

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

Strander Blvd./SW 27th St Extension

Transportation 2040 ID#

MTP ID 4164

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 Tukwila

Co-Sponsoring Agency

CA Status

- Yes
- No

CA Sponsor (if applicable)

Contact Information

Project Contact Name

Robin Tischmak

Project Contact Phone

206-431-2455

Project Contact Email

Robin.Tischmak@TukwilaWA.gov

Project Description

Project Scope

This project will construct the third and final phase of a new 4-lane roadway that will connect Strander Blvd. in Tukwila to SW 27th St in Renton by crossing under both the Union Pacific and Burlington Northern Railroads. Phase 1 completed the roadway from Oaksdale Ave to Naches Ave SW. Phase 2 is currently constructing the railroad bridge for BNSF and a two-lane roadway undercrossing connecting Naches Ave SW to the Sounder Rail Station. This Phase 3 project will construct the railroad bridge for UPRR, a four-lane roadway from West Valley Highway to Naches Ave SW, a trail bridge and access connections to the Interurban Trail, and improved permanent connections to the Sounder Rail Station/Amtrak Station. The funds currently being requested will provide completion of the Preliminary Engineering and Right-of-Way phases.

Project Purpose

This project, when all phases are complete, will provide an additional important east-west, grade-separated arterial connection between the Cities of Tukwila and Renton. The new roadway will provide additional capacity and improve circulation within Tukwila's Regional Growth Center. It will also provide important access to public transportation including the RapidRide bus line, commuter rail, Amtrak, and the Interurban Trail system. This new roadway will help ease congestion at SW Grady Way and S 180th St, which both operate at level-of-service "F" during p.m. peak hours. It will serve as a significant truck route serving Tukwila's Urban Center and businesses in SW Renton.

Project Location

Strander Blvd./SW 27th St

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

- 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:

West Valley Highway

Crossroad/landmark nearest to the end of the project:

Naches Ave SW

Please identify the center(s)

This project is located within the Tukwila Regional Growth Center (Tukwila Urban Center).

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.

36 Proposed 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.

Is the project specifically identified in a local comprehensive plan?

- Yes
- No

Is the project specifically identified in a local comprehensive plan?

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

Within the Tukwila Urban Center section, it is a stated goal to: "promote transportation and transit services and facilities, as well as traffic management systems that increase and improve access to and from the Tukwila Urban Center for all transportation modes; encourage a range of solutions, including but not limited to local circulator systems, regional-serving park-n-ride sites, connections to regional rail alignments, and regional and local high-occupancy vehicle systems". Additionally, the updated Transportation Element has incorporated the capacity provided by this project into the base modeling assumptions due to the extensive work already complete and its existing need.

Category Specific Questions

Select the project category

Designated Regional Growth Center

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

This project will increase capacity, improve circulation, and provide new access to multiple modes of transportation within the Tukwila Urban Center to serve existing and future housing/employment densities. This new facility will create an additional ingress/egress for the Tukwila Urban Center that will provide additional capacity for existing employment densities as well as the projected growth in employment (25,000-35,000 by 2030) and the introduction of approximately 2,700 new residential units in the Regional Growth Center. These users will also enjoy new and improved connections to public transit and recreational trails.

This project will provide some of the capacity and connections to multi-modal facilities necessary to support future growth and to attract new businesses. The Tukwila Urban Center section of the Comprehensive Plan addresses this policy under Goal 10.3 Transportation and Circulation on pages 121-124.

In order to compete for new jobs/businesses and retain those currently existing in the Urban Center, future growth must be accommodated by adding capacity to maintain/improve circulation as well as provide multiple travel options. This project is one component that will address most if not all of these goals. This project will provide a missing link that will expand capacity and provide much needed access to optional travel modes.

A2. Project's Benefit to the Regional Growth Center

East/west arterial corridors between the Cities of Tukwila and Renton are limited due to the existing Union Pacific & Burlington Northern Railroads that are located on the border between the two cities. The average spacing between grade-separated crossings is generally one mile or greater, causing substantial traffic congestion at each crossing location. This project will construct a new grade-separated east/west arterial that will add capacity to improve circulation within the Regional Growth Center as well as alleviate congestion from adjacent east/west crossings. Additional project benefits include: a direct connection to a commuter rail & Amtrak station, improved freight movement, pedestrian/bicycle facilities adjacent to the new roadway, and pedestrian/bicycle connections to a regional trail system (Interurban Trail).

Benefited user groups will include commuters, residents, freight haulers, public transit users, pedestrians/bicyclists, and retail consumers. Each group will see additional capacity, improved circulation, and direct connections to multi-modal & recreational facilities located within the project limits.

A3. Circulation Within the Regional Growth Center

This project will provide a new essential link to the Tukwila Urban Center by completing a physical gap. This is the third phase of a project that will establish a new roadway link between Strander Blvd. in Tukwila and SW 27th St in Renton. Phases 1 & 2 have established a connection from Oaksdale Ave in Renton to the new commuter rail station located between the UPRR and BNRR tracks. This Phase 3 will finalize the connection to Strander Blvd./West Valley Hwy in Tukwila and expand the new street to 5 lanes.

The project components will include: a new 5 lane street that adds capacity and a new ingress/egress for the Tukwila Urban Center, pedestrian/bicycle facilities parallel to the new roadway, connection to the Interurban Trail system, and a direct connection to the Sounder commuter rail station & Amtrak Station. RapidRide bus service is also connected to the rail station.

The project will establish new and improved connections to each of the travel modes listed above for employees, residents, customers, and commuters.

Air Quality and Climate Change

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

This project will reduce emissions by providing additional vehicle capacity and improve circulation within the Tukwila Urban Center. Emissions due to idling will be reduced as levels-of-service will improve from E/F at adjacent east/west corridors. Ridership of public transit will be encouraged by new connections to rail transit, trail systems, and bus RapidRide.

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

Preliminary EngineeringDesign

Obligation Year

2015

Amount Requested

3850000

Phase

Right-of-Way

Obligation Year

2015

Amount Requested

1150000

Total PSRC Funding Request

5000000

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

Total Planning Phase Cost

Actual or estimated completion date

Preliminary Engineering/Design Phase

Funding Source

Funding Status

Funding Amount

Total Preliminary Engineering/Design Cost

Actual or estimated completion date

Right of Way Phase

Funding Source

Funding Status

Funding Amount

1150000

Funding Source

Local

Funding Status

Reasonably Expected

Funding Amount

179480

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Total Right of Way Phase Cost

1329480

Actual or estimated completion date

July 2016

Construction Phase

Funding Source

FMSIB

Funding Status

Reasonably Expected

Funding Amount

5000000

Funding Source

TIGER FY 2014

Funding Status

Unsecured

Funding Amount

25000000

Funding Source

Local

Funding Status

Unsecured

Funding Amount

1900000

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Total Construction Phase Cost

Actual or estimated completion date

Other Phase

Funding Source

Funding Status

Funding Amount

Total Other Phase Cost

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

37680347

Estimated Project Completion Date

December 2020

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-0-475-7889174_HP7IMuET_DOC028.pdf

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.

Attached is the City's proposed 2015-2020 Capital Improvement Project sheet showing the reasonably expected City match funds.

CITY OF TUKWILA CAPITAL PROJECT SUMMARY

2015 to 2020

PROJECT: **Strander Blvd/SW 27th St Extension** Project No. 98610403

DESCRIPTION: Design and construct arterial improvements for a new roadway extending Strander Blvd/SW 27th St from West Valley Highway to Oaksdale Ave.

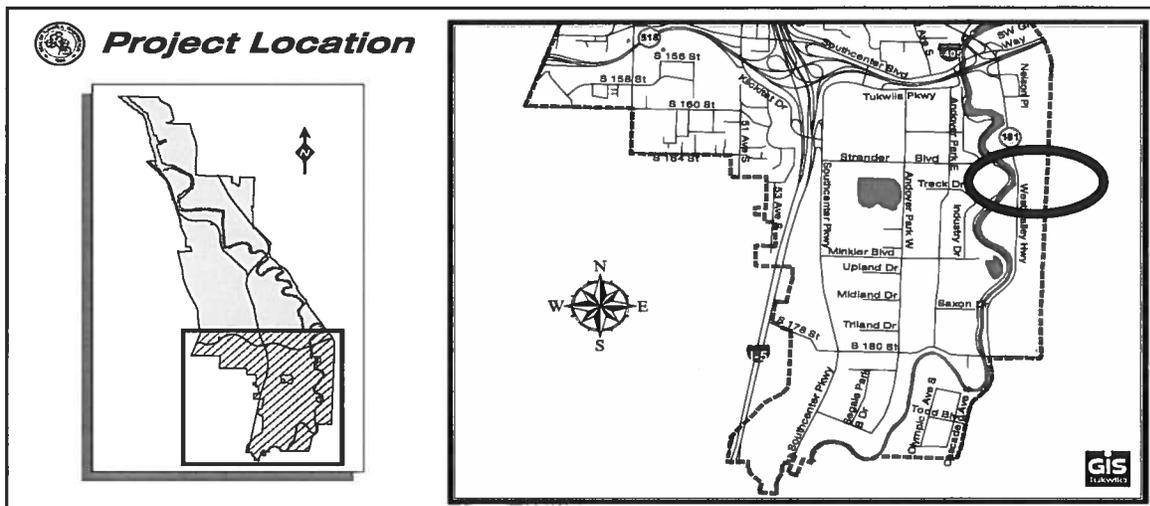
JUSTIFICATION: East/west capacity between I-405 and S 180 St is needed to serve Tukwila and Renton access.

STATUS: This project will be constructed in three phases. Phase 1 has been completed that extended Stander Blvd/ SW 27th St from Oaksdale Ave to Naches Ave SW. Phase 2 will construct a 2 lane roadway from Naches to the new Sounder's Tukwila Longacres Station's parking lot. Phase 3 will construct the undercrossing of the UPRR and complete the 4 lane roadway from West Valley Hwy to Naches Ave SW.

MAINT. IMPACT: New street.

COMMENT: Project partners include the City of Renton, Boeing, WSDOT, FMSIB, Sound Transit, Metro, Amtrak, and BNSF and UP Railroads. Funds in 2014 are for professional services for a TIGER grant application.

FINANCIAL (in \$000's)	Through		Estimated								TOTAL
	2013	2014	2015	2016	2017	2018	2019	2020	BEYOND		
EXPENSES											
Design	40	20	2,000	2,450						4,510	
Land (R/W)	104		500	829						1,433	
Const. Mgmt.									5,000	5,000	
Tukwila's Share	1,000									1,000	
Construction									26,900	26,900	
TOTAL EXPENSES	1,144	20	2,500	3,279	0	0	0	0	31,900	38,843	
FUND SOURCES											
Awarded Grant										0	
Proposed FMSIB Grant									5,000	5,000	
Proposed TIGER Grant									25,000	25,000	
Proposed STP Grant			2,163	2,837						5,000	
City Oper. Revenue	1,144	20	337	442	0	0	0	0	1,900	3,843	
TOTAL SOURCES	1,144	20	2,500	3,279	0	0	0	0	31,900	38,843	



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)?

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

The preliminary design for the entire project was completed to approximately 30% completion. This preliminary design was used to obtain NEPA approval for the entire project as well as to complete Phases 1 & 2. Phase 1 construction is complete and Phase 2 construction is expected to be complete in June 2014.

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).

November 2007

Project Readiness

Will right of way be required for the project?

- Yes
 No

How many parcels do you need?

Three (3)

What is the zoning in the project area?

TUC - Tukwila Urban Center

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

The schedule would be developed to reflect the possible need for condemnation. The City would be prepared to pass an ordinance authorizing the necessary condemnation action at the onset of the Preliminary Engineering phase. If necessary, condemnation action would be complete

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

Phase 3 acquisition has not yet started. Right-of-way reservations were identified on the plat for 2 parcels.

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.

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.

\$23 million has been spent to complete Phases 1 & 2 representing a significant investment in completing this project. FMSIB has shown additional interest by committing \$5 million toward the construction phase.

File Submission

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

Upload

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

Start Time

Finish Time

IP

Browser

OS

Referrer