

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/2012KCountywideCFP.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 2012KCCGrantCompetition@KingCounty.gov [mailto:](#). 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: Tukwila Manufacturing Industrial Center "Street Smart" Non-Motorized Project <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	<p>Sponsoring Agency: City of Tukwila</p> <p>Also identify any co-sponsor(s):</p>
3	<p>Project Contact Person: Robin Tischmak</p> <p>Address: 6300 Southcenter Boulevard</p> <p>Phone: 206 431-2455</p> <p>Fax: 206 431-3665</p> <p>E-Mail: robin.tischmak@tukwilawa.gov</p>
4	<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>There are two parts to this project scope:</p> <ol style="list-style-type: none"> 1. A Planning and engineering study of non-motorized improvement options for the Boeing Access Road corridor, extending from 51 Avenue S. to East Marginal Way S; and 2. PE/Design and Construction of bicycle facilities on East Marginal Way S. between the Boeing Access Road to existing bike lanes on East Marginal Way S. at the SR599 intersection and bicycle lanes and shared use path from the Boeing Access Road and East Marginal Way S. intersection to the city limits of Tukwila on Airport Way. <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>The intent of the project is to continue the planning work of the City and the Duwamish Transportation Management Association. Plans and planning processes have been consistently building on the goal of supporting non-motorized modes of travel into the North Tukwila Manufacturing Industrial Center; thereby, among other goals, of supporting increased employment density.</p> <p>For Part 1, the goal is to gain consensus and a design solution for non-motorized facilities in the Boeing Access Road corridor in upcoming and future construction projects;</p> <p>For Part 2, the goal is to improve bicycle travel by building additional bicycle facilities that connect to existing bicycle lanes and extend them through the Manufacturing Industrial Center; thereby supporting commute trip reduction goals, minimizing air quality impacts associated with vehicular travel, supporting health goals, supporting sustainable transportation options, connecting households with jobs.</p>

5	<p>Project Location: Part 1: Boeing Access Road corridor Part 2: Airport Way to East Marginal Way S.</p> <p>Answer the following questions if applicable:</p> <p>b. Crossroad/landmark nearest to beginning of project: Part 1: 51st Avenue S. Part 2. Northern Tukwila City Limits on Airport Way</p> <p>c. Crossroad/landmark nearest to end of project: Part 1: East Marginal Way S. Part 2: SR 599</p>
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6	<p>Map: Include an 8½” x 11” legible vicinity map (if applicable) with completed application form. <i>If unable to send map electronically, provide separately by fax or mail.</i></p>
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7	<p>Federal Functional Classification Code <i>(Select only one)</i></p> <p><i>Assistance in determining the functional classification of a project is available by calling Stephanie Rossi at 206-971-3054..</i></p>
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<u>Rural Functional Classifications</u> <u>(“under 5,000 population”)</u>	<u>Urban Functional Classifications</u> <u>(“over 5,000 population”)</u>
(Outside the federal-aid urbanized and federal-aid urban areas)	(Inside the federal-aid urbanized and federal-aid urban areas)
<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	<input type="checkbox"/> 00 Exception <input type="checkbox"/> 11 Principal Arterial – Interstate <input type="checkbox"/> 12 Principal Arterial – Expressway <input checked="" 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

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.

Congestion management and commute trip reduction into the Manufacturing Industrial Center requires non-motorized facilities that support alternative modes of travel. The proposed project supports the goals and policies of Vision 2040, Destination 2040, Multicounty Planning Policies, the King Countywide Planning Policies, and the Tukwila Comprehensive Plan and its functional plans.

There are two basic characteristics of this project that highlight its consistency with adopted Plans – its emphasis on sustainable, environmentally friendly transportation improvements and its purpose of complementing the renovation and maintenance of the Region's existing transportation system into a regionally designated jobs center.

Vision 2040

Overarching Goal: The region will have a safe, cleaner, integrated, sustainable, and highly efficient multimodal transportation system that supports the regional growth strategy and promotes economic and environmental vitality, and better public health. (page 77) This project implements all aspects of the regional goal by providing an active and sustainable transportation alternative in a regionally designated industrial center.

The **Regional Economic Strategy Executive Summary** expresses the need to provide, "Transportation infrastructure that serves communities with high concentrations of low income people and people of color (October 2005 – page 14) Another major element of the Strategy is to support the aerospace cluster, of which, this project area is an integral part.

Transportation 2040

Vision 2040 (T-Action-2) support the Metropolitan Transportation Planning Policy, which states:"Reduce the need for new capital improvements through investments in operations, pricing programs, demand management strategies, and system management activities that improve the efficiency of the current system." (*Appendix A: 2010 Action Strategy Page 12*)

Vision 2040 System Efficiency Improve efficiency through: Transportation Demand Management. Emphasize greatly expanded employer and residential programs to reduce travel demand and increase use of transit, vanpools, bicycling, and walking. Variable tolling implementation should also help manage demand on the roadway system (*Appendix A: 2010 Action Strategy Page 29*)

"**Transportation 2040** discusses reducing the growth of vehicle miles traveled, thereby helping to reduce greenhouse gas emissions. The Transportation 2040 plan includes unprecedented levels of investment in transit, bike, and walk facilities, thereby providing the region with many new travel choices." (*2010 Action Strategy Page 14*)

Vision 2040 **Local Roads.** Expand local roadways to support transit and improve people and freight efficiency, especially to provide access to and within centers. • **Non-motorized Transportation.** Focus bike and walk improvements in regional growth centers, facilities with one terminus in a center, and build facilities that complete a missing link, or within one mile of existing and planned transit station areas for pedestrians and within three miles for bicyclists, and implement "Complete Streets" practice in all the region's urban areas. (*2010 Action Strategy Page 30*)

MPP-En-19 Continue efforts to reduce pollutants from transportation activities, including through the use of cleaner fuels and vehicles and **increasing alternatives to driving alone**, as well as design and land use. (Appendix C: Multicounty Planning Policies, Page 3)

MPP-En-23 Reduce greenhouse gases by expanding the use of conservation and alternative energy sources and by reducing vehicle miles traveled by **increasing alternatives to driving alone**. (Appendix C: Multicounty Planning Policies, page 4)

MPP-DP-43 Design communities to provide an improved environment for walking and bicycling. (Appendix C: Multicounty Planning Policies, page 7)

Destination 2040: Sustainable Transportation

MPP-T-5 Foster a less polluting system that reduces the negative effects of transportation infrastructure and operation on the climate and natural environment. (Appendix C: Multicounty Planning Policies Page 11)

MPP-T-6 Seek the development and implementation of transportation modes and technologies that are energy-efficient and improve system performance. (Appendix C: Multicounty Planning Policies Page 11)

Supporting the Growth Strategy Goal: The future transportation system will support the regional growth strategy by focusing on connecting centers with a highly efficient multimodal transportation network. (Appendix C: Multicounty Planning Policies, Page 12)

Greater Options and Mobility Goal: The region will invest in transportation systems that offer greater options, mobility, and access in support of the regional growth strategy. (Appendix C: Multicounty Planning Policies Page 13)

MPP-T-23 Emphasize transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options, especially to and within centers and along corridors connecting centers. (Appendix C: Multicounty Planning Policies page 13)

MPP-T-24 Increase the proportion of trips made by transportation modes that are alternatives to driving alone. (Appendix C: Multicounty Planning Policies page 13)

King County-wide Planning Policies

CPP: T-7 The transportation element of Comprehensive Plans shall include pedestrian and bicycle travel as part of the transportation system and be developed on a coordinated, regional basis. The bicycle and pedestrian element shall be a part of the funding component of the capital improvement program. (King County, Page 44)

Tukwila Comprehensive Plan

Manufacturing Industrial Element Policy 11.1.9 says, “Reduce reliance on the single-occupancy-vehicle for transportation of employees in and out of the MIC.” (Tukwila Comprehensive Plan, page 47, updated 2011)

Transportation Element Policy 13.3.6 states, “Include as a priority increased transportation choices such as transit use; rideshare measures, such as carpooling as capacity mitigation measures; and pedestrian and bicycle facilities. After consideration of these priority improvements, consider signal improvements, other street capacity improvements, and street widening as a last resort.” (Tukwila Comprehensive Plan, page 75, updated 2008)

Transportation Element Policy 13.5.3 says, “Include bicycle improvements in street improvement projects on designated bicycle-friendly streets.” (Tukwila comprehensive Plan, page 78, updated 2008)

Tukwila Walk and Roll – the Non-Motorized functional plan

Ryan Way, Boeing Access Road and East Marginal Way are on the Tukwila Adopted Bicycle friendly Routes map Figure 5. Specific analysis was also done and recommendations made for the segments contained in Part 2 of the Project Scope. (Walk and Roll Plan, pages 19, 55- 56, 58-60; adopted 2009)

Tukwila Bicycle Friendly Routes and Sidewalk Segments High Priority Projects

A city funded implementation plan created planning sheets for Part 2 of the Project scope: East Marginal Way and the on and off ramps to Airport Way via the Boeing Access Road from East Marginal Way. (Tukwila Design Report, pages 1-11, 1-12, 1-17; 2-11, 2-21, May 2010)

- 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?

Safe, complete non-motorized transportation facilities are inadequate and critically needed within the Manufacturing Industrial Centers (MICs) of Seattle and Tukwila. 100,000 jobs are concentrated in this Center and the most vocal group of stakeholders in the City’s non-motorized planning process were the employees within the MIC. Their request is for more complete facilities and better north south routes. Part 1 of this project will lay the ground work and ensure that adequate non-motorized facilities are included in future construction projects for one of the few east west linkages within the Center. Part 2 of this project will add bike facilities connecting to and extending existing facilities.

- 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.

In order to assist existing employers affected by the State's Commute Trip Reduction goals, adequate alternative facilities are needed. The project site serves not only Tukwila but the Duwamish Manufacturing and Industrial Center and the City of Seattle urban center. The project site acts as a gateway between South King County and Southeast Seattle and the above employment sites. The project will link across I-5, helping to connect to major employment sites, Aviation High School, and the regional Green River Trail.

In addition to three major employers who are adjacent to the facilities: United Grocers, Group Health and the Boeing company, the region's magnet Aviation High School and Museum of Flight are in the immediate vicinity.

SECTION B: CONNECTING CORRIDORS

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.

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>
Planning	\$200,000	2013
PE/Design	\$121,200	2013
Construction	\$557,280	2013

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

All phases

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:

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. No
 - 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? July 2013
 - When are Preliminary Plans expected to be approved? September 2013
 - Are there any other PE/Design milestones not listed above? Please identify and provide estimates dates of completion. No

3.2 What is the status of Right of Way?

- How many parcels do you need? 0
- What is the zoning in the project area (e.g., commercial, residential, etc.)? Industrial
- Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this. Not applicable

- Does your agency have experience in conducting right of way acquisitions of similar size and complexity? Not applicable
- If not, when do you expect a consultant to be selected, under contract, and ready to start? Not applicable
- 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
 - Right of Way Plans (stamped)
 - Relocation Plan (if applicable)
 - Right of Way Certification
 - Right of Way Acquisition
 - Certification Audit by WSDOT Right of Way Analyst
 - Relocation Certification, if applicable

4. If funds are requested for Construction:

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. No, but a Planning Level opinion of cost is available/was used. See Attached
- Identify the environmental permits needed for the project and when they are scheduled to be acquired. SEPA/NEPA decision will be completed by January 2014
- Is PS&E approved? Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval. No, submittal for approval will occur by July 2013
- When is the project scheduled to go to ad? March 2014

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.

Tukwila is financially and politically committing over 2 million dollars to renovating the failing Boeing Access Road Bridge over the BNSF and UP railroad corridor. Part 1 of this project will inform the PE, design and construction phases of that project. An application for 9 million has been submitted to the Federal Bridge program, which had previously reviewed the project. The application has been modified to respond to earlier comments.

- Will an opportunity be lost if the project does not receive funds through this project competition? Describe and explain the consequences.

The Boeing Access Road corridor, which extends from the east at 51st Avenue S. to the west at East Marginal Way S. is comprised of three bridges, one over I-5, one over the BNSF and UP railroad corridor and one over the Airport Way S. ramps. The closest physical alternative to crossing I-5 and the railroad corridor is over 3 miles to the north and over 1.5 miles to the south. Although approximately 3,100 feet in length, WSDOT and Tukwila are each responsible for their own segments of the arterial.

The bridge over the railroad tracks is structurally and seismically deficient. Tukwila submitted a Federal Bridge Program grant request for 80% of the dollars needed to renovate the 340 foot long bridge and has committed funds for the remaining 20%.

Modifications and renovations to this relative short corridor will occur in phases because of the complexity of jurisdiction (WSDOT and Tukwila) and cost of renovation (3 bridges.) Completing a comprehensive study needs to be done in order to not miss an opportunity to ensure the non-motorized function of the corridor is coordinated, included and improved. A planning and engineering analysis of how to best move non-motorized travel through the corridor needs to occur before an opportunity is lost.

SECTION E: PLANNING

5. Please explain how your project addresses the following:

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

Planning for the proposed project occurred in the following order. It began with the Tukwila Comprehensive Plan where the community set goals and policies for its Manufacturing Industrial Center.

Tukwila Comprehensive Plan

Manufacturing Industrial Element Policy 11.1.9 says, “Reduce reliance on the single-occupancy-vehicle for transportation of employees in and out of the MIC.” (Tukwila Comprehensive Plan, page 47, updated 2011)

Transportation Element Policy 13.3.6 states, “Include as a priority increased transportation choices such as transit use; rideshare measures, such as carpooling as capacity mitigation measures; and pedestrian and bicycle facilities. After consideration of these priority improvements, consider signal improvements, other street capacity improvements, and street widening as a last resort.” (Tukwila Comprehensive Plan, page 75, updated 2008)

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Tukwila Bicycle Friendly Routes and Sidewalk Segments High Priority Projects

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Street Smart – Alternatives to Drive-Alone Commuting in the Duwamish

The Duwamish Transportation Management Association (TMA) conducted a planning study and issued facility recommendations for the combined MICs of Seattle and Tukwila. The 2012 Street Smart report is a product of a 2010 CMAQ grant and contains recommendations for next steps.

Multiple stakeholders including the freight community, King County Metro, the Washington State Department of Transportation, Port of Seattle, Tukwila School District, businesses, Cascade Bicycle Club, were involved in one or all of the above planning documents. The proposed project is recommendation #21 and #26 of the Street Smart study.

- 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.

Citations of relevant policies from the City’s Comprehensive Plan are listed above. The Comprehensive Plan was adopted in 1995 with subsequent updates of the Transportation Element

and the Manufacturing Industrial Element in 2008 and 2011 respectively.

- 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 supports the Region's Economic Growth Strategy of investing in designated centers, of reducing greenhouse gas emissions by investing in a sustainable and emission free mode of travel, encouraging and supporting an alternative active mode of travel thereby reducing vehicle miles traveled; and linking the economically challenged households of Southeast Seattle and Tukwila with the jobs in the industrial center.

Specifically the proposal will implement Destination 2040's goal of System Efficiency by supporting Transportation Demand Management that is providing bicycle facilities. The planning study will look at coordinating maintenance and preservation of existing transportation investments with enhanced efficiency by including non-motorized modes of travel.

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:

The area served by the project is an area of primarily minority populations; greater than 40% of the census blocks surrounding the industrial centers of Seattle and Tukwila exceed 40% non-hispanic white populations. These populations, other than Asians, average household incomes are less than the county-wide average and less the average white household. In addition, less than 27% of South King County residents has a college degree, which is less than the US population and King County.

- Describe how your project will reduce VMT, either by eliminating or shortening vehicle trips;

Project will provide a healthy safer mode of travel to the 100,000 jobs in the Manufacturing Industrial Center, potentially eliminating vehicle trips. The south end of the Manufacturing Industrial Center will be the entry way for most of southeast Seattle, Renton, and Tukwila households. This route also will be a main route for freight southbound out of the Center. Households in the census tracts of Southeast Seattle and Tukwila are poorer, less educated. The proposed project will be permanent improvements that will have benefits indefinitely. Describe how your project will result in a mode shift from SOVs to transit, carpool or non-motorized;

The goal of the project is implement the City's policy of increasing number of bicycle trips by providing specific bicycle facilities on arterials leading into the jobs center of King County. The project's north south and east west routes are critical bicycle commute and transportation routes because of their level grades, north south and east west connectivity between households and jobs and in the situation of Boeing Access Road one of a limited number of cross valley, Duwamish River, I-5 interstate and BNSF and UP railroad crossings.

- Describe how your project will result in an increase in transit ridership, either through new transit service or greater accessibility to transit;

Part 1 of the project will include analysis of walking trips as well as bicycle. Part 2 of the project includes the construction of the "on and off-ramps" from the Boeing Access Road to Airport Way will include an improved shared path that will benefit transit riders.

- 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;

Bicyclists must currently ride in traffic lanes. Providing separate bicycle facilities assists in the flow of vehicular traffic and safety of the travelers.

- Describe how your project will reduce emissions through alternative fuels or vehicles.

Dedicated bicycle facilities will induce and support bicycle ridership with the expectation of changing the mode split and reducing the number of vehicle trips, thereby reducing emissions. Tukwila participates in the National Documentation Project and for the past three years, since beginning participation, the number of bicycles moving through the Boeing Access Road and East Marginal Way S. intersection has grown.

Project Budget and Schedule

Complete all entries below; identify sponsor and title

Project Sponsor:	City of Tukwila
Project Title:	Tukwila Manufacturing Industrial Center "Street Smart" Non-Motorized Improvements

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	Non-motorized grant		\$200,000	Estimated Phase Completion Date:
Planning				
Planning				
Planning TOTAL:			\$ 200,000	May-13
Preliminary Engineering / Design	Non-motorized grant		\$ 118,800	Estimated Phase Completion Date:
Preliminary Engineering / Design				
Preliminary Engineering / Design				
Preliminary Engineering / Design TOTAL:			\$ 118,800	Sep-13
Right of Way			\$ -	Estimated Phase Completion Date:
Right of Way				
Right of Way				
Right of Way TOTAL:			\$ -	
Construction	Tukwila	Secured	\$ 140,000	Estimated Phase Completion Date:
Construction	Non-motorized grant		\$ 417,280	
Construction				
Construction				
Construction				
Construction TOTAL			\$ 557,280	Jul-14
Other				Estimated Phase Completion Date:
Other				
Other TOTAL:			\$ -	
TOTAL Estimated Project Cost, All Phases:			\$ 876,080	Jul-14

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

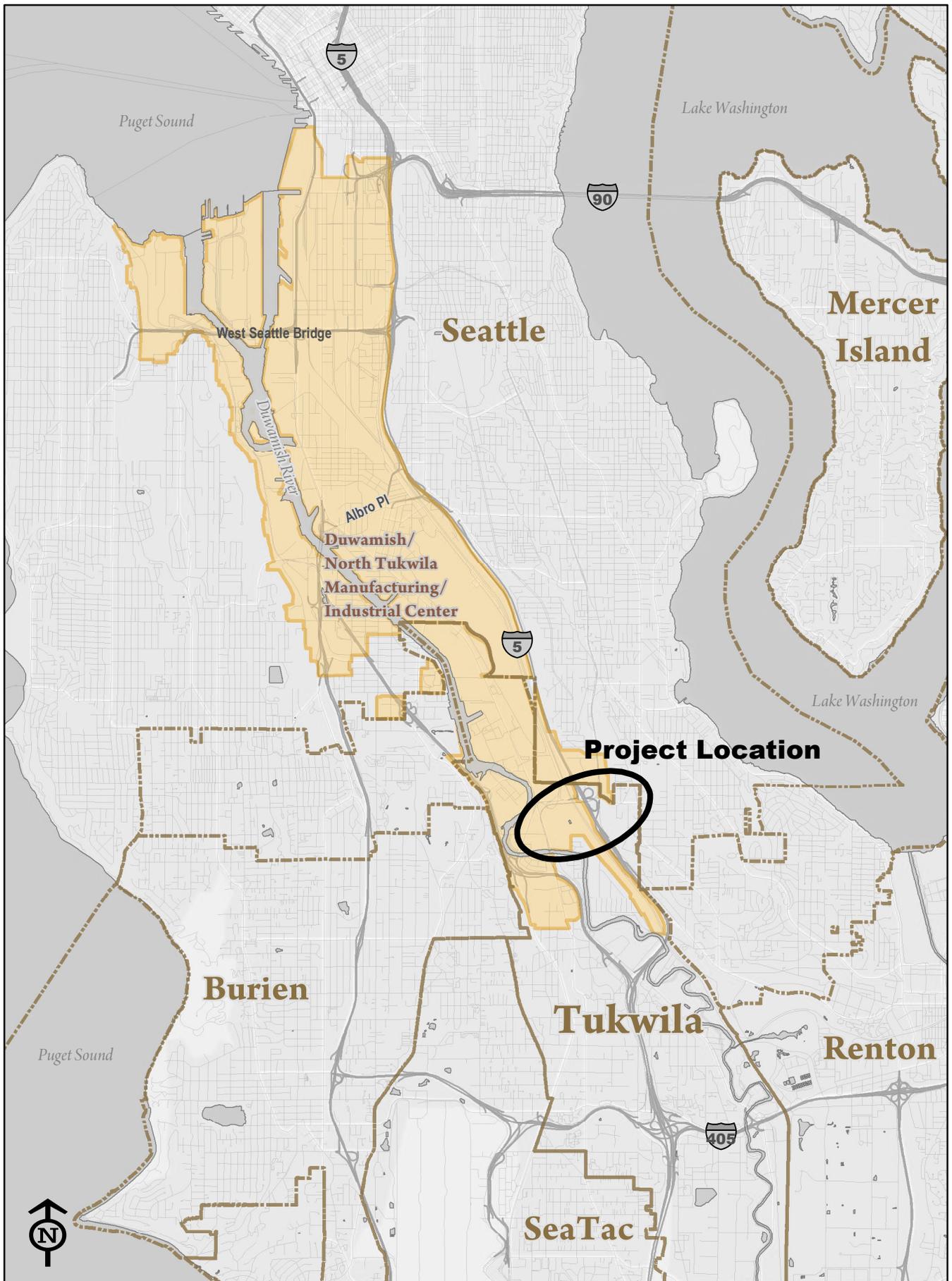
For example, provide web links to a grant award notification, provide the page number of local funds identified for the project in the local 6-year transportation program or transit plan, etc. For more information on the definition of secured/unsecured funds, refer to:

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

2012-2017 Transportation Improvement Program, Project 8: Walk and Roll

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



Manufacturing Industrial Center



05/2012



Street Smart Improvements

- Design & Construction
- Planning Study
- Existing Bike Lanes
- Trails
- Sidewalks
- Manufacturing/Industrial Center
- City Limits
- Major Employer
- School
- Parks

