PSRC's 2014 Regional FHWA Application

Important: Please review the following information before beginning the application.

Definition of a project: For the purposes of this competition, a project must be clearly defined by geographic limits and/or functionality. If a 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).

Projects that include multiple components or sponsors are allowed to be submitted, but the scope of work, funding amounts and schedules for each individual agency and/or component must be clearly identified at the time of application. If awarded PSRC funds, these projects may be separated into their individual components or lead agency in the regional Transportation Improvement Program. Each individual TIP project will be subject to PSRC's project tracking policies and will be administered according to the scope of work and funding awarded for each. If you have questions please contact Kelly McGourty at (206) 971-3601 or kmcgourty@psrc.org.

Resources: A resource document has been developed to assist sponsors in completing PSRC's online applications for the 2014 project selection process. The document summarizes information needed by sponsors to complete applications, as well as provides useful information on various topic areas such as financial constraint and project tracking requirements.

Submitting Applications: 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.

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.

All applications must be submitted by 5:00p.m. April 8, 2014.

Project Information

Project Title

Pacific Highway South HOV Lanes Phase V

Transportation 2040 ID#

2061

The current list of investments that are required to be on the Transportation 2040 Regional Capacity Project List and have a designated ID # can be accessed at Appendix N of the 2014 Transportation 2040 Update, here. If your project is exempt from this requirement, please enter "N/A." Helpful information on those exempt investments that are considered programmatic in nature or are on local facilities and therefore not required to be on the Project

List can be found here.

For assistance or questions regarding these issues, contact Kimberly Scrivner at 206-971-3281 or kscrivner@psrc.org.

Sponsoring Agency

City of Federal Way

Co-Sponsoring Agency

CA Status

- (●) Yes
- ( ) No

CA Sponsor (if applicable)

Contact Information

Project Contact Name

Marwan Salloum

Project Contact Phone

253-835-2720

Project Contact Email

marwan.salloum@cityoffederalway.com

Project Description

Project Scope

The intent of this project is to improve the safety and mobility of users on Pacific Highway South (SR 99) from S 340th Street to S 359th Street. This project is the last segment of more the 11 miles of improvement on the Pacific Highway South / International Blvd corridor from Federal Way to Tukwila. The project scope includes reconstructing portions of and widening of Pacific Highway South (SR 99) to provide HOV lanes, transit shelters, curb, gutter and sidewalk on both sides, raised medians, landscaping, new signal at S 344th Street and modified signal systems at S 348th Street, add a left turn lane at SR 18 / S 348th Street, channelization, street lighting systems, underground the overhead utilities, implement access management, and drainage system improvements. Access management will be greatly improved by the continuous sidewalks on both sides with defined driveways and addition of a landscaped center median with left and U-turn pockets. Additionally, the project will synchronize traffic signals to increase efficiency for vehicles, buses, freight mobility, improve transit stops with shelters, furnishings and lighting. The inadequate stormwater system will be supplement with an upgraded system including LID treatment.

Project Purpose

Prior to the improvements made on the Pacific Highway South / International Blvd Corridor in 2006, WSDOT identified the corridor as a High Accident Corridor (HAC), High Accident Location (HAL), and Pedestrian Accident Location (PAL). This segment of Pacific Highway South has no continuous pedestrian facility and driveways are largely undefined, creating a dangerous situation for pedestrians, transit users, and motorists. 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. The project's plan for HOV lanes and access management will reduce congestion by converting the two-way left turn lane to a dedicated left and U-turn lane with raised median sections, and by controlling driveway width and spacing control. The increase in functional capacity is a direct benefit to the Urban Centers and Manufacturing/Industrial Centers this corridor connects both locally and regionally. Together, these improvements will reduce accidents, increase transit use, increase pedestrian use and reduce signal delay, which will reduce VMT and overall vehicle trips.

Project Location

City of Federal Way, Pacific Highway South

Please identify the county(s) the project is located in. Check all that apply.

- [x] King County
- [ ] Kitsap County
- [ ] Pierce County
- [ ] Snohomish County

Please identify the crossroad, milepost or landmark nearest the beginning and end of the project below, if applicable. Crossroad/landmark nearest to the beginning of the project:

S 340th Street / 16th Ave S

Crossroad/landmark nearest to the end of the project:

S 359th Street

Please identify the center(s)

Pacific Highway South is a principal arterial and Highway of Statewide Significance connecting Federal Way Regional Growth Center to Tacoma Regional Growth Center and Port of Tacoma Manufacturing/Industrial Center to the south, and SeaTac Regional Growth Center, North Tukwila and Duwamish Manufacturing/Industrial Centers to the north.

Federal Functional Classification

Roadways must be approved on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities), unless the project meets certain exceptions. Resources to identify a facility's functional classification or exceptions to this requirement may be found here.

Federal Functional Class

Urban Functional Classification Population over 5,000

You have selected Rural. If this is not the appropriate classification, please go back and change your selection.

Please select the appropriate rural classification.

You have selected Urban. If this is not the appropriate classification, please go back and change your selection.

Please select the appropriate urban classification.

14 Principal Arterial

Plan Consistency

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.

Is the project specifically identified in a local comprehensive plan?

- (●) Yes
- ( ) No

Is the project specifically identified in a local comprehensive plan?

Federal Way Comprehensive Plan, Chapter 3, Page III-91 Project Number 95-17, Map ID #3; and Page III-135. Map 27A, Map ID #3.

If no, describe how the project is consistent with the applicable local comprehensive plan, including specific local policies and provisions the project supports.

Category Specific Questions

Select the project category

Corridor Serving Centers

Designated Regional Growth Center

In the sections below,please provide complete but concise responses, addressing as many bullet points as possible. The evaluation and scoring of all submitted projects will be based on the answers provided by the sponsor. Refer to the 2014 Regional Project Evaluation Criteria for PSRC's FHWA Funds in PSRC's Call for Projects for guidance, examples, and details on scoring for additional information.

A1. Regional Growth Center Development

A2. Project's Benefit to the Regional Growth Center

Manufacturing/Industrial Center

B1. Development and Users Benefit

In the sections below,please provide complete but concise responses, addressing as many bullet points as possible. The evaluation and scoring of all submitted projects will be based on the answers provided by the sponsor. Refer to the 2014 Regional Project Evaluation Criteria for PSRC’s FHWA Funds in PSRC's Call for Projects for guidance, examples, and details on scoring for additional information.

Corridor Serving Center(s)

In the sections below,please provide complete but concise responses, addressing as many bullet points as possible. The evaluation and scoring of all submitted projects will be based on the answers provided by the sponsor. Refer to the 2014 Regional Project Evaluation Criteria for PSRC's FHWA Funds in PSRC's Call for Projects for guidance, examples, and details on scoring for additional information.

C1. Benefit to Regional Growth or Manufacturing/Industrial Center

This project, as part of the Pacific Highway South / 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 the Regional Network of High Occupancy Vehicle Lanes, the Regional Arterial Network (RAN), Freight Mobility, SMART Corridor and Regional ITS Corridor. Pacific Highway South is classified as a T2 truck route, 4,000,000 tons to 10,000,000 tons of goods per year south of S 348th Street and is classified as a T3 truck route, 300,000 tons to 4,000,000 tons of goods per year north of S 348th Street. Pierce 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 and a potential Bus Rapid Transit route.

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 $15.2 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.

City of Federal Way – Pacific Highway South HOV Lanes Phase V

C1. Benefit to Regional Growth or Manufacturing/Industrial Center

This project, as part of the Pacific Highway South / 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 the Regional Network of High Occupancy Vehicle Lanes, the Regional Arterial Network (RAN), Freight Mobility, SMART Corridor and Regional ITS Corridor. Pacific Highway South is classified as a T2 truck route, 4,000,000 tons to 10,000,000 tons of goods per year south of S 348th Street and is classified as a T3 truck route, 300,000 tons to 4,000,000 tons of goods per year north of S 348th Street. Pierce 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 and a potential Bus Rapid Transit route.

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This project will encourage carpooling and transit use by continuing HOV lanes on Pacific Highway South, bus shelters, signal coordination, signalization for 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 intersections for safe pedestrian crossings, and bus shelters. This project will increase goods capacity by reducing congestion with signal coordination.

C2. System Continuity/Long-Term Benefit and Sustainability

This project will add HOV lanes consistent to the majority of the corridor, add 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 and HOV lanes 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 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, and implementing LID surface water treatment that meets current storm water 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 will also include a street lighting system incorporating LED luminaires.

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. Pacific Highway South is classified as a T2 truck route, 4,000,000 tons to 10,000,000 tons of goods per year south of S 348th Street and is classified as a T3 truck route, 300,000 tons to 4,000,000 tons of goods per year north of S 348th Street. Pierce Transit Route 500 utilizes Pacific Highway South from Federal Way Transit Center to Tacoma City Center with buses every hour in each direction, plans to restore service to four buses per hour, and a potential Bus Rapid Transit route.

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 $15.2 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, for Federal Way Self Storage, Parcels 292104-9128 and 292104-9040, for Banner Bank, Parcel 202104-9064, for O'Reilly, Parcel 202104-9065, and Lloyds Enterprises, Parcel 202104-9160, accommodated the improvement for this project. The capital project on S 356th Street at SR 99 Intersection Improvements (completed in 2009) 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 these improvements.

Please 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). Specific questions have been prepared to assist you in responding to this criterion depending on the type of project.

Please select all of the elements in the list below that are included in the project's scope of work, and provide the requested information in the text box below.

- ☐ Diesel Particulate Emissions Reduction Projects (e.g. diesel engine retrofits)
- ☑ Roadway Capacity (general purpose and high occupancy lanes)
- ☑ Transit
- ☑ Bicycle/Pedestrian Facilities
- ☑ Intelligent Transportation Systems (signalization, etec.)
- ☐ Alternative Fuels or Vehicle Technology
- ☐ Other

Pacific Highway South is classified as a T2 truck route, 4,000,000 tons to 10,000,000 tons of goods per year, south of S 348th Street and is classified as a T3 truck route, 300,000 tons to 4,000,000 tons of goods per year, north of S 348th Street. Pierce 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. Total entering volumes at each intersection are: S 340th Street 32,000 ADT; S 344th Street 19,500 ADT; S 348th Street 58,500 ADT; and S 356th Street 53,000 ADT. Posted 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. 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.

City of Federal Way – Pacific Highway South HOV Lanes Phase V

Air Quality and Climate Change

Pacific Highway South is classified as a T2 truck route, 4,000,000 tons to 10,000,000 tons of goods per year, south of S 348th Street and is classified as a T3 truck route, 300,000 tons to 4,000,000 tons of goods per year, north of S 348th Street. Pierce 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. Total entering volumes at each intersection are: S 340th Street 32,000 ADT; S 344th Street 19,500 ADT; S 348th Street 58,500 ADT; and S 356th Street 53,000 ADT. Posted Speed is 40 MPH north of S 356th Street and 50 MPH south of S 356th Street.

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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/T3 route and a crossing T1/T3 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.

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.

Financial Plan & Project Readiness

In this section, sponsors will address questions regarding the PSRC funding request, the total estimated project cost and schedule, and the project's readiness to obligate PSRC funds. Sponsors should be aware of the following information before completing this section:

Funding Request: Sponsors may request funding for any single project phase, but requests for multiple phases are limited to preliminary engineering plus the subsequent phase necessary. I.e, a sponsor may request funding for both preliminary engineering and right of way phases or preliminary engineering and construction phases, but not both right of way and construction phases.

Funding Requirements: A minimum of 13.5% of local matching funds is required for both Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding. The combination of the requested PSRC funds plus all other funding must be adequate to fully fund that phase. Requests that do not result in a phase being fully funded will be considered ineligible for PSRC funding.

Obligation Requirements: Per PSRC's project tracking policies, all project phases awarded PSRC funds must obligate by June 1st of the program year selected. For more information, see PSRC's project tracking policies here.

PSRC Funding Request

Please identify the phase(s) for which PSRC funds are being requested, the funding source,the amount, and expected year of obligation. Confirm the total by pressing the calculate button.

Funding Source

- (●) STP
- ( ) CMAQ

Phase

Construction

Obligation Year

2016

Amount Requested

7000000

Phase

Obligation Year

Amount Requested

Total PSRC Funding Request

7000000

Total Estimated Project Cost and Schedule

In the table below, please provide the total estimated cost and schedule for all phases of the project, from start to finish, and indicate when each phase was, or is planned to be, completed. If a phase is not required for the project, indicate with N/A.

Please include all funding amounts and sources (including the requested PSRC funds) and identify whether they are secure, reasonably expected, or unsecure. PSRC's definitions and guidance for determining secure and reasonably expected funds may be found here.

NOTE: If you find that you need more rows than provided in the tables below, please fill out the supplemental project cost spreadsheet available here and upload in the area below.

Upload (only if necessary)

Planning Phase

Please note, the planning phase of a capital project is considered to be part of the preliminary engineering phase. Complete this section only if this project is an independent planning study.

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Total Planning Phase Cost

0

Actual or estimated completion date

Preliminary Engineering/Design Phase

Funding Source

STP

Funding Status

Secured

Funding Amount

1500000

Funding Source

City of Federal Way

Funding Status

Secured

Funding Amount

600000

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Total Preliminary Engineering/Design Cost

2100000

Actual or estimated completion date

11/2015

Right of Way Phase

Funding Source

STP

Funding Status

Secured

Funding Amount

1139331

Funding Source

City of Federal Way

Funding Status

Secured

Funding Amount

1402000

Funding Source

Developer Participation

Funding Status

Secured

Funding Amount

500000

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Total Right of Way Phase Cost

3041331

Actual or estimated completion date

12/2015

Construction Phase

Funding Source

STP

Funding Status

Unsecured

Funding Amount

7000000

Funding Source

City of Federal Way

Funding Status

Secured

Funding Amount

3000000

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Total Construction Phase Cost

10000000

Actual or estimated completion date

12/2018

Other Phase

Funding Source

N/A

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Total Other Phase Cost

0

Actual or estimated completion date

Project Summary

The calculated total project cost below is based on the entries completed above. Please review for accuracy before proceeding to ensure all funding is reflected.

Total Estimated Project Cost

15141331

Estimated Project Completion Date

12/2018

Financial Documentation

Please provide supporting documentation using the upload function below to demonstrate that all additional funds for the phase(s) for which PSRC funds are being requested are secure or reasonably expected.

Upload

http://fs19.formsite.com/psrc/files/f-0-475-7870631_LoFap29W_Adopted_Long_Range_Funding_Plan.

Upload

Upload

Please describe the secure or reasonably expected funds identified in the supporting documentation. For funds that are reasonably expected, an explanation of procedural steps with milestone dates for completion which will be taken to secure the funds for the project or program should also be included. For more information, refer to PSRC's financial constraint guidance.

The attached shows the City's funding of Streets Capital Program at no less than $1.5 million per year for 2010 through 2018 utilizing the Utility Tax Fund and REET Fund. The Streets Capital fund for 2015 and 2016 would be used as the matching funds for this project.

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 be obligated. The questions in this section 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 following section, sponsors will be asked a series of questions about the project. Based on these responses, sponsors will be directed to the appropriate set of subsequent questions addressing the project's readiness.

NOTE: Sponsors applying for funds for only planning studies or preliminary engineering/design phases are not required to provide further information for project readiness and will be directed to the next required set of questions.

Are you requesting funds for ONLY a planning study or preliminary engineering?

- ○ Yes
- ◉ No

Is preliminary engineering for the project complete?

- ○ Yes
- ◉ No

What was the date of completion (month and year)?

Have preliminary plans been submitted to WSDOT for approval?

- ○ Yes
- ◉ No

When are preliminary plans expected to be complete and approved by WSDOT (month and year)?

08/2014

Are there any other PE/Design milestones not listed above?

No other milestones.

Project Readiness

What is the current level of NEPA documentation?

- ○ Environmental Impact Statement (EIS)
- ○ Environmental Assessment (EA)
- ○ Documented Categorical Exclusion (DCE)
- ◉ Categorical Exclusion (CE)

Has the NEPA documentation been approved?

- ○ Yes
- ◉ No

Please provide the date of NEPA approval, or the anticipated date of completion (month and year).

08/2014

Project Readiness

Will right of way be required for the project?

- (●) Yes
- ( ) No

How many parcels do you need?

47 parcels with 37 property owners

What is the zoning in the project area?

Commercial

Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.

Based on previous projects of similar size, about 50% of the parcel is anticipated to go through condemnation. Actions include filing for condemnation, file for possession and use. With possession and use in hand, ROW can be certified.

Does your agency have experience in conducting right of way acquisitions of similar size and complexity?

- (●) Yes
- ( ) No

If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?

In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each. For example, these might include:• True cost estimate of right of way• Right of way plans (stamped)• Relocation plan• Right of way certification• Right of way acquisition• Certification audit by WSDOT • Relocation certification

True Cost Estimate 06/2014
ROW Plans stamped 06/2014
Relocation Plan, none expected
ROW Certification 09/2015
ROW Acquisition 12/2015
Certification Audit by WSDOT ROW 12/2015
Relocation Certification, none expected

Project Readiness

Are funds being requested for construction?

- (●) Yes
- ( ) No

Do you have an engineer's estimate?

- ( ) Yes
- (●) No

Identify the environmental permits needed for the project and when they are scheduled to be acquired.

NEPA Categorical Exclusion (CE)	08/2014
Contruction Stormwater General Permit (NPDES)	01/2016

Are Plans, Specifications & Estimates (PS&E) approved?

- ( ) Yes
- (●) No

Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year).

11/2015

When is the project scheduled to go to ad (month and year)?

06/2016

Other Considerations

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.

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, Federal Way Self Storage, Parcels 292104-9128 and 292104-9040, Banner Bank, Parcel 202104-9064. O'Reilly, Parcel 202104-9065 and Lloyds Enterprise, Parcel 202104-9160, 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.

File Submission

Please provide any additional supporting documents, including maps, through the upload functions below.

Upload

http://fs19.formsite.com/psrc/files/f-0-477-7870631_B1Q5laOU_Federal_Way_Exhibit_B_Regional_Ma

Upload

Final Review

Please review all application form questions to ensure you have completed all fields. An email containing a PDF version of the project application will be sent to the project contact upon submission.

NOTE: Sponsors may update and resubmit information included in the application until the April 8th deadline. After the deadline has passed, the form site will close and sponsors will not have access for revisions.

Last Update

2014-03-19 09:10:06

Start Time

N/A with Save & Return

Finish Time

N/A with Save & Return

IP

146.129.247.195

Browser

IE 9

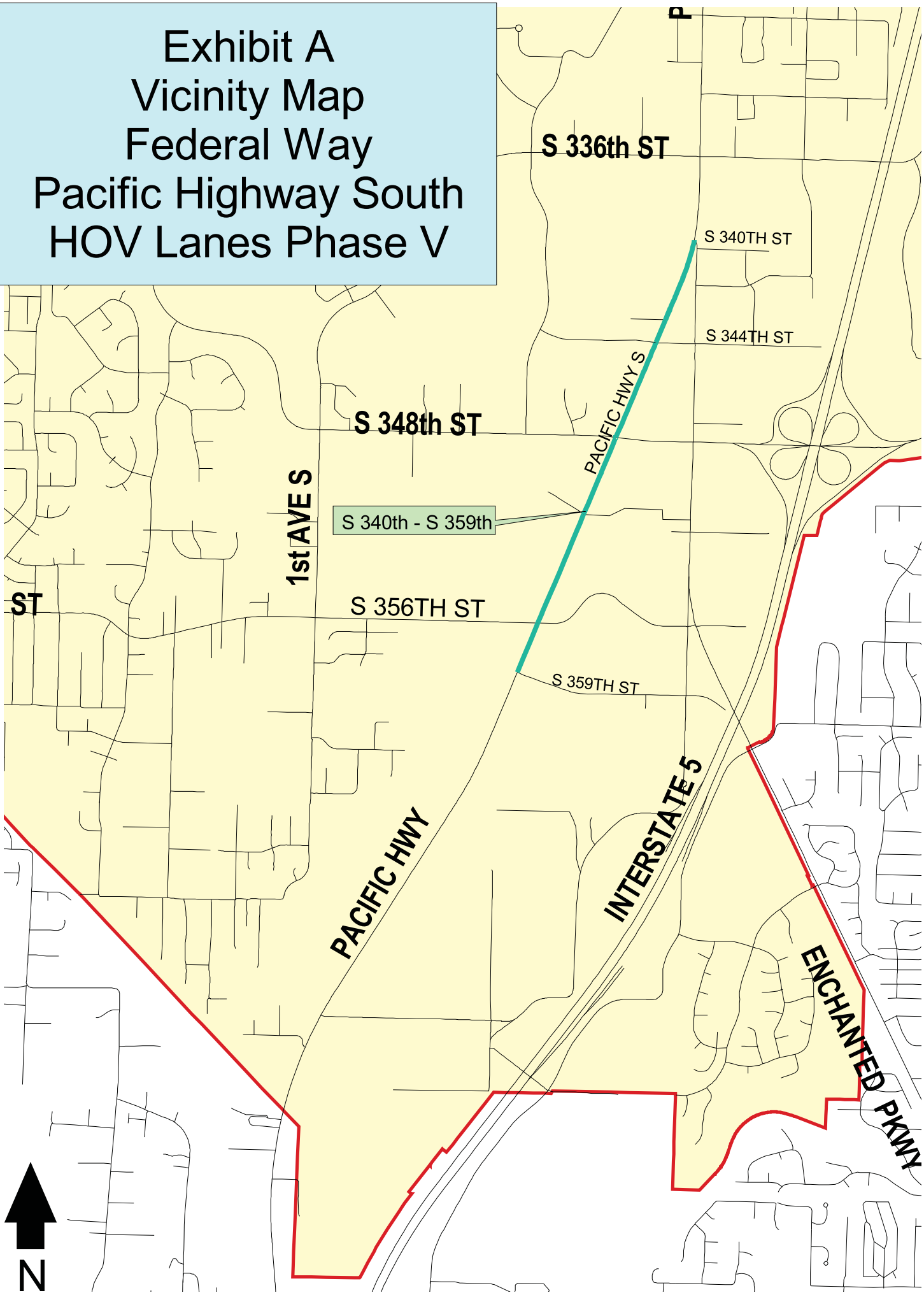
OS

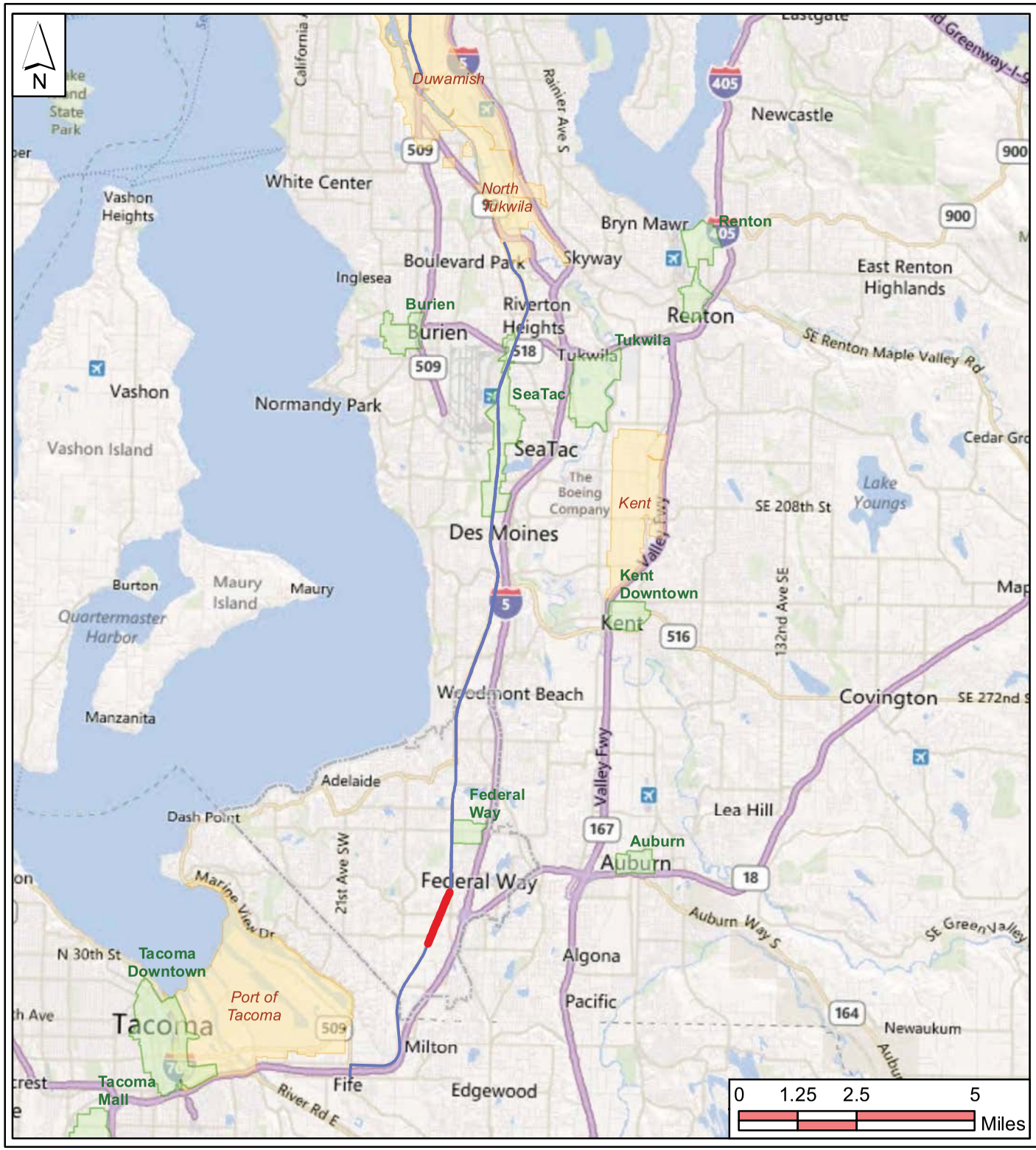
Windows

Referrer

http://fs19.formsite.com/res/formLoginReturn

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

Exhibit B

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

CITY OF Federal Way

R:\erike\PW\Streets\Projects\Pacific Highway S Phase 5\Maps\Regional_Map.mxd

	2010 Actual	2011 Actual	2012 Adopted	2012 Revised	2012 YND Estimate	2013 Adopted	2014 Adopted	2015 Projected	2016 Projected	2017 Projected	2018 Projected
(306) TRANSPORTATION CIP											
REVENUES:											
Grants/Contributions	$ 8,606,786	$ 7,004,703	$ 5,000,000	$ 7,007,493	$ 5,553,239	$ 1,082,000	$ 3,586,000	$ -	$ -	$ -	$ -
Fuel Tax	322,394	311,885	320,000	320,000	320,000	310,000	310,000	310,000	310,000	310,000	310,000
Road Charges	274,646	1,081,167	-	-	-	-	-	-	-	-	-
Mitigation/Traffic Impact Fee	347,202	(103,482)	81,000	81,000	-	-	-	-	-	-	-
Interest	27,123	(13,159)	-	-	-	-	-	-	-	-	-
Misc/Other		18,408	-	-	10,141	-	-	-	-	-	-
* Transfer In - Utility Tax Fund	-	791,000	1,621,000	696,000	696,000	681,000	681,000	696,000	696,000	712,000	712,000
** Transfer In - REET	2,661,684	820,000	-	925,000	925,000	917,000	917,000	917,000	917,000	917,000	917,000
Transfer In - CIP	285,000	-	-	-	-	-	-	-	-	-	-
Transfer In - CDBG	97,025	-	-	-	-	-	-	-	-	-	-
Total Revenues	$ 12,621,860	$ 9,910,522	$ 7,022,000	$ 9,029,493	$ 7,504,380	$ 2,990,000	$ 5,494,000	$ 1,923,000	$ 1,923,000	$ 1,939,000	$ 1,939,000
EXPENDITURES:											
Capital Projects	$ 7,798,672	$ 12,102,087	$ 11,199,000	$ 16,376,495	$ 10,195,530	$ 5,661,000	$ 7,087,000	$ 1,923,000	$ 1,923,000	$ 1,939,000	$ 1,939,000
Transfer Out - Street Fund	-	-	-	-	-	32,000	32,000	-	-	-	-
Transfer Out - General Fund Lobbyist	45,053	-	70,000	-	-	-	-	-	-	-	-
Transfer Out - Arterial Streets Overlay	-	300,000		-		50,000	50,000	-	-	-	-
Transfer Out - Return Unspent to UTax	1,061,684	-	-	-	-	-	-	-	-	-	-
Transfer Out - General Fund	-	3,800,000	-	-	-	-	-	-	-	-	-
Subtotal Expenses	$ 8,905,409	$ 16,202,087	$ 11,269,000	$ 16,376,495	$ 10,195,530	$ 5,743,000	$ 7,169,000	$ 1,923,000	$ 1,923,000	$ 1,939,000	$ 1,939,000
NET INCOME (LOSS)	$ 3,716,451	$ (6,291,565)	$ (4,247,000)	$ (7,347,002)	$ (2,691,150)	$ (2,753,000)	$ (1,675,000)	$ -	$ -	$ -	$ -
Beginning Fund Balance:	$ 16,384,793	$ 20,101,244	$ 6,085,792	$ 13,809,679	$ 13,809,679	$ 11,118,529	$ 8,365,529	$ 6,690,529	$ 6,690,529	$ 6,690,529	$ 6,690,529
Ending Fund Balance:	$ 20,101,244	$ 13,809,679	$ 1,838,792	$ 6,462,677	$ 11,118,529	$ 8,365,529	$ 6,690,529	$ 6,690,529	$ 6,690,529	$ 6,690,529	$ 6,690,529