

Section VI.b. 2012 King County Countywide STP/CMAQ Non-Motorized Application

This application is available on the King County Web site at

<http://www.kingcounty.gov/transportation/kcdot/PlanningandPolicy/RegionalTransportationPlanning/2012KCountywideCF.P.aspx>

****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 2012 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 3, 2012. 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 2012KCGrantCompetition@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 206-684-2111, Attn: Peter Heffernan. All applications must be submitted by May 11, 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.**

PROJECT DESCRIPTION INFORMATION

1	Project Title: Barnes Creek Trail <i>(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)</i>
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2	Sponsoring Agency: City of Des Moines Also identify any co-sponsor(s):
3	Project Contact Person: Dan Brewer, PE Address: 21650 11 th Ave S, Des Moines WA 98198 Phone: (206) 870-6581 Fax: (206) 870-6596 E-Mail: dbrewer@desmoineswa.gov

4 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.

This requested grant will provide funding for the design of the Barnes Creek Trail (Plans, Specifications, and Estimate). The Barnes Creek Trail provides a connection from the Regional Lake to Sound Trail, via the Des Moines Creek Trail, to Highline Community College. The City is currently working with WSDOT regarding the transfer and acquisition of the historic SR509 Right-of-Way corridor, which has been designated for surplus by the State. The acquisition of this property is being funded by King County Conservation Futures, and King County Parks Levy Funds.

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

The Barnes Creek Trail Project meets several significant goals:

- 1) The Barnes Creek Trail Corridor will remove the barrier created some 50 years ago when the State acquired this property for SR 509 right in the heart of the Des Moines community. More recently, the SR 509 alignment has been modified so this property is no longer needed by WSDOT, and it has been designated for surplus by the State. The Barnes Creek Trail will provide public access to and through this property and provide the highest and best use of this property.
- 2) The Barnes Creek Trail will provide a direct connection between the Lake to Sound Trail, via the Des Moines Creek Trail, to the Highline Community College. This will provide non-motorized commuting opportunities and options for not only the residents of Des Moines, but students and faculty at the college – the largest CTR site in the City of Des Moines.
- 3) The City's *2009 Comprehensive Transportation Plan* indicates that the development of the Barnes Creek Trail is a key non-motorized pedestrian and bicycle connection within the City. This project will provide non-motorized interconnectivity to numerous public facilities such as the Steven J. Underwood Memorial Sports Park, the Des Moines Senior Activity Center, the Mt. Rainier Swimming Pool, the United States Post Office, and public schools including Highline Community College, Mt. Rainier High School, Pacific Middle School and Midway Elementary School.
- 4) The *2010 Des Moines Parks, Recreation and Senior Services Master Plan* identifies the Historic SR509 right-of-way for both trail and conservancy park purposes. The Barnes Creek Trail Corridor area is in the Green/Duwamish and Central Puget Sound Nearshore Subwatershed and is very important for the protection of Barnes Creek which provides habitat for Coho salmon and cutthroat trout. The trail corridor, within the historic SR509 right-of-way, lies in an urbanized watershed. Numerous surface water detention projects have been completed or are planned upstream of the site to reduce high water flows. The trail alignment and adjacent area would also facilitate the implementation of the City's Fish and Wildlife Habitat Conservation plan, by allowing the City to designate and maintain an Urban Open Space Corridor that will ultimately make contact with the Des Moines Creek Corridor, a Washington Department of Fish and Wildlife Priority Habitat and Species Area.

5 Project Location: The project is generally located along the surplus WSDOT SR 509 ROW between the Des Moines Creek Trail and Kent-Des Moines Road

Answer the following questions if applicable:

b. Crossroad/landmark nearest to beginning of project: 20th Ave South & South 216th Street
(Identify landmark if no crossroad)

c. Crossroad/landmark nearest to end of project: 16th Ave South & Kent-Des Moines Road
(Identify landmark if no crossroad)

6 Map: Include an 8½” x 11” legible vicinity map (if applicable) with completed application form.
If unable to send map electronically, provide separately by fax or mail.

7 Federal Functional Classification Code (*Select only one*)

Assistance in determining the functional classification of a project is available by calling Stephanie Rossi at 206-971-3054..

<p style="text-align: center;"><u>Rural Functional Classifications</u> <u>(“under 5,000 population”)</u></p> <p style="text-align: center;">(Outside the federal-aid urbanized and federal-aid urban areas)</p> <ul style="list-style-type: none"> <input type="checkbox"/> 00 Exception <input type="checkbox"/> 01 Principal Arterial - Interstate <input type="checkbox"/> 02 Principal Arterial <input type="checkbox"/> 06 Minor Arterial <input type="checkbox"/> 07 Major Collector <input type="checkbox"/> 08 Minor Collector <input type="checkbox"/> 09 Local Access <input type="checkbox"/> 21 Proposed Principal Arterial – Interstate <input type="checkbox"/> 22 Proposed Principal Arterial <input type="checkbox"/> 26 Proposed Minor Arterial <input type="checkbox"/> 27 Proposed Major Collector <input type="checkbox"/> 28 Proposed Minor Collector <input type="checkbox"/> 29 Proposed Local Access 	<p style="text-align: center;"><u>Urban Functional Classifications</u> <u>(“over 5,000 population”)</u></p> <p style="text-align: center;">(Inside the federal-aid urbanized and federal-aid urban areas)</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> 00 Exception <input type="checkbox"/> 11 Principal Arterial – Interstate <input type="checkbox"/> 12 Principal Arterial – Expressway <input type="checkbox"/> 14 Principal Arterial <input type="checkbox"/> 16 Minor Arterial <input type="checkbox"/> 17 Collector <input type="checkbox"/> 19 Local Access <input type="checkbox"/> 31 Proposed Principal Arterial – Interstate <input type="checkbox"/> 32 Proposed Principal Arterial – Expressway <input type="checkbox"/> 34 Proposed Principal Arterial <input type="checkbox"/> 36 Proposed Minor Arterial <input type="checkbox"/> 37 Proposed Collector <input type="checkbox"/> 39 Proposed Local Access
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NOTE: Federally Funded Projects. 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 which are 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.

PROJECT EVALUATION INFORMATION

IMPORTANT INSTRUCTIONS: Projects will be evaluated and scored based on the information provided in Parts 1 and 2 that follow. Refer to Section IVb, Evaluation Criteria for Countywide Grant Programs, Non-Motorized Projects for information on how the projects will be evaluated.

- **Part 1:** Choose one of the two project categories that best fits your proposed project and complete Section A or B
- **Part 2:** Complete all Sections C through F

PROJECT EVALUATION: PART 1

Choose which of the two Centers categories your project falls under:

- Project is located within a Center
> *NOTE: Complete Section A, then proceed to Sections C through F in Part 2*
- Connecting Corridors
> *NOTE: Complete Section B, then proceed to Sections C through F in Part 2*

SECTION A: CENTERS

Complete this section if your project is a "Centers" project, then proceed to Part 2.

A. 1. Please explain how your project addresses the following:

- How will the project help the Center to develop in a manner consistent with adopted policies or comprehensive plans? Describe how the project will support increased activity in the Center, implement any development plans for the center, and enhance the Center's sense of place. Please provide a citation and copy of the appropriate pages(s) from the plan or policies.
- Describe the impact the project will have on the Center. Will the project remedy an existing or anticipated problem (e.g., congestion, incomplete sidewalk system, inadequate transit service or facilities, etc.), or benefit a large number or wide variety of users?
- Will the project provide access to a major destination or significantly improve circulation within the Center? For projects with a parking component, describe how it will be compatible with a pedestrian-oriented environment.

SECTION B: CONNECTING CORRIDORS

Complete this section if your project is a “Connecting Corridors” project, then proceed to Part 2.

B. 1. Please explain how your project addresses the following:

- Describe how the investment in the corridor improves access or directly benefits a center(s) by providing a range of travel modes and by serving multiple user groups.
- Describe how the project improves a corridor in logical segments, thereby preventing the creating of missing links or gaps.
- Describe how the project creates more effective and efficient travel flows along the corridor by filling missing links or removing barriers.
- Describe how the improvements create long-term sustainable solutions and improve the system as a whole.

The 2010 Des Moines Parks, Recreation and Senior Services Master Plan, the 2010 Comprehensive Transportation Plan, and Chapter 6 of the Des Moines Comprehensive Plan all identify the Historic SR 509 right-of-way site for the Barnes Creek Trail alignment as a key property to meet the unmet open space needs, provide a conservancy park area, and to provide a key non-motorized pedestrian and bicycle corridor. The trail corridor will provide:

- ADA multi-use trail facilities for pedestrians and bicyclists.
- Safe off-road trail access for residents living in apartments, condominiums and single family dwellings along Kent-Des Moines Road and within central Des Moines. These neighborhoods are home to Des Moines' highest residential densities and its poorest citizens.
- Neighborhood connectivity between recreation facilities such as Steven J. Underwood Memorial Sports Park, the Des Moines Activity Center, and the Mt. Rainier Pool; public facilities such as the United States Post Office; public schools including Mt. Rainier High School, Pacific Middle School and Midway Elementary School (these schools have the highest number of students on the free and reduced lunch programs and highest incidences of obesity in Des Moines) and Highline Community College; and the Port of Seattle's commercial development.
- Waterfront trail access via Des Moines Creek Trail for outdoor environmental education and creek restoration opportunities and wildlife habitat connectivity within the Barnes Creek Park, Des Moines Creek Park and Des Moines Beach Park.
- Access to other urban South County trails such as the Westside Trail in SeaTac along SeaTac Airport and the Green River and Interurban Trails in Tukwila. These trails will connect north to Seattle, east to Renton and Lake Washington and south to Kent, Auburn and Pacific/Algona for recreational purposes and commuter transportation with links to bus and light rail public transportation.
- Provide connection with recently acquired historic SR509 ROW for roadway, pedestrian, and bicycle facilities between South 216th Street and South 220th Street.
- The trail will also allow for expanded non-motorized access to public transportation along Kent-Des Moines Road, South 216th Street, and Pacific Highway/International Boulevard.

PROJECT EVALUATION: PART 2

SECTION C: PROJECT READINESS/FINACIAL PLAN

Once Section A or B in Part 1 has been completed, complete all of Part 2, Sections C through G.

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 polices 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.

2.1. Select only one funding source below, STP or CMAQ.

STP

CMAQ

27b. 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	\$380,000	2013

[select phase]

[select phase]

2.2 Identify the project phases that will be fully completed if requested funding is obtained:

PE/Design

2.3 Project Budget and Schedule

In this section you will be asked to 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 Project Budget and Schedule spreadsheet. Use as many rows per

phase as necessary to reflect the financial plan for each phase. The required table to provide this information is a separate Excel spreadsheet which you will need to download from King County website.

Attach the completed spreadsheet, along with this application, and submit via email to 2012kcgrantcompetition@kingcounty.gov by the deadline of 5:00 p.m. May 11, 2012. The Project Budget and Schedule spreadsheet form may be downloaded at <http://www.kingcounty.gov/transportation/kcdot/PlanningandPolicy/RegionalTransportationPlanning/2012KCountywideCFP.aspx>

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.

3. If funds are requested for Right of Way: N/A

3.1 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. Anticipated Fall/Winter 2013 during PE/Design
 - At what stage of completion is your design?
 - Have Preliminary Plans been submitted to WSDOT for approval?
 - If not, when is this milestone scheduled to be complete? Fall/Winter 2013
 - When are Preliminary Plans expected to be approved? Winter 2013/Spring 2014

- Are there any other PE/Design milestones not listed above? Please identify and provide estimates dates of completion.

3.2 What is the status of Right of Way?

- How many parcels do you need? N/A (WSDOT Surplus Land Acquisition)
- What is the zoning in the project area (e.g., commercial, residential, etc.)? N/A
- Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this. N/A
- Does your agency have experience in conducting right of way acquisitions of similar size and complexity? Yes – Recently Completed WSDOT Historic SR509 ROW transfer for the Des Moines Transportation Gateway Project, Segment 2.
- If not, when do you expect a consultant to be selected, under contract, and ready to start? Consultant currently under contract for property acquisition support.
- 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 - Summer 2012
 - Right of Way Plans (stamped) - Summer/Fall 2012
 - Relocation Plan (if applicable) N/A
 - Right of Way Certification - *
 - Right of Way Acquisition - Fall 2012
 - Certification Audit by WSDOT Right of Way Analyst - *
 - Relocation Certification, if applicable - *

*NOTE: All Right-of-Way for acquisition is within WSDOT jurisdiction.

4. If funds are requested for Construction: N/A

4.1 Complete sections 2.1 and 2.2 above.

4.2 What is the status of the milestones for the construction phase?

- Do you have an Engineer’s Estimate? Please provide a copy if available.
- 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.

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

SECTION D: JOINT OPPORTUNITIES

4. Please explain how your project addresses the following:

- What other private and/or publicly funded project(s) will receive a benefit from this project? Describe the other project(s) and its relationship to your agency's project. Be specific. (*E.g., If funds are committed to another project, describe the commitment, including the amount. Describe any conditions associated with the commitment, including timing. If the commitment or partnership is non-financial, so indicate.*) In your answer, summarize relevant letters and/or documents describing commitments and key points. Include dates. Do not attach copies of these letters or documents.
- Will an opportunity be lost if the project does not receive funds through this project competition? Describe and explain the consequences.

Private/Public Funded Projects to Benefit from the Barnes Creek Trail Project:

Des Moines Transportation Gateway Project – 24th Avenue South (Public)

- Proposed 4-lane arterial with pedestrian and bicycle facilities to accommodate anticipated development adjacent to South 216th and 24th Ave South corridors.
- Funding Committed
 - City - \$3,500,000
 - Port of Seattle - \$3,500,000
 - Prologis - \$1,200,000
 - Franchise Utilities - \$1,200,00

Des Moines Transportation Gateway Project – South 216th Street Segment 2 (Public)

- Proposed 4-lane arterial with pedestrian and bicycle facilities to accommodate anticipated development adjacent to South 216th and 24th Ave South corridors.
- Funding Committed
 - City - \$1,500,000
 - TIB - \$4,000,000
 - Port of Seattle - \$2,500,000
 - Franchise Utilities - \$600,000

Des Moines Creek Business Park (Private)

- Development of 89 acres adjacent to South 216th Street, 24th Avenue South, and Barnes Creek Trail Corridor.
- Funding Committed from the Port of Seattle and Benaroya – ground breaking July 2012.

16th Avenue South – South 216th Street to South 220th Street (Public)

- Provide roadway, pedestrian, and bicycle connection between South 216th Street, South 220th Street, and South 218th Street.

SECTION E: PLANNING

5. Please explain how your project addresses the following:

Describe the planning process through which this project has been developed.

- The project has gone through several planning and public processes. In 2009, the City adopted its Comprehensive Transportation Plan which identified the Barnes Creek Trail Corridor and Connection to the Des Moines Creek Trail. In 2010, the City adopted its Parks, Recreation, and Senior Service Master Plan, which call for the creation of this trail system and preservation of this open space.
- The City has hosted public meetings and open-houses to discuss the proposed trail system with interested citizens and nearby residents.

Describe how the project is consistent with a local jurisdiction's adopted comprehensive plan, local plan, transit plan, etc. **IMPORTANT:** Provide specific citations and a copy of the appropriate pages and include dates of adoption.

2009 Des Moines Comprehensive Plan (as amended): The project directly aligns with the following goals, policies and strategies contained in the Land Use (LUE), Transportation (TE) and Parks, Recreation and Open Space (PR&OS) Elements City of Des Moines Comprehensive Plan:

LUE Goal 2-01-02 – Remove physical and regulatory barriers to healthy food access in support of improved nutritional eating, reduced incidence of hunger and increased opportunities for physical activity. (Page 2-1, Amended January 5, 2012 by Ordinance No.1532)

LUE Policy 2-03-05 – Promote a land use pattern, scale, and density that supports public transportation services and encourages people to walk and bicycle, as well as provide convenient and safe automobile usage.

LUE Policy 2-03-15 Healthy Community – (2) Encourage mixed-use, pedestrian, and transit-oriented development along major transit corridors and near transit nodes to enable residents to be physically active through daily activity, such as walking to school, work, and shopping.

TE Goal 3-03-05 Pedestrian and Bicycle Facilities – **GOAL TR 5:** Provide a connected network of non-motorized transportation facilities to provide access to local and regional destinations, and to support a healthy lifestyle. *Discussion: The City is committed to providing the opportunity to walk and bicycle to all residents by supporting safe, efficient, desirable, and accessible pedestrian and bicycle travel. The vision for a future network of trails, sidewalks, bicycle lanes, and other improvements that will benefit all roadway users and the environment are shown in Figures 3-6 and 3-7.* (Pages 3-6 and 3-7, Adopted Nov. 12, 2009 by Ordinance No. 1469)

TE Goal 3-03-09 Transportation Strategies for Sustainability – **GOAL TR 9:** Reduce congestion, air pollution and fuel consumption through Travel Demand Management (TDM) and Commute Trip Reduction (CTR) Programs. *Discussion: ...By encouraging people to ride the bus, vanpool, carpool, walk, bike, work from home, or compress their workweek, the CTR program helps to make the transportation system work more efficiently...* (Pages 3-8 and 3-9, Adopted Nov. 12, 2009 by Ordinance No. 1469)

TE Policy 3-04-01 Transportation and Land Use – (4) Consider multi-modal transportation options by providing enhancements to the roadside (widened shoulders and sidewalk where feasible) with

connections to civic facilities, recreation areas, education institutions, employment centers, and shopping. (Page 3-9, Adopted Nov. 12, 2009 by Ordinance No. 1469)

TE Strategy 3-05-05 (CTP TR 5.2) Pedestrian and Bicycle Facilities – (1) Promote multi-modal facilities and services within walking/bicycling distances of residential and commercial developments. Constructing sidewalks and walkways within pedestrian corridors that link neighborhoods to schools, parks, transit routes, and businesses is a high priority. Provide bicycle parking at key transit hubs and activity centers in Des Moines. (Page 3-14, Adopted Nov. 12, 2009 by Ordinance No. 1469)

PR&OS Goal 6-01-06 – Utilize a ratio of 6.5 acres per 1,000 population combined park land (including mini, neighborhood, community, special use, sports fields/complexes, trails and pathways, conservancy and open space areas which are typically undeveloped) as a general guide in the acquisition of park lands. (Page 6-1, Adopted Nov. 12, 2009 by Ordinance No. 1469)

Supporting Activity 6-04-03 – Encourage the Planning, Development and Full Utilization of Trails as Recreation Facilities:

- Plan urban trail systems for maximum pedestrian and bicycle access to parks, schools, transit centers, business districts and employment areas as an alternative to automobile access. Also, plan trail systems that link adjoining communities and urban areas leading to rural or natural areas.
- Develop specific plans for trails to be used as guides in creating coordinated recreation and transportation systems for pedestrian and all non-motorized vehicles or forms of transportation. (Page 6-7, Adopted Nov. 12, 2009 by Ordinance No. 1469)

2009 Parks, Recreation, and Senior Services Master Plan

P. 35. Support trail systems such as the Lake to Sound Trail and the Barnes Creek/SR 509 Trail and other bike and pedestrian linkages identified in the Des Moines Comprehensive Transportation Plan. Complete connections between waterfront parks, City facilities, schools, residential and commercial neighborhoods, adjacent cities and transportation systems (future light rail, passenger ferry, etc.)

P. 36 Table 3-2 Interlocal Park Land Acquisitions, SR-509 ROW; P. 40 Table 3-6 build park, trail system and parking. P. 60 Facilities Development Plan (attached).

Des Moines Comprehensive Transportation Plan, adopted June, 2009

The Barnes Creek trail and the recommended bicycle trail system is identified on Figure 5-6 (attached).

- Describe how the project is consistent with Destination 2030 (adopted May 2001). Refer to the PSRC website (www.psrc.org) for a list of Destination 2030 policies.

The project is consistent with the PSRC Vision 2040 plan update. VISION 2040, the region's long-range growth management, economic and transportation strategy, and Transportation 2040, the adopted Metropolitan Transportation Plan, call for the development of a transportation system that creates more travel choices while preserving environmental quality and open space. Bicycle and pedestrian transportation plays a key role in achieving these goals.

SECTION F: AIR QUALITY

NOTE: While project sponsors are not requested to provide detailed quantitative analyses at this time, those projects that are selected for CMAQ funds will be asked to assist staff in quantifying the benefits of their projects prior to TIP submittal.

6. Describe how your project will reduce emissions. Include discussion of the population served by the project – who will benefit, where and over what time period. Be as specific as possible and include examples. Answers will vary depending on the type of project, for example:

- Describe how your project will reduce VMT, either by eliminating or shortening vehicle trips;
- Describe how your project will result in a mode shift from SOVs to transit, carpool or nonmotorized;
- Describe how your project will result in an increase in transit ridership, either through new transit service or greater accessibility to transit;
- Describe how your project will improve the flow of traffic and reduce the amount of idling vehicles - how will this project relieve an existing problem;
- Describe how your project will reduce emissions through alternative fuels or vehicles.

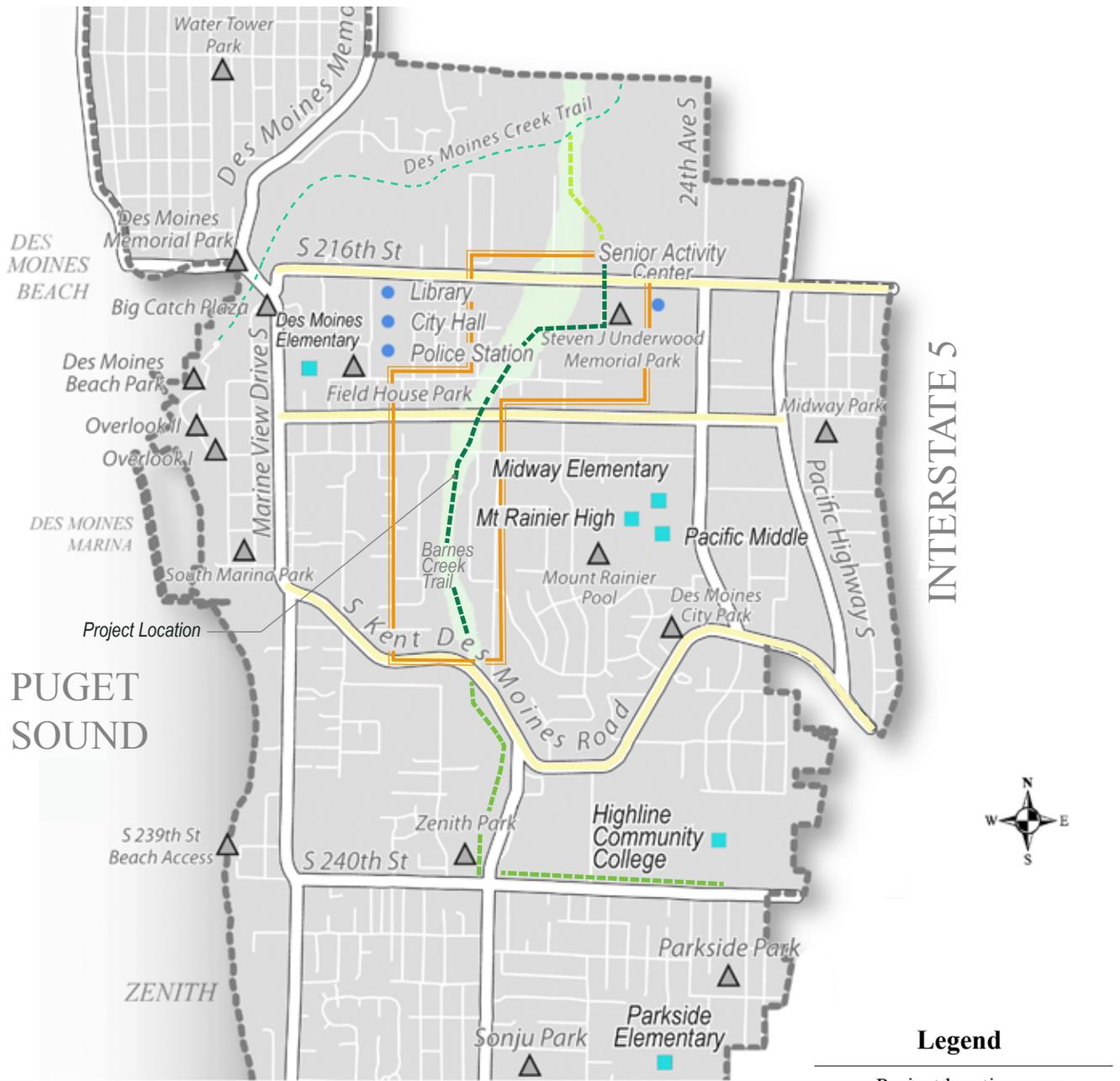
The completion of Barnes Creek Trail will provide residence and commuters an alternate mode of transportation between various public and private services as well as existing and proposed public transportation facilities thereby reducing vehicle emissions. Specifically, Barnes Creek Trail will:

- Provide access to the planned Des Moines Transportation Gateway Project(s) on South 216th Street and 24th Avenue South that have pedestrian and bicycle facilities adjacent to commercial development.
- Provide access to public transportation on Pacific Highway/International Boulevard with the recently completed Metro Rapid Ride facilities.

2012 KING COUNTY COUNTYWIDE STP/CMAQ

Non-Motorized Application

Vicinity Map



Legend

- Project location
- ▲ Community park
- School
- City facility
- Historic SR509 ROW (WSDOT)
- Barnes Creek Trail
- Existing/proposed bike lanes
(From Kent Des Moines Road to Highline Community College)
- Barnes Creek Trail
(Provided by developer)



City of Des Moines Barnes Creek Trail

Project Budget and Schedule

Complete all entries below; identify sponsor and title

Project Sponsor:	City of Des Moines
Project Title:	Barnes Creek Trail

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	City of Des Moines	Secured	\$ 16,289	Estimated Phase Completion Date:
Planning				
Planning				
Planning TOTAL:			\$ 16,289	2010
Preliminary Engineering / Design	PSRC non-motorized	Requested	\$ 380,000	Estimated Phase Completion Date:
Preliminary Engineering / Design	City of Des Moines	Secured	\$ 30,000	
Preliminary Engineering / Design	King County Trail Levy	Secured	\$ 25,000	
Preliminary Engineering / Design TOTAL:			\$ 435,000	Fall/Winter 2013
Right of Way	King County	Secured	\$ 550,000	Estimated Phase Completion Date:
Right of Way	Conservation Futures			
Right of Way	King County Trail Levy	Secured	\$ 275,000	
Right of Way TOTAL:			\$ 825,000	Fall 2012
Construction				Estimated Phase Completion Date:
Construction				
Construction TOTAL			\$ -	
Other				Estimated Phase Completion Date:
Other				
Other TOTAL:			\$ -	
TOTAL Estimated Project Cost, All Phases:			\$ 1,276,289	Fall/Winter 2013

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

The Barnes Creek Trail is a top priority for the City. The City's adopted 6-year CIP can be viewed at http://www.desmoineswa.gov/dept/pub_works/pdf/TIP_2012-2031.pdf. The City's 6-year Capital Improvement Budget can be viewed at: <http://www.desmoinesmail.com/webpdf/finance/2012CIP/2012CIP.pdf> (Page 106).

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



King County

Julia Patterson

Councilmember, District 5

Metropolitan King County Council

May 11, 2012

Mr. Grant Fredricks,
Planning, Building, and Public Works Director
21650 11th Avenue South
Des Moines, WA 98198

RE: Barnes Creek Trail Project

Dear Mr. Fredricks,

I am writing today in resounding support for the Barnes Creek Trail Acquisition and Construction Projects to complete the trail that will provide a vital link to the Des Moines Creek Trail and Highline Community College.

King County has awarded the City of Des Moines two consecutive Conservation Futures Trust Fund grants totaling over \$550,000 for the acquisition and development of this multipurpose non-motorized trail, and we are anxious to see this project completed.

The envisioned Barnes Creek Trail project will help to create an integrated web of transportation options for south King County. It will provide a critical link to the South King County "Lake to Sound" trail system between Puget Sound and Lake Washington that serves Des Moines, Renton, Tukwila, SeaTac, and Burien and is designed to connect to other transportation options such as, Sound Transit light rail stations opened in Tukwila, South 200th St in SeaTac, and SeaTac Airport, and to future stations near Highline Community College and South 272nd St in Federal Way.

This system of Trails will also connect to the Green River Trail and the Cedar River Trail in Renton. King County residents will have the ability to jog, walk or bike from Lake Washington in Renton to the Puget Sound in Des Moines creating a great asset to our region for generations to come.

By building a trail through some of the densest areas of South King County, we are providing an opportunity for residents to enjoy the environment and improve their personal health. South King County has the highest levels of health disparities in King County; a resident of South King County is significantly more likely to have diabetes or asthma than other higher income King County residents.

In summary, please support the Barnes Creek Trail grant application because it will help south King County move towards a healthier future while providing residents access to more transportation options. I am pledging my support to help remedy the disparities among our County's citizens and to help boost access to trails for all County citizens and asking you to join the City of Des Moines and King County in this effort to complete the Barnes Creek Trail.

Sincerely,

Julia Patterson
King County Councilmember, District 5



Office of the President

MS 1-1
P.O. Box 98000
Des Moines, WA 98198-9800

May 8, 2012

Director Grant Fredricks, P.E.,
Planning, Building and Public Works Department
21630 11th Avenue South
Des Moines WA 98198

RE: Letter of Support for Barnes Creek Trail

Dear Mr. Fredricks:

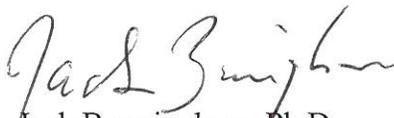
I am writing in support of the City of Des Moines' Barnes Creek Trail grant application through the Puget Sound Regional Council's non-motorized federal Congestion Mitigation and Air Quality funds.

The Barnes Creek Trail will provide a direct connection between the Regional Lake to Sound Trail via the Des Moines Creek Trail, to the Highline Community College (HCC) campus. As the City's largest Commute Trip Reduction site, this trail will provide non-motorized access by HCC commuters (staff and students) from the north as well as provide a connection for recreation linked to the college.

Additionally, the trail would serve as a link for potential educational opportunities. The Barnes Creek Trail Corridor area is in the Green/Duwamish River and Central Puget Sound Nearshore Subwatershed and is very important for the protection of Barnes Creek which provides habitat for Coho salmon and cutthroat trout. The trail corridor, within the historic SR509 right-of-way, lies in an urbanized watershed. Numerous surface water detention projects have been completed or are planned upstream of the site to reduce high water flows. These provide useful venues for instruction in the physical sciences, sustainability, economics, and engineering, among other academic disciplines.

Highline Community College is very supportive of the City's plan to design and construct the Barnes Creek Trail. We urge you to fund their project.

Sincerely,


Jack Bermingham, Ph.D.
President



15675 Ambaum Boulevard Southwest
Burien, Washington 98166
highlineschools.org
206.433.0111

BOARD OF DIRECTORS: Angelica Alvarez • Tyrone Curry
Bernie Dorsey • Susan Goding • Michael D. Spear
INTERIM SUPERINTENDENT: Alan Spicciati, Ed.D.

May 9, 2012

Grant Fredricks, P.E., Planning, Building, and Public Works Director
21650 11th Avenue South
Des Moines, WA 98198

Subject: Letter of Support for Barnes Creek Trail

Dear Mr. Fredricks:

It is my pleasure to support the City of Des Moines in their endeavor to design and construct the Barnes Creek Trail.

I have had the pleasure of working with the City of Des Moines as a Board Member of the Highline School District (HSD), Co-Chair of the Highline Communities Coalition (HCC), and as co-recipients of a 2010-2012 Communities Putting Prevention to Work (CPPW) grant that was provided to each of the HCC cities (Des Moines, Burien, SeaTac, Normandy Park) and the Highline School District.

Our Highline communities are struggling to address critical issues related to public health including poor nutrition, lack of physical activity and high rates of diabetes and obesity. Many of these issues are directly related to the design of the built environment that affects the health and well being of our residents, especially vulnerable population groups such as children, the elderly, people of color and low-income households.

The mission of the HCC is to develop sustainable relationships to maximize resources and services to support thriving families, schools and communities. A key purpose of the CPPW grant and the HCC is to increase access to opportunities for physical activity through policy, systems, and environments that make walking and biking easy choices.

The Barnes Creek Trail project directly aligns with our CPPW grant outcomes, HCC goals, and Highline School District emphasis of the importance of healthy environments for children and families. First and foremost, the Barnes Creek Trail is a key non-motorized pedestrian and bicycle connection within the City. This project will provide non-motorized interconnectivity to numerous public facilities such as the Steven J. Underwood Memorial Sports Park, the Des Moines Senior Activity Center, the Mt. Rainier Swimming Pool, the United States Post Office, and public schools including Mt. Rainier High School, Pacific Middle School and Midway Elementary School.

The trail will also provide a direct connection between the Regional Lake to Sound Trail, via the Des Moines Creek Trail, to the Highline Community College. This will provide non-motorized commuting opportunities and options for not only the residents of Des Moines, but students and faculty at the college – the largest Commute Trip Reduction (CTR) site in the City of Des Moines.

Therefore, I strongly support the Barnes Creek Trail project, and look forward to seeing this important City of Des Moines project completed.

Sincerely,

A handwritten signature in black ink, appearing to read "Bernie Dorsey", is written over a horizontal line.

Bernie Dorsey
Board Member Highline Public Schools
Elected Member Highline Communities Coalition

A path to success for every student

City of Des Moines

2010 Parks, Recreation & Senior Services
Master Plan

Facilities Development Plan

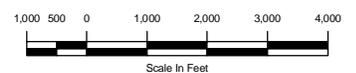
Parks New Development

- A. Activity Center Expansion
- B. Cameron's Crossing
- C. Crestview Park/Upper Redondo
- D. Des Moines Creek Trail
- E. Graceview Park
- F. Kiddie/City
- G. Landmarque/East Woodmont Park
- H. Massey Creek
- I. Midway Park
- J. Overlook I
- K. Overlook II
- L. Pacific Heights/Granville Park
- M. Pacific Ridge Area
- N. Parkside Park
- O. Parkside Wetlands
- P. Redondo Hillclimb
- Q. Sonju Park
- R. South Des Moines Park
- S. Steven J. Underwood Memorial Park Phase IV
- T. Woodmont Park Trail
- U. Wooton Park

Interlocal New Development

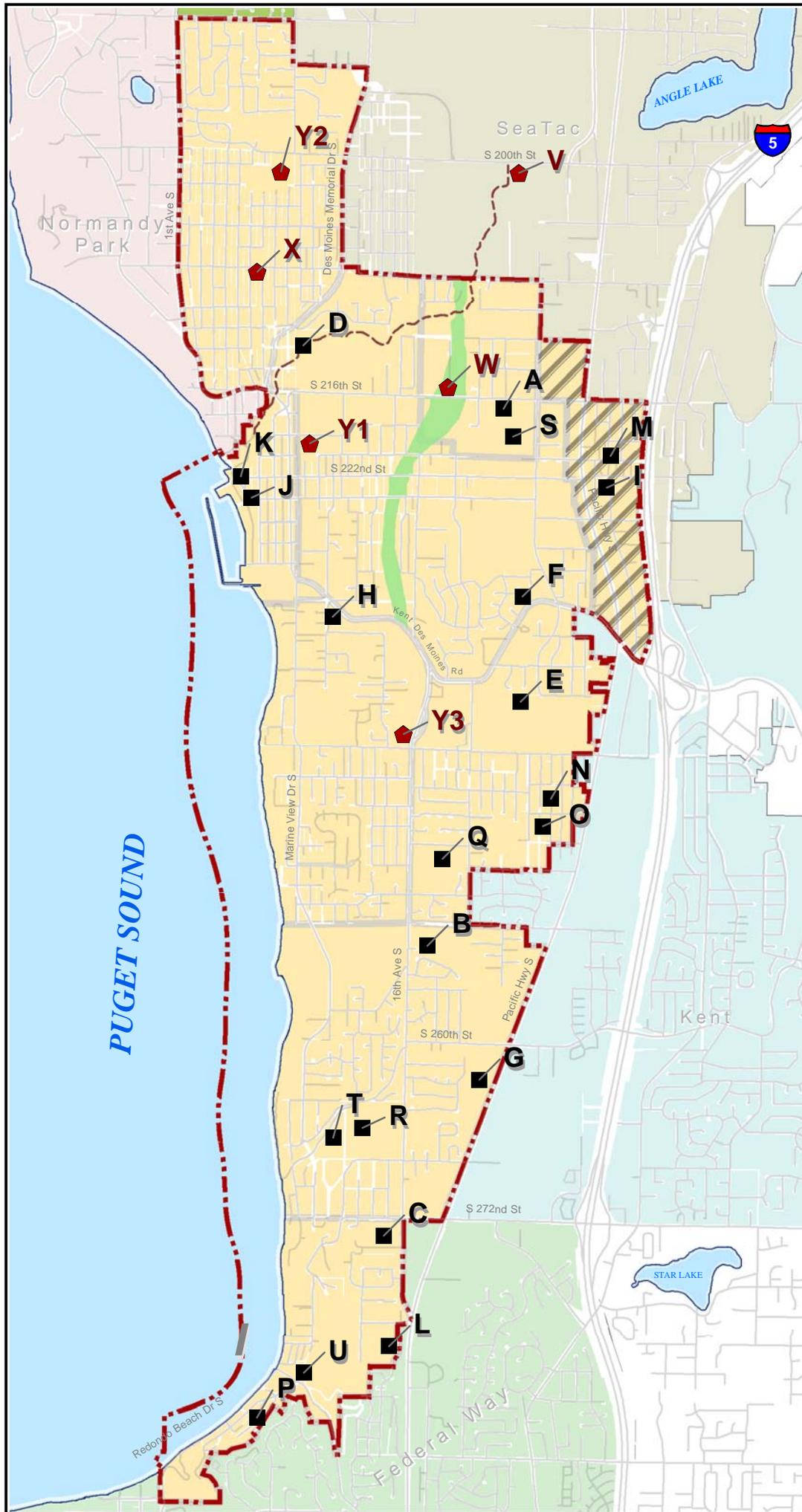
- V. Des Moines Creek Trail/
Westside Trail Connection
- W. SR 509/Barnes Creek
Park & Trail
- X. Water Tower Park
- Y. Surplus School Sites:
Community Parks
Y1. Des Moines
Y2. Olympic
Y3. Zenith

- City Plan
- ◆ Interlocal Plan
- ▨ Pacific Ridge Planning Area
- SR509 ROW
- Planning Area Boundary



Map Generated: Nov 23, 2009

File: MP_NewDevelopment.mxd
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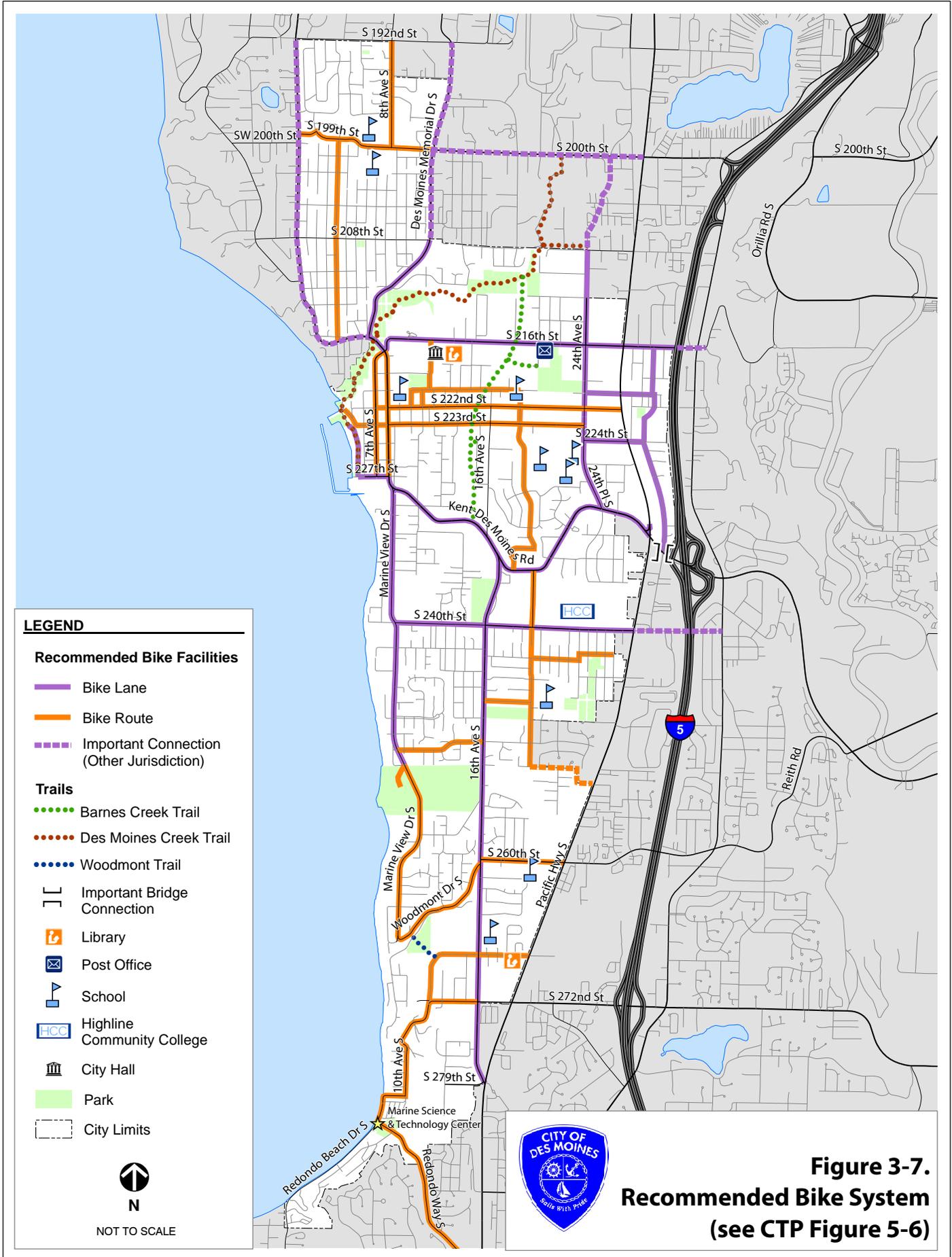


Figure 3-7.
Recommended Bike System
 (see CTP Figure 5-6)