

King Countywide 2014 FHWA Grant Program 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 this online application 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.

All applications must be submitted by **11:59p.m. May 7, 2014.**

Project Information

Project Title West Valley Highway Improvements

Transportation 2040 ID# N/A

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 King County, DOT, Road Services

Co-Sponsoring Agency City of Algona

Does sponsoring agency have "Certification Acceptance" (CA) status from WSDOT?

More information on certification acceptance and a listing of current CA agencies can be found [here](#).

Yes

No

If not, which agency will serve as your CA sponsor?

-

Contact Information

Project Contact Name Susan Oxholm

Project Contact Phone (206) 477-3629

Project Contact Email Susan.Oxholm@kingcounty.gov

Project Description

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 request is for preliminary engineering funds to develop design and permits for the reconstruction, overlay and construction of new turn-lanes and other safety improvements of 0.65 miles of West Valley Highway from the City of Auburn limits to 1800 feet north of 1st Avenue North (green, purple and red

sections on the map). The project would improve deteriorating pavement conditions (Pavement Condition Index of the reconstruction segment is <28 on a scale of 1-100) and address safety concerns by improving sight distance around a curve and installing turning lanes at the entrance to the south King County regional solid waste transfer facility. Design of this stretch of roadway would rehabilitate the roadway for improved use by trucks and vehicles - particularly those using the regional Solid Waste Transfer Station located within the project limits.

Project Justification, Need, or Purpose

Please explain the intent, need or purpose of this project. For example, what is the goal or desired outcome?

Reconstruction and improvements on this section of West Valley Highway will make driving safer for the trucks and vehicles that use the roadway. The average daily traffic on West Valley Highway is close to 7,000. Six percent are trucks and a smaller percentage of those trucks access the regional solid waste transfer station here that by 2020, will serve 276,000 people and 120,000 jobs in its service area. The Transfer Station manages trash and recycling for the Southern King County communities of Kent, Federal Way, Auburn and Unincorporated King County. Efficient and safe roadway access to the transfer station is needed to absorb the waste management needs of the expected residential, manufacturing and commercial growth in these communities.

West Valley Highway is a WSDOT designated, T-2 freight corridor that links freight movement from the Auburn, Federal Way and Kent Regional Growth Centers with Pierce County. It also serves as a local, north-south route providing an alternative for the often congested, SR 167 - particularly during peak hours. The Weyerhaeuser Corporate Headquarters, located just outside of Federal Way, recently expressed concern for improvements to West Valley Highway noting that several of its employees use this roadway on their daily commute to avoid SR 167 and "minimize congestion on local highways".

West Valley Highway is also used by Auburn Public Schools as a bus route to transport school children to and from schools located in the school district but outside of the Auburn City Limits.

Populations surrounding West Valley Highway belong to a King County identified, Equity and Social Justice community with higher than average populations of color, lower household incomes and lower English proficiency. Improvements to this roadway will improve access for the community as a neighborhood route as an alternative to SR 167 and into the Auburn City Limits.

This project is important to fund as it reconstructs a portion of the existing roadway network leading from designated centers, into Pierce County and access to more affordable real estate and opportunities for business and residential growth.

Project Location

Project Location

For example, please include street, route or trail name, or other identifiable location.

West Valley Highway

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:

Auburn-Algona City Limits

Crossroad/landmark nearest to the end of the project:

South property line of KC Solid Waste Transfer Station or 0.34 miles north of 1st Avenue North

Please identify the center(s), regional and local, the project is located in or supports. Refer to PSRC's [centers page](#) for more information on the regional centers.

The West Valley Highway was formerly a state route and it serves almost 7,000 vehicles per day, almost six percent of which are trucks that often use the road as an alternative to SR 167- particularly when congested. It travels north to south from the Auburn city limits and the Auburn designated center southward through Algona, Pacific and Unincorporated King County into Pierce County and Tacoma.

West Valley Highway's T-2 designation illustrates its value as a heavily utilized roadway for truck traffic (4-10 million tons of freight and goods hauled per year) - one that will increase with traffic to King County's Regional Solid Waste Transfer Station. King County Solid Waste Division estimates that by 2020, the Algona Transfer Station will serve 276,000 people and 120,000 jobs in this southern King County service area. This facility manages waste for residents and businesses from the cities of Algona, Auburn, Federal Way, Kent and Unincorporated King County. Current estimates anticipate that 376,000 vehicle trips will be generated to and from this transfer station annually. Maintaining access to regional solid waste stations is a crucial need for regional support and consideration as growth increases, so will the need for solid waste management and capacity.

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](#).

Please select the appropriate project category (rural or urban) followed by the corresponding functional classification.

Urban Functional Classification (Population over 5,000)

Please select the appropriate urban classification.

16 Minor 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. For more information, please refer to [PSRC's Plan Review](#) page or contact Yorik Stevens-Wajda at 206-464-6179

Is the project specifically identified in a local comprehensive plan?

Yes

No

If yes, indicate 1) plan name 2) relevant section 3) page number.

-

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

King County's Comprehensive Plan speaks specifically to the maintenance and preservation of existing infrastructure. Policy T-307c states that "Maintenance and preservation of the rural roadway system shall be emphasized in long-term planning and asset management in recognition of the fact that rural area roads and bridges will remain the county's long-term responsibility after all annexations are complete."

This project appears in the City of Algona's six year CIP submitted to WSDOT. The City has long supported the reconstruction of the West Valley Highway. Algona's 2005 Comprehensive Plan in CF-1 "protects investments in existing facilities" and in CFP 1.1 states that capital improvements should be made to "replace worn out or obsolete facilities."

Category Specific Questions

Select one of the following three criteria categories that best fits your project.

Corridor Serving Center(s)

Designated Regional or Local Center

You have selected Designation Regional or Local Center. If this is not the appropriate classification, please go back and change your selection. 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 King Countywide Project Evaluation Criteria](#) for PSRC's FHWA Funds in the King Countywide Call for Projects for guidance, examples, and details on scoring for additional information.

A1. Regional or Local Center Development

Please address the following:

- Describe how the project will support the existing and planning housing/employment densities in the regional or local center.
- Describe how the project will support the development/redevelopment plans and activities of the center. Please provide a citation of the corresponding policies and/or specific project references in a subarea plan or in the comprehensive plan.
- Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses including those in the industry clusters identified in the adopted Regional Economic Strategy.

A2. Project's Benefit to the Regional or Local Center

Please address the following:

- Describe how the project remedies a current or anticipated problem (e.g. congestion, incomplete sidewalk system, inadequate transit service/facilities, modal conflicts and/or the preservation of essential freight movement)?
- Describe the user groups that will benefit from the project. User groups may include commuters, residents, commercial users, those groups identified in the President's Order for Environmental Justice, seniors, people with disabilities, and/or areas experiencing high levels of unemployment or chronic underemployment.

A3. Circulation Within the Regional or Local Center

Please address the following:

- Describe how the project improves safe & convenient access to major destinations within the center, such as by completing a physical gap or providing an essential link in the transportation network for people and/or goods.
- Describe how the project will improve circulation and enhanced opportunities for active transportation within the center regarding (address each relevant area): walkability, public transit access, public transit speed and reliability, safety & security, bicycle mobility, bicycle facilities, streetscape improvements, traffic calming, etc.

- Describe how the project provides users (e.g. employees, residents, customers) a range of travel modes or provides a “missing” mode.
- If the project has a parking component, describe how it has been designed to be compatible with a pedestrian oriented environment, including any innovative parking management tools.

Manufacturing/Industrial Center

You have selected Manufacturing/Industrial Center. If this is not the appropriate classification, please go back and change your selection. 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 King Countywide Project Evaluation Criteria](#) for PSRC’s FHWA Funds in the King Countywide Call for Projects for guidance, examples, and details on scoring for additional information.

B1. Development and Users Benefit

Please address the following:

- Describe how the project will benefit or support the development plans and activities of the manufacturing/industrial center. Please provide a citation of the corresponding policies and/or specific project references in a subarea plan or in the comprehensive plan.
- Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses, including those in the industry clusters identified in the adopted Regional Economic Strategy.
- Describe the user groups that will benefit from the project. User groups may include commuters, residents, commercial users, those groups identified in the President’s Order for Environmental Justice, seniors, people with disabilities, and/or areas experiencing high levels of unemployment or chronic underemployment.

B2. Mobility and Accessibility Benefit

Please address the following:

- Describe how the project provides and/or enhances opportunities for freight

movement.

- Describe how the project completes a physical gap, provides an essential link, or removes a barrier in the Freight & Goods component of the Metropolitan Transportation System.
- Describe how the project improves safety and reduces modal conflicts to help achieve a seamless system.
- Describe how the project improves access for one or more modes to major employment sites, including opportunities for active transportation.
- Describe how the project promotes Commute Trip Reduction (CTR) and other TDM opportunities.

Corridor Serving Center(s)

You have selected Corridor Serving Center(s). If this is not the appropriate classification, please go back and change your selection. 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 King Countywide Project Evaluation Criteria](#) for PSRC's FHWA Funds in the King Countywide Call for Projects for guidance, examples, and details on scoring for additional information.

C1. Benefit to Regional, Local, or Manufacturing/Industrial Center

Please address the following:

- Describe how this project will benefit or support the housing and employment development in a regional or local center(s) and/or employment growth in a manufacturing/industrial center(s). Does it support multiple centers? Please provide a citation of the relevant policies and/or specific project references in a subarea plan or in the comprehensive plan.
- Describe how the project provides or benefits a range of travel modes to users traveling to/from centers, or if it provides a missing mode.
- Describe the user groups that will benefit from the project, including commuters, residents, commercial users, those groups identified in the President's Order for Environmental Justice, seniors, people with disabilities and/or areas experiencing high levels of unemployment or chronic underemployment.

- **Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses including those in the industry clusters identified in the adopted Regional Economic Strategy.**

West Valley Highway is in poor condition and needs repair. It serves as a local route for commuters and school buses, as a neighborhood route for local populations, and as a through route and alternative to SR 167 for freight trucks traveling from the Auburn, Kent and Federal Way designated centers. Improvement of conditions here will benefit local users by ensuring that an already existing, minor arterial is safer to drive on and is in good condition.

West Valley Highway supports a high percentage of existing truck traffic from the Auburn identified, PSRC Center southward into Pierce County as an alternate (and parallel) route to SR 167. Some of the trucks are entering and leaving a regional King County Solid Waste Transfer Station that by 2020 will serve 276,000 people in its southern service area of King County from the Cities of Algona, Auburn, Federal Way, Kent and Unincorporated King County. Access to a regional transfer station serving the south end of King County is necessary to accommodate expected growth in Auburn as well as the south King County identified centers such as Federal Way and Kent and its Manufacturing and Industrial Center. As comprehensive plan and land use policies direct more development in these designated growth centers, waste management needs will increase. Reconstruction of the West Valley Highway will provide trucks headed to and from the station safer and less congested access thanks to new pavement, correction of the curve and sight distance issues and from the installation of new turn lanes and wider shoulders. The turn lanes and shoulders will separate transfer station trucks from neighborhood and other freight traffic traveling through. Easing congestion here will have positive impacts on traffic flows.

The West Valley Highway serves an equity and social justice community. King County's Equity and Social Justice Initiative, recently conducted a consolidated demographic analysis of people of color, income and English proficiency, based on 2010 Census Tract data. The study found that populations immediately surrounding the West Valley Highway, including Algona and Pacific, scored highly - meaning that between 33-52% are people of color, the median household income is below the state average and between 10-17% lack English proficiency. Reconstruction of the West Valley Highway will better serve these communities using the roadway as a local route and to reduce congestion on SR 167.

Access to less expensive housing and real estate is an attractive incentive to recruit employees and for businesses to locate new establishments. Preservation of the road infrastructure to maintain connections between the urban designated centers to where new growth can afford to live is important. The West Valley Highway project seeks to preserve and improve a section of the existing network of local roads connecting the centers. In recent communications from Weyerhaeuser Corporate Headquarters, concern for the maintenance of the local and existing roadway network including West Valley Highway, was expressed since many employees use the roadway on their daily commute. Weyerhaeuser is a Fortune 500 company and one of the largest in South King County, located just outside of Federal Way and north of this project. Their communication demonstrates the importance of maintaining local roadway networks to satisfy the needs of existing and potential businesses toward retaining them in our region.

C2. System Continuity/Long-Term Benefit and Sustainability

Please address the following:

- Describe how this project supports a long-term strategy to maximize the efficiency of the corridor, including TDM and TSM opportunities. Describe the problem and how this project will remedy it.
- Describe how this project provides a “logical segment” that links to a regional, local, or manufacturing/industrial center.
- Describe how the project fills in a missing link or removes barriers to/from a center.
- Describe how this project will relieve pressure or remove a bottleneck on the transportation system and how this will positively impact overall system performance.
- Describe how this project improves safety and/or reduces modal conflict, and provides opportunities for active transportation.

This project seeks to rectify curvature and safety issues on West Valley Highway along with complete reconstruction of the sub-base, new overlay and re-striping. The addition of turn lanes at the intersection to the solid waste transfer station and correction of the curve on this road will make vehicular travel safer by decreasing the risk of rear-end accidents associated with cars and trucks turning into and waiting to turn at the transfer station. King County Solid Waste anticipates that by 2020, the station will generate 376,000 vehicle trips annually.

The improvements being designed with this request will augment those already completed by the City of Algona - a recent overlay of the next section of road (orange segment on the map) and along with Preservation/State of Good Repair funding being requested (yellow segment on the map), will provide a continuous section of roadway reconstructed and/or paved from the Auburn City limits to Ellingson Street, into Algona and Pacific, and access to SR 167.

Securing funding for the reconstruction of West Valley Highway has been a longstanding problem without resolution. Small jurisdictions, such as Algona and Pacific, have a difficult time raising sufficient revenues to afford the cost of reconstruction while bearing the costs associated with wear and tear on roadways heavy with freight traffic. West Valley Highway is an important link for the equity and social justice populations that reside in these communities, while serving a larger more regional solid waste access need, and use by a considerable percentage of additional freight trucks moving between regional growth centers and beyond. Without funding, the opportunity to restore this segment of our existing roadway network will be lost and West Valley will continue to deteriorate. If a portion of this roadway is closed, it will most certainly contribute to additional bottlenecks and congestion from the detours and diversion of the 7,000 cars and trucks currently using this route onto SR 167 and into Auburn.

Air Quality and Climate Change

You have not selected a category and these questions were skipped. Please go back and make your selection.

Additional guidance on the evaluation of air quality and climate change benefits is available [here](#), in addition to the information contained in the [2014 King Countywide FHWA Project Evaluation Criteria](#).

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, etc.)
- Alternative Fuels or Vehicle Technology
- Other

- **Diesel Particulate Emissions Reduction Projects:** Describe the types of vehicles, vessels, engines, duty cycles, etc. being addressed. Describe the emissions vintage of the existing engines, and the number of vehicles to be addressed. Describe how often they are used, where they are used, how much fuel is consumed annually and when the benefits from this project will occur.
- **Roadway Capacity (general purpose and high occupancy lanes):** Describe the roadway and travel conditions before and after the proposed project, including average daily traffic and travel speeds. Describe the potential for multimodal connections, shorter vehicle trips, etc. Describe the transit routes currently using the facility and anticipated in the future. Does this project connect to or expand an existing high occupancy vehicle or business access transit lane system? What is the length of the project and the population served? What source of data indicates the expected conversion of single occupant vehicle trips to transit or carpool?
- **Transit (park-and-ride lots, new or expanded transit service, transit amenities, etc.):** Describe the current transit ridership in the project area. Describe the current transit routes serving the project area, including average trip length. If a park-and-ride lot, how many stalls are being added? Describe how the amenities (or other components of the project) are expected to encourage new transit ridership and shift travel from single occupant vehicles to multimodal options. Describe the population served that will be expected to use the new/improved service. What source of data indicates the expected conversion of single occupant vehicle trips to transit?

- Bicycle/Pedestrian Facilities: Describe the length of the proposed facility, including connections to other nonmotorized facilities and to the larger nonmotorized system. Describe the expected travel shed (i.e., land use and population surrounding the project). Does the facility connect to transit? What is the expected population served, and what source of data indicates the expected conversion of single occupant vehicle trips to this mode?
- Intelligent Transportation Systems: Describe the existing conditions in the area, including level of service, average daily traffic, average speed, etc. Describe how the project is expected to improve traffic flow through improved speeds, reducing idling, reducing accidents, etc. What is the percentage of heavy trucks using the facility? Does the project improve traffic flow for particular modes (e.g. HOVs) or types of vehicles (e.g. transit buses or freight trucks)? What are the transit routes along the corridor, and will this project improve transit reliability on the corridor?
- Alternative Fuels or Vehicle Technology: Describe the change in fuel or vehicle technology. How many vehicles are affected? What are the current conditions?
- Other: Describe how your project has the potential to reduce emissions through technology, improved management or other means, e.g. “no idling” signage & enforcement, auxiliary power units to operate heating, cooling & communications equipment, truck stop electrification, etc.

Reconstruction of this roadway will provide the traveling public with a smoother, more efficient trip. Vehicles and trucks operate more efficiently on smoother surfaces. Currently the asphalt on this road is cracked and in places sinking. Reconstruction of the sub surface, replacement of drainage facilities and new asphalt will enable travelers to experience a smoother, safer road trip - one that is less prone to closure from storm or natural disaster damage.

Designs for the roadway will include turn lanes for trucks into the regional solid waste facility reducing traffic for those traveling past the transfer station. This should reduce congestion and emissions associated with cars and trucks backed up waiting to turn into and out of the station entrances.

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	Year	Amount Requested
Preliminary Engineering/Design	2015	\$1,063,500

Total PSRC Funding Request: \$1,063,500

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.

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.

Total Planning Phase Cost: \$0

Actual or estimated date of completion (month and year): -

Preliminary Engineering/Design Phase

Funding Source	Funding Status	Funding Amount
STP(U)	Unsecured	\$1,063,500
King County	Secured	\$165,980

Total Preliminary Engineering/Design Phase Cost: \$1,229,480

Actual or estimated date of completion (month and year): December 2015

Right of Way Phase

Total Right of Way Phase Cost: \$0

Actual or estimated date of completion (month and year): -

Construction Phase

Funding Source	Funding Status	Funding Amount
STP(U) or TIB	Unsecured	\$6,541,061
King County	Secured	\$1,020,860

Total Construction Phase Cost: \$7,561,921

Actual or estimated date of completion (month and year): December 2018

Other Phase

Total Other Phase Cost: \$0

Actual or estimated date of completion (month and year): -

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: \$8,791,401

Estimated Project Completion Date (month and year): December 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.

[u5ehoUEq_Revised_Pr_1033497_EBS_SW_SOUTH_COUNTY_RECYCLING_TS.pdf](#)

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](#).

King County Roads is in the process of obtaining approval for the 2015-2016 biannual Capital Improvement Program. King County Solid Waste Division is providing matching funds for the project. Please find attached the approved budget for the Algona Transfer Station and its related projects.

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.

Project Readiness

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)?

-

Are there any other PE/Design milestones associated with the project? Please identify and provide dates of completion. You may also use this space to explain any dates above.

-

Project Readiness

What is the current or anticipated 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?

- Yes
- No

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

-

Project Readiness

Will right of way be required for the project?

- Yes
- No

How many parcels do you need?

-

What is the zoning in the project area?

-

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

-

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 Washington State Department of Transportation Right of Way Analyst
- Relocation certification, if applicable

-

Project Readiness

Are funds being requested for construction?

Yes

No

Do you have an engineer's estimate?

Yes

No

Please upload a copy of your engineer's estimate below.

-

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

-

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).

-

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

-

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.

This request for PE funding will design roadway safety, reconstruction and overlay improvements for 0.65 miles of roadway (the green, purple and red sections on the attached map.)

The City of Algona and Pacific have long sought funding for the reconstruction of the failing, West Valley Highway. This roadway was previously a WSDOT state highway but was designated as a local roadway by the state legislature in the late 1990's. King County owns half of a lane for a section in Algona and in Pacific but outside of this project request area. Ownership of these roadway fragments are the product of outdated RCW that considered the centerline vs the fog line of roadways during annexation proceedings.

File Submission

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

[Tbdhq3fx_West_Valley_Highway_Reconstruction_Project_Map.pdf](#)

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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 May 7th deadline. After the deadline has passed, the form site will close and sponsors will not have access for revisions.