrate jobs. Note that designation of the South Lake Union urban center was in progress at the time this plan was being adopted.



<p>5</p>	<p><b>Project description.</b> Please be as clear and concise as possible. Include a description of the project, the need that the project responds to, and the project purpose.</p> <p>The City Center Access Project Phase 3A adds additional right and left turn lanes on the south bound access ramp from I-5 to S 320th Street, sole access to the City of Federal Way City Center, a designated Urban Center.</p> <p>Thirty percent (30%) design will be complete January 2010. Funded by this request is the final design, complete construction, and ribbon cutting opening in 2011 for the addition of right and left turn lanes of the south bound ramps of I-5 access to the City of Federal Way City Center at S 320th Street all within existing right of way.</p> <ul style="list-style-type: none"> <li>• This grant will fund final design and construction. Preliminary engineering is being performed by the City.</li> <li>• Grant request is for \$3.2M, City Match for this Phase 3A is \$1.6M (\$200,000 is developer mitigation.)</li> <li>• This funding is for final design and construction.</li> <li>• 30% Design commenced in 1/2008 (\$400K)</li> </ul> <p>This project will solve the immediate concurrency failure of the interchange, sole access to the Urban Center, as well as the safety deficiency caused by inadequate mobility and congestion at this location. The project solves the immediate issue stalling economic growth. The project eliminates collisions caused by vehicles that back up onto main line I-5.</p> <p>The City of Federal Way is the 7<sup>th</sup> largest city in the State of Washington with a population above 85,000. The expected population in 2020 is greater than 100,000,000. Today, the city center supports approximately 6,500 jobs and that number is expected to double with current redevelopment plans. Without significant roadway projects to improve access and circulation within the Urban Center, Levels of Service are expected to continue to degrade. This is impacting future housing and retail development, job opportunities, freight movement and quality of life for residents, commuters and visitors to the Urban Center. The reduced Levels of Service will also make the Urban Center less attractive to employees and visitors, thus defeating the purpose and value of the Urban Center.</p> <p>The project area impacted by the this project is most critical to the future viability of the Urban Center. The project area includes some of the highest accident locations and corridors in the State. Without this project, traffic congestion will continue to degrade. Currently, the intersection does not meet the City of Federal Way concurrency standards and in 2035 it is forecasted as a LOS F. With the turn lane improvements year of opening at 2011 is a LOS C now meeting the City LOS standards (no other improvements to the arterial system are assumed). The freeway off-ramp currently has queues that essentially block access to the city and block south bound traffic on main line I-5. Queue storage is 1000 ft, in 2011 the queues are reduced to 150 feet. No Build 2035 queues are onto I-5 with estimated 1200 to 1500 foot queues, build 2035 queues are at 600 feet and well off the highway. Adding capacity with this project with a right and left turn lane will immediately solve this issue. The benefits of this project are dramatic. Travel times are improved for freight, transit, and motorists with delay solely at this intersection in 2035 at 55%.</p>
<p>6</p>	<p><b>Project location:</b> S 320th Street @ I-5 City Of Federal Way City Center</p> <p>a. County(ies) in which project is located: King</p> <p><b>Answer the following questions if applicable:</b></p> <p>b. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad): S 320th Street</p> <p>c. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): I-5</p>

## VICINITY MAP – PROJECT LOCATION



**Note 1: Add Right and Left Turn Lanes at S 320th Street at I-5 Ramp Intersection**

### CONGESTION RELIEF

Existing PM Peak hour traffic backs up from inside the city onto the I-5 corridor causing a bottleneck up to South 272<sup>nd</sup> Street on mainline I-5. This project correct this condition for queuing to horizon year 2035, with 2011 year of opening LOS C meeting City Of Federal Way Concurrency and Vision for the Urban Center.



*I-5 off-ramp traffic in the afternoon backs up onto the southbound I-5 mainline causing congestion.*



*I-5 South Bound, you see the break lights? These cars are stopped trying to get into Federal Way during the PM peak same as the ones above as this was the same day.*

**7 Federal functional classification code:** Please select only one code using the table below. For assistance determining functional classification, contact Stephanie Rossi at 206-971-3054 or srossi@psrc.org.

**Important:** A roadway must be approved on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities). Projects on a roadway with a functional classification of 09, 19, 29, or 39 are not eligible to use federal transportation funds unless they are one of the exceptions listed below. If your project is an exception, identify its functional class code as "00".

Examples of exceptions:

- Any bicycle and/or pedestrian project.
- Projects not on a roadway and using CMAQ or other funds
- Any transit project, including equipment purchase and park-and-ride lot projects.

<b>Rural Functional Classifications</b> <b>"Under 5,000 population"</b>	<b>Urban Functional Classifications</b> <b>"Over 5,000 population"</b>
(Outside federal-aid urbanized and federal-aid urban areas) <ul style="list-style-type: none"> <li><input type="checkbox"/> 00 Exception</li> <li><input type="checkbox"/> 01 Principal Arterial - Interstate</li> <li><input type="checkbox"/> 02 Principal Arterial</li> <li><input type="checkbox"/> 06 Minor Arterial</li> <li><input type="checkbox"/> 07 Major Collector</li> <li><input type="checkbox"/> 08 Minor Collector</li> <li><input type="checkbox"/> 09 Local Access</li> <li><input type="checkbox"/> 21 Proposed Principal Arterial – Interstate</li> <li><input type="checkbox"/> 22 Proposed Principal Arterial</li> <li><input type="checkbox"/> 26 Proposed Minor Arterial</li> <li><input type="checkbox"/> 27 Proposed Major Collector</li> <li><input type="checkbox"/> 28 Proposed Minor Collector</li> <li><input type="checkbox"/> 29 Proposed Local Access</li> </ul>	(Inside federal-aid urbanized and federal-aid urban areas) <ul style="list-style-type: none"> <li><input type="checkbox"/> 00 Exception</li> <li><input checked="" type="checkbox"/> 11 Principal Arterial – Interstate</li> <li><input type="checkbox"/> 12 Principal Arterial – Expressway</li> <li><input type="checkbox"/> 14 Principal Arterial</li> <li><input type="checkbox"/> 16 Minor Arterial</li> <li><input type="checkbox"/> 17 Collector</li> <li><input type="checkbox"/> 19 Local Access</li> <li><input type="checkbox"/> 31 Proposed Principal Arterial – Interstate</li> <li><input type="checkbox"/> 32 Proposed Principal Arterial – Expressway</li> <li><input type="checkbox"/> 34 Proposed Principal Arterial</li> <li><input type="checkbox"/> 36 Proposed Minor Arterial</li> <li><input type="checkbox"/> 37 Proposed Collector</li> <li><input type="checkbox"/> 39 Proposed Local Access</li> </ul>

**8** a. Indicate the current certification status of the local comprehensive plan's transportation element, as "Certified," "Conditionally Certified," or "Not Certified," and provide the most recent date of certification action. If you indicate "Not Certified," leave the date field blank. Information on the current certification status of a local plan is available on the PSRC's Web site at [www.psrc.org/projects/planreview/ppr\\_status.htm](http://www.psrc.org/projects/planreview/ppr_status.htm).

- Certification Status: Certified
- Date of certification action (mm/dd/yy): 07/01/03

b. Is the project specifically identified in a local comprehensive plan?

Yes. Indicate the (1) plan name, (2) relevant section(s), and (3) page number where it can be found:

**City of Federal Way Comprehensive Plan - Chapter 3 Transportation Element, page 90 Table III - 18, 2003-2008 TIP, Map ID 27 - S 320th Street @ I-5 "Add 2<sup>nd</sup> left turn lane, 3<sup>rd</sup> right turn lane on the south bound ramp."**

No. Describe how the project is consistent with the applicable local comprehensive plan, citing specific local policies and provisions the project supports. Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page number.

<p><b>9</b></p>	<p>Please check all boxes that apply to the project's location. If portions of the project are located in more than one of the locations listed, please check all appropriate boxes.</p> <p><input type="checkbox"/> The project is located outside the designated urban growth area. (Refer to <a href="http://www.psrc.org/projects/tip/applications/reference.htm">http://www.psrc.org/projects/tip/applications/reference.htm</a> TIPINFO - 8 for more information.)</p> <p><input checked="" type="checkbox"/> The project is located within the designated urban growth area.</p> <p><input checked="" type="checkbox"/> The project is located within a formally designated regional growth center. (Please identify the regional growth and/or manufacturing/industrial center in the space below; refer to <a href="http://www.psrc.org/projects/monitoring/rgc.htm">http://www.psrc.org/projects/monitoring/rgc.htm</a> for more information.)</p> <p><b>City of Federal Way City Center – Urban Center</b></p> <p><input checked="" type="checkbox"/> The project is located in a locally designated center. Please indicate (1) the plan name, (2) relevant section(s), and (3) page number where it can be found:</p> <p><b>City of Federal Way 20 year comprehensive plan - City Center Element, Chapter 7 pages 1 through 45</b></p>
<p><b>10</b></p>	<p>What is the PSRC Funding Source being requested? Choose only one: STP <input checked="" type="checkbox"/> CMAQ <input type="checkbox"/></p> <p>Will the PSRC funds complete the project or a phase of the project? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>

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## Section V - 2009 King Countywide STP/CMAQ Competition Application

To be used for projects submitted for the following Countywide Programs:

- ❖ Small Jurisdictions Program
- ❖ Larger Jurisdiction Program
- ❖ All Other Agency Program
  - ❖ Rural Area Program

This application is available on the King County Web site at

<http://www.kingcounty.gov/transportation/kc-dot/PlanningAndPolicy/RegionalTransportationPlanning/2009KCCountywideComp.aspx>

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**\*\*Please read all of the text in this section before completing this application.\*\***

**Important notice:** The importance of complete and accurate information on every application cannot be overemphasized. The evaluation and scoring of all submitted projects will be based on the answers provided in this application. A project's suitability for funding may be compromised if the application is found to have omissions or inaccuracies. In addition, sponsors of projects recommended for funding as a result of the competition should be aware that their application could be used in the future to evaluate the status of a project if it fails to comply with the requirements of the Puget Sound Regional Council's (PSRC) Project Tracking program.

**Projects receiving funding as a result of this competition:** Funding distributed as a result of the 2009 STP/CMAQ King Countywide Programs is awarded to projects, not to the sponsoring agency itself. Sponsors of projects that receive funds from this competition will be required to submit a more detailed TIPMOD or TIPNEW application, which will be due to the PSRC on July 7, 2009. Please note that these sponsors will also be asked to certify that they will comply with the conditions of the PSRC's Project Tracking Program, as a condition of accepting funding. Failing to comply with this condition, and/or with the conditions established in the PSRC's Project Tracking Program, may eventually result in the loss and/or transfer of funds to another Countywide project.

**14-page limit:** You may use additional pages if necessary; however, please be as brief as possible and limit your application to a total of fourteen (14) pages, plus map(s) and/or other required supporting documents.

**E-mail submissions are preferred:** Attach your completed application to an e-mail and send to [peter.heffernan@kingcounty.gov](mailto:peter.heffernan@kingcounty.gov). Please name the file "(Agency): (Project title)" and in the e-mail subject line identify which Countywide program the application is being submitted (Small Jurisdiction, Large Jurisdiction, All Other, Non-motorized). If you are unable to e-mail the application, please mail a copy of the electronic file on diskette, and fax or mail a corresponding paper copy. Electronic copies of all applications are required, as they will be posted to the King County Web site. Mailed materials should be sent to: Peter Heffernan, King County Department of Transportation, M.S. KSC-TR -0814, 201 South Jackson Street, Seattle, WA 98104-3856 and/or faxed to 206-684-1812, Attn: Peter Heffernan. All applications must be submitted by **5pm May 15<sup>th</sup>, 2009**.

**Definition of a project:** For the purposes of this competition, a project must be clearly defined by geographic limits and/or functionality. If the project contains multiple components, the sponsor must clearly indicate how they are logically connected to one another. A project with multiple geographic locations must demonstrate their functional relationship (for example, signal coordination work in various locations tied together through a traffic control center). **Note: a project may request only one funding source – either STP or CMAQ, but not both.**

**PROJECT DESCRIPTION INFORMATION**

<b>1.</b>	<b>Project title: City Center Access Project Phase 3A; South Bound Ramp at S 320th Street @ I-5 interchange additional right and left turn lanes.</b> For roadway project titles: list facility name, limits, and any other identifying words. E.g., SR-520 HOV (104th Ave NE to 124th Ave NE).
<b>2.</b>	<b>Destination 2030 ID#: 3655</b> In order to be eligible for federal funding, a project must be in, or consistent with, <i>Destination 2030</i> , the region's Metropolitan Transportation Plan (MTP). To confirm if your project is specifically listed in <i>Destination 2030</i> , refer to Appendix 9 of <i>Destination 2030</i> at <a href="http://www.psrc.org/projects/mtp/d2030plan.htm">http://www.psrc.org/projects/mtp/d2030plan.htm</a> . For assistance or questions regarding these issues, contact Kimberly Scrivner at 206-971-3281 or <a href="mailto:kscrivner@psrc.org">kscrivner@psrc.org</a> .
<b>3.</b>	<b>a. Sponsoring agency: City of Federal Way</b> <b>b. Co-sponsor(s) if applicable: Washington State Department of Transportation</b> <b>Important:</b> For the purposes of this application and competition, "co-sponsor" refers to any agency that would receive a portion of the funding if the requested grant were to be awarded. <b>c. Does sponsoring agency have "Certification Acceptance" status from WSDOT?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <b>d. If not, which agency will serve as your CA sponsor? (refer to WSDOT's Local Agency Guidelines Manual for information on CA status: <a href="http://www.wsdot.wa.gov/ta/operations/lag/LAG13.pdf">http://www.wsdot.wa.gov/ta/operations/lag/LAG13.pdf</a>)</b>
<b>4.</b>	<b>Project contact person: Maryanne Zukowski, P.E.</b> Address: <b>33325 - 8<sup>th</sup> Ave S PO Box 9718 Federal Way, WA 98063-9718</b> Phone: <b>253.835.2742</b> Fax: <b>253.835.2709</b> E-Mail: <b>maryanne.zukowski@cityoffederalway.com</b>

5. **Project description.** Please distinguish between the scope of the project and the justification and/or need for the project.

a. **Project scope:** Please describe clearly and concisely the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? For example, if this is part of a larger project, please be specific as to what portion on which the grant funds will be used.

**The City Center Access Project Phase 3A adds additional right and left turn lanes on the south bound access ramp from I-5 to S 320th Street, sole access to the City of Federal Way City Center, a designated Urban Center.**

**Thirty percent (30%) design will be complete January 2010. Funded by this request is the final design, complete construction, and ribbon cutting opening in 2011 for the addition of right and left turn lanes of the south bound ramps of I-5 access to the City of Federal Way City Center at S 320th Street all within existing right of way.**

- **This grant will fund final design and construction. Preliminary engineering is being performed by the City.**
- **Grant request is for \$3.2M, City Match for this Phase 3A is \$1.6M (\$200,000 is developer mitigation.)**
- **This funding is for final design and construction.**
- **30% Design commensed in 1/2008 (\$400K)**

b. **Project justification, need or purpose:** Please explain the intent, need or purpose of this project. What is the goal or desired outcome?

**This project will solve the immediate concurrency failure of the interchange, sole access to the Urban Center, as well as the safety deficiency caused by inadequate mobility and congestion at this location. The project solves the immediate issue stalling economic growth. The project eliminates collisions caused by vehicles that back up onto main line I-5.**

**The City of Federal Way is the 7<sup>th</sup> largest city in the State of Washington with a population above 85,000. The expected population in 2020 is greater than 100,000,000. Today, the city center supports approximately 6,500 jobs and that number is expected to double with current redevelopment plans. Without significant roadway projects to improve access and circulation within the Urban Center, Levels of Service are expected to continue to degrade. This is impacting future housing and retail development, job opportunities, freight movement and quality of life for residents, commuters and visitors to the Urban Center. The reduced Levels of Service will also make the Urban Center less attractive to employees and visitors, thus defeating the purpose and value of the Urban Center.**

**The project area impacted by the this project is most critical to the future viability of the Urban Center. The project area includes some of the highest accident locations and corridors in the State. Without this project, traffic congestion will continue to degrade. Currently, the intersection does not meet the City of Federal Way concurrency standards and in 2035 it is forecasted as a LOS F. With the turn lane improvements year of opening at 2011 is a LOS C now meeting the City LOS standards (no other improvements to the arterial system are assumed). The freeway off-ramp currently has queues that essentially block access to the city and block south bound traffic on main line I-5. Queue storage is 1000 ft, in 2011 the queues are reduced to 150 feet. No Build 2035 queues are onto I-5 with estimated 1200 to 1500 foot queues, build 2035 queues are at 600 feet and well off the highway. Adding capacity with this project with a right and left turn lane will immediately solve this issue. The benefits of this project are dramatic. Travel times are improved for freight, transit, and motorists with delay solely at this interection in 2035 at 55%.**

6.	<p><b>Project location: City of Federal Way Urban Center S 320th Street @ I-5 Interchange</b></p> <p>a. County(ies) in which project is located: <b>King County</b></p> <p><b>Answer the following questions if applicable:</b></p> <p>b. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad): <b>Intersection of S 320th Street @ I-5</b></p> <p>c. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): <b>Phase 3A limits are the south bound I-5 off ramp entrance to the city center.</b></p>	
7.	<p><b>Map:</b> 1. Include a legible 8½” x 11” project map with the completed application form. 2. Include a legible vicinity map with the completed application form (can be smaller than 8½” x 11”).</p> <p><b>Note:</b> If unable to send the map electronically, mail a copy on diskette and provide a paper copy by fax or mail.</p>	
8.	<p><b>Federal functional classification code</b> (Please select <u>only one</u> code using the table below)</p> <p>For assistance determining functional classification, contact Stephanie Rossi at 206-971-3054 or <a href="mailto:ssrossi@psrc.org">ssrossi@psrc.org</a>.</p> <p><b>Important:</b> A roadway must be <u>approved</u> on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities). Projects on a roadway with a functional classification of 09, 19, 29, or 39 are not eligible to use federal transportation funds unless they are one of the exceptions listed below. If your project is an exception, identify its functional class code as “00”.</p> <p><u>Examples of exceptions:</u></p> <ul style="list-style-type: none"> <li>• Any bicycle and/or pedestrian project.</li> <li>• Projects not on a roadway and using CMAQ or other funds</li> <li>• Any transit project, including equipment purchase and park-and-ride lot projects.</li> </ul>	
9.	<p style="text-align: center;"><b>Rural Functional Classifications</b> “Under 5,000 population”</p> <p style="text-align: center;">(Outside federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> 00 Exception</p> <p><input type="checkbox"/> 01 Principal Arterial - Interstate</p> <p><input type="checkbox"/> 02 Principal Arterial</p> <p><input type="checkbox"/> 06 Minor Arterial</p> <p><input type="checkbox"/> 07 Major Collector</p> <p><input type="checkbox"/> 08 Minor Collector</p> <p><input type="checkbox"/> 09 Local Access</p> <p><input type="checkbox"/> 21 Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> 22 Proposed Principal Arterial</p> <p><input type="checkbox"/> 26 Proposed Minor Arterial</p> <p><input type="checkbox"/> 27 Proposed Major Collector</p> <p><input type="checkbox"/> 28 Proposed Minor Collector</p> <p><input type="checkbox"/> 29 Proposed Local Access</p>	<p style="text-align: center;"><b>Urban Functional Classifications</b> “Over 5,000 population”</p> <p style="text-align: center;">(Inside federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> 00 Exception</p> <p><input checked="" type="checkbox"/> 11 Principal Arterial – Interstate</p> <p><input type="checkbox"/> 12 Principal Arterial – Expressway</p> <p><input type="checkbox"/> 14 Principal Arterial</p> <p><input type="checkbox"/> 16 Minor Arterial</p> <p><input type="checkbox"/> 17 Collector</p> <p><input type="checkbox"/> 19 Local Access</p> <p><input type="checkbox"/> 31 Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> 32 Proposed Principal Arterial – Expressway</p> <p><input type="checkbox"/> 34 Proposed Principal Arterial</p> <p><input type="checkbox"/> 36 Proposed Minor Arterial</p> <p><input type="checkbox"/> 37 Proposed Collector</p> <p><input type="checkbox"/> 39 Proposed Local Access</p>

## COUNTYWIDE PROJECT EVALUATION

***Important:*** Projects will be evaluated and scored based on the information provided in Parts 1 and 2 that follow. Refer to the “2009 King County Countywide Project Evaluation Criteria” before completing these sections of the application for guidance, examples, and details on scoring.

### ***Instructions:***

- Part 1: Choose the one project category that best fits your project and complete the corresponding section A, B, or C.
- Part 2: Complete all three sections in Part 2 (sections D, E, and F).

## Part 1: Category Specific Questions (70 Points STP, 50 Points CMAQ)

**10. Select one of the following three categories that best fits your project and follow the corresponding instructions:**

- Designated Center:** Complete section A (question 11) and proceed directly to Part 2 (questions 14-17).
- Manufacturing/Industrial Center:** Complete section B (question 12) and proceed directly to Part 2 (questions 14-17).
- Connecting Corridors:** Complete section C (question 13) and proceed directly to Part 2 (questions 14-17).

**Note:** Information on the 2005 adopted Regional Economic Strategy and the targeted industry clusters, including definitions and maps of the clusters, may be found on the Prosperity Partnership website at <http://www.prosperitypartnership.org/clusters/index.htm>. For questions regarding these topics, contact Chris Strow at 206-971-3051 or [cstrow@psrc.org](mailto:cstrow@psrc.org)

### A. Designated Regional Growth Centers

**Instructions:** Complete this section (questions 11-13) if you selected “Designated Centers” in question 10, and then proceed directly to Part 2. Do not complete Sections B or C.

**11. Center Development.** Please address the following:

- **Growth.** Describe how the project will support the potential for housing/employment densities in the center. Describe how the project will support the development/redevelopment plans and activities of the center.
- **Plans and Policies.** Describe how the project furthers the objectives and aims of existing policies for the center; please provide a citation and copy of the corresponding policies.
- **Economic Strategy.** Describe whether the project helps to create or sustain jobs in the targeted industry clusters within the center; these clusters are identified in the adopted 2005 Regional Economic Strategy.

**12. Project’s Benefit to the Center.** Please address the following

- **Long-Term Benefit.** Does the project remedy a current or anticipated problem (e.g. congestion, incomplete sidewalk system, inadequate transit service/facilities, modal conflicts and/or the preservation of essential freight movement)? Please describe.

- User Groups Supported. Describe the user groups that will benefit from the project (including commuters, residents, commercial users, those groups identified in the President’s Order for Environmental Justice<sup>1</sup> and/or areas experiencing high levels of unemployment or chronic underemployment).

**13. Circulation within the Center.** Please address the following.

- Safety and Convenience. Describe how the project improves safe & convenient access to major destinations within the center.
- Intermodal Opportunities and Connections. Describe how the project will improve circulation and enhanced opportunities for active transportation within the center for people and/or goods regarding (address each relevant area): walkability, public transit access, public transit speed and reliability, safety & security, bicycle mobility, bicycle facilities, streetscape improvements, traffic calming, preservation of essential freight movement and/or other.
- Travel Choices. Describe how the project provides users (e.g. employees, residents, customers) a range of travel modes or provides a “missing” mode.
- System Continuity. Describe how the project completes a physical gap or provides an essential link in the transportation network.
- Parking. If the project has a parking component, describe how it has been designed to be compatible with a pedestrian oriented environment, including any innovative parking management tools.

**B. Manufacturing/Industrial Centers**

**Instructions:** Complete this section (question 14) if you selected “Manufacturing/Industrial Centers” in question 10, and then proceed directly to Part 2. Do not complete Sections A or C.

**14. Mobility and Accessibility.** Please address the following:

- Freight Movement. Describe how the project provides opportunities for freight movement.
- Growth Plans and Policies. Describe how the project will benefit or support the development of the manufacturing/industrial center.
- System Continuity. Does the project complete a physical gap, provide an essential link, or remove a barrier in the Freight & Goods component of the Metropolitan Transportation System (See Destination 2030, Technical Appendix 4)? Please describe.
- Safety. Describe how the project improves safety and reduces modal conflicts to help achieve a “seamless” system.
- Improved Commute Access. Describe how the project improves access for one or more modes to major employment sites or access to residential areas outside the center, including opportunities for active transportation.
- Trip Reduction. How does the project promote Commute Trip Reduction (CTR) opportunities?
- User Groups Supported. Describe the user groups (e.g. employees, customers, modal carriers, those identified in the President’s Order for Environmental Justice and/or areas experiencing high levels of unemployment or chronic underemployment) that will benefit from the project.
- Economic Strategy. Describe how the project helps to create or sustain jobs in the targeted industry clusters within the center; these clusters are identified in the adopted 2005 Regional Economic Strategy.

<sup>1</sup> The President’s Order for Environmental Justice states “each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority populations and low-income populations.”

## C. Connecting Corridors

**Instructions:** Complete this section (questions 15-17) if you selected “Corridors Serving Centers” in question 10, and then proceed directly to Part 2. Do not complete Sections A or B.

**15. Benefit to Centers or Manufacturing/Industrial Center.** Please address the following:

- **Growth Plans and Policies.** Describe how this project will benefit or support the housing and employment development of a regional growth and/or manufacturing/industrial center(s). Does it support multiple centers?
- **Travel Choices.** Describe how the project provides a range of travel modes to users traveling to centers, or if it provides a missing mode.
- **User Groups Supported.** Describe the user groups that will benefit from the project, including commuters, residents, and commercial users, those groups identified in the President’s Order for Environmental Justice and/or areas experiencing high levels of unemployment or chronic underemployment).
- **Economic Strategy.** Describe whether the project helps to create or sustain jobs in the targeted industry clusters within a center; these clusters are identified in the adopted 2005 Regional Economic Strategy.

**Growth Plans and Policies:** Phase 3A (intersection improvements at the S 320th Street @ I-5 ramp terminal) solves immediate safety and congestion to the city center on the transportation network serving this area (60,000 ADT). The transportation network is at current capacity and is sole access to the city center. This infrastructure improvement project supports the Revenue Development Area (RDA) of the City Center for the targeted growth allocated by the PSRC to the year 2035. Since Phase 3A corrects the concurrency deficiency, three (3) major development projects may move forward totaling three (3) million SF of mixed use high rise.

The City is pursuing aggressively redevelopment of its largely auto-oriented, suburban style business district in pursuit of its Comprehensive Plan Vision of higher density, mixed-use, multistory, pedestrian-friendly and transit oriented major urban center. The Federal Way City Center has a strategic position between Seattle and Tacoma, with a Sound Transit multimodal Transit Center. The City has implemented codes and policies that encourage mixed use, high-density, multistory development. In 2007 the City took an important step to further these goals by purchasing a key City Center Redevelopment site, engaging private developers to pursue a public-private partnership intended to yield a transformation to the new urban mixed use projects that will serve as the catalysts for additional urban redevelopment. Phase 3A capacity improvements are needed for the current redevelopment.

**Travel Choices:** Phase 3A provides for immediate reduced congestion at the primary access to the city center, improves vehicle circulation through the center, and improves travel times for all vehicles, freight, and transit.

**User Groups Supported:** User groups benefited include transit center and park & ride users, local and regional commuters, residents, and commercial users. Within the center, 70% are low to moderate income residents and senior citizens, and 12% are adults that do not speak English.

**Regional Economic Strategy:** The project supports the City Council Resolution 05-459 Public/ Private partnerships for fulfillment of the Comprehensive Plan Vision. The following development activity can not proceed without increasing roadway capacity and improving the access and circulation on the total transportation network serving the center. By 2035, a total

of 6,401 jobs are created with the redevelopment of 5 Million SF of mixed use high rise: Construction jobs are estimated at 3,421.

Residential	1,500 Dwelling units	
Retail	1,500,000 SF	3500 jobs
Commercial/Office	700,000 SF	1922 jobs
Hotel	1,200 Rooms	730 jobs
Civic/Cultural/Educational	200,000 SF	243 jobs

Funding this project creates 1,707 new jobs with the following development for approximately 3 Million SF of mixed-use high rise:

- Rainier Plaza, 2.35 million SF with 500 residential units in high-rise towers as well as 700,000 SF of retail and service space.
- Symphony, 900 residential units, 120,000 SF of institutional and office space with 56,000 SF of retail space in high rise towers.
- Federal Way Commons Redevelopment, 430 residential units 170,000 SF of retail and 430,000 SF upper level tenant space.

The Federal Way City Center redevelopment and the City Center Access Project supports the economic strategy foundations in technology and new small businesses supporting and employing an effective transportation system for strong civic, nonprofit community plans, residential, and commercial plans to sustain and create jobs. Attached are artists renderings of the high rise mixed use proposals.

16. **System Continuity.** Please address the following:

- Serving Centers. Describe how this project provides a “logical segment” that links to a regional growth or manufacturing/industrial center.
- Missing Link. Describe how the project fills in a missing link or removes barriers to a center.
- Congestion Relief. Describe how this project will relieve pressure or remove a bottleneck on the Metropolitan Transportation System and how this will positively impact overall system performance.

**Serving Centers:** This project adds vehicle capacity with new turn lanes at the major failing intersection that is primary access to the designated center at the ramp terminal.

**Congestion Relief:** Existing PM Peak hour traffic backs up from inside the city center on S 320th Street onto the I-5 corridor causing a bottleneck up to S 272nd Street on mainline I-5, this project corrects this condition. The project addresses access and circulation within the Urban Center increasing LOS at this sole intersection in 2011 to a C. Queuing back up onto the main line freeway is eliminated with this additional storage. No Build 2035 LOS is forecasted at F with delay per vehicle at about 3 minutes each.

17. **Long-term Benefit/Sustainability.** Please address the following:

- Efficiency. How does this project support a long-term strategy to maximize the efficiency of the corridor? Describe the problem and how this project will remedy it.
- Safety. Describe how this project improves safety and/or reduces modal conflict, and provides opportunities for active transportation.

**Efficiency:** The LOS standard for the City is LOS E or a v/c ratio of 1.0. 2004 traffic analysis showed a LOS E for the south bound ramp S 320th Street @ I-5 intersection failing concurrency with a v/c ratio of greater than 1.0. 2035 No Build is a LOS F with a delay of 176 seconds per vehicle and a v/c ratio of 1.54. 2011 with the turn lane improvements is a

LOS C. well within concurrency. Delay savings for all vehicles per PM peak hour 2011 and 2035 is 55%.

**Safety:** The project is driven by the concern for safety and mobility at the S 320th Street @ I-5 interchange, access to the city center that backs up vehicles onto main line I-5. WSDOT analysis of 2004 ranked this location a High Accident Location (HAL) No. 100 statewide and the corridors surrounding this location are High Accident Corridor (HAC)s No. 4 and No. 8 Statewide. (1 is the number one high accident location or corridor in the State of Washington) Current 2004 to 2006 Accident Analysis performed by WSDOT and the City rank by collision rates where above 1.0 is significant. Rear end collisions are addressed by this project Phase 3A and reduce the backup onto the main line and will significantly decrease collisions.

I-5 / S 320th Street	# Injury	# PDO	Total Collisions	Cost	Collision Rate
Southbound Off-Ramp	59	78	137	\$ 3,294,000	4.19

**PART 2: QUESTIONS FOR ALL PROJECTS**

**Instructions:** Once Section A, B, or C in Part 1 has been completed, complete all of Part 2 (questions 18-21).

**D. Air Quality and Climate Change (20 Points STP, 40 Points CMAQ)**

**18. Describe how your project will reduce emissions.** Include a discussion of the population served by the project – who will benefit, where, and over what time period. Projects may have the potential to reduce emissions in a variety of ways, depending on the type of project. Please provide the requested information if your project contains the elements listed below:

- Diesel retrofits: Describe the types and numbers of vehicles, vessels, or equipment involved, how often they are used, where they are used, how much fuel is consumed annually and when the retrofits will occur.
- Roadway capacity (general purpose and high occupancy vehicles): Describe the roadway and travel conditions before and after the proposed project, including average daily traffic and travel speeds. Describe the potential for multimodal connections, shorter vehicle trips, etc.
- Transit (park-and-ride lots, new or expanded transit service, transit amenities, etc.): What is the current transit ridership in the project area? What are the current transit routes serving the project area? If a park-and-ride lot, how many stalls are being added? Describe how the amenities (or other components of the project) are expected to encourage new transit ridership and shift travel from single occupant vehicles to multimodal options. What is the average trip length for a new rider?
- Bicycle and/or pedestrian facilities: What is the length of the facility? What are the connections to other nonmotorized facilities and to the larger nonmotorized system? Describe the expected travel shed (i.e., land use and population surrounding the project).
- Signalization and other ITS improvements: Describe the existing conditions in the area (i.e., level of service, average daily traffic, etc.), and describe how the project is expected to improve traffic flow (increase speed, reduce idling, remove accidents, etc.). Is there a significant amount of truck traffic (i.e. freight movement) on the facility? Does the project improve traffic flow for particular modes, e.g. HOVs, or types of vehicles, e.g. freight trucks?
- Alternative fuels/vehicles: Describe the change in fuel or vehicle technology. How many vehicles are affected? What are the current conditions?

- Other: Describe how your project has the potential to reduce emissions through technology, improved management or other means, e.g. “no idling” signage & enforcement, auxiliary power units to operate heating, cooling & communications equipment, truck stop electrification, etc.

**User groups benefited:** Regional transit center and park & rider users, local and regional commuters, residents, and commercial users. 70% are low to moderate income residents, disabled, and senior citizens. 12% are adults who do not speak English.

**Existing 2008 PM peak hour traffic at this this location is approx. 4000 with the expected 6300 PM peak hour trips in 2035. Main line I-5 at this bottleneck during the PM peak hour is greater than 102,000 in 2035. The time period this project serves is to design year 2035. This project is part of PSRC's regional transportation plan (Destination 2030) and modeled for regional air quality conformity and found to conform with air quality regulations and requirements. In the designated center there are 1200 parking stalls at the regional transit center as well as 960 parking stalls at the park & ride. There are 16 King County Metro and Pierce County routes that service this area with additional regional transit connections by Sound Transit.**

**Timing:** Ramp improvements 2011 with design horizon year of 2035.

**Improved traffic flow:** The project will improve traffic flow, reduce delays, and support economic redevelopment of the Urban Center by increasing capacity with turn lanes at this intersection.

- Traffic volumes are expected to increase significantly by 2035 to support residential, commercial, and retail. The ADT on S 320th Street currently at 40,000 increases approximately 70% to 65,000 in 2035. The existing ADT of the interchange is at 60,000 with the majority of use on the S 320th Street south bound off ramp from I-5.

- By 2035 the expected delay per vehicle during the PM peak hour at this location is 176 seconds per vehicle (about 3 minutes). These idling vehicles will mean more damaging air emissions. Delay savings at 2011 is 55% from today and forecasted 2035 delay savings also 55%.

- Funded with this request adds capacity to the interchange ramp intersection.

#### **E. Project Readiness/Financial Plan (10 Points)**

**Introduction:** Two primary tools will be used to obtain information needed to judge a project’s ability to proceed: responses to the project readiness question (14) and financial plan question (15) below. The primary objective of the evaluation is to determine whether a sponsor has assembled all of the funding needed to complete the project or phase(s), and when the sponsor will be ready to obligate the requested regional funding. All questions must be completely and accurately filled out in order for this information to be properly assessed. The information will be used to determine:

- When the sponsor can complete all prerequisites needed to obligate the project’s requested PSRC funding.
- When the sponsor plans to obligate requested PSRC funding.
- The amount and source of secured funding for the project.
- The amount and source of reasonably expected but unsecured funding for the project.
- Whether PSRC’s federal funds will complete the project or a phase of the project.

**Note:** The standard PSRC definitions will apply for determining when funding is “secured” or “reasonably expected to be secured.” These definitions are included in Section 5 of the STP/CMAQ Regional Competition Call for Projects.

**19. Project Readiness:** Please fill out the questions below if your project is requesting funds for a Right-of-way (ROW) and/or Construction (CN) phase. Projects requesting funds only for a Preliminary Engineering phase need not answer question #19.

PSRC recognizes that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before STP and CMAQ funding is typically eligible to obligate. These questions are designed to identify those requirements and assist sponsors to:

- Identify which requirements apply to their specific project.
- Identify which requirements have already been satisfied at time of application.
- Provide an explanation and realistic completion date for all requirements not yet completed.

**Important instructions:** For question 19A below, select one of the three options from the drop-down list for each item that applies at the time of submission of this application. These items are based on the documentation requirements for obligation of federal funds. For any item where “Item not yet completed” is selected, and for any additional requirements pertaining to the project, provide details in question 19B, including the estimated schedule for completion.

**19A. Check all items that apply below.** Note: if no ROW is required for the project, select “not needed” for sections b through g.

- Not needed a. Final FHWA or FTA approval of environmental documents including:  
Not Needed - BA Concurrence: NMFS, U.S. Fish & Wildlife, WSDOT,  
Not Needed - Section 106 Concurrence.  
Not Needed - FHWA/FTA Environmental Classification Summary Checklist (or EA or EIS).
- Not needed b. True Cost Estimate for Right of Way.
- Not needed c. Right-of-way Plans (stamped).
- Not needed d. Relocation Plan (if applicable).
- Not Needed e. Right-of-way Certification.
- Not Needed f. Certification Audit by WSDOT R/W Analyst.
- Not Needed g. Relocation Certification, if applicable.  
WSDOT Certification Audit of Relocation Process, if applicable.
- Completed h. Engineer's Estimate.
- Not Needed i. All environmental permits obtained (e.g., Army Corps of Engineers Permit, HPA, etc.)

**19B. Additional information:** Include details on any items above that are not yet completed and provide an estimated schedule. Please provide any additional information as appropriate (e.g., status of planning, environmental documentation, permits, design, etc.).

**At the direction of FHWA, this project “Phase 3A” of which this funding is requested (the south bound ramp improvement) is a Documented Categorical Exemption (DCE) with no right of way needed for the additional turn lanes. With this funding request Phase 3A can open to traffic in 2011.**

**20. Financial plan:** Please fill out Tables A through D below and corresponding questions E through F. The purpose of the tables and questions is to allow sponsors to fully document their project’s financial plan and schedule. Tables A, B, and C build upon one another to provide the estimated cost of each phase as well as a project’s total cost (Table D). The tables require sponsors to list the federal funds being requested from the Regional Competition (Table A), as well as ALL other sources of secured (Table B) and unsecured (Table C) funds needed to complete the project.

**Guidelines:**

- All requested information must be provided to earn maximum points.
- Provide financial information for all funding types in every applicable phase, and use a separate row for each funding source.
- Totals of federal and other funds listed in Tables A, B, and C should equal the total project cost in Table D.
- Funding commitment letters must be provided for all financial partners.

**Required Match:** A minimum of 13.5% match is required for both STP and CMAQ funds. Sponsors of projects awarded funds through this competition will be required to provide information on these matching funds at a later date.

**Table A: Funding Requested from Countywide Competition**

Phase	Estimated Obligation Date by Phase (mm/dd/yy)	PSRC Federal Funding Source (enter either STP or CMAQ; choose only one)	PSRC Federal Funds Amount
Phase 3A south bound ramps at I-5 preliminary design 30%	01/01/2008	NA	\$0
Phase 3A south bound ramps at I-5 final design	01/01/2010	STP	\$372,000.00
Phase 3A south bound ramps at I-5 Construction	01/01/2011	STP	\$2,828,000.00
<b>Totals:</b>			<b>\$3,200,000.00</b>

**Table B: Existing Secured Funding**

Phase	Estimated Obligation date by Phase* (mm/dd/yy)	Source	Amount
Phase 3A south bound ramps at I-5 preliminary design 30%	01/01/2008	City of Federal Way	\$400,000.00
Phase 3A south bound ramps at I-5 final design	01/01/2010	City of Federal Way	\$60,000.00
Phase 3A south bound ramps at I-5 Construction	01/01/2011	City of Federal Way	\$1,540,000.00
			\$
			\$
<b>TOTAL:</b>			<b>\$2,000,000</b>

\*For tables B and C, "obligation" may be defined as expenditure or other commitment of funds. For assistance, please refer to "Definitions for Secured and Reasonably Expected to be Secured Funding" in Section 5 of the Call for Projects.

**Table C: Needed Future Funding (Unsecured)** Note: do not include the grant funds requested in Table A

Phase	Estimated Obligation date by Phase (mm/dd/yy)	Source	Amount
			\$
			\$
			\$
			\$
			\$
<b>TOTAL:</b>			\$0

**Table D: Total Project Cost and Schedule** (Please provide the total estimated cost and scheduled completion date for each phase of the project.)

Total Estimated Project Cost		Scheduled Completion of Phases	
Phase	Total Estimated Cost	Phase	Scheduled Completion Date (mm/dd/yy)
Planning:	\$	Planning:	
Preliminary Engineering/Design:	\$ PE 30% 400,000.00 Final Design \$432,000.00	Preliminary Engineering/Design:	PE 30% 01/01/2010 Final Design 06/01/2010
Right of Way:	\$	Right of Way:	
Construction:	\$4,368,000.00	Construction:	06/01/2011
Other (Specify):	\$	Other (specify):	
<b>Total Project Cost:</b>	<b>\$5,200,000.00</b>	Estimated date of completion (i.e. open for use)	06/01/2011

**E. Identify the project phases (PE, ROW, CN, etc.) that will be fully completed if requested funding is obtained:**

**F. If unable to completely fill out Table D (Total Project Cost and Schedule):** Use the space below to explain the nature of any project for which the total project cost and/or schedule is presently unknown. For example, a project may study the merits/costs of various routes or construction techniques and, consequently, the total project costs won't be determined until the study is complete.

**Secured match funding documentation is attached - Council Meeting Date March 3, 2009 City of Federal Way City Council Agenda Bill and February 23, 2009 Land Use and Transportation Committee approval.**

**F. Other Considerations (No Points)**

**21. Please describe any additional aspects of your project** not previously addressed in the application that could be relevant to the final project recommendation and decision-making process, particularly those relating to the support of centers and connecting corridors. Note: no points will be given to this section.

**The Phase 3A ramp improvement will realize significant improvement immediately to the I-5 corridor bottle neck and the bottleneck at the sole access to the City Center Core. Future**

redevelopment plans are dependant upon increased capacity to this designated regional growth center.

**URBAN CENTER ENVIRONMENT**

- Supports planned Urban Center Redevelopment required to accommodate Urban Growth Center
- Creates and sustains jobs

**AIR QUALITY**

- Delay savings in 2011 and 2035 55%

**CIRCULATION WITHIN THE CENTER**

- Adjacent to mixed use areas
- Improves travel to the center

**PROJECT IMPACT ON URBAN CENTER**

- Improves freight movement through congestion relief
- Supports density designations

**PROJECT READINESS**

- Obligation ready 2010
- Funds final design and construction opening in 2011
- Private mitigation from developers have helped support

**2009 PROJECT SELECTION PROCESS: STP/CMAQ REGIONAL COMPETITION  
PROJECT SPONSOR FOLLOW-UP QUESTIONS**

**AGENCY:** FEDERAL WAY  
**PROJECT:** City Center Access Project Phase 3A

**Question #1:** Please explain the relationship of this grant request to the recent Federal Way City Council action to choose the "No Build" alternative for the City Center Access project, as described in the attached e-mail message below dated April 22, 2009:

**From:** Maryanne Zukowski [mailto:Maryanne.Zukowski@cityoffederalway.com]  
**Sent:** Wednesday, April 22, 2009 2:28 PM  
**To:** 'Love, Sharon'; McClanahan, Doug; Chris Johnson; David Mark; Torkko, Dean; Don.Petersen@fhwa.dot.gov; Barry, Ed (UCO); Armstrong, Greg; Jack.Lattermann@METROKC.GOV; James Colyar; Hitch, Janelle; K HaydenPierce Transit; Kelly Dugar; Marwan Salloum; MacDonald, Michael K.; Johnson, Paul E. (UCO); Segami, Phil; Pazooki, Ramin; Sarady Long; Yan, Shuming; Chestnut, Steve; Everett, Susan; Bill Linehan (maggiebill@comcast.net); Cary Roe; Curt Warber (cwarber@parametrix.com); Deb Barker; FeiTang; Fred Konkell (Fkonkell@msn.com); George Pfeiffer (g.pfeiffer@comcast.com); H David Kaplan; JacindaHoward (jhoward@fedwaymirror.com); JackSharlock (Sharlock@q.com); Jason Gerwen; John Perlic; Julio Diaz (juliodiaz.realtor@comcast.net); Karin Fusetti (kfusetti@ch2m.com); Ken Miller; Kirk Wilcox (KWilcox@parametrix.com); Marie Sciacqua (msciacqua1@hotmail.com); Maryanne Zukowski; Neal Beets; Rick Perez; Steve Ikerd; Tim Dickinson; Allen Church(allen.church@southkingfire.org); AndyHwang; Bob Griebenow ; Bob Hitchcock; Don Perry; Friends of the Hylebos; GaryMartindale (gmartindale@tcafw.com); Harold Smith; Jerry Heinz; John Kelley(mekjjkpk@yahoo.com); John Ribary; Kristen Hauge; Lisa Cooke-Tinsley; Merle Pfeifer; Michael Knorr(mike.knorr@southkingfire.org); Nancy Evans; Neil Roe; Randy Kyte; Rod Leland; ron.biesold@southkingfire.org; SandyPaul-Lyle; Benjamin Smith(Benjamin.smith@soundtransit.org); Vogler, Celine Y.; DavidGualtieri (david.gualtieri@kingcounty.gov); Patterson, LeRoy; Bennett, Paul; Pete.Jilek@fhwa.dot.gov; Roberts, Rick; Basha, Tony  
**Cc:** John Perlic; Marwan Salloum; Deb Barker; Kelly Dugar; Rick Perez  
**Subject:** City Center Access Project

Dear Project Team:

I am disappointed to advise you that at the April 21, 2009 City Council meeting, the Federal Way City Council voted to approve the "No-Build" option and close out the City Center Access Project. As of this date, the project is suspended, all meetings are cancelled, and all work on the proposal must cease. I anticipate that there will be additional information to pass on to each of you as we close out the project.

In the mean time, I'd like to thank each of you for your hard work and interest in the City Center Access Project.

Sincerely,

Maryanne Zukowski, P.E.

**Answer #1:**

The City Council Meeting video record can be found at this web link:

<http://www.cityoffederalway.com/Page.aspx?page=154> choosing the video icon at about 1.13 hours into the total meeting you will find this agenda item.



In reviewing this meeting you will hear that all council members are in favor of the current adopted 6-year TIP of which contains two project elements of the City Center Access Project:

- S 320th Street South Bound (SB) ramp improvements adding a right and left turn lane (this application).
- Widening the S 320th Street interchange to add HOV lanes and sidewalks.

The S 320th Street SB ramp improvement project (Phase 3A) and grant application was approved to proceed March 3, 2009 as documented with Council Agenda attachments to the

application. City Council direction on April 21, 2009 regarding the City Center Access Project did not change the direction of this project component, Phase 3A.

All other project element construction segments remain in the current City 6 year TIP, City 20-year CIP, and the PSRC MTP 2030 long range plans. These components will be topics of discussion over the next year.

Preliminary engineering (30%) for the SB ramp improvements, adding a right and left turn lane commenced 1/2008 and is still scheduled for completion 1/2010. The work will continue to proceed pending approval of these grant funds. The work on this portion of the project is on hold, pending a result of this grant application for the final design and construction taking this project to completion. If a grant is not secured this funding year, all previous work initiated will not realize completion. Those secured budget dollars originally attached to this project will be reallocated through out the city due to the economic down turn facing all.

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**Question #2:** Please confirm that the EA currently underway for Phase 2 will include the scope of work identified for Phase 3A and is expected to be completed and approved by January 2010.

**Answer #2:**

An EA is not required for Phase 3A.

Page 12, 19B of the application states: "At the direction of FHWA, Phase 3A of which this funding is requested (the south bound ramp improvement) is to be removed from the EA and is a Documented Categorical Exemption..." This can be verified by Pete Jilek, FHWA and Tony Basha of WSDOT.

Continuation of the completion of the preliminary design work and all other components of Phase 3A, the S 320th Street SB ramp improvements adding a right and left turn lane (this application), can and will be completed and approved by January of 2010. Work is currently on hold pending a decision of this grant request. If the grant request is unsuccessful, work will remain on hold.

The EA for any other construction project segments included in the City Center Access Project for 20 year CIP or PSRC MTP 2030 is on hold per the April 21, 2009 City Council meeting. Discussion with council on proceeding with the widening the S 320th Street interchange, to add HOV lanes and sidewalks "environmental documentation", "EA or DCE" work is scheduled to commence in June 2009. This work has been stopped per the April 21, 2009 council meeting.

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**Question #3:** Please make the following corrections to the Tables in the financial plan: break out the cost of PE and CN in Table A for Phase 2; Tables B and D should be for Phase 3A only, not all phases.

Since the City Council currently will be reviewing proceeding with the "environmental documentation", "EA or DCE" for the widening the S 320th Street interchange to add HOV lanes and sidewalks, and that work is on hold, those financial contributions have been removed from the project application, i.e. the 2005 feasibility study of \$525k and \$3.2M EA. The EA previously included all project construction elements to 2015 - 2020 year of opening for multiple local and state improvements.

The financial plan has been revised to focus specifically on the sole merits of the Phase 3A the S 320th Street South Bound (SB) ramp improvements adding a right and left turn lane (this application). The remaining budget on the \$3.2M EA is \$1.8M currently on hold.

**Required Match:** A minimum of 13.5% match is required for both STP and CMAQ funds. Sponsors of projects awarded funds through this competition will be required to provide information on these matching funds at a later date

**Table A: Funding Requested from Regional Competition**

Phase	Estimated Obligation Date by Phase (mm/dd/yy)	PSRC Federal Funding Source (enter either STP or CMAQ; choose only one)	PSRC Federal Funds Amount
Phase 3A south bound ramps at I-5 preliminary design	01/01/2008	NA	\$0
Phase 3A south bound ramps at I-5 final design	01/01/2010	STP	\$372,000.00
Phase 3A south bound ramps at I-5 Construction	01/01/2011	STP	\$2,828,000.00
<b>Totals:</b>			<b>\$3,200,000.00</b>

**Table B: Existing Secured Funding**

Phase	Estimated Obligation date by Phase* (mm/dd/yy)	Source	Amount
Phase 3A south bound ramps at I-5 preliminary design	01/01/2008	City of Federal Way	\$400,000.00
Phase 3A south bound ramps at I-5 final design	01/01/2010	City of Federal Way	\$60,000.00
Phase 3A south bound ramps at I-5 Construction	01/01/2011	City of Federal Way	\$1,540,000.00
			\$
			\$
<b>TOTAL:</b>			<b>\$2,000,000.00</b>

\*For tables B and C, "obligation" may be defined as expenditure or other commitment of funds. For assistance, please refer to "Definitions for Secured and Reasonably Expected to be Secured Funding" in Section 5 of the Call for Projects.

**Table C: Needed Future Funding (Unsecured) Note: do not include the grant funds requested in Table A**

Phase	Estimated Obligation date by Phase (mm/dd/yy)	Source	Amount
			\$
			\$
			\$
			\$
			\$
<b>TOTAL:</b>			<b>\$</b>

**Table D: Total Project Cost and Schedule (Please provide the total estimated cost and scheduled completion date for each phase of the project.)**

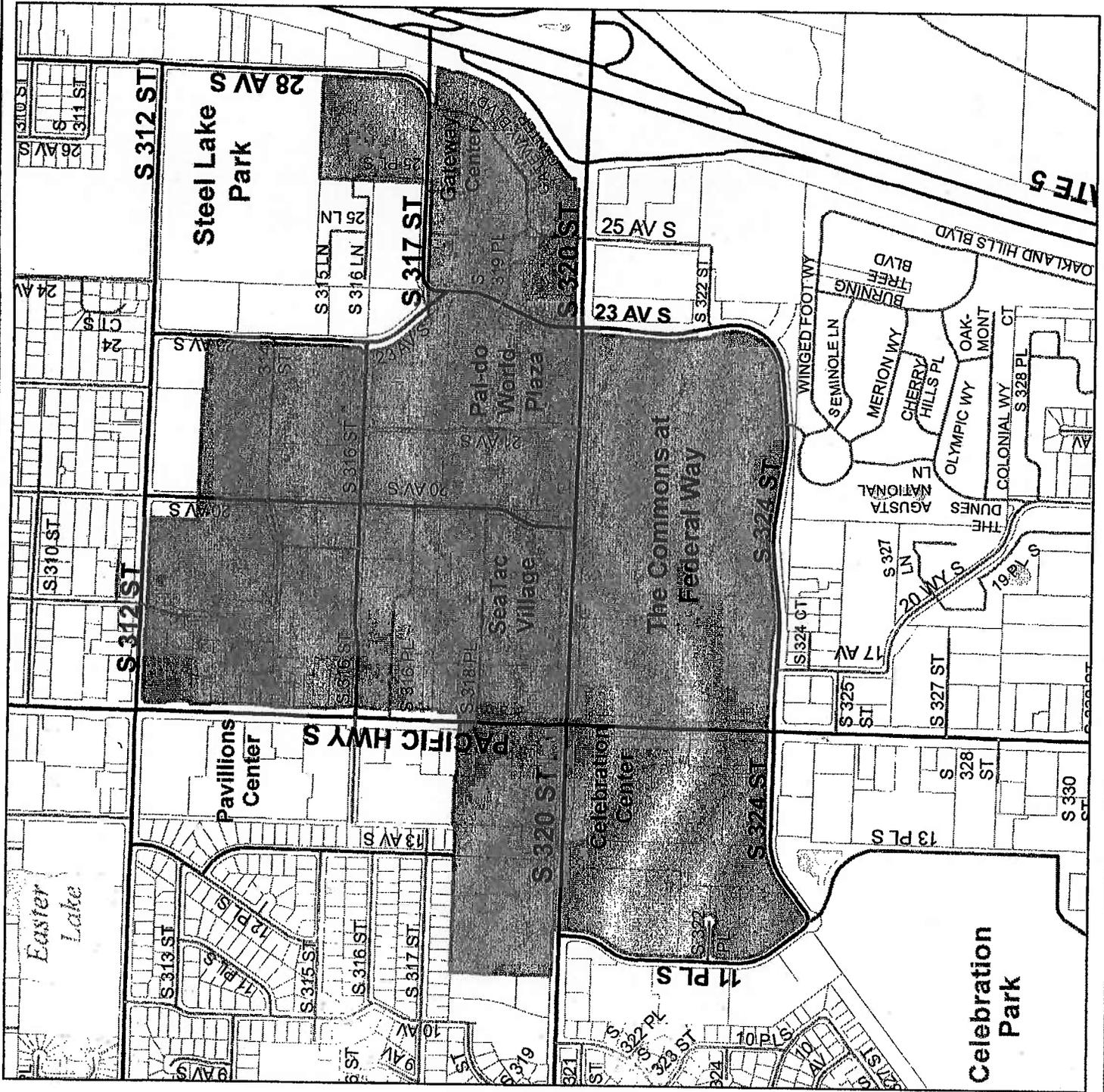
Total Estimated Project Cost		Scheduled Completion of Phases	
Phase	Total Estimated Cost	Phase	Scheduled Completion Date (mm/dd/yy)
Planning:	\$ 0	Planning:	
Preliminary Engineering/Design:	\$ 400,000.00 PE	Preliminary Engineering/Design:	06/01/10
Final Engineering Design:	\$ 432,000.00		
Right of Way:	\$	Right of Way:	
Construction:	\$ 4,368,000.00	Construction:	06/01/2011
Other (Specify) :	\$	Other (specify) :	
<b>Total Project Cost:</b>	<b>\$ 5,200,000.00</b>	<b>Estimated date of completion (i.e. open for use)</b>	<b>06/01/2011</b>

# City Center Revenue Development Area (RDA)

Legend  
 Proposed RDA



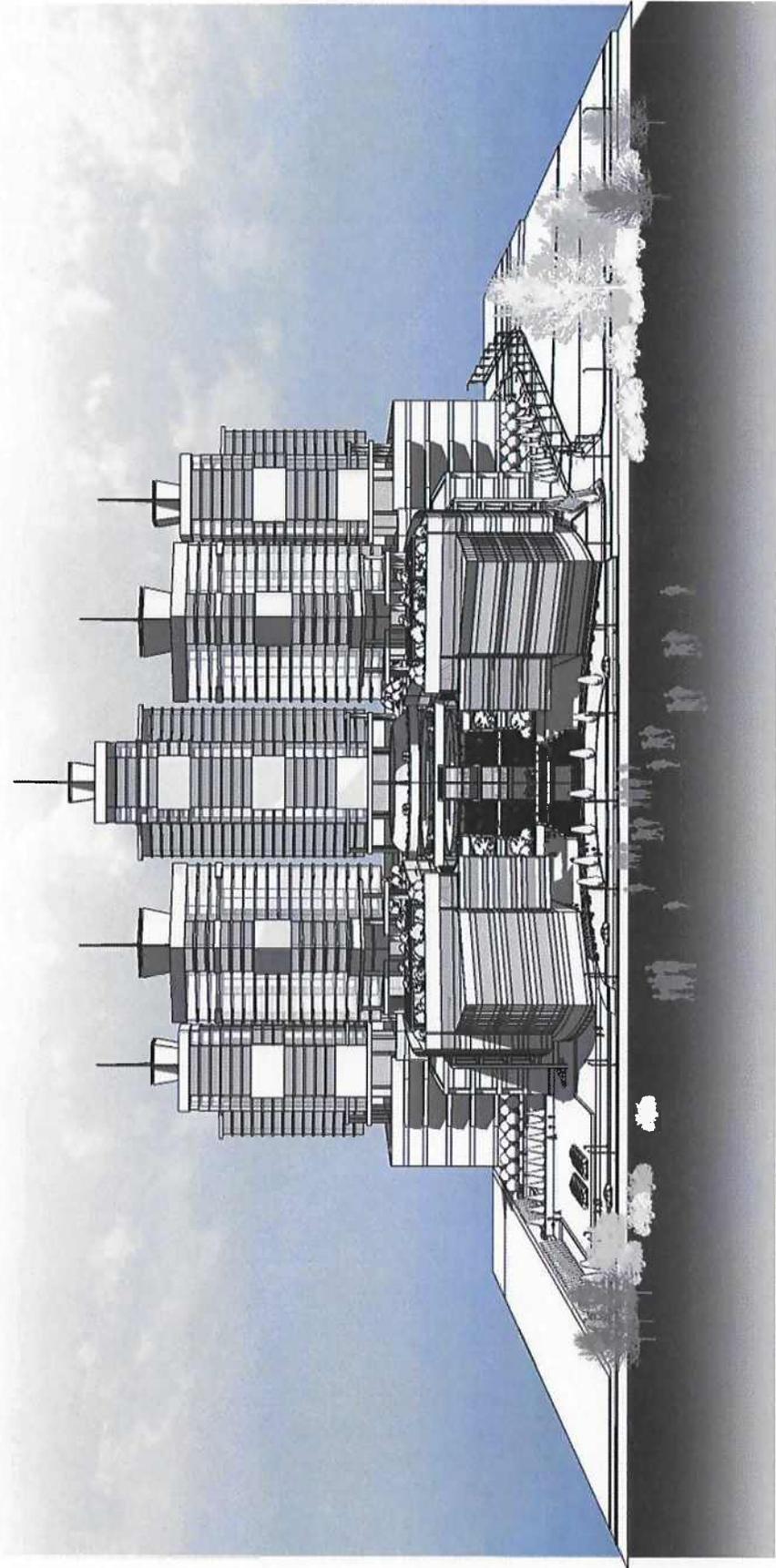
This map is accompanied by no warranties and is simply a graphic representation.



# RAINIER PLAZA

IV. Building

## 01. South Elevation





**Symphony**  
Manufactured Home Project, Federal Way  
Sound Properties, LTD

Early Schematic Design

**VIA ARCHITECTURE**  
1309 Seventh Avenue, Suite 800, Seattle, WA 98101  
Tel: 206.461.9999

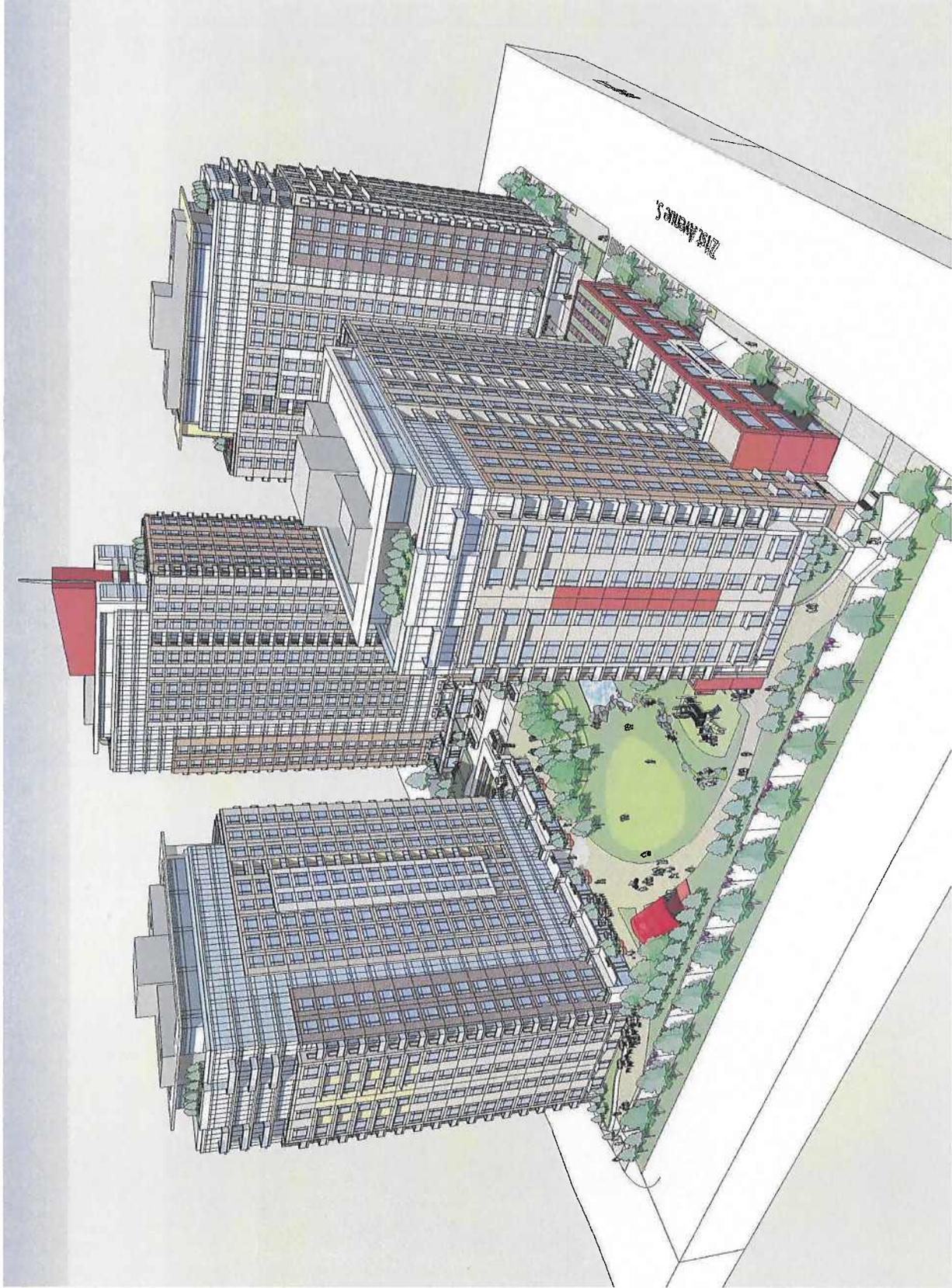
**Disclaimer:** The drawings (including this one) are prepared for illustrative purposes only and do not represent a covenant or warranty by the Buyer in any aspect, component, material or workmanship. The drawings are intended to replicate the details, colors, dimensions, locations or elevations of the attached.

# Purchase and Sale Agreement Package

Nov 28, 2007

Preliminary Schematic Design

COVER SHEET

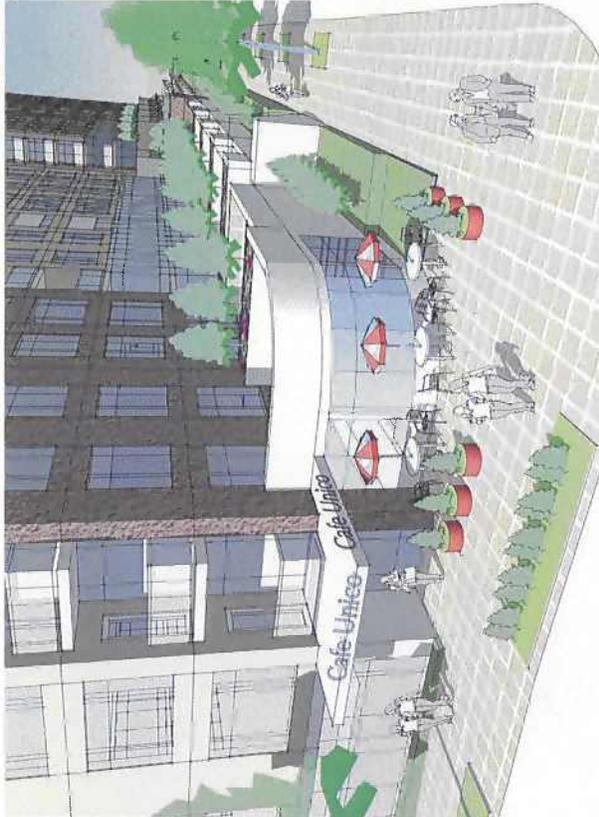
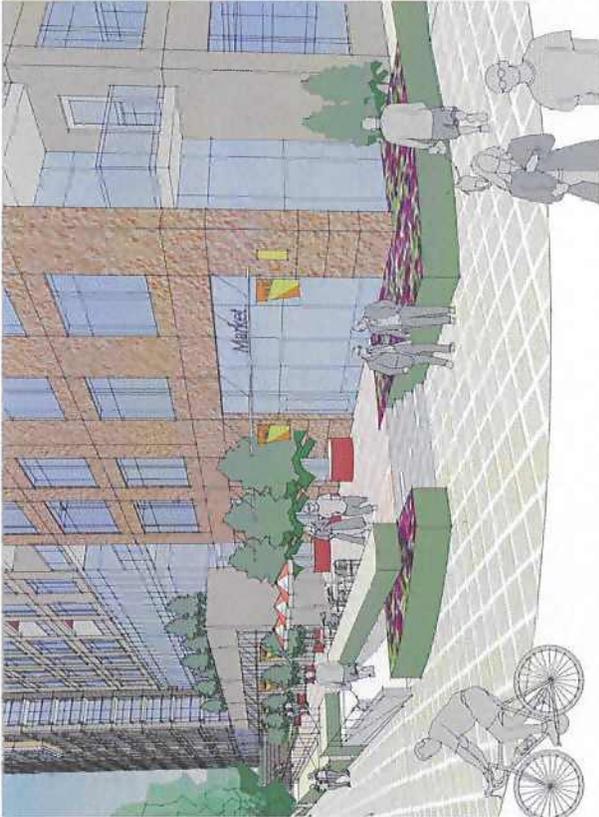
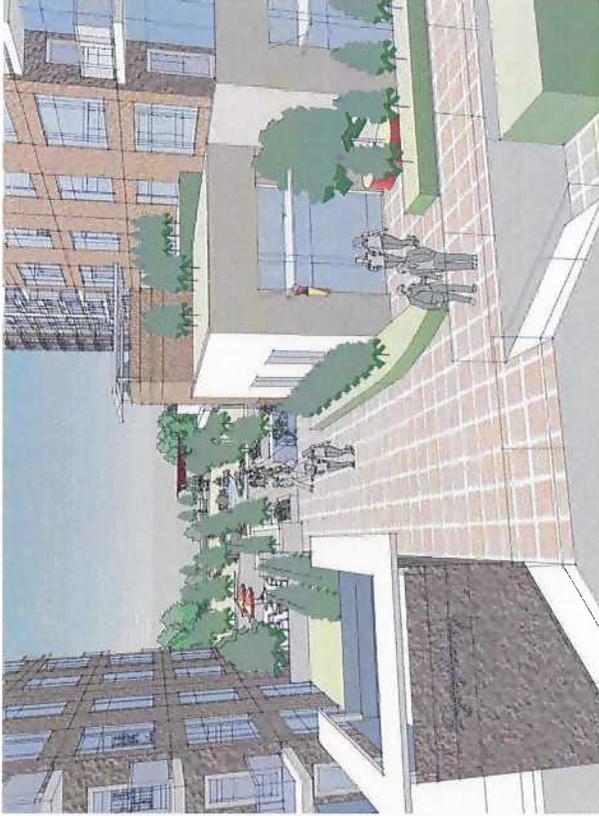




**Symphony**  
 Woodbridge Architecture Firm, Federal Way  
 David Peterson, ID  
 Emily J. Schwanitz, Design

**VIA ARCHITECTURE**  
 1000 South Pacific - Suite 200 - Seattle, WA 98101  
 Tel: 206.461.9999

**DISCLAIMER:**  
 This rendering (including perspective) is for illustrative purposes only and does not represent a covenant or warranty by the Buyer in any aspect, component, material or construction. The Buyer shall not be required to replicate the details, colors, dimensions, locations or elevations of the attached.



**Purchase and Sale Agreement Package**

Nov 28, 2007

Preliminary Schematic Design

PERSPCTIVES

**Disclaimer:** Drawings, renderings, perspectives, and illustrations are for illustrative purposes only and do not represent a covenant or warranty by the Buyer in any aspect, component, material or construction. Drawings, renderings, perspectives, or illustrations do not indicate the location or elevations of the attached.



## Purchase and Sale Agreement Package

Nov 28, 2007

Preliminary Schematic Design

PERSPECTIVES



**Disclaimer:** This drawing is preliminary and is intended for informational purposes only. It is not intended to represent a contract or warranty by the Buyer that any aspect, component, material or construction of the building will be completed or replicated in the details, colors, dimensions, locations or elevations of the attached.

# Purchase and Sale Agreement Package

Nov 28, 2007

Preliminary Schematic Design

EAST ELEVATION



TOWER A

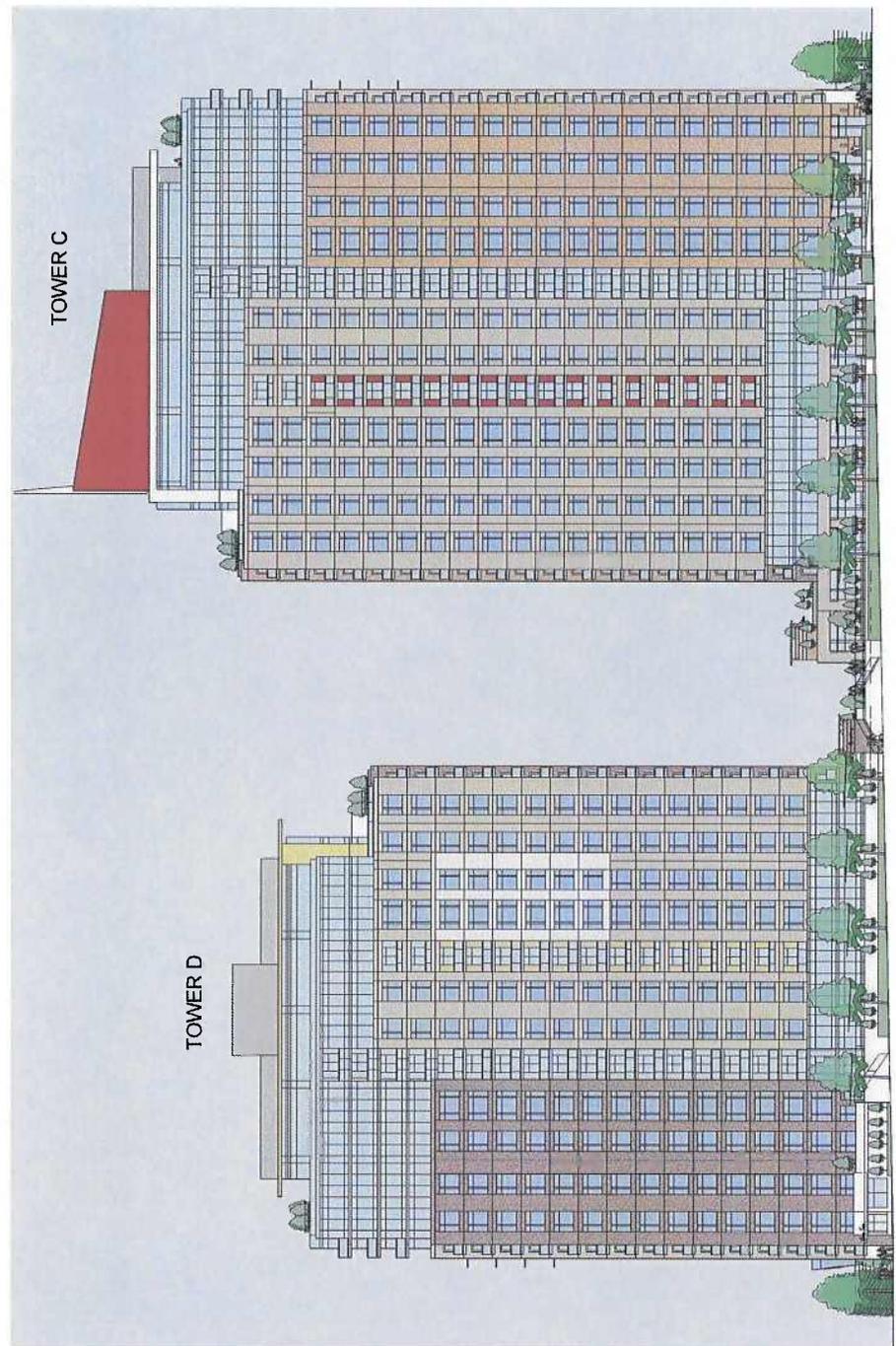
TOWER B



**Disclaimer:** Drawings, elevations, sections and details are for illustrative purposes only and do not represent a covenant or warranty by the architect in any aspect, material or otherwise. The architect does not incorporate or replicate the details, colors, dimensions, locations or elevations of the attached.

**Purchase and Sale Agreement Package**  
 Nov 28, 2007  
 Preliminary Schematic Design

**NORTH ELEVATION**





OPTION 2A - AERIAL VIEW  
FEDERAL WAY COMMONS DEVELOPMENT OPTIONS 10-20-06



CITY OF FEDERAL WAY
CITY COUNCIL
AGENDA BILL

SUBJECT: Grant Funding for Transportation Improvement Projects

POLICY QUESTION: Should City Council authorize staff to submit grant applications for transportation improvement projects?

COMMITTEE: Land Use and Transportation Committee

MEETING DATE: February 23, 2009

CATEGORY:

- Consent, Ordinance, Public Hearing, City Council Business, Resolution, Other

STAFF REPORT BY: MARWAN SALLOUM, P.E., Public Works Director

DEPT: Public Works

Attachments: Memorandum to the Land Use Transportation Committee dated February 23, 2009.

Options Considered:

- 1. Authorize staff to submit a grant funding application under the 2009 PSRS - STP/CMAQ Regional and Countywide (Federal) Funding Program for the City Center Access Project, Phase 3 Improvements Project currently on the 6-year Transportation Improvement Plan
2. Do not submit any grant funding application under the 2009 PSRS - STP/CMAQ Regional and Countywide (Federal) Funding Program for these projects.

STAFF RECOMMENDATION: Staff recommends forwarding Option 1 to the March 3, 2009 Council Consent Agenda for approval.

CITY MANAGER APPROVAL:

[Signature]
Committee

[Signature]
Council

DIRECTOR APPROVAL:

[Signature]
Committee

[Signature]
Council

COMMITTEE RECOMMENDATION: Committee recommends forwarding Option 1 to the March 3, 2009 Council Consent Agenda for approval.

[Signature]
Linda Kochmar, Chair

[Signature]
Jim Ferrell, Member

[Signature]
Dini Duclos, Member

PROPOSED COUNCIL MOTION: "I move approval to authorize staff to submit a grant funding application under the 2009 PSRS - STP/CMAQ Regional and Countywide TEA21 (Federal) Funding Program for the City Center Access Project, Phase 3 Improvements Project."

(BELOW TO BE COMPLETED BY CITY CLERKS OFFICE)

COUNCIL ACTION:

- APPROVED, DENIED, Tabled/Deferred/No Action, Moved to Second Reading (ordinances only)

REVISED - 02/06/2006

K:\council\agenda bills\2009\03\09 City Center Access Project.doc

COUNCIL BILL #

1st reading

Enactment reading

ORDINANCE #

RESOLUTION #

# CITY OF FEDERAL WAY M E M O R A N D U M

**DATE:** February 23, 2009

**TO:** Land Use and Transportation Committee

**VIA:** Cary M. Roe, P.E., Assistant City Manager, Chief Operating Officer, Emergency Manager

**FROM:** Maryanne Zukowski, P.E.

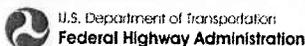
**SUBJECT:** *Grant Funding for Transportation Improvement Projects*

**BACKGROUND**

This memorandum provides Council with the current funding availability of new grant funding programs for transportation projects. Staff has evaluated all projects listed on the City's Six Year Transportation Improvements Plan (TIP) and concluded that the following project will likely be competitive in the 2009 PSRC - STP/CMAQ Regional and countywide Competition funding cycle for allocation in 2010. 30% Design will be complete on this phase of the project January of 2010. Funds are available for obligation in 2010.

<b>Project (Funding Phase)</b>	<b>Estimated Project Cost</b>	<b>Possible Grant Fund</b>	<b>Required City Match</b>
City Center Access Project, Phase 3			
<i>Final Design</i>	\$450,000		
<i>Construction Phase</i>	\$4,350,000		
PSRC Regional /Countywide(Federal Funds)	\$4,800,000	\$3,200,000	\$1,600,000

The \$1.6M match may be funded by supplemental grant funds from other sources available late this summer (i.e.: Transportation Improvement Board and Congressional Earmarks). As of today the current earmark request is the same request at \$3.2M and requires the same City match of \$1.6M. With this grant, the earmark and City match request can be reduced. The current mitigation on this account collected to date from developers is approximately \$100k and there is currently \$100k in the Phase 2 portion of this project not utilized in contingency funds.



"Strategic" Projects in Destination 2030 sorted first by Sponsor then by Type then by Sponsor Sort (if any) then alphabetically by title

Proj Title	D 2030 ID	In County	From or at	To	Description	Est. Cost (y2006\$)	Status	Complete	TIP Proj(s)	Outcome(s)
21st Ave SW Extension	2101	King County	SW 356th St	22nd Avenue SW	New alignment (3 lanes)	\$520,909	Candidate	2007		Major Widening-GP Sidewalk Relocation-Road
City Center Access Phase 3A—S 320th St/I-5 I/C Southbound Ramp Widening 3655 King County I-5@S. 320th St FUNDING REQUEST	3655	King County	I-5@S. 320th St		Add 2nd left turn lane and 3rd right turn lane on the SB off ramp from I-5 to S. 320th St	\$3,021,826	Candidate	2009		Minor Interchange-GP
City Center Access Phase 3C--32nd Ave S. FUTURE BIKE LANES + SIDEWALKS	3659	King County	Military Rd S	S 320th St	Extend and widen 32nd Ave S to 3 lane collector from Military Rd S to S 320th St and 3 intersection signal improvements at Military Rd S, S 312th St and S 320th S	\$6,764,198	Candidate	2015		Multiple Intersects Major Widening-GP
City Center Access Phase 3B—S 312th St FUTURE BIKE LANES + SIDEWALKS	3656	King County	23rd Ave. S.	28th Ave. S	Widen S 312th St to 5 lanes	\$7,486,043	Candidate	2015		Major Widening-GP
City Center Access Phase 4A: S 320th St @ I-5 I/C HOV lanes FUTURE SIDEWALKS	3660	King County	S 320th St @ I-5 I/C		Add two HOV lanes and widen existing bridge structure to the south with HOV lanes on S 320th St from 25th Ave S to 32nd Ave S, retrofit to current standards existing HAL loop ramp, modify existing ramps, add CD lane.	\$46,662,779	Candidate	2015		Minor Interchange-HOV Major Widening-HOV
City Center Access Phase 4B—S 312th St/I-5 I/C modification at S 312th St. BIKE LANES + SIDEWALKS	3661	King County	28th Ave. S	51st Ave. S	New 5-lane bridge structure at S 312th St, completion of CD's, new ramps, and braided ramp sections. Extends 312th (5 lane arterial) from 28th Ave. S. to 51st Ave S, adds new I-5 to S 312th St interchange	\$59,518,851	Candidate	2015		Major Interchange-GP Major Widening-GP
Military Rd S	2128	King County	S 288th St	I-5 S overcrossing (near S 304th St)	Major Widening (3 lanes)	\$16,725,273	Candidate	2020		Major Widening-GP

\*Types: Roadway-Related, Transit-Related, Ferry, Nonmotorized, Other. Projects may fit in more than one type but will be listed only once in a 'primary' type.  
 O Additional counties into which the project falls besides the 'primary' county under which the project is listed are shown in parentheses below the project title.

"Strategic" Projects in Destination 2030 sorted first by Sponsor then by Type then by Sponsor Sort (if any) then alphabetically by title

Proj Title	D 2030 ID	In County	From or at	To	Description	Est. Cost (y2006\$)	Status	Complete	TIP Proj(s)	Outcome(s)
<b>Lead Sponsor: Everett Transit</b>										
<b>Projects of type*: Non-motorized</b>										
Everett Bike Station	3365	Snohomish County	Broadway Ave	10th St	...for sponsor: Everett Transit Construct a bicycle commuter station	\$316,353	Candidate	2007	MET-130B	Transit Ctr (new/expand) Other-Nonmotorized
<b>Projects of type*: Transit Related</b>										
Bus Fleet Expansion	1899	Snohomish County	[Not submitted]		...for sponsor: Everett Transit Expand bus fleet with 7 new fixed route buses	\$4,400,000	Exempt	2012	ET-21	Vehicle Expansion
N Everett Transit Center	1894	Snohomish County	Broadway Ave	10th St	Design and construct N Everett Transit Center near Everett Community College	\$1,706,000	Candidate	2007	ET-14 RTA-46	Transit Ctr (new/expand)
<b>Lead Sponsor: Federal Way</b>										
<b>Projects of type*: Non-motorized</b>										
28th Ave S Bike Lanes	3112	King County	Military Rd	S 324th	...for sponsor: Federal Way Class 2 bike lanes	\$758,781	Exempt	2020		Bike Lanes
BPA Trail	3351	King County	51st Ave S	32nd Av S	Class 1 bike trail	\$1,863,098	Candidate	2020	17FW-15 FW-5 FW-6	Regional Trail (Sep.)
Federal Way Trail to Transit Center	3350	King County	28th Ave S	S 288th St	Class 1 bike trail	\$1,470,867	Candidate	2020		Regional Trail (Sep.)
Military Rd Bike Lanes	3194	King County	Star Lake Rd	Federal Way city limits at I-5	Class 2 bike lanes	\$1,138,171	Exempt	2010		Bike Lanes
Military Rd S Bike Lanes	3347	King County	S 272nd St	I-5	Class 2 bike lanes	\$396,901	Exempt	2020		Bike Lanes
Peasley Canyon Rd. S./Peasley Canyon Way	3237	King County	S 320th St	Military Rd S	Class 2 bike lanes	\$875,516	Exempt	2020		Bike Lanes

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"Strategic" Projects in Destination 2030 sorted first by Sponsor then by Type then by Sponsor Sort (if any) then alphabetically by title

Proj Title	D 2030 ID	In County	From or at	To	Description	Est. Cost (y2006\$)	Status	Complete	TIP Proj(s)	Outcome(s)
<b>Projects of type*: Non-motorized</b>										
Planned Road	3355	King County	S 312th St	S 348th St	Class 2 bike lanes	\$10,040,000	Candidate	2020		Bike Lanes
S 272nd S/S Starlake Rd Bike Lanes	3345	King County	10th Ave S	I-5	Bike lanes	\$776,291	Exempt	2010		Bike Lanes
S 317th Bike Lanes	3253	King County	28th Ave S	23rd Ave S	Class 2 bike lanes	\$186,777	Exempt	2020		Bike Lanes
S Park-and-Ride Trail	2863	King County	S 348th St	S 352nd St	Shared use bike path	\$433,089	Candidate	2020		Regional Trail (Sep.)
Star Lake Rd/S 276th Pl Bike Lanes	3346	King County	S 272nd St	I-5	Class 2 bike lanes	\$1,021,435	Exempt	2020		Bike Lanes
Steel Lake Trail	3352	King County	28th Ave S	S 290th Pl	Class 1 Bike path	\$1,138,171	Candidate	2020		Regional Trail (Sep.)
<b>Projects of type*: Roadway Related</b>										
16th Ave S	2100	King County	SR 99	SR 18	HOV	\$7,618,413	Candidate	2030		Major Widening-HOV Major widening-Transit
1st Ave S	2082	King County	S 348th St	S 356th St	Major Widening (5 lanes)	\$4,285,357	Candidate	2020		Major Widening-GP Vehicle Expansion
21st Ave SW	2102	King County	SW 312th St	SW 320th St	Minor Widening (3 lanes)	\$295,214	Exempt	2020		Minor Widening-Modelable
21st Ave SW	2103	King County	SW 344th St	SW 356th St	Minor Widening (5 lanes)	\$2,285,524	Candidate	2020		Major Widening-GP

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