

2012 Regional Competition Application for PSRC's FHWA Funds (STP/CMAQ)

This application is available on the Puget Sound Regional Council website at www.psrc.org/transportation/tip/selection.

****Please read this section before completing the application****

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 regional funding may be compromised if the application is found to have omissions or inaccuracies.

Sponsors of projects recommended for funding as a result of the competition should be aware that information provided on this application will be used in the future to monitor compliance with PSRC's adopted project tracking policies. It is also important to remember that funds are awarded to projects, not agencies. Please refer to PSRC's website for more information on the project tracking program:

www.psrc.org/transportation/tip/tracking.

Submitting Applications

There is no set page limit for applications submitted to the regional competition. It is important to provide complete, detailed responses, but please be as concise as possible. Additional supporting information such as maps and other diagrams are encouraged, but other attachments such as comprehensive plan materials are unnecessary. Please note: the project budget spreadsheet is a required attachment; more information is found at question 19d.

Attach your completed application to an email and send it to TIPRPEC@psrc.org. For questions or to confirm receipt of your application, contact Linda Fox at (206) 971-3051 or lfox@psrc.org. All applications must be submitted by **5:00p.m. April 13, 2012**.

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.** If you have questions please contact Kelly McGourty at (206) 971-3601 or kmcgourty@psrc.org.

PROJECT DESCRIPTION INFORMATION

1	<p>Project title: Pacific Highway South HOV Lanes Phase 5 - S 340th Street to S 359th Street</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>
2	<p>Transportation 2040 ID#: 2061</p> <p>To be eligible for federal funding, a project must be in, or consistent with, Transportation 2040, the region's long-range metropolitan transportation plan. Current Transportation 2040 projects may be found at www.psrc.org/assets/4889/T2040_AppendixM_FINAL.pdf. Some TIP projects may be connected to more than one Transportation 2040 project; if this is the case, sponsors may add additional ID #s. Some projects may be below the threshold for requiring a Transportation 2040 ID (please refer to www.psrc.org/transportation/t2040/candidate-to-approval-process/ for more information); if this is the case, please indicate "n/a" in the ID # field.</p> <p>For assistance or questions regarding these issues, contact Kimberly Scrivner at (206) 971-3281 or kscrivner@psrc.org.</p>
3	<p>a. Sponsoring agency: City of Federal Way</p> <p>b. Co-sponsor(s) if applicable:</p> <p style="padding-left: 20px;">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.</p> <p>c. Does sponsoring agency have "Certification Acceptance" status from WSDOT? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>d. If not, which agency will serve as your CA sponsor? For more information on Certification Acceptance and to find a listing of current CA agencies, please refer to www.wsdot.wa.gov/LocalPrograms/LAG/CA.htm</p>
4	<p>Project contact person: Marwan Salloum</p> <p style="padding-left: 20px;">Address: 33325 8th Ave S, Federal Way, WA 98003</p> <p style="padding-left: 20px;">Phone: 253-835-2720</p> <p style="padding-left: 20px;">Email: marwan.salloum@cityoffederalway.com</p>
5	<p>Project description. Please distinguish between the scope of the project and the justification and/or need for the project.</p> <p>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.</p> <p style="padding-left: 20px;">This project will reconstruct portions of and widen Pacific Highway South (SR 99), provide HOV lanes, transit shelters, provisions for transit signal priority, curb, gutter and sidewalk, medians, landscaping, new and modified signal systems, channelization, street lighting systems, undergrounding the overhead utilities, implement access management, and drainage system improvements.</p> <p>b. Project justification, need or purpose: Please explain the intent, need or purpose of this project. What is the goal or desired outcome?</p> <p style="padding-left: 20px;">This project is the final gap of the corridor, continuing the improvements on Pacific Highway South/International Blvd from South 359th Street in Federal Way to South 116th Street in Tukwila. Improvements are consistent with the Pacific Highway South / International Blvd Corridor.</p>

6 **Project location:** City Of Federal Way, Pacific Highway South (see Vicinity Map, Exhibit A, and Regional Map, Exhibit B)

a. County(ies) in which project is located: King

Answer the following questions if applicable:

b. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad):
S 340th Street

c. Crossroad/landmark nearest to end of project (identify landmark if no crossroad):
S 359th Street

7 **Map:** Please include a legible project and vicinity map, if available. Maps may be attached to the email and submitted along with the application.

8 **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.

For more information on functional classification, please refer to www.wsdot.wa.gov/mapsdata/travel/hpms/functionalclass.htm

Rural Functional Classifications
"Under 5,000 population"

(Outside federal-aid urbanized and federal-aid urban areas)

00 Exception

01 Principal Arterial - Interstate

02 Principal Arterial

06 Minor Arterial

07 Major Collector

08 Minor Collector

09 Local Access

21 Proposed Principal Arterial – Interstate

22 Proposed Principal Arterial

26 Proposed Minor Arterial

27 Proposed Major Collector

28 Proposed Minor Collector

29 Proposed Local Access

Urban Functional Classifications
"Over 5,000 population"

(Inside federal-aid urbanized and federal-aid urban areas)

00 Exception

11 Principal Arterial – Interstate

12 Principal Arterial – Expressway

14 Principal Arterial

16 Minor Arterial

17 Collector

19 Local Access

31 Proposed Principal Arterial – Interstate

32 Proposed Principal Arterial – Expressway

34 Proposed Principal Arterial

36 Proposed Minor Arterial

37 Proposed Collector

39 Proposed Local Access

PLAN CONSISTENCY INFORMATION

All projects must be consistent with a comprehensive plan that has been certified by PSRC as being consistent with the Growth Management Act, VISION 2040 and Transportation 2040. Projects must be consistent with the comprehensive plan of each jurisdiction in which the project is located. If a comprehensive plan has not been certified, projects located in that jurisdiction may not be included in the Regional TIP. For more information, please refer to www.psrc.org/growth/planreview or contact Jeff Storrar at (206) 587-4817 or jstorrar@psrc.org.

9	<p>The questions in this section must be answered by all applicants. If you need assistance, please contact staff at the local jurisdiction in which the project is located. Information on the current certification status of a local plan is available on the PSRC's web site at www.psrc.org/growth/planreview/statusreportppr/.</p>
	<p>a. Is the project specifically identified in a local comprehensive plan?</p> <p><input checked="" type="checkbox"/> Yes. Indicate (1) plan name, (2) relevant section(s), and (3) page number where it can be found:</p> <p style="padding-left: 40px;">City of Federal Way Comprehensive Plan, Chapter III, Transportation. Section 3-1, pgs III-11 to III-42, identifies Pacific Highway South as a primary roadway in Federal Way planning area and listed in projects to meet the goals and policies adopted by the City of Federal Way. Section 3-2, pgs III-42 to III-49, identifies Pacific Highway South as benefiting from Transportation System Management (TSM) meeting the goals and policies adopted by the City of Federal Way. Section 3-6, pgs III-77 to III-79, identifies Pacific Highway South as listed on the King County Arterial HOV Plan and meets the goals and policies adopted by the City of Federal Way. Section 3-10, pgs III-87 to III-136, identifies Pacific Highway South HOV Lanes Phase V (identified as project #21) on the Transportation Improvement Plan (TIP) 2012 - 2017 meeting the goals and policies adopted by the City of Federal Way. The City of Federal Way Comprehensive Plan can be accessed at the website http://www.cityoffederalway.com/index.aspx?NID=356. The Transportation Improvement Plan (TIP) 2012 - 2017, is attached (Exhibit C).</p> <p><input type="checkbox"/> No. Describe how the project is consistent with the applicable local comprehensive plan, citing <u>specific</u> 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>
	<p>b. 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 Map of Urban/Rural Boundaries at www.psrc.org/assets/468/fedaiddmap.pdf for more information.)</p> <p><input checked="" type="checkbox"/> The project is located within the designated urban growth area.</p> <p><input type="checkbox"/> The project is located within one or more formally designated regional growth or manufacturing/industrial centers. (Please identify the center(s) in the space below; refer to www.psrc.org/growth/centers for more information.)</p>

REGIONAL PROJECT EVALUATION

Projects will be evaluated and scored based on the information provided in Parts 1 and 2 which follow. Refer to the "2012 Regional Project Evaluation Criteria for PSRC's FHWA Funds" (Section 4 of the Call for Projects) for guidance, examples, and details on scoring before completing these sections of the application.

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

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

Designated Regional Growth Center: Complete section A and proceed directly to Part 2.

This category is best suited for projects located within a designated regional growth center. Refer to Attachment 6 of the Call for Projects for a map of the centers.

Manufacturing/Industrial Center: Complete section B and proceed directly to Part 2.

This category is best suited for projects located within a designated manufacturing/industrial center. Refer to Attachment 6 of the Call for Projects for a map of the centers.

Corridors Serving Centers: Complete section C and proceed directly to Part 2.

This category is best suited for projects located on a corridor serving one or more designated regional growth or manufacturing/industrial centers.

A. Designated Regional Growth Centers

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

11. Regional Growth Center Development. Please address the following:

- Describe how the project will support the existing and planned housing/employment densities in the regional growth center.
- Describe how the project will support the development/redevelopment plans and activities (objectives and aims) of the center. Please provide a citation and copy of the corresponding policies in a subarea plan or in the comprehensive plan.
- Describe whether the project helps to create, expand or retain family-wage jobs for shared economic prosperity, including those in the targeted industry clusters within the center; these clusters are identified in the adopted Regional Economic Strategy.

12. Project's Benefit to the Regional Growth Center. Please address the following

- 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.
- 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 and/or areas experiencing high levels of unemployment or chronic underemployment).

13. Circulation within the Regional Growth Center. Please address the following.

- Describe how the project improves safe & convenient access to major destinations within the center.
- 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.
- Describe how the project provides users (e.g. employees, residents, customers) a range of travel modes or provides a “missing” mode.
- Describe how the project completes a physical gap or provides an essential link in the transportation network.
- 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 (questions 14-15) if you selected “Manufacturing/Industrial Center” in question 10, and then proceed directly to Part 2. Do not complete Sections A or C.

14. Development and Users Benefit. Please address the following:

- Describe how the project will benefit or support the development of the manufacturing/industrial center.
- Describe how the project helps to create, expand or retain family-wage jobs for shared economic prosperity, including those in the targeted industry clusters within the center; these clusters are identified in the adopted Regional Economic Strategy.
- 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.

15. Mobility and Accessibility Benefit. Please address the following:

- Describe how the project provides opportunities for freight movement.
- Describe how the project completes a physical gap, provides an essential link, or removes a barrier in the Freight & Goods component of the Metropolitan Transportation System.
- Describe how the project improves safety and reduces modal conflicts to help achieve a “seamless” system.
- 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.
- Describe how the project promotes Commute Trip Reduction (CTR) opportunities.

C. Corridors Serving Centers

Instructions: Complete this section (questions 16-17) if you selected “Corridors Serving Centers” in question 10, and then proceed directly to Part 2. Do not complete Sections A or B.

16. Benefit to Regional Growth or Manufacturing/Industrial Center. Please address the following:

- Describe how this project will benefit or support the housing and employment development in a regional growth center(s) and/or employment growth in a manufacturing/industrial center(s). Does it support multiple centers?
- Describe how the project provides or benefits a range of travel modes to users traveling to centers, or if it provides a missing mode.

- 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 and/or areas experiencing high levels of unemployment or chronic underemployment).
- Describe whether the project helps to create, expand or retain family-wage jobs for shared economic prosperity, including those in the targeted industry clusters within the center; these clusters are identified in the adopted Regional Economic Strategy.

This project, as part of the Pacific Highway / International Blvd corridor, is an integral part in connecting the designated urban centers in Federal Way and SeaTac and designated manufacturing / industrial centers at North Tukwila and Duwamish to Tacoma Regional Growth Center and Port of Tacoma Manufacturing/Industrial Center. Benefits include improved transit ridership and carpool use, improved freight mobility, and increased pedestrian use. This supports housing and employment development along the corridor Regional Growth Centers and Manufacturing/Industrial Centers.

The Pacific Highway /International Boulevard corridor is identified in Regional Network of High Occupancy Vehicle Lanes, the Regional Arterial Network (RAN), Freight Mobility and SMART Corridor. South of S 348th Street (SR18), Pacific Highway South is classified as a T1 truck route, greater than 10,000,000 tons of goods per year and north of S 348th Street (SR18) is classified as a T2 truck route, 4,000,000 tons to 10,000,000 tons of goods per year. Pierce County Transit Route 500 utilizes Pacific Highway South from Federal Way Transit Center to Tacoma City Center with buses every hour in each direction and plans to restore four buses per hour.

This project is the final segment between South 359th Street in Federal Way to South 116th Street in Tukwila and a continuing commitment for the redevelopment of the Pacific Highway South/International Boulevard Corridor. The municipalities of Tukwila, Seatac, Des Moines, Kent and Federal Way along with the agencies of King County and WSDOT committed to completing this corridor. Of the 16 projects on this corridor, 15 projects are completed. This project is the only project remaining. The total corridor improvement cost to date is estimated at \$185 Million and only \$18.5 Million remain to complete this corridor redevelopment. Completing this project will provide continuity for Transit/HOV lanes and facilities along this corridor, providing improved facilities for pedestrians, transit, carpools, and freight.

Areas along this corridor in Federal Way are identified with 35-50% minorities, with 10-20% of residents classified as very low income, and 25-35% low and very low income as identified in the presidential Executive Order for Environmental Justice. The current zoning of the properties near the project include low-density residential, medium-density residential, industrial, and commercial (website: <http://www.cityoffederalway.com/DocumentView.aspx?DID=483>). The project improvements will encourage increased transit and carpool use to regional growth centers and manufacturing/industrial centers, consistent with the objectives of the Transportation 2040 Plan, Appendix G, Environmental Justice.

This project provides improved access to area businesses, the City and surrounding communities, thus supporting the economic development of Federal Way's industrially zoned property. Currently, the costs of mitigating the transportation impacts of development are reducing the development potential of these properties. There are almost 6,000 additional jobs forecast as a result of the increased access to local business, not including any jobs created by improving travel times or construction of the project. The project is expected to generate 150 construction jobs.

This project will encourage carpooling and transit use by continuing HOV lanes on Pacific Highway South, bus shelters, provisions for transit system priority, signal coordination, signalization fo S 344th Street, and added capacity at S 348th Street. These capacity improvements reduce delays for freight generated by industrial land use in the vicinity. This project will encourage pedestrian and bicycle use by providing sidewalks, signalized pedestrian crossings, and bus shelters. This project will increase goods capacity by reducing congestion with signal coordination.

17. System Continuity/Long-Term Benefit and Sustainability. Please address the following:

- 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.
- Describe how this project provides a "logical segment" that links to a regional growth or manufacturing/industrial center.
- Describe how the project fills in a missing link or removes barriers to a center.
- 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.
- Describe how this project improves safety and/or reduces modal conflict, and provides opportunities for active transportation.

This project will add HOV lanes consistent to the majority of the corridor, left turn lanes, install new signal systems, interconnect signal systems and implement access management. These improvements will improve the traffic capacity and alleviate current traffic congestion resulting in travel time savings. Bus transit shelters, HOV lanes and provisions for transit signal priority will improve transit access to park and ride facilities and encourage transit ridership. This project is a continuation of the commitment for HOV lanes through the entire Pacific Highway South / International Boulevard Corridor. Ten years after opening, traffic volumes along the corridor will have grown due to new developments along the corridor, and growth within the Des Moines Business District and SeaTac and Federal Way Urban Centers. The Level Of Service along the corridor will maintain LOS E or better for signalized intersections. Sustainable solutions will include improved water quality in the drainage basins along this corridor (Hylebos Creek) which will be accomplished by the construction of stormwater collection, detention and treatment facilities that meet current stormwater and environmental requirements for roadway runoff, Implementing landscaped medians and roadside planters will reduce the existing impervious area, and reduce the amount of pollution generating surface area.

This project, as part of the Pacific Highway / International Blvd corridor, is an integral part in connecting the designated urban centers in Federal Way and SeaTac and designated manufacturing / industrial centers at North Tukwila and Duwamish to Tacoma Regional Growth Center and Port of Tacoma Manufacturing/Industrial Center. South of S 348th Street (SR18), Pacific Highway South is classified as a T1 truck route, greater than 10,000,000 tons of goods per year and north of S 348th Street (SR18) is classified as a T2 truck route, 4,000,000 tons to 10,000,000 tons of goods per year. Pierce County Transit Route 500 utilizes Pacific Highway South from Federal Way Transit Center to Tacoma City Center with buses every hour in each direction, and plans to restore service to four buses per hour.

This project is the final segment between South 359th Street in Federal Way to South 116th Street in Tukwila and a continuing commitment for the redevelopment of the Pacific Highway South/International Boulevard. The municipalities of Tukwila, Seatac, Des Moines, Kent and Federal Way along with the agencies of King County and WSDOT committed to completing this corridor. Of the 16 projects on this corridor, 15 projects are complete, this project is the only project remaining. The total corridor improvement cost to date is estimated at \$185 Million and only \$18.5 Million remain to complete this corridor redevelopment. Completing this project will provide continuity for Transit/HOV lanes and facilities along this corridor.

Frontage improvements and dedicated ROW by developers for Federal Way Crossing, Parcels 185295-0010, 185295-0050, 185295-0060, 185295-0070, and for Federal Way Self Storage, Parcels 292104-9128 and 292104-9040, accommodated the improvement for this project. The capital project on S 356th Street at SR 99 Intersection Improvements acquired ROW and made improvements on Pacific Highway South including the signal system at S 356th Street, and portion of curb, gutter and sidewalk to accommodate this project. This project will connect this improvement.

This project is a continuation of the Pacific Highway South / International Blvd Corridor. Transit time will be shortened by adding HOV Lanes and transit signal priority. Freight mobility will be increased with the signal interconnect system, and capacity improvements, reducing congestion and idle time. Pedestrian use of the corridor will increase because of the improved pedestrian facilities provided under this project. Pedestrian improvements include sidewalks, better illumination, and access control. These facilities should increase the amount of walking between transit facilities, schools, restaurants, and retail stores along the corridor. These improvements will relieve pressure on the Metropolitan Transportation System.

The existing collision rate on this segment of Pacific Highway South is 8.89 collisions per million vehicle miles, over four times higher than the statewide average for urban principal arterial state highways. Implementation of raised medians, in addition to other access management techniques, will reduce mid-block collisions. Delay reductions at major intersections will reduce rear-end and right-angle collisions at these locations. This project will add curb, gutter and sidewalk separating pedestrians from vehicular traffic. Improvements to roadway lighting will improve safety and deter criminal activity resulting in improved livability for users and residents along the corridor. HOV lanes will reduce the contact between truck traffic and transit/carpool. These improvements will enhance the traffic flow through the corridor by all modes of transportation.

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

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 included in the project, 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. transit buses or 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.

South of S 348th Street (SR18), Pacific Highway South is classified as a T1 truck route, greater than 10,000,000 tons of goods. north of S 348th Street (SR18) is classified as a T2 truck route, 4,000,000 tons to 10,000,000 tons of goods, Pierce County Transit Route 500 utilizes Pacific Highway South from Federal Way Transit Center to Tacoma City Center with buses every hour, and plans to restore service to four buses per hour. S 340th Street is 32,000 ADT, S 344th Street is 19,500 ADT, S 348th Street is 60,500 ADT, S356th Street is 53,000 ADT. Average Speed is 40 MPH north of S 356th Street and 50 MPH south of S 356th Street.

It is expected that this project will cause a substantial transportation mode shift. From the outset, an important concept behind this project was not just to increase corridor vehicle capacity, but also to lower corridor traffic volume through increased alternate transportation use. This concept is seen as a more forward thinking approach for long-term improvement of the corridor's overall functionality.

An important goal of this project is to attract SOV drivers to transit. This project will also increase transit ridership by improving the performance and accessibility of the system. Transit time will be shortened by HOV Lanes and transit signal priority. Better accessibility to Park and Ride facilities, conveniently placed bus shelters, and improved pedestrian facilities will draw even more transit users. Carpooling is also expected to increase as motorists see the increased level of service provided by the HOV lanes.

Pedestrian use of the corridor will increase because of the improved pedestrian facilities provided under this project. Pedestrian improvements include sidewalks, better illumination, and access control. These facilities should increase the amount of walking between transit facilities, schools, restaurants, and retail stores along the corridor.

The project resolves a forecast LOS failure at the intersection of S 340th Street / 16th Avenue S in order to accommodate a planned mixed-use development, a LOS failure at the intersection of Pacific Highway South (SR 99) and S 348th Street / SR 18, and a forecast LOS failure at the intersection of Pacific Highway South (SR 99) and S 356th Street once the I-5 / SR 18 Triangle project is completed.

The combination of increased transit use, more carpooling, and greater pedestrian usage will reduce VMT thereby reducing both congestion and vehicle emissions.

This project will improve traffic flow thus reducing the amount of idling vehicles. Currently, vehicle idling on the corridor is primarily caused by signalized intersection delay. Improvement of overall intersection LOS will reduce the amount of time vehicles are forced to idle. Intersection LOS increases will be accomplished throughout the corridor by improving intersection capacity (left turn lanes) and optimizing and coordinating traffic flow through interconnected signal systems. Another benefit of this LOS increase is shortened trip times.

By providing HOV lanes, the project would reduce transit travel times to compete with SOV use in the corridor, and new sidewalks would make walking to transit and along the corridor more attractive. By reducing delays to freight on this T2/T1 route and a crossing T1/T2 route at S 348th Street and crossing T3 route at S 356th Street, the project would also reduce fine particulates from diesel exhaust. Air quality improvements would be achieved by 2020.

E. Project Readiness/Financial Plan

There are two parts to this section, with specific questions for each part identified below: the project's readiness to obligate PSRC funds, and the project's financial plan. 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 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.

For assistance completing this section, contact Larry Burris at (206) 464-5301 or lbarris@psrc.org.

19. Financial Plan

Identify the source and amount of PSRC funds for which you are applying. Indicate the phase(s) requested and the estimated obligation year. Per PSRC's project tracking policies adopted in April 2010, if awarded PSRC's FHWA funds, planning and preliminary engineering/design phases are expected to obligate within the year designated; right of way, construction and/or other phases will receive a one-year grace period beyond the year designated. The 2012 project selection process is distributing FFY 2013-2014 funds; per policy, estimated obligation year must be either 2013 or 2014. For more information on PSRC's project tracking program, please go to www.psrc.org/transportation/tip/tracking.

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.

19a. Select only one funding source below, STP or CMAQ.

STP

CMAQ

19b. Identify the amount requested by phase, and identify the estimated year of obligation (2013 or 2014).

<u>Phase</u>	<u>Amount</u>	<u>Estimated Year of Obligation</u>
PE/Design	\$2,000,000.00	2013
Right of Way	\$2,000,000.00	2014

[select phase]

19c. Identify the project phases that will be fully completed if requested funding is obtained:

PE/Design and Right of Way

In the table below please provide information on the financial budget and schedule for the entire project. Please indicate amounts and sources of both secured and unsecured funds, by phase. Include all phases in the project, from start to finish, and indicate when each phase will be completed. The requested PSRC funds identified above must also be reflected in the table below. Use as many rows per phase as necessary to reflect the financial plan for each phase.

19d. Project Budget and Schedule

In this section you will be asked to provide information on the financial budget and schedule for the entire project. The required table to provide this information is a separate Excel spreadsheet which you will need to download from PSRC's website. Attach the completed spreadsheet, along with this application, to the email submitted to PSRC by the deadline of April 13, 2012. The project budget spreadsheet may be downloaded at <http://www.psrc.org/transportation/tip/selection>.

20. Project Readiness:

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

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

In the section below, sponsors will be asked to provide complete information on the status of necessary milestones for the project seeking PSRC funds. Past experience has shown that delays in one phase often result in a delay to subsequent phases. PSRC's project tracking policies require that funds be obligated within a set timeframe or be returned for redistribution. Consequently, sponsors are encouraged to carefully consider the complexity of their project and develop a project schedule that is realistic.

Based on the phase(s) for which PSRC funds are being requested, please answer the questions below. If funds are requested for Planning or Preliminary Engineering/Design only, this section is not required.

20A. If funds are requested for Right of Way:

20A-1: What is the status of Preliminary Engineering/Design?

- Is the PE/Design phase complete? No
- If not, identify all relevant milestones, including the current status and estimated completion date of each. For example:
 - What is the level of environmental documentation under the National Environmental Policy Act (NEPA) for this project?
 - Environmental Impact Statement (EIS)
 - Environmental Assessment (EA)
 - Documented Categorical Exclusion (DCE)
 - Categorical Exclusion (CE)
 - Has the NEPA documentation been approved? Please provide the date of approval, or the anticipated date of completion. 12/2013
 - At what stage of completion is your design?
 - Have Preliminary Plans been submitted to WSDOT for approval? No
 - If not, when is this milestone scheduled to be complete? 6/2013
 - When are Preliminary Plans expected to be approved? 8/2013
 - Are there any other PE/Design milestones not listed above? Please identify and provide estimates dates of completion.

20A-2: What is the status of Right of Way?

- How many parcels do you need? 35-40
- What is the zoning in the project area (e.g., commercial, residential, etc.)? commercial
- Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this. Anticipate 40-50 percent of the parcels will go through condemnation. At a minimum Possession and Use will be obtained for ROW certification.
- Does your agency have experience in conducting right of way acquisitions of similar size and complexity? Yes
- If not, when do you expect a consultant to be selected, under contract, and ready to start? 12/2012
- Identify all relevant right of way milestones, including the current status and estimated completion date of each. For example:
 - True cost estimate of Right of Way 12/2013
 - Right of Way Plans (stamped) 12/2013
 - Relocation Plan (if applicable) N/A
 - Right of Way Certification 12/2014
 - Right of Way Acquisition 12/2014
 - Certification Audit by WSDOT Right of Way Analyst 12/2014
 - Relocation Certification, if applicable N/A

20B. If funds are requested for Construction:

Complete sections 20A-1 and 20A-2 above.

20B-1: What is the status of the milestones for the construction phase?

- Do you have an Engineer's Estimate? Please provide a copy if available. N/A
- Identify the environmental permits needed for the project and when they are scheduled to be acquired.

- Is PS&E approved? Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval.
- When is the project scheduled to go to ad?

Note: for projects awarded PSRC funds through this competition, the information provided above for each milestone will be incorporated into the project's Quarterly Progress Report for future monitoring, as part of PSRC's project tracking program.

F. Other Considerations

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. In addition, please describe any innovative components included in your project: these could include design elements, cost saving measures, or other innovations. Per PSRC Board direction, we are conducting research into innovative programs and concepts in the region and throughout the country, and will report back to the Board for potential ideas for an Innovations Program in our region in the future.

The City would be able to obligate funding for design in 2013, and right-of-way by 2014. Completion of these phases will position the project for construction funding through TIB and PSRC by 2014. The City has an enviable track record of completing major projects in a timely manner.

Frontage improvements and ROW dedication by developers, Federal Way Crossing, Parcels 185295-0010, 185295-0050, 185295-0060, 185295-0070, and from Federal Way Self Storage, Parcels 292104-9128 and 292104-9040, accommodated the improvement for this project. The capital project S 356th Street at SR 99 Intersection Improvements acquired ROW and constructed improvements on Pacific Highway South including the signal system at S 356th Street, and portion of curb, gutter and sidewalk to accommodate this project. This indicates the commitment from the community of the City of Federal Way for this project.

REMINDER: When you submit this application to PSRC, please remember to also attach the Project Budget and Schedule spreadsheet and any maps or other project schematics, if applicable.

Project Budget and Schedule

Complete all entries below; identify sponsor and title, and answer questions 19d, 19e and 19f.

Project Sponsor:	City of Federal Way
Project Title:	Pacific Highway South HOV Lanes Phase V

19d. Project Budget and Schedule

In the table below please provide information on the financial budget and schedule for the entire project. Please indicate amounts and sources of both secured and unsecured funds, by phase. Include all phases in the project, from start to finish, and indicate when each phase will be completed. The requested PSRC funds identified in the application must also be reflected in the table below. Use as many rows per phase as necessary to reflect the financial plan for each phase.

You may add additional rows as needed; if a phase is not required for the project, indicate "n/a." If you need assistance completing this section, contact Tracy Murray at (206) 971-3277 or tmurray@psrc.org.

Phase	Funding Source(s)	Secured / Unsecured	Amount	Schedule
Planning				Estimated Phase Completion Date: <div style="border: 1px solid black; padding: 2px;">N/A</div>
Planning				
Planning				
Planning TOTAL:			\$ -	
Preliminary Engineering / Design	STP Funds	Unsecured	\$ 2,000,000	Estimated Phase Completion Date: <div style="border: 1px solid black; padding: 2px;">Dec-13</div>
Preliminary Engineering / Design	City of Federal Way	Secured	\$ 500,000	
Preliminary Engineering / Design				
Preliminary Engineering / Design TOTAL:			\$ 2,500,000	
Right of Way	STP Funds	Unsecured	\$ 2,000,000	Estimated Phase Completion Date: <div style="border: 1px solid black; padding: 2px;">Dec-14</div>
Right of Way	City of Federal Way	Secured	\$ 500,000	
Right of Way	Developer Participate	Secured	\$ 500,000	
Right of Way TOTAL:			\$ 3,000,000	
Construction	STP Funds	Unsecured	\$ 5,000,000	Estimated Phase Completion Date: <div style="border: 1px solid black; padding: 2px;">Dec-17</div>
Construction	TIB Funds	Unsecured	\$ 6,000,000	
Construction	City of Federal Way	Unsecured	\$ 1,500,000	
Construction	Developer Participate	Secured	\$ 500,000	
Construction				
Construction TOTAL			\$ 13,000,000	
Other				Estimated Phase Completion Date: <div style="border: 1px solid black; padding: 2px;">N/A</div>
Other				
Other TOTAL:			\$ -	
TOTAL Estimated Project Cost, All Phases:			\$ 18,500,000	Estimated Project Completion Date: <div style="border: 1px solid black; padding: 2px;">Dec-17</div>

19e. Provide documentation and/or an explanation of the secured funds identified above.

For example, provide web links to a grant award notification, provide the page number of local funds identified for the project in the local 6-year transportation program or transit plan, etc. For more information on the definition of secured/unsecured funds, refer to:

www.psrc.org/assets/7911/Definitions_SecuredandUnsecuredFunding.pdf

Preliminary Engineering/Design and Right of Way:

City transfer funds from Transportation Capital Unallocated Funds. City Council Action Agenda Bill, March 20, 2012 (attached Exhibit D).

Developer Participation, dedicated ROW from Federal Way Crossing, Parcels 185295-0010, 185295-0050, 185295-0060, 185295-0070, and for Federal Way Self Storage, Parcels 292104-9128 and 292104-9040.

Construction:

Developer Participation, frontage improvements by Federal Way Crossing and Federal Way Self Storage. Frontage improvements from City Capital Project S 356th Street at SR 99 Intersection Improvements.

19f. Provide additional information on any funds identified in the table above as unsecured. For example, identify the estimated approval date of funds for the project into the local 6-year program; if applying for future grants, indicate when you will apply and to what program; if pursuing a limited improvement district, bonding, or other local funding mechanism, when will that occur and what additional steps are required; etc. For more information on the definition of secured/unsecured funds, refer to :

www.psrc.org/assets/7911/Definitions_SecuredandUnsecuredFunding.pdf

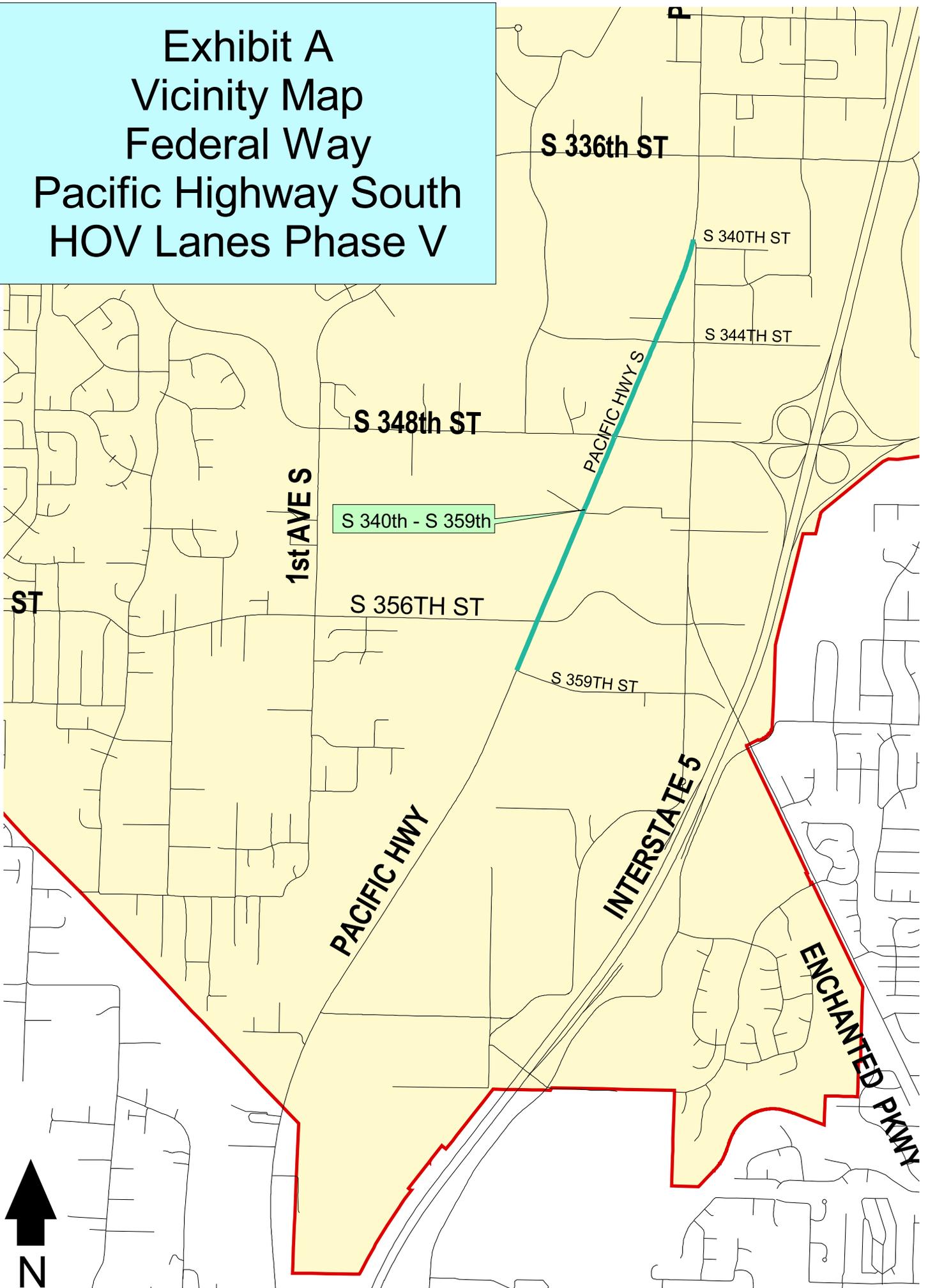
Preliminary Engineering/Design and Right of Way:

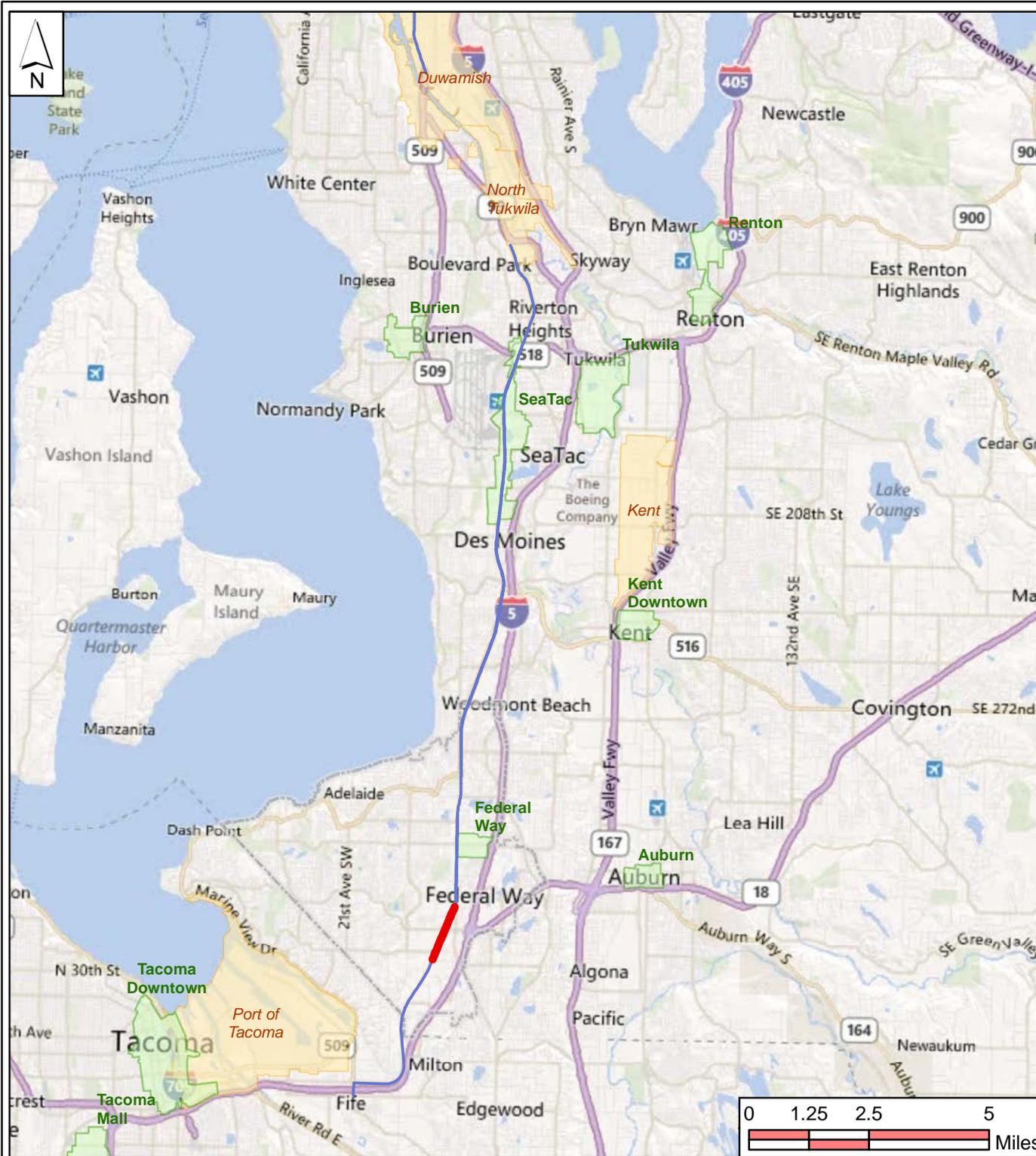
2012 Regional Competition Application for PSRC's FHWA Funds (STP/CMAQ) for Design and ROW phase.

Construction Phase:

Anticipate applying for TIB grant funding for the construction phase in 2013 and STP grant funding for the construction phase in 2014. Anticipate securing City of Federal Way funds at time of grant applications for construction.

**Exhibit A
Vicinity Map
Federal Way
Pacific Highway South
HOV Lanes Phase V**





Regional Growth Centers & Manufacturing / Industrial Centers

City of Federal Way
 Pacific Highway S (SR 99)
 Phase V

Regional Map

Legend

-  City of Federal Way
-  Pacific Highway Phase 5
-  SR 99 Corridor
-  Urban Center
-  Industrial & Manufacturing Center
-  Federal Way City Limits

Base map provided by Microsoft Virtual Earth

This map is accompanied by NO warranties and is simply a graphical representation.

Map Date: March 2012
City of Federal Way
 GIS Division
 33325 8th Ave. S
 Federal Way, WA 98003
 (253) 835-7000
www.cityoffederalway.com



EXHIBIT C

CITY OF FEDERAL WAY											
TRANSPORTATION IMPROVEMENT PLAN (TIP) - 2012 TO 2017											
CAPITAL PROJECTS											
Map ID**	Location	Description	Year 2010 Costs in \$ thousands								
			Previous Years	2011	2012	2013	2014	2015	2016	2017	Total
1a	I-5 SB Ramp @ S 320th St	Add 2nd SB left-turn lane, 3rd SB right-turn lane	650	4,580							5,230
1b	S 320th St @ I-5 Bridge Widening	Add HOV lanes, realign ramps in SE quadrant				5,000	5,612	2,122	44,570	44,570	101,874
2	10th Ave SW @ SW Campus Dr	Add SB right-turn lane		200	1,038						1,238
3	SW 344th St: 12th Ave SW - 21st Ave SW	Extend 3 lane principal collector with bike lanes, sidewalks, illumination						756	6,796		7,552
4	1st Ave S @ S 328th St	Install raised median, improve access at 328th				1,910					1,910
5	S 320th St @ 20th Ave S	Add 2nd left-turn lanes EB, WB		500			5,958				6,458
6	21st Ave SW @ SW 336th St	Add 2nd left-turn lanes all approaches, WB right-turn lane or Alternative Measure		500	4,300						4,800
7	SR 99 HOV Lanes Phase 4: SR 509 - S 312th St	Add HOV lanes, install raised median	13,000	8,500							21,500
8	SR 99 @ S 312th St	Add 2nd left-turn lane NB					909	909	7,273		9,091
9a	SR 509 @ SW 312th St	Add left-turn lanes EB, WB		250		4,112					4,362
9b	14th Ave SW @ SW 312th St	Add traffic signal		250	630						880
10	S 304th St @ 28th Ave S	Add NB right-turn lane, signal				2,279					2,279
11	S 352nd St: SR 99 - SR 161	Extend 3 lane principal collector and signal at SR-99	1,950			4,750					6,700
12	SW 320th St @ 21st Ave SW	Add 2nd WB left-turn lane, Interconnect to 26th Ave SW				4,584					4,584
13	S 348th St @ 1st Ave S	Add SB, WB, right-turn lanes, 2nd EB, WB left-turn lanes	2650	500							3,150
14	SW 320th St @ 47th Ave SW	Install traffic signal					382				382
15	S 312th St @ 28th Ave S	Add SB right-turn lane					573				573
16	SW 336th Wy / SW 340th St: 26th PI SW - Hoyt Rd	Widen to 5 lanes, add signal at 26th PI SW				2,034	7,097	7,097			16,228
17	S 356th St: SR 99 - SR 161	Widen to 5 lanes, bike lanes, sidewalks, illumination			871	871	4,270				6,012
18	S 356th St @ SR 161	Add 2nd NB Left to SR 161 - support phase of Triangle Project			2,700						2,700
19	S 320th St & 1st Ave South	Add EBL, WBL, WBR, NBT, SBR; widen to 5 lanes N to 316 or Alternative Measure							9,891		9,891
20	S 344th Wy & Weyerhaeuser Way S	Roundabout		200	834						1,034
21	SR 99 HOV Lanes Phase 5: S 340th St - S 356th St	Add HOV lanes, install raised median; roundabout at 340th St, turn lanes at 348th						1,500	6,000	17,500	25,000
Subtotal Capital Projects			18,250	15,480	10,373	25,540	24,801	12,384	74,530	62,070	243,428
NON-MOTORIZED CAPITAL PROJECTS											
Map ID	Location	Description	Year 2010 Costs in \$ thousands								
			Previous Years	2011	2012	2013	2014	2015	2016	2017	Total
22	S 314th St: 20th Ave S - 23rd Ave S	Install sidewalks, ADA ramps, curbs & gutter, pedestrian improvements					2,101				2,101
23	1st Ave S: S 292nd St - S 312th St	Shoulder improvements							2,801		2,801
24	S 336th St: SR 99 - 20th Ave S	Install sidewalk on north side				475					475
25	25th Dr S @ S Star Lake Rd	School zone and walkway improvements			440						440
Subtotal Non-Motorized Capital Projects			0	0	440	475	2,101	0	2,801	0	5,817
TOTAL CAPITAL PROJECT COSTS			18,250	15,480	10,813	26,015	26,902	12,384	77,331	62,070	249,245

**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: N/A

MEETING DATE: N/A

CATEGORY:

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

STAFF REPORT BY: Marwan Salloum, P.E., Deputy Public Works Director **DEPT:** Public Works

Attachments: Council Memorandum dated March 20, 2012

Options Considered:

1. Authorize staff to submit a grant funding application under the 2012 PSRS – STP/CMAQ Regional and Countywide (Federal) Funding Program for the following transportation improvement projects:
 - Pacific Highway S HOV Lanes Phase V (S 340th Street to S 359th Street)
 - Asphalt Overlay Program – S 320th Street (25th Ave S to S 11th Ave S); and
 Authorize transfer of project funding balance of \$1,000,000 from the South 320th Street at I-5 Southbound off Ramp Improvement project to the Pacific Highway South HOV Lanes Phase V project.
2. Modify the project for which staff should submit a grant-funding application.
3. Do not submit any grant funding application for these projects in 2012.

MAYOR'S RECOMMENDATION: The Mayor recommends approval of Option 1

MAYOR APPROVAL: N/A  **COMMITTEE:** N/A
DIRECTOR APPROVAL: N/A  **COUNCIL:** N/A

COMMITTEE RECOMMENDATION: N/A

N/A N/A N/A
 Bob Celski, Chair Jeanne Burbidge, Member Susan Honda, Member

PROPOSED COUNCIL MOTION: "I move to authorize staff to submit a grant funding application for the following transportation improvement projects:

- Pacific Highway S HOV Phase V (S 340th Street to S 359th Street)
- Asphalt Overlay Program – S 320th Street (25th Ave S to S 11th Ave S); and

Authorize the transfer of project funding balance of \$1,000,000 from the South 320th Street at I-5 Southbound Off Ramp Improvement project to the Pacific Highway South HOV Lanes Phase V project"

(BELOW TO BE COMPLETED BY CITY CLERKS OFFICE)

COUNCIL ACTION:
 APPROVED *Carol McKelley, City Clerk 3/20/12*
 DENIED
 TABLED/DEFERRED/NO ACTION
 MOVED TO SECOND READING (ordinances only)

COUNCIL BILL # _____
1ST reading _____
Enactment reading _____
ORDINANCE # _____
RESOLUTION # _____