

2009 STP/CMAQ Regional Competition Application

This application is available on the Puget Sound Regional Council website at <http://www.psrc.org/projects/tip/index.htm>.

****Please read all of the text in this section before completing this application****

Important notice:

The importance of complete and accurate information on every application cannot be overemphasized. The evaluation and scoring of all submitted projects will be based on the answers provided in this application. A project's suitability for regional funding may be compromised if the application is found to have omissions or inaccuracies. In addition, sponsors of projects recommended for funding as a result of the competition should be aware that their application could be used in the future to evaluate the status of a project if it fails to comply with the requirements of the Puget Sound Regional Council's (PSRC) Project Tracking program.

Projects receiving funding as a result of this competition:

Funding distributed as a result of the 2009 STP/CMAQ Regional Competition is awarded to projects of regional priority, not to the sponsoring agency itself. Sponsors of projects that receive funds from this competition will be required to submit a more detailed TIPMOD or TIPNEW application, which will be due to the PSRC on July 7, 2009. Please note that these sponsors will also be asked to certify that they will comply with the conditions of the PSRC's Project Tracking Program, as a condition of accepting regional funding. Failing to comply with this condition, and/or with the conditions established in the PSRC's Project Tracking Program, may eventually result in the loss and/or transfer of funds to another regional priority project.

14-page limit:

You may use additional pages if necessary; however, please be as brief as possible and limit your application to a total of fourteen (14) pages, plus map(s) and/or other required supporting documents.

Email submissions are preferred:

Attach your completed application to an email and send it to TIPRPEC@psrc.org. Please name the file "**STPCMAQ Competition-[agency]-[project title]**". If you are unable to email the application, please mail a copy of the electronic file on diskette or CD, and fax or mail a corresponding paper copy. Electronic copies of all applications are required, as they will be posted to the PSRC's web site. Mailed materials should be sent to: Chris Peak, Puget Sound Regional Council, 1011 Western Avenue Ste. 500, Seattle, WA 98104-1035 and/or faxed to 206-587-4825, Attn: Chris Peak. For questions or to confirm receipt of your application, contact Chris Peak at 206-464-7536 or cpeak@psrc.org. All applications must be submitted by **April 10, 2009**.

Definition of a project:

For the purposes of this competition, a project must be clearly defined by geographic limits and/or functionality. If the project contains multiple components, the sponsor must clearly indicate how they are logically connected to one another. A project with multiple geographic locations must demonstrate their functional relationship (for example, signal coordination work in various locations tied together through a traffic control center). **Note: a project may request only one funding source – either STP or CMAQ, but not both.** If you have questions please contact Kelly McGourty at 206-971-3601 or kmcgourty@psrc.org.

PROJECT DESCRIPTION INFORMATION

1	<p>Project title: City Center Access Project Phase 3A; South Bound Ramp at S 320th Street @ I-5 interchange additional right and left turn lanes.</p> <p>For roadway project titles: list facility name, limits, and any other identifying words, e.g., SR-520 HOV (104th Ave NE to 124th Ave NE).</p>
2	<p>Destination 2030 ID#: 3655</p> <p>To be eligible for federal funding, a project must be in, or consistent with, <i>Destination 2030</i>, the region's Metropolitan Transportation Plan (MTP). To confirm whether your project is specifically listed in <i>Destination 2030</i>, refer to Appendix 9 of <i>Destination 2030</i> at http://www.psrc.org/projects/mtp/d2030plan.htm. For assistance or questions regarding these issues, contact Kimberly Scrivner at 206-971-3281 or kscrivner@psrc.org.</p>
3	<p>a. Sponsoring agency: City of Federal Way</p> <p>b. Co-sponsor(s) if applicable: Washington State Department of Transportation</p> <p>Important: For the purposes of this application and competition, "co-sponsor" refers to any agency that would receive a portion of the funding if the requested grant were to be awarded.</p> <p>c. Does sponsoring agency have "Certification Acceptance" status from WSDOT? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>d. If not, which agency will serve as your CA sponsor? (refer to WSDOT's Local Agency Guidelines Manual for information on CA status: http://www.wsdot.wa.gov/ta/operations/lag/LAG13.pdf)</p> <p style="margin-left: 20px;">NA</p>
4	<p>Project contact person: Maryanne Zukowski, P.E.</p> <p>Address: 33325 - 8th Ave S PO Box 9718 Federal Way, WA 98063-9718</p> <p>Phone: 253.835.2742</p> <p>Fax: 253.835.2709</p> <p>Email: maryanne.zukowski@cityoffederalway.com</p>

5 Project description. Please distinguish between the scope of the project and the justification and/or need for the project.

a. Project scope: Please describe clearly and concisely the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? For example, if this is part of a larger project, please be specific as to what portion on which the grant funds will be used.

The City Center Access Project Phase 3A adds additional right and left turn lanes on the south bound access ramp from I-5 to S 320th Street, sole access to the City of Federal City Center, a designated Urban Center. This is a multi phased project modifying the S 320th Street Interchange over the next 11 years.

Thirty percent (30%) design will be complete January 2010. Funded by this request is the final design, complete construction, and ribbon cutting opening in 2011 for the addition of right and left turn lanes of the south bound ramps of I-5 access to the City of Federal Way City Center at S 320th Street all within existing right of way.

Total Project Phase 3A Cost for final design and construction is \$4.8 Million, funding request is for \$3.2 Million, City Match for this Phase 3A is \$1.6 Million with a total to date match of City Funds \$5.325 Million.(\$200,000 is developer mitigation.)

See FIGURE 1 for total project construction phases - Programmed Project No. 1 is Phase 3A.

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

The Project Purpose and Need Statement and Purpose for Action: "In order to enhance access to and circulation within the City Center, the City of Federal Way seeks to improve safety and reduce congestion on the transportation network."

This project phase 3A, will solve the immediate concurrency failure of the interchange, sole access to the Urban Center, as well as the safety deficiency caused by inadequate mobility and congestion at this location. The total project phases address near and long term growth issues to 2035, for the assigned land use in the designated center. This phase solves the immediate issue stalling economic growth. The improvement eliminates collisions caused by vehicles that back up onto main line I-5.

The City of Federal Way is the 7th largest city in the State of Washington with a population above 85,000. The expected population in 2020 is greater than 100,000,000. Today, the city center supports approximately 6,500 jobs and that number is expected to double with current redevelopment plans. Without these significant roadway projects to improve access and circulation within the Urban Center, phased over the next 11 years, Levels of Service are expected to continue to degrade. This is impacting future housing and retail development, job opportunities, freight movement and quality of life for residents, commuters and visitors to the Urban Center. The reduced Levels of Service will also make the Urban Center less attractive to employees and visitors, thus defeating the purpose and value of the Urban Center.

The project area impacted by the Federal Way City Center Access Project is most critical to the future viability of the Urban Center. The project area includes some of the highest accident locations and corridors in the State. Without this project, traffic congestion will continue to degrade. Currently, the intersection and ramp terminal do not meet the City of Federal Way concurrency standards and in 2035 it is forecasted as a LOS F. With Phase 3A the LOS improves to B. The freeway off-ramp currently has queues that essentially block access to the city and block south bound traffic on main line I-5. Adding capacity with Phase 3A with a right and left turn lane will immediately solve this issue, while future phases address the long term congestion and circulation issues within the Urban Center. The benefits of this project are dramatic. Travel times are improved for freight, transit, and motorists with total system delay cut in half from the forecasts of 2035.

6 Project location: City of Federal Way Urban Center S 320th Street @ I-5 Interchange
 a. County(ies) in which project is located: King County

Answer the following questions if applicable:

b. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad):
 Intersection of S 320th Street @ I-5

c. Crossroad/landmark nearest to end of project (identify landmark if no crossroad):
 Phase 3A limits are the south bound I-5 off ramp entrance to the city center.

7 Map: 1. Include a legible 8½" x 11" project map with the completed application form.
 2. Include a legible vicinity map with the completed application form (may be smaller than 8½" x 11").

Note: If unable to send the map electronically, mail a copy on diskette and provide a paper copy by fax or mail.

8 Federal functional classification code (Please select only one code using the table below)

For assistance determining functional classification, contact Stephanie Rossi at 206-971-3054 or srossi@psrc.org.

Important: A roadway must be approved on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities). Projects on a roadway with a functional classification of 09, 19, 29, or 39 are not eligible to use federal transportation funds unless they are one of the exceptions listed below. If your project is an exception, identify its functional class code as "00".

Examples of exceptions:

- Any bicycle and/or pedestrian project.
- Projects not on a roadway and using CMAQ or other funds
- Any transit project, including equipment purchase and park-and-ride lot projects.

Rural Functional Classifications "Under 5,000 population"	Urban Functional Classifications "Over 5,000 population"
(Outside federal-aid urbanized and federal-aid urban areas)	(Inside federal-aid urbanized and federal-aid urban areas)
<input type="checkbox"/> 00 Exception <input type="checkbox"/> 01 Principal Arterial - Interstate <input type="checkbox"/> 02 Principal Arterial <input type="checkbox"/> 06 Minor Arterial <input type="checkbox"/> 07 Major Collector <input type="checkbox"/> 08 Minor Collector <input type="checkbox"/> 09 Local Access <input type="checkbox"/> 21 Proposed Principal Arterial – Interstate <input type="checkbox"/> 22 Proposed Principal Arterial <input type="checkbox"/> 26 Proposed Minor Arterial <input type="checkbox"/> 27 Proposed Major Collector <input type="checkbox"/> 28 Proposed Minor Collector <input type="checkbox"/> 29 Proposed Local Access	<input type="checkbox"/> 00 Exception <input checked="" type="checkbox"/> 11 Principal Arterial – Interstate <input type="checkbox"/> 12 Principal Arterial – Expressway <input type="checkbox"/> 14 Principal Arterial <input type="checkbox"/> 16 Minor Arterial <input type="checkbox"/> 17 Collector <input type="checkbox"/> 19 Local Access <input type="checkbox"/> 31 Proposed Principal Arterial – Interstate <input type="checkbox"/> 32 Proposed Principal Arterial – Expressway <input type="checkbox"/> 34 Proposed Principal Arterial <input type="checkbox"/> 36 Proposed Minor Arterial <input type="checkbox"/> 37 Proposed Collector <input type="checkbox"/> 39 Proposed Local Access

PLAN CONSISTENCY INFORMATION

Note: Cities, towns, and counties seeking federal funds managed by the PSRC may submit an application only if their comprehensive plan has been certified by the PSRC. Any other agency (e.g., transit agency, WSDOT, tribal nation, etc.) must show that its project is consistent with the applicable city and/or county comprehensive plan(s). The project also must be consistent with *VISION 2040, the growth management, environmental, economic and transportation strategy for the central Puget Sound region* (<http://www.psrc.org/projects/vision/pubs/vision2040/index.htm>), and with *Destination 2030*, the central Puget Sound region's Metropolitan Transportation Plan (<http://www.psrc.org/projects/mtp/d2030plan.htm>). To obtain hard copies, please contact the PSRC's Information Center at 206-464-7532 or infoctr@psrc.org. For questions about consistency and certification, contact Yorik Stevens-Wajda at 206-971-3276 or yshelton@psrc.org. For questions regarding centers, contact Ben Bakkenta at 206-971-3280 or bbakkenta@psrc.org.

9 Consistency with adopted VISION 2040 and Destination 2030

Note: The questions in this section must be answered by all applicants. If you need assistance, please contact staff at the local jurisdiction in which the project is located. Information on the current certification status of a local plan is available on the PSRC's web site at www.psrc.org/projects/planreview/ppr_status.htm.

a. Indicate the current certification status of the local comprehensive plan's transportation element. Note: Select only one from the drop-down box below and provide the most recent date of certification action. If you select "Not Certified," leave the date field blank.

- Certification Status: Certified
- Date of certification action (mm/dd/yy): 07/01/03

b. Please check all boxes that apply to the project's location. If portions of the project are located in more than one of the locations listed, please check all appropriate boxes.

- The project is located outside the designated urban growth area.
(Refer to Map of Urban/Rural Boundaries at <http://www.psrc.org/projects/tip/applications/reference.htm> for more information.)
- The project is located within the designated urban growth area.
- The project is located within one or more formally designated regional growth or manufacturing/industrial centers.
(Please identify the center(s) in the space below; refer to <http://www.psrc.org/projects/monitoring/rgc.htm> for more information.)

c. Is the project specifically identified in a local comprehensive plan?

- Yes. Indicate (1) plan name, (2) relevant section(s), and (3) page number where it can be found:
City of Federal Way Comprehensive Plan - Chapter 3 Transportation Element, page 90 Table III - 18,
2003-2008 TIP, Map ID 27 - S 320th Street @ I-5 "Add 2nd left turn lane, 3rd right turn lane on the south bound ramp."
- No. Describe how the project is consistent with the applicable local comprehensive plan, citing specific local policies and provisions the project supports. Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page number.

REGIONAL PROJECT EVALUATION

Important: Projects will be evaluated and scored based on the information provided in Parts 1 and 2 which follow. Refer to the "Regional Project Evaluation Criteria" (Section 3 of the STP/CMAQ Regional Competition Call for Projects) for guidance, examples, and details on scoring, before completing these sections of the application.

Instructions:

- Part 1: Choose the one project category that best fits your project and complete the corresponding section A, B, or C.
- Part 2: Complete all three sections in Part 2 (sections D, E, and F).

Part 1: Category Specific Questions (70 Points STP, 50 Points CMAQ)

10. Select **one** of the following three categories that best fits your project and follow the corresponding instructions:

- Designated Regional Growth Center: Complete section A and proceed directly to Part 2.
- Manufacturing/Industrial Center: Complete section B and proceed directly to Part 2.
- Corridors Serving Centers: Complete section C and proceed directly to Part 2.

Note: Please refer to Attachment 6 of the Policy Framework (Section 2 of the STP/CMAQ Regional Competition Call for Projects) for a map of designated urban and manufacturing/industrial centers. An updated map is also available on the PSRC website at <http://www.psrc.org/projects/tip/applications/reference.htm>. For questions regarding the designation of a specific center, contact Ben Bakkenta at 206-971-3280 or bbakkenta@psrc.org.

Information on the 2005 adopted Regional Economic Strategy and the targeted industry clusters, including definitions and maps of the clusters, may be found on the Prosperity Partnership website at <http://www.prosperitypartnership.org/clusters/index.htm>. For questions regarding these topics, contact Chris Strow at 206-971-3051 or cstrow@psrc.org.

A. Designated Regional Growth Centers

Instructions: Complete this section (questions 11-13) if you selected "Designated Regional Growth Centers" in question 10, and then proceed directly to Part 2. Do not complete Sections B or C.

11. **Regional Growth Center Development.** Please address the following:

- Growth. Describe how the project will support the potential for housing/employment densities in the center. Describe how the project will support the development/redevelopment plans and activities of the center.
- Plans and Policies. Describe how the project furthers the objectives and aims of existing policies for the center; please provide a citation and copy of the corresponding policies.
- Regional Economic Strategy. Describe whether the project helps to create or sustain jobs in the targeted industry clusters within the center; these clusters are identified in the adopted 2005 Regional Economic Strategy.

12. **Project's Benefit to the Regional Growth Center.** Please address the following

- Long-Term Benefit. Does the project remedy 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)? Please describe.
- User Groups Supported. 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 Justice¹ and/or areas experiencing high levels of unemployment or chronic underemployment).

13. **Circulation within the Regional Growth Center.** Please address the following.

- Safety and Convenience. Describe how the project improves safe & convenient access to major destinations within the center.
- Intermodal Opportunities and Connections. Describe how the project will improve circulation and enhanced opportunities for active transportation within the center for people and/or goods regarding (address each relevant area): walkability, public transit access, public transit speed and reliability, safety & security, bicycle mobility, bicycle facilities, streetscape improvements, traffic calming, preservation of essential freight movement and/or other.

¹ The President's Order for Environmental Justice states "each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority populations and low-income populations."

- Travel Choices. Describe how the project provides users (e.g. employees, residents, customers) a range of travel modes or provides a “missing” mode.
- System Continuity. Describe how the project completes a physical gap or provides an essential link in the transportation network.
- Parking. 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.

B. Manufacturing/Industrial Centers

Instructions: Complete this section (question 14) if you selected “Manufacturing/Industrial Centers” in question 10, and then proceed directly to Part 2. Do not complete Sections A or C.

14. Mobility and Accessibility. Please address the following:

- Freight Movement. Describe how the project provides opportunities for freight movement.
- Growth Plans and Policies. Describe how the project will benefit or support the development of the manufacturing/industrial center.
- System Continuity. Does the project complete a physical gap, provide an essential link, or remove a barrier in the Freight & Goods component of the Metropolitan Transportation System (See Destination 2030, Technical Appendix 4)? Please describe.
- Safety. Describe how the project improves safety and reduces modal conflicts to help achieve a “seamless” system.
- Improved Commute Access. Describe how the project improves access for one or more modes to major employment sites or access to residential areas outside the center, including opportunities for active transportation.
- Trip Reduction. How does the project promote Commute Trip Reduction (CTR) opportunities?
- User Groups Supported. Describe the user groups (e.g. employees, customers, modal carriers, those identified in the President’s Order for Environmental Justice and/or areas experiencing high levels of unemployment or chronic underemployment) that will benefit from the project.
- Regional Economic Strategy. Describe how the project helps to create or sustain jobs in the targeted industry clusters within the center; these clusters are identified in the adopted 2005 Regional Economic Strategy.

C. Connecting Corridors

Instructions: Complete this section (questions 15-17) if you selected “Corridors Serving Centers” in question 10, and then proceed directly to Part 2. Do not complete Sections A or B.

15. Benefit to Regional Growth or Manufacturing/Industrial Center. Please address the following:

- Growth Plans and Policies. Describe how this project will benefit or support the housing and employment development of a regional growth and/or manufacturing/industrial center(s). Does it support multiple centers?
- Travel Choices. Describe how the project provides a range of travel modes to users traveling to centers, or if it provides a missing mode.
- User Groups Supported. 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 and/or areas experiencing high levels of unemployment or chronic underemployment).
- Regional Economic Strategy. Describe whether the project helps to create or sustain jobs in the targeted industry clusters within a center; these clusters are identified in the adopted 2005 Regional Economic Strategy.

Growth Plans and Policies: Phase 3A (intersection improvements at the S 320th Street @ I-5 ramp terminal) solves immediate safety and congestion to the city center on the transportation network serving this area (60,000 ADT). The transportation network is at current capacity and is sole access to the city center. The total project (City Center Access Project) in phases services the entire housing and employment growth allocated to the city center. This infrastructure improvement project supports the Revenue Development Area (RDA) of the City Center for the targeted growth allocated

by the PSRC to the year 2035. Since Phase 3A corrects the concurrency deficiency, three (3) major development projects may move forward totaling three (3) million SF of mixed use high rise.

The City is pursuing aggressively redevelopment of its largely auto-oriented, suburban style business district in pursuit of its Comprehensive Plan Vision of higher density, mixed-use, multistory, pedestrian-friendly and transit oriented major urban center. The Federal Way City Center has a strategic position between Seattle and Tacoma, with a Sound Transit multimodal Transit Center. The City has implemented codes and policies that encourage mixed use, high-density, multistory development. In 2007 the City took an important step to further these goals by purchasing a key City Center Redevelopment site, engaging private developers to pursue a public-private partnership intended to yield a transformation to the new urban mixed use projects that will serve as the catalysts for additional urban redevelopment. Phase 3A capacity improvements are needed for the current redevelopment.

Travel Choices: Phase 3A provides for immediate reduced congestion at the primary access to the city center, improves vehicle circulation through the center, and improves travel times for all vehicles, freight, and transit. The total project phases complete a missing HOV segment, bicycle travel connections, and pedestrian connections and corridors that connect to east and west of I-5 currently unavailable today.

User Groups Supported: User groups benefited include transit center and park & rider users, local and regional commuters, residents, and commercial users. 70% are low to moderate income residents and senior citizens. 12% are adults that do not speak English.

Regional Economic Strategy: The City Center Access Project supports the City Council Resolution 05-459 Public/Private partnerships for fulfillment of the Comprehensive Plan Vision. The following development activity can not proceed without increasing roadway capacity and improving the access and circulation on the total transportation network serving the center. By 2035, a total of 6401 jobs are created with the redevelopment for 5 Million SF of mixed use high rise: Construction jobs are estimated at 3,421.

Residential	1,500 Dwelling units	
Retail	1,500,000 SF	3500 jobs
Commercial/Office	700,000 SF	1922 jobs
Hotel	1,200 Rooms	730 jobs
Civic/Cultural/Educational	200,000 SF	243 jobs

Funding Phase 3A creates 1,707 new jobs with the following development for approximately 3 Million SF of mixed-use high rise:

- Rainier Plaza, 2.35 million SF with 500 residential units in high-rise towers as well as 700,000 SF of retail and service space.
- Symphony, 900 residential units, 120,000 SF of institutional and office space with 56,000 SF of retail space in high rise towers.
- Federal Way Commons Redevelopment, 430 residential units 170,000 SF of retail and 430,000 SF upper level tenant space.

The Federal Way City Center redevelopment and the City Center Access Project supports the economic strategy foundations in technology and new small businesses supporting and employing an effective transportation system for strong civic, nonprofit community plans, residential, and commercial plans to sustain and create jobs. Attached are artists renderings of the high rise mixed use proposals.

16. System Continuity. Please address the following:

- Serving Centers. Describe how this project provides a “logical segment” that links to a regional growth or manufacturing/industrial center.
- Missing Link. Describe how the project fills in a missing link or removes barriers to a center.
- Congestion Relief. Describe how this project will relieve pressure or remove a bottleneck on the Metropolitan Transportation System and how this will positively impact overall system performance.

Serving Centers: Phase 3A adds vehicle capacity with new turn lanes at the major failing intersection that is primary access to the designated center at the ramp terminal. Phase 3A must be completed first in a series of phases to accommodate the missing HOV segment on S 320th Street by widening the entire bridge structure to the south. Phase 3A sets up the turn radii and alignment for the future sidewalks that currently do not exist, linking pedestrian connectivity from businesses east of I-5 to the city center alleviating single vehicle trips into the center. Subsequent phases and new roadway segments incorporate missing links to the local and regional bicycle system and the entire non motorized system to the center with two new multimodal roadway corridors. Completion of the system connects to the regional transit center within the center for all HOV and non motorized modes. Compatibility for non motorized facilities is dependant on first reducing the congestion in the area on S 320th Street. (See FIGURE 1 for all project phases, 3A = Programmed Project No. 1).

Missing Link: The total City Center Access Project provides for:

- * Missing link HOV Lanes - S 320th Street at 25th Ave South (Gateway Signal) to Military Road South on the S 320th Street bridge and existing roadway. This HOV system connects through the center and to the regional transit hub for King County Metro, Sound Transit, and Pierce Transit connecting unincorporated King County and east City of Federal Way with the city center.
- * Missing link sidewalks – S 320th Street from 25th Ave South (Gateway Signal) to Military Road South does not have these facilities. Residents and businesses on the east side I-5 request to access transit, restaurants, and retail in the city center without having to drive across the interchange into the center.
- * Missing link bike lanes and sidewalks – Through the existing city center are bike routes for the west of the city to access the center, regional transit hub, and Steel Lake Park. The City Center Access Project adds a new corridor linking east City of Federal Way Planned Annexation Area (PAA) unincorporated King County with a new bridge at S 312th Street and adds these non motorized modes to S 312th Street where they do not exist, connecting to the local and regional trail system. Additionally, a new roadway and non motorized corridor is created with 32nd Ave South from S 320th Street to Military Road, crossing and connecting to S 312th Street. These roadways provide connections of east of I-5 to west of the I-5 and the city center. None of the above can advance until the completion of Phase 3A that sets up the future connections.

Congestion Relief: Existing PM Peak hour traffic backs up from inside the city center on S 320th Street onto the I-5 corridor causing a bottleneck up to South 272nd Street on mainline I-5, Phase 3A ramp improvements correct this condition. The total project addresses access and circulation within the Urban Center to year 2035: See Photos on EXHIBIT 1. Alternative 1, in the chart on EXHIBIT 1 are the programmed improvements with all phases for land use in the city center to the design year 2035. The bottleneck is shown in black for the I-5 corridor for no action. Alternative 1 with all the programmed improvements has free flow speed on the I-5 mainline in the south bound direction removing the bottleneck at S 320th Street. No Build Free Flow speed on mainline I-5 is 0 - 30 MPH from S 272nd Street to S 320th Street. With this project the build conditions Free Flow Speed for this same corridor is 50 MPH. EXHIBIT 1

17. Long-term Benefit/Sustainability. Please address the following:

- Efficiency. How does this project support a long-term strategy to maximize the efficiency of the corridor? Describe the problem and how this project will remedy it.
- Safety. Describe how this project improves safety and/or reduces modal conflict, and provides opportunities for active transportation.

Efficiency: The LOS standard for the City is LOS E or a v/c ratio of 1.0. 2004 traffic analysis showed a LOS E for the south bound ramp S 320th Street @ I-5 intersection failing concurrency with a v/c ratio of greater than 1.0. 2035 No Build is a LOS F with a delay of 176 seconds per vehicle and a v/c ratio of 1.54. 2035 with the turn lane improvements is a LOS B with a delay of 14 seconds per vehicle and a v/c ratio of .62, well within concurrency. Local system travel time savings for PM peak hour is 2 minutes and the total system savings for all improvements realize 1680 hours of delay savings for all vehicles per day during the PM peak hour. Travel time savings over a 7 mile distance is about 3 minutes on the mainline. See EXHIBIT 2.

Safety: The project is driven by the concern for safety and mobility at the S 320th Street @ I-5 interchange, access to the city center that backs up vehicles onto main line I-5. WSDOT analysis of 2004 ranked this location a High Accident Location (HAL) No. 100 statewide and the corridors surrounding this location are High Accident Corridor (HAC)s No. 4 and No. 8 Statewide. (1 is the number one high accident location or corridor in the State of Washington) Current 2004 to 2006 Accident Analysis performed by WSDOT and the City rank by collision rates where above 1.0 is significant. Rear end collisions are addressed by this project Phase 3A and reduce the backup onto the main line and will significantly decrease collisions.

Interchange I-5 / S 320th Street	# Injury	# PDO	Total Collisions	Cost	Collision Rate
Southbound Off-Ramp	59	78	137	\$ 3,294,000	4.19

PART 2: QUESTIONS FOR ALL PROJECTS

Instructions: Once Section A, B, or C in Part 1 has been completed, complete all of Part 2 (questions 18-21).

D. Air Quality and Climate Change (20 Points STP, 40 Points CMAQ)

18. 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. Projects may have the potential to reduce emissions in a variety of ways, depending on the type of project. Please provide the requested information if your project contains the elements listed below:

- Diesel retrofits: Describe the types and numbers of vehicles, vessels, or equipment involved, how often they are used, where they are used, how much fuel is consumed annually and when the retrofits will occur.
- Roadway capacity (general purpose and high occupancy vehicles): 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.
- Transit (park-and-ride lots, new or expanded transit service, transit amenities, etc.): What is the current transit ridership in the project area? What are the current transit routes serving the project area? 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. What is the average trip length for a new rider?
- Bicycle and/or pedestrian facilities: What is the length of the facility? What are the 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).
- Signalization and other ITS improvements: Describe the existing conditions in the area (i.e., level of service, average daily traffic, etc.), and describe how the project is expected to improve traffic flow (increase speed, reduce idling, remove accidents, etc.). Is there a significant amount of truck traffic (i.e. freight movement) on the facility? Does the project improve traffic flow for particular modes, e.g. HOVs, or types of vehicles, e.g. freight trucks?
- Alternative fuels/vehicles: 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.

User groups benefited: Regional transit center and park & rider users, local and regional commuters, residents, and commercial users. 70% are low to moderate income residents, disabled, and senior citizens. 12% are adults who do not speak English. Existing 2008 PM peak hour traffic at this this location is approx. 4000 with the expected 6300 PM peak hour trips in 2035. Main line I-5 at this bottleneck during the PM peak hour is greater than 102,000 in 2035. The time period this project serves is to design year 2035. This project is part of PSRC's regional transportation plan (Destination 2030) and modeled for regional air quality conformity and found to conform with air quality regulations and requirements. In the designated center there are 1200 parking stalls at the regional transit center as well as 960 parking stalls at the park & ride. There are 16 King County Metro and Pierce County routes that service this area with additional regional transit connections by Sound Transit. Timing: Ramp improvements 2011, total project construction phase segments year of opening 2015 - 2020.

Improved traffic flow: The City Center Access Project will improve traffic flow and support economic redevelopment of the Urban Center.

- Traffic volumes are expected to increase significantly by 2035 to support residential, commercial, and retail. The ADT on S 320th Street currently at 40,000 increases approximately 70% to 65,000 in 2035. The existing ADT of the interchange is at 60,000 with the majority of use on the S 320th Street south bound off ramp from I-5.

- By 2035 the expected delay per vehicle during the PM peak hour at this location is 176 seconds per vehicle (about 3 minutes). These idling vehicles will mean more damaging air emissions. With the ramp improvement delay is 14 seconds per vehicle.

Mode Shift away from SOVs: The total project phases improve and expand both sidewalks and bike lanes connecting to the city center and the regional system with 1.4 Miles of bike lanes and 1.75 miles of sidewalks. The project adds two east west connections over I-5 that do not exist today and an entire new north south corridor from Weyerhaeuser Campus to Military Road tying into the new east west non motorized connections. There currently exists a non motorized system to and through the Urban Center from west of I-5 to the regional Transit Center and Park & Ride. Addition of this system will encourage less use of SOVs as requested today from the businesses and residents.

Transit and HOV use: Future phase construction segment 4A finishes the HOV system to the center from east of I-5 to the Regional Transit Center and Park & Ride with major local and regional connections, thus promoting a mode shift from SOV.

Phase 3A funded with this request adds capacity to the interchange ramp intersection improving the following:

Performance Measurement	2035 No Build Network				2035 Build I-5 SB Ramp Improvements			
	EB	WB	SB	Intersection	EB	WB	SB	Intersection
Total Delay (h)	189	71	83	343	5	6	7	18
Total Delay (s/veh)	254	138	139	185	7	14	32	14
Stops	1,837	1,327	1,734	4,898	789	371	553	1,713

****Delay improves from 3 minutes per vehicle to 14 seconds and a 93% improvement

Freeway

Measure of Effectiveness	2035 No Build	2035 Build	Difference	Percent Difference
Average Speed (mph)	38	50	12	32%
Total Delay Time (hr)	1282	656	-626	-49%
Average Delay per vehicle (s/veh)	146	74	-72	-49%

Arterials System Wide total phases

Measure of Effectiveness	2035 No Build	2035 Build	DELTA	Percent Difference
Performance Measurement	Synchro	Synchro	Difference	Percent Difference
Total Delay (h)	4,023	2,102	-1,921	-48%
Total Delay (s/veh)	96	47	-49	-51%
Stops	109,530	95,028	-14,502	-13%

E. Project Readiness/Financial Plan (10 Points)

Introduction: Two primary tools will be used to obtain information needed to judge a project's ability to proceed: responses to the project readiness question (14) and financial plan question (15) below. The primary objective of the evaluation is to determine whether a sponsor has assembled all of the funding needed to complete the project or phase(s), and when the sponsor will be ready to obligate the requested regional funding. All questions must be completely and accurately filled out in order for this information to be properly assessed. The information will be used to determine:

- When the sponsor can complete all prerequisites needed to obligate the project's requested PSRC funding.

- When the sponsor plans to obligate requested PSRC funding.
- The amount and source of secured funding for the project.
- The amount and source of reasonably expected but unsecured funding for the project.
- Whether PSRC's federal funds will complete the project or a phase of the project.

Note: The standard PSRC definitions will apply for determining when funding is "secured" or "reasonably expected to be secured." These definitions are included in Section 5 of the STP/CMAQ Regional Competition Call for Projects.

19. Project Readiness: Please fill out the questions below if your project is requesting funds for a Right-of-way (ROW) and/or Construction (CN) phase. Projects requesting funds only for a Preliminary Engineering phase need not answer question #19.

PSRC recognizes that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before STP and CMAQ funding is typically eligible to obligate. These questions are designed to identify those requirements and assist sponsors to:

- Identify which requirements apply to their specific project.
- Identify which requirements have already been satisfied at time of application.
- Provide an explanation and realistic completion date for all requirements not yet completed.

Important instructions: For question 19A below, select one of the three options from the drop-down list for each item that applies at the time of submission of this application. These items are based on the documentation requirements for obligation of federal funds. For any item where "Item not yet completed" is selected, and for any additional requirements pertaining to the project, provide details in question 19B, including the estimated schedule for completion.

19A. Check all items that apply below. Note: if no ROW is required for the project, select "not needed" for sections b through g.

- Not needed a. Final FHWA or FTA approval of environmental documents including:
Not needed - BA Concurrence: NMFS, U.S. Fish & Wildlife, WSDOT.
Not needed - Section 106 Concurrence.
Not needed - FHWA/FTA Environmental Classification Summary Checklist (or EA or EIS).
- Not needed b. True Cost Estimate for Right of Way.
- Not needed c. Right-of-way Plans (stamped).
- Not needed d. Relocation Plan (if applicable).
- Not needed e. Right-of-way Certification.
- Not needed f. Certification Audit by WSDOT R/W Analyst.
- Not needed g. Relocation Certification, if applicable.
Not needed - WSDOT Certification Audit of Relocation Process, if applicable.
- Not needed h. Engineer's Estimate.
- Not needed i. All environmental permits obtained (e.g., Army Corps of Engineers Permit, HPA, etc.)

19B. Additional information: Include details on any items above that are not yet completed and provide an estimated schedule. Please provide any additional information as appropriate (e.g., status of planning, environmental documentation, permits, design, etc.).

Phase 2 of the City Center Access Project is the Environmental Assessment (EA) currently underway. The EA is for the total construction phase segments of the project and will be complete January of 2010 to include the BA and 106 concurrence. At the direction of FHWA, Phase 3A of which this funding is requested (the south bound ramp improvement) is to be removed from the EA and is a Documented Categorical Exemption (DCE) with no right of way needed for the additional turn lanes. With this funding request Phase 3A can open to traffic in 2011.

20. Financial plan: Please fill out Tables A through D below and corresponding questions E through F. The purpose of the tables and questions is to allow sponsors to fully document their project's financial plan and schedule. Tables A, B, and C build upon one another to provide the estimated cost of each phase as well as a project's total cost (Table D). The tables require sponsors to list the federal funds being requested from the Regional Competition (Table A), as well as ALL other sources of secured (Table B) and unsecured (Table C) funds needed to complete the project.

Guidelines:

- All requested information must be provided to earn maximum points.
- Provide financial information for all funding types in every applicable phase, and use a separate row for each funding source.
- Totals of federal and other funds listed in Tables A, B, and C should equal the total project cost in Table D.
- Funding commitment letters must be provided for all financial partners.

Required Match: A minimum of 13.5% match is required for both STP and CMAQ funds. Sponsors of projects awarded funds through this competition will be required to provide information on these matching funds at a later date.

Table A: Funding Requested from Regional Competition

Phase	Estimated Obligation Date by Phase (mm/dd/yy)	PSRC Federal Funding Source (enter either STP or CMAQ; choose only one)	PSRC Federal Funds Amount
Phase 3A south bound ramps at I-5 final design and CN	03/01/2010	STP	\$3,200,000.00
			\$
			\$
Totals:			\$3,200,000.00

Table B: Existing Secured Funding

Phase	Estimated Obligation date by Phase* (mm/dd/yy)	Source	Amount
Phase 1 - Feasibility Study	Completed 2005	City of Federal Way	\$525,000.00
Phase 2 - EA and preliminary design	Obligated 2008 to be complete 01/01/2010	City of Federal Way	\$3,200,000.00
Phase 3A - final design and construction	03/01/2010	City of Federal Way	\$1,600,000.00
			\$
			\$
TOTAL:			\$5,325,000.00

*For tables B and C, "obligation" may be defined as expenditure or other commitment of funds. For assistance, please refer to "Definitions for Secured and Reasonably Expected to be Secured Funding" in Section 5 of the Call for Projects.

Table C: Needed Future Funding (Unsecured) Note: do not include the grant funds requested in Table A

Phase	Estimated Obligation date by Phase (mm/dd/yy)	Source	Amount
			\$
			\$
			\$
			\$
			\$
TOTAL:			\$

Table D: Total Project Cost and Schedule (Please provide the total estimated cost and scheduled completion date for each phase of the project.)

Total Estimated Project Cost		Scheduled Completion of Phases	
Phase	Total Estimated Cost	Phase	Scheduled Completion Date (mm/dd/yy)
Planning:	\$ 3,725,000.00	Planning:	01/01/10
Preliminary Engineering/Design:	\$ 432,000.00	Preliminary Engineering/Design:	06/01/10
Right of Way:	\$	Right of Way:	
Construction:	\$ 4,368,000.00	Construction:	06/01/2011
Other (Specify) :	\$	Other (specify) :	
Total Project Cost:	\$ 8,525,000.00	Estimated date of completion (i.e. open for use)	102/01/2011

E. Identify the project phases (PE, ROW, CN, etc.) that will be fully completed if requested funding is obtained:
 Final PE and CN for Phase 3A SB ramp turn lanes will be fully completed. NO ROW is required for this phase 3A and a DCE.

F. If unable to completely fill out Table D (Total Project Cost and Schedule): Use the space below to explain the nature of any project for which the total project cost and/or schedule is presently unknown. For example, a project may study the merits/costs of various routes or construction techniques and, consequently, the total project costs won't be determined until the study is complete.
 Future construction phase segments are unfunded and programmed in PSRC MTP 2030, construction costs and future programming will be determined 01/2010 at the completion of the EA.

This funding request is for for Phase 3A of which will complete design and construction 2011.

Secured match funding documentation is attached - Council Meeting Date March 3, 2009 City of Federal Way City Council Agenda Bill and February 23, 2009 Land Use and Transportation Committee approval.

F. Other Considerations (No Points)

21. 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, particularly those relating to the support of centers and connecting corridors. Note: no points will be given to this section.

The City Center Access Project is supported by a Core Multi Agency Team and a Public Stakeholder Team as represented by businesses and residents whom have worked on this project since 2003. Additional support letters are available from:

- The Federal Way Commons
- Weyerhaeuser

- Belmor Park (senior mobile home park of 170 residents)
- Lakehaven Utility District
- Washington State Department of Transportation
- King County

The Phase 3A ramp improvement will realize significant improvement immediately to the I-5 corridor bottle neck and the bottleneck at the sole access to the City Center Core. Future redevelopment plans are dependant upon increased capacity to this designated regional growth center.

Project Coordination with other Planned Projects and Selection Criteria Summay:

This project has been developed and the timing of construction coordinated with other major project timelines in mind. The final phase of SR99 though the city will be complete. Significant planning with SR161/SR18/I-5 interchange project and the SR509 project has occurred.

URBAN CENTER ENVIRONMENT

- Supports planned Urban Center Redevelopment
- Required to accommodate Urban Growth Center
- Creates and sustains jobs

AIR QUALITY

- Improves traffic flow to 2035
- Improves pedestrian access and increases non-motorized trips

CIRCULATION WITHIN THE CENTER

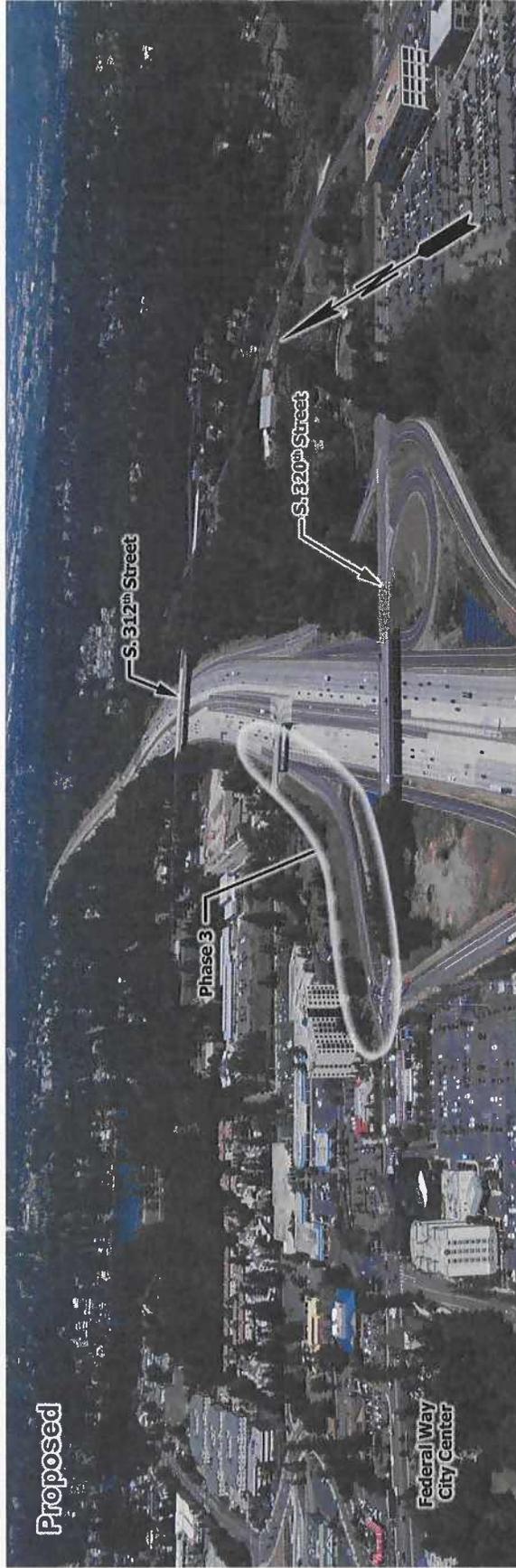
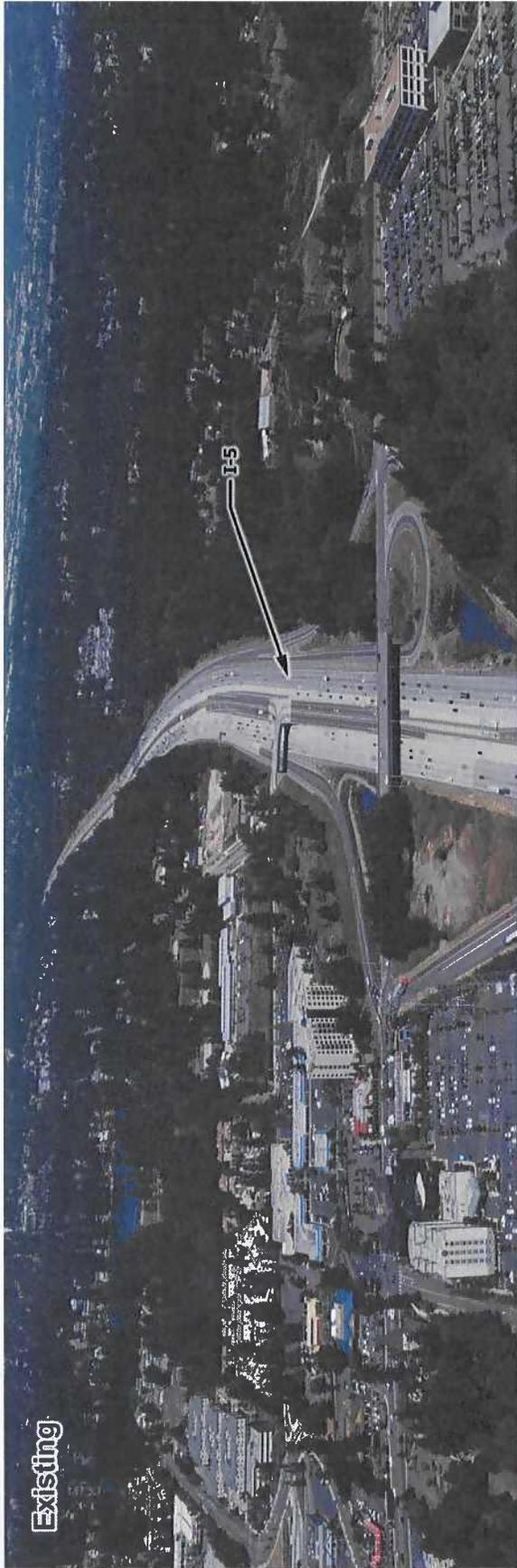
- Supports Regional Transit Center, final HOV lane gap and non motorized mode gaps
- Adjacent to mixed use areas
- Improves travel to the center

PROJECT IMPACT ON URBAN CENTER

- Improves freight movement through congestion relief
- Improves transit efficiency and reliabillity through congestion relief
- Supports density designations
- Provides non motorized facilities and linkages to existing ones

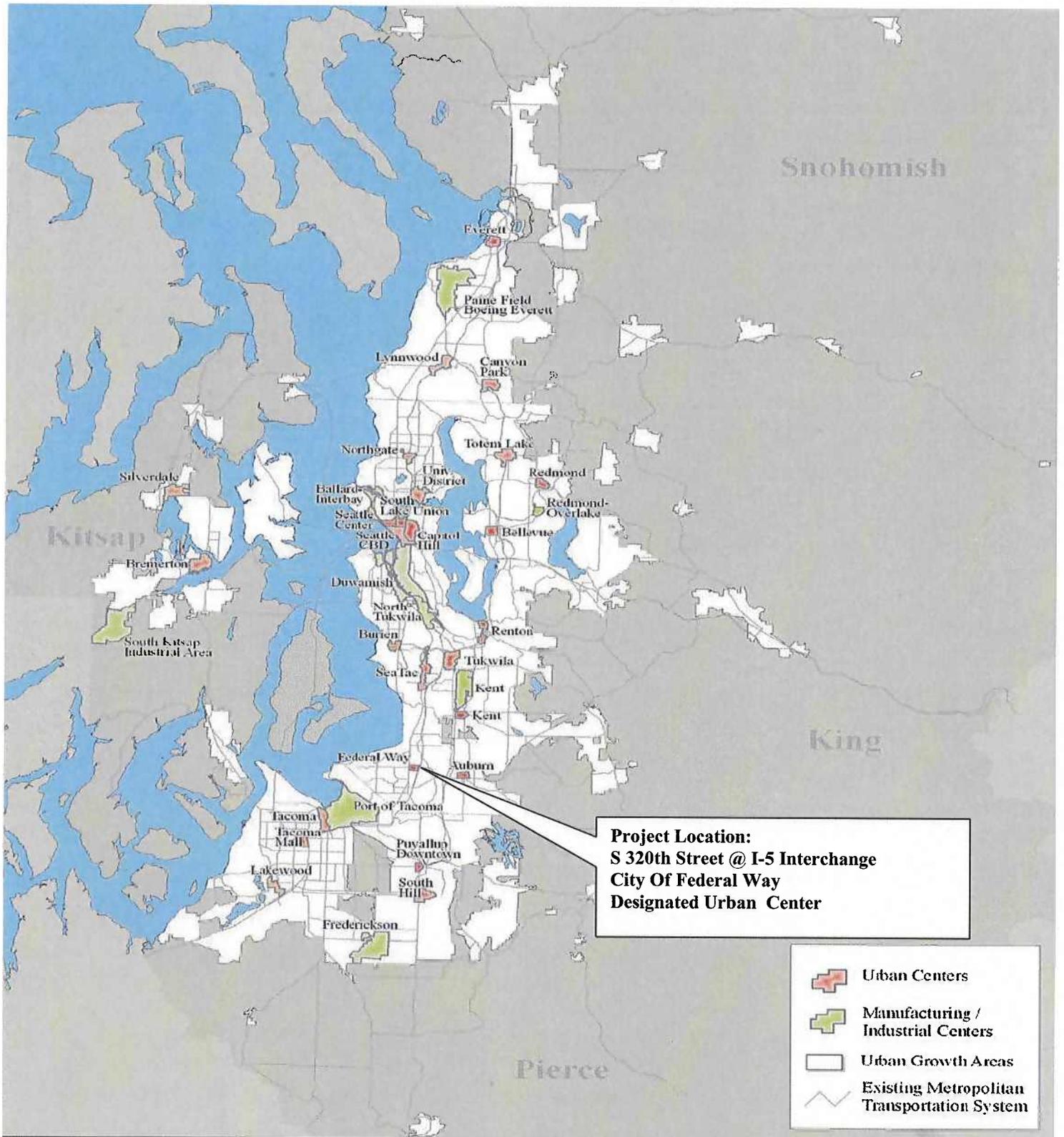
PROJECT READINESS

- Obligation ready 2010
- Funds final design and construction of Phase 3 A the first programmed project
- Private mitigation from developers have helped support



MAP 2: DESIGNATED URBAN AND MANUFACTURING/INDUSTRIAL CENTERS (REGIONAL GROWTH CENTERS)

The region's growth plan – VISION 2020 – encourages population and employment growth within Urban Growth Areas chosen in accordance with Washington's Growth Management Act. The region envisions most growth occurring in designated centers: Urban Centers are intended to concentrate both population and jobs; Manufacturing/Industrial Centers are intended to concentrate jobs. Note that designation of the South Lake Union urban center was in progress at the time this plan was being adopted.



VICINITY MAP

Figure 1

CITY OF
Federal Way
CITY CENTER
ACCESS PROJECT



PRIMARY FEATURES

- Modify freeway ramps from South 320th Street to South 312th Street
- Dual exit ramps and on-ramps
- Freeway exit and entry point at one location
- Connects regional and local bike plan with City Center
- Connects regional and local pedestrian missing links

IMPROVEMENTS

- Provides traffic relief at South 320th Street, sole access to City Center
- Disperses traffic more evenly improving center circulation

PROGRAMMED PROJECTS*

- 1 Widen South 320th southbound off-ramp with added right and left turn lane
- 2 Widen South 320th Street overpass with added HOV lanes (final gap) and sidewalks (final gap)
- 3 Relocate northbound on- and off- ramps at 320th Street

- 4 Add new overpass at South 312th Street and widen South 312th Street between 23rd Ave. South and 32nd Ave. South to include: bike lanes and sidewalks
- 5 New roadway extension at 32nd Avenue South with bike lanes and sidewalks
- 6 Extend South 312th Street to Military Road with bike lanes and sidewalks

ADDITIONAL ELEMENTS

- 7 Off-ramp connects to South 312th Street
- 8 On-ramp from South 312th Street
- 9 Relocated access ramp at South 320th Street
- 10 Off-ramp to South 312th Street

* Programmed projects have been identified in prior King County and/or City of Federal Way Transportation Improvement Plans. All are elements of the Puget Sound Regional Council MTP 2030.

Center: Designated urban center growth area
MTP: Metropolitan Transportation Plan

EXHIBIT 1 – CONGESTION RELIEF

Existing PM Peak hour traffic backs up from inside the city onto the I-5 corridor causing a bottleneck up to South 272nd Street on mainline I-5, Phase 3A ramp improvements correct this condition for the next few years. The total project addresses this issue to the year of 2035:



I-5 off-ramp traffic in the afternoon backs up onto the southbound I-5 mainline causing congestion.

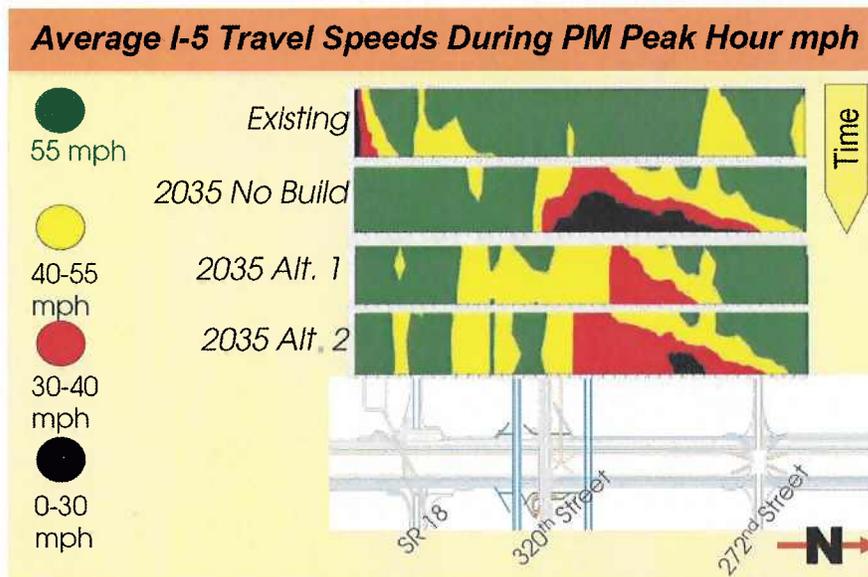


S 320th Street looking eastbound to the ramp terminal

I-5 South Bound, you see the break lights? These cars are stopped trying to get into Federal Way during the PM peak same as the ones above as this was the same day.



Alternative 1, in the chart below is the programmed improvement with all phases for land use in the city center to the design year 2035. The bottleneck is shown in black for the I-5 corridor for no action. Alternative 1 with all the programmed improvements has free flow speed on the I-5 mainline in the south bound direction removing the bottleneck at S 320th Street.

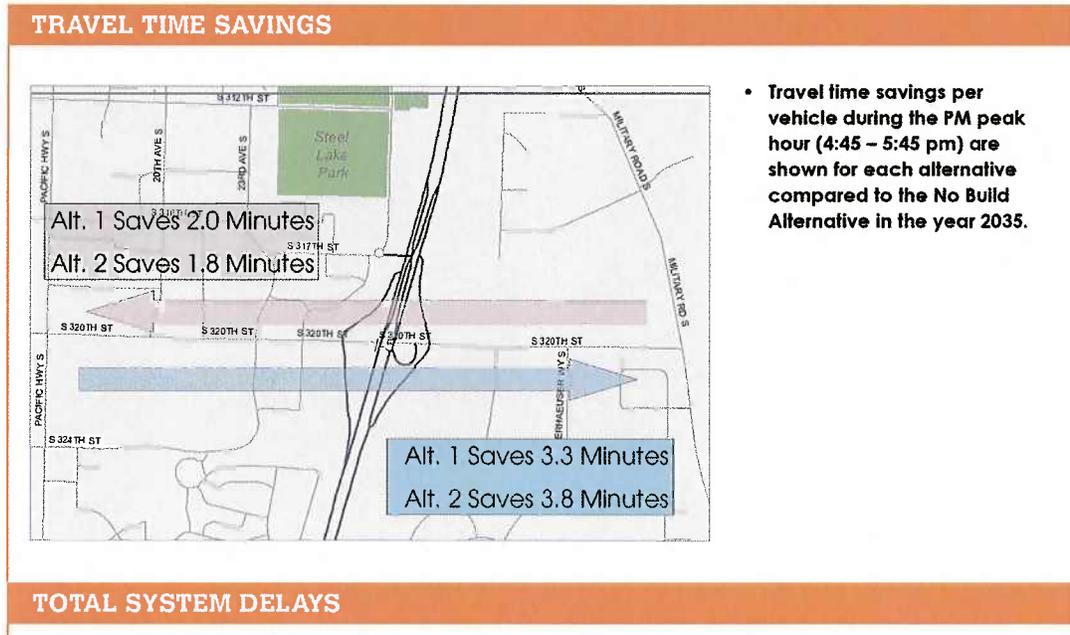


Color schemes are the same as those used on WSDOT traffic flow maps

EXHIBIT 2 - EFFICIENCY

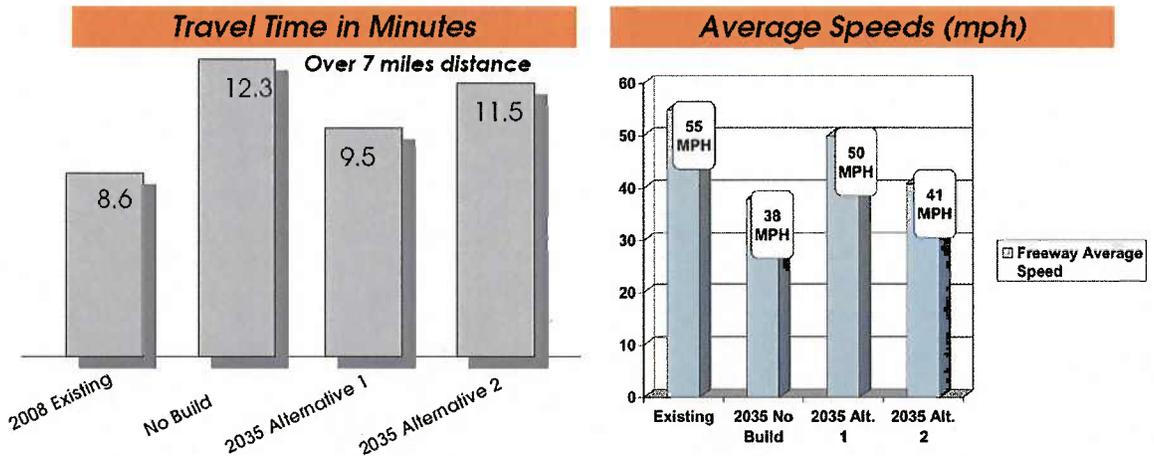
From 2003 to 2005, the City of Federal Way along with its project partners FHWA, WSDOT, King County, Transit agencies, PSRC, and a Public Team evaluated (47) alternatives for a solution to the access and circulation issues at the S 320th Street/I-5 Interchange. The criteria used for the screening of the preferred alternative were Transportation Benefit and Impacts to the Natural and Built Environment. In 2008/2009 Alternative 1 became the preferred alternative through the Environmental Analysis Process.

LOCAL SYSTEM S 320th Street



MAIN LINE I-5 SYSTEM

SOUTHBOUND AFTERNOON CONGESTION



- Congestion will extend further onto the freeway mainline in the future

City Center Revenue Development Area (RDA)

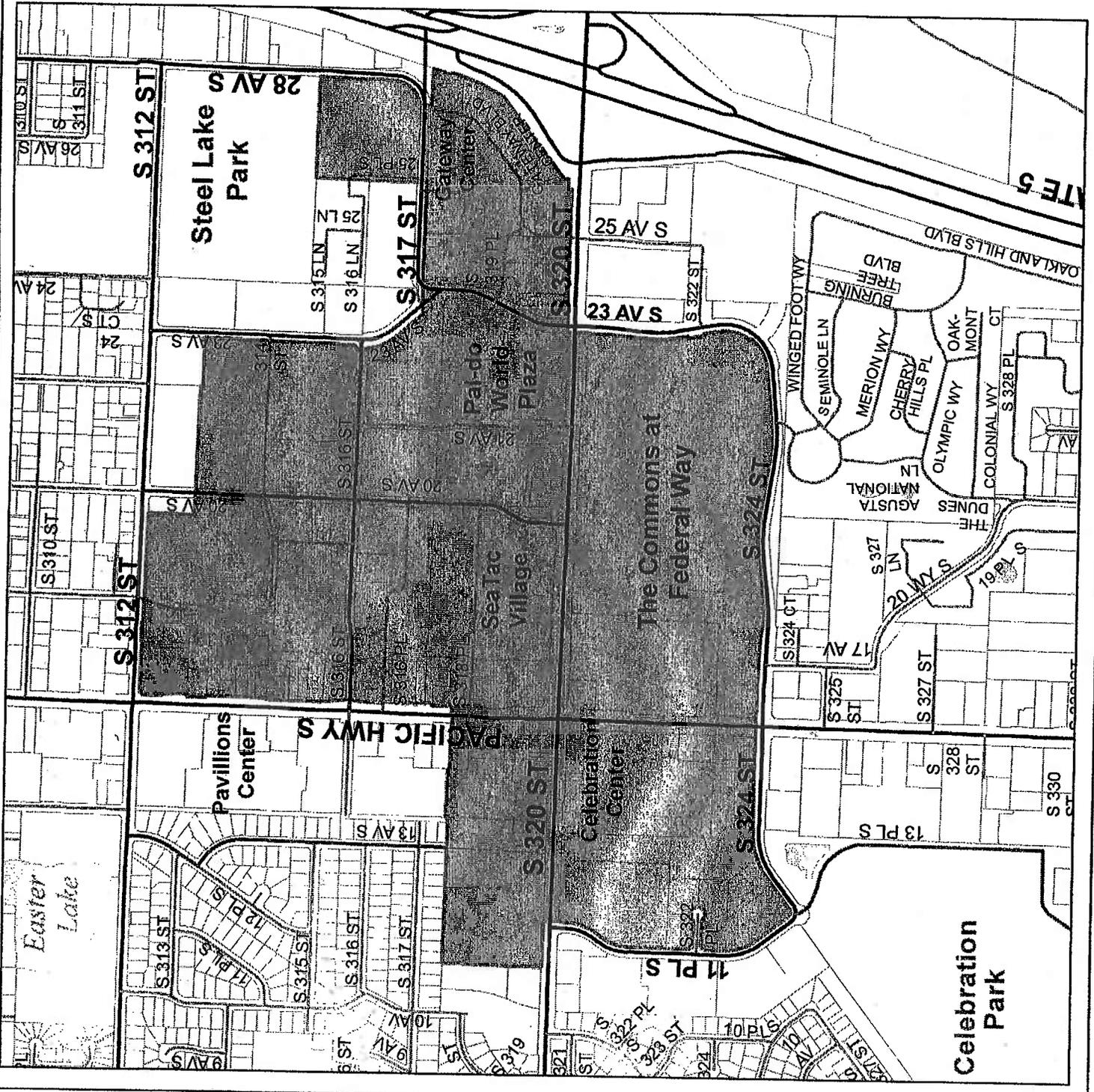
Legend



Proposed RDA



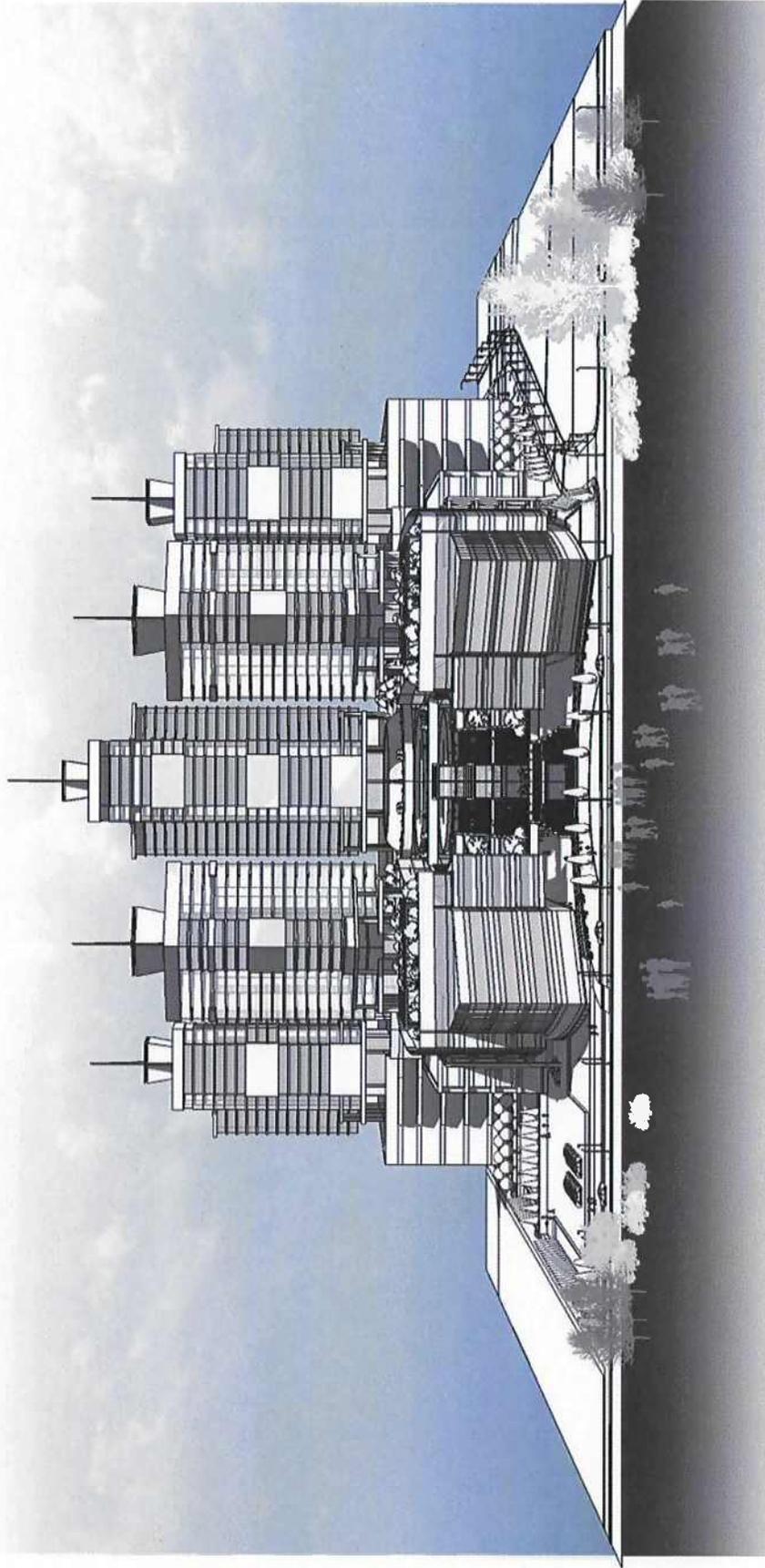
This map is accompanied by no warranties and is simply a graphic representation.



RAINIER PLAZA

IV. Building

01. South Elevation



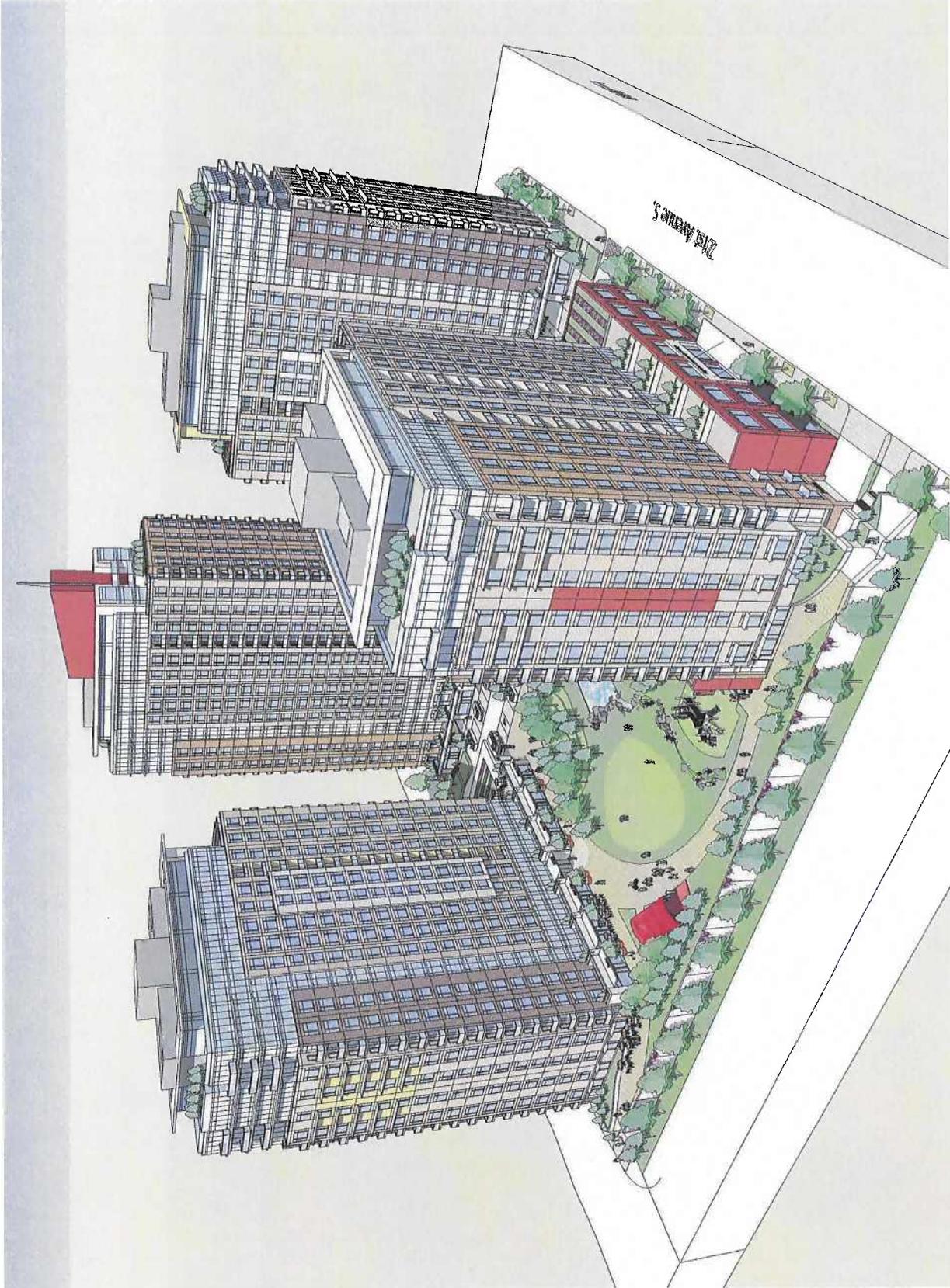
DISCLAIMER: These drawings, renderings, elevations and sections are for illustrative purposes only and do not represent a covenant or warranty by the Buyer. No representation is made by the Seller as to any aspect, component, material or workmanship. The Seller does not intend to replicate the details, colors, dimensions, locations or elevations of the attached.

Purchase and Sale Agreement Package

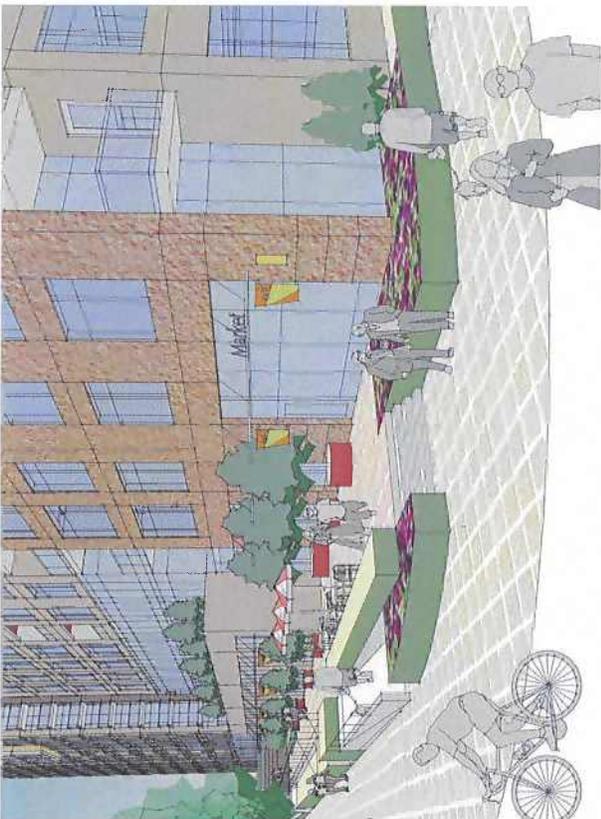
Nov 28, 2007

Preliminary Schematic Design

COVER SHEET



Disclosures: Perspectives (renderings) and elevations are for illustrative purposes only and do not represent a covenant or warranty by the seller in any aspect, component, material or workmanship. The seller is not responsible or liable for the details, colors, dimensions, locations or elevations of the attached.



**Purchase and Sale
 Agreement Package**
 Nov 28, 2007
 Preliminary
 Schematic Design

PERSPECTIVES

DISCLAIMER: These drawings, perspectives, elevations and illustrations are for illustrative purposes only and do not represent a covenant or warranty by the Buyer in any aspect, component, material or workmanship. The Buyer shall be responsible for verifying the accuracy of the information, dimensions, locations or elevations of the attached.

Purchase and Sale Agreement Package
 Nov 28, 2007
 Preliminary Schematic Design

PERSPECTIVES



Disclaimer: Drawings, renderings, (perspectives, elevations) are for illustrative purposes only and do not represent a covenant or warranty by the architect. The architect shall not be responsible for the details of the completed project. The architect will not replicate the details, colors, dimensions, locations or elevations of the attached.

Purchase and Sale Agreement Package
 Nov 28, 2007
 Preliminary Schematic Design

SITE PLAN



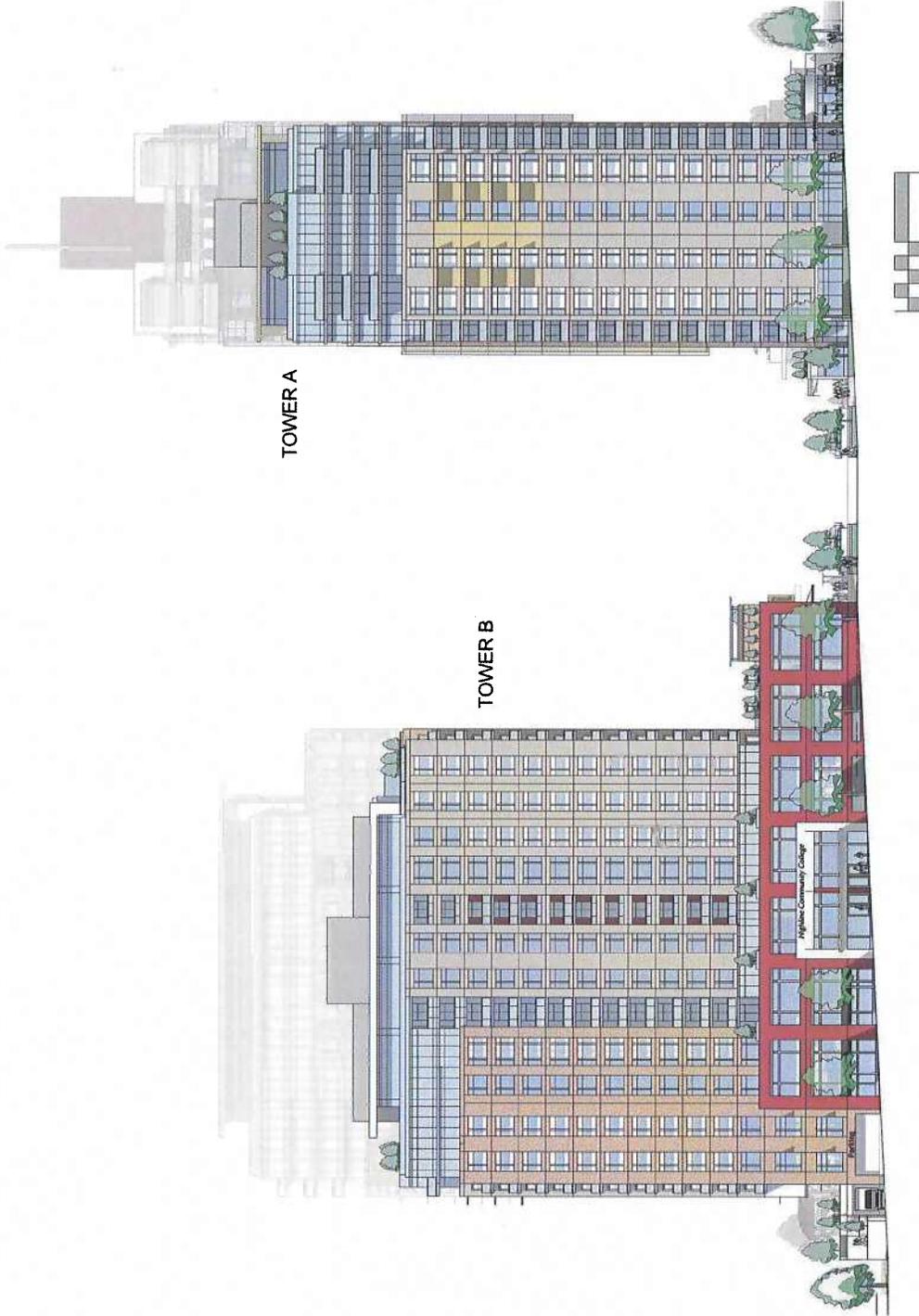
DISCLAIMER: (Drawings, Perspectives, Elevations) are for illustrative purposes only and do not represent a covenant or warranty by the Buyer that any aspect, component, material or workmanship of the building will be performed or replicate the details, colors, dimensions, locations or elevations of the attached.

**Purchase and Sale
 Agreement Package**

Nov 28, 2007

Preliminary
 Schematic Design

EAST ELEVATION



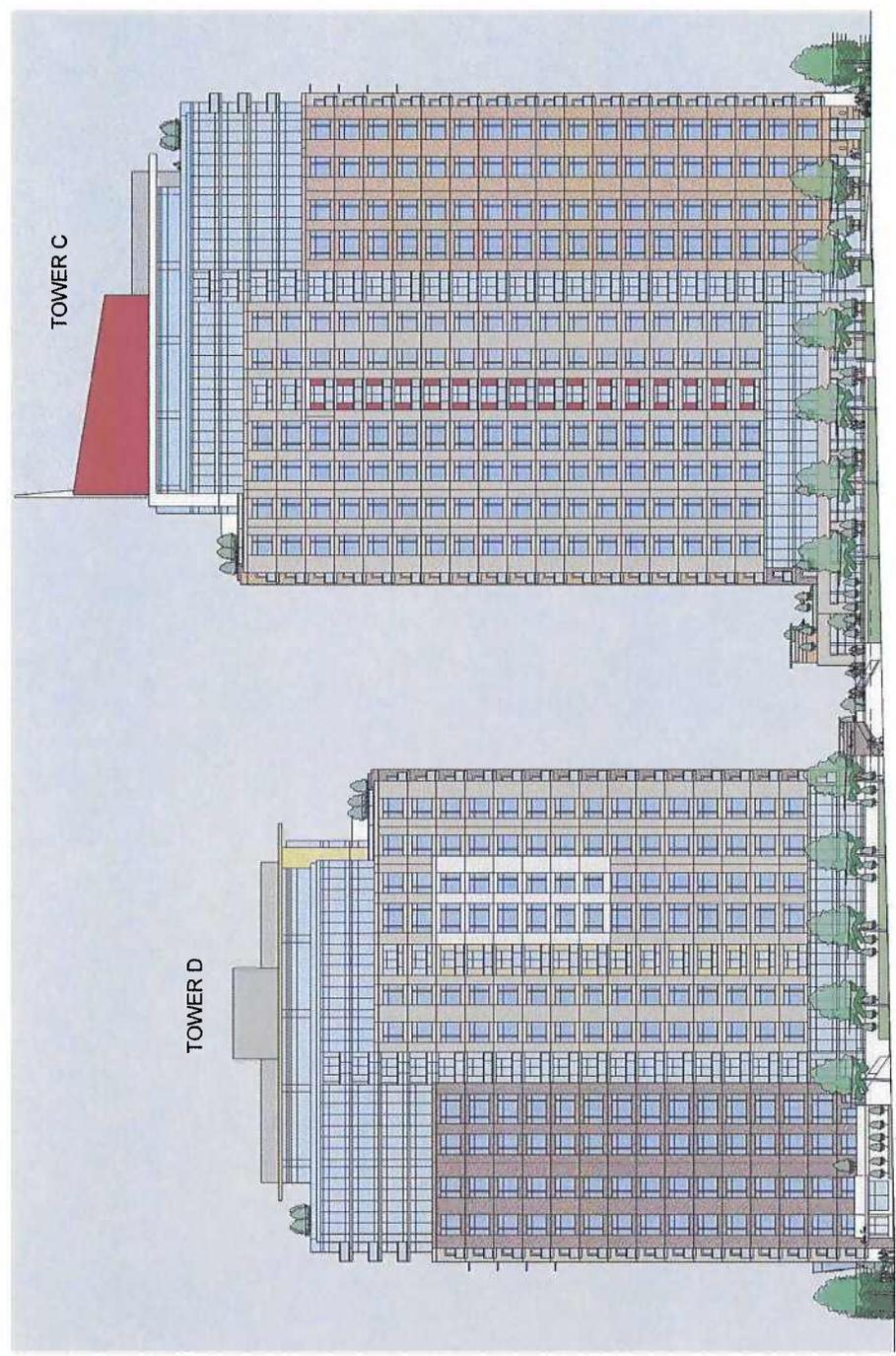
TOWER A

TOWER B

DISCLAIMER: These drawings, (including elevations) are for illustrative purposes only and do not represent a covenant or warranty by the architect. The architect shall not be responsible for the accuracy of the information or the results of the completed project. The architect will incorporate or replicate the details, colors, dimensions, locations or elevations of the attached.

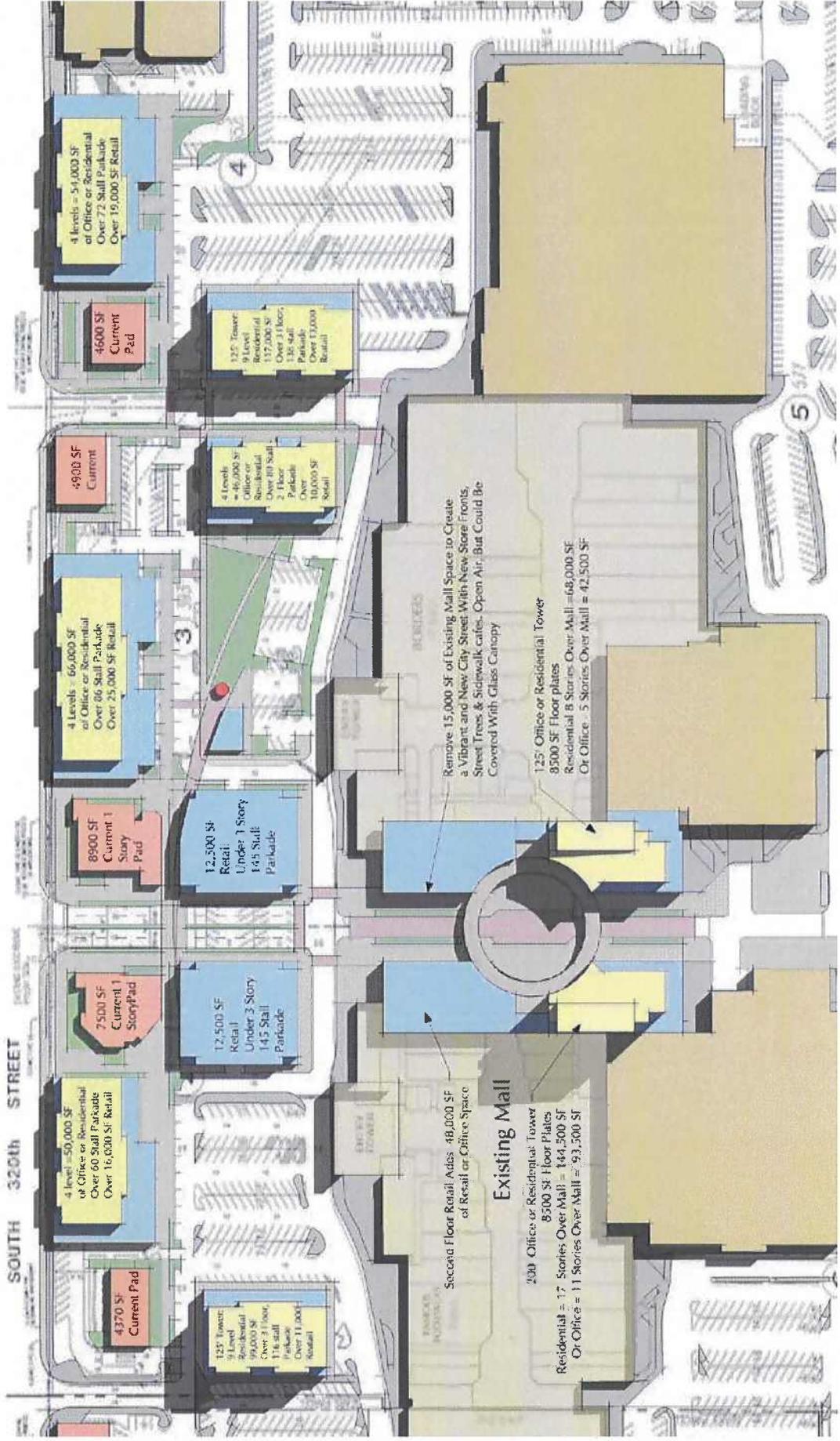
Purchase and Sale Agreement Package
 Nov 28, 2007
 Preliminary Schematic Design

NORTH ELEVATION





OPTION 2A - AERIAL VIEW
FEDERAL WAY COMMONS DEVELOPMENT OPTIONS 10-20-06



OPTION 2B - SITE PLAN
FEDERAL WAY COMMONS DEVELOPMENT OPTIONS 10-20-06

CITY OF FEDERAL WAY
CITY COUNCIL
AGENDA BILL

SUBJECT: Grant Funding for Transportation Improvement Projects

POLICY QUESTION: Should City Council authorize staff to submit grant applications for transportation improvement projects?

COMMITTEE: Land Use and Transportation Committee

MEETING DATE: February 23, 2009

CATEGORY:

- Consent, Ordinance, Public Hearing, City Council Business, Resolution, Other

STAFF REPORT BY: MARWAN SALLOUM, P.E., Public Works Director DEPT: Public Works

Attachments: Memorandum to the Land Use Transportation Committee dated February 23, 2009.

Options Considered:

- 1. Authorize staff to submit a grant funding application under the 2009 PSRS - STP/CMAQ Regional and Countywide (Federal) Funding Program for the City Center Access Project, Phase 3 Improvements Project currently on the 6-year Transportation Improvement Plan
2. Do not submit any grant funding application under the 2009 PSRS - STP/CMAQ Regional and Countywide (Federal) Funding Program for these projects.

STAFF RECOMMENDATION: Staff recommends forwarding Option 1 to the March 3, 2009 Council Consent Agenda for approval.

CITY MANAGER APPROVAL: [Signatures] DIRECTOR APPROVAL: [Signatures]

COMMITTEE RECOMMENDATION: Committee recommends forwarding Option 1 to the March 3, 2009 Council Consent Agenda for approval.

[Signatures] Linda Kochmar, Chair; Jim Ferrell, Member; Dini Duclos, Member

PROPOSED COUNCIL MOTION: "I move approval to authorize staff to submit a grant funding application under the 2009 PSRS - STP/CMAQ Regional and Countywide TEA21(Federal) Funding Program for the City Center Access Project, Phase 3 Improvements Project."

(BELOW TO BE COMPLETED BY CITY CLERKS OFFICE)

COUNCIL ACTION:

- APPROVED, DENIED, TABLED/DEFERRED/NO ACTION, MOVED TO SECOND READING (ordinances only)

REVISED - 02/06/2006

K:\council\agenda bills\2009\03\09 City Center Access Project.doc

COUNCIL BILL #, 1st reading, Enactment reading, ORDINANCE #, RESOLUTION #

CITY OF FEDERAL WAY M E M O R A N D U M

DATE: February 23, 2009
TO: Land Use and Transportation Committee
VIA: Cary M. Roe, P.E., Assistant City Manager, Chief Operating Officer, Emergency Manager
FROM: Maryanne Zukowski, P.E.
SUBJECT: *Grant Funding for Transportation Improvement Projects*

BACKGROUND

This memorandum provides Council with the current funding availability of new grant funding programs for transportation projects. Staff has evaluated all projects listed on the City's Six Year Transportation Improvements Plan (TIP) and concluded that the following project will likely be competitive in the 2009 PSRC - STP/CMAQ Regional and countywide Competition funding cycle for allocation in 2010. 30% Design will be complete on this phase of the project January of 2010. Funds are available for obligation in 2010.

Project (Funding Phase)	Estimated Project Cost	Possible Grant Fund	Required City Match
City Center Access Project, Phase 3			
<i>Final Design</i>	\$450,000		
<i>Construction Phase</i>	\$4,350,000		
PSRC Regional /Countywide(Federal Funds)	\$4,800,000	\$3,200,000	\$1,600,000

The \$1.6M match may be funded by supplemental grant funds from other sources available late this summer (i.e.: Transportation Improvement Board and Congressional Earmarks). As of today the current earmark request is the same request at \$3.2M and requires the same City match of \$1.6M. With this grant, the earmark and City match request can be reduced. The current mitigation on this account collected to date from developers is approximately \$100k and there is currently \$100k in the Phase 2 portion of this project not utilized in contingency funds.



"Strategic" Projects in Destination 2030 sorted first by Sponsor then by Type then by Sponsor Sort (if any) then alphabetically by title

Proj Title	D 2030 ID	In County	From or at	To	Description	Est. Cost (Y2006\$)	Status	Complete	TIP Proj(s)	Outcome(s)
21st Ave SW Extension	2101	King County	SW 356th St	22nd Avenue SW	New alignment (3 lanes)	\$520,909	Candidate	2007		Major Widening-GP Sidewalk Relocation-Road
...for sponsor: Federal Way										
City Center Access Phase 3A—S 320th St/5 I/C Southbound Ramp Widening	3655	King County	I-5@S. 320th St		Add 2nd left turn lane and 3rd right turn lane on the SB off ramp from I-5 to S. 320th St	\$3,021,826	Candidate	2009		Minor Interchange-GP
FUNDING REQUEST										
City Center Access Phase 3C—32nd Ave S.	3659	King County	Military Rd S	S 320th St	Extend and widen 32nd Ave S to 3 lane collector from Military Rd S to S 320th St and 3 intersection signal improvements at Military Rd S, S 312th St and S 320th S	\$6,764,198	Candidate	2015		Multiple Intersects Major Widening-GP
FUTURE BIKE LANES + SIDEWALKS										
City Center AccessPhase 3B—S 312th St	3656	King County	23rd Ave. S.	28th Ave. S	Widen S 312th St to 5 lanes	\$7,486,043	Candidate	2015		Major Widening-GP
FUTURE BIKE LANES + SIDEWALKS										
City Center AccessPhase 4A: S 320th St @ I-5 I/C HOV lanes	3660	King County	S 320th St @ I-5 I/C		Add two HOV lanes and widen existing bridge structure to the south with HOV lanes on S 320th St from 25th Ave S to 32nd Ave S, retrofit to current standards existing HAL loop ramp, modify existing ramps, add CD lane.	\$46,662,779	Candidate	2015		Minor Interchange-HOV Major Widening-HOV
FUTURE SIDEWALKS										
City Center AccessPhase 4B—S 312th St/5 I/C modification at S 312th St.	3661	King County	28th Ave. S	51st Ave. S	New 5-lane bridge structure at S 312th St, completion of CDs, new ramps, and braided ramp sections. Extends 312th (5 lane arterial) from 28th Ave. S. to 51st Ave S. adds new I-5 to S 312th St interchange	\$59,518,851	Candidate	2015		Major Interchange-GP Major Widening-GP
BIKE LANES + SIDEWALKS										
Military Rd S	2128	King County	S 288th St	I-5 S overcrossing (near S 304th St)	Major Widening (3 lanes)	\$16,725,273	Candidate	2020		Major Widening-GP

*Types: Roadway-Related, Transit-Related, Ferry, Nonmotorized, Other. Projects may fit in more than one type but will be listed only once in a 'primary' type.
() Additional counties into which the project falls besides the 'primary' county under which the project is listed are shown in parentheses below the project title.

"Strategic" Projects in Destination 2030 sorted first by Sponsor then by Type then by Sponsor Sort (if any) then alphabetically by title

Proj Title	D 2030 ID	In County	From or at	To	Description	Est. Cost (y2006\$)	Status	Complete	TIP Proj(s)	Outcome(s)
Lead Sponsor: Everett Transit										
Projects of type*: Non-motorized										
Everett Bike Station	3365	Snohomish County	Broadway Ave	10th St	Construct a bicycle commuter station	\$316,353	Candidate	2007	MET-130B	Transit Ctr (new/expand) Other-Nonmotorized
...for sponsor: Everett Transit										
Projects of type*: Transit Related										
Bus Fleet Expansion	1899	Snohomish County	[Not submitted]		Expand bus fleet with 7 new fixed route buses	\$4,400,000	Exempt	2012	ET-21	Vehicle Expansion
...for sponsor: Everett Transit										
N Everett Transit Center	1894	Snohomish County	Broadway Ave	10th St	Design and construct N Everett Transit Center near Everett Community College	\$1,706,000	Candidate	2007	ET-14 RTA-46	Transit Ctr (new/expand)
Lead Sponsor: Federal Way										
Projects of type*: Non-motorized										
* 28th Ave S Bike Lanes	3112	King County	Military Rd	S 324th	Class 2 bike lanes	\$758,781	Exempt	2020		Bike Lanes
...for sponsor: Federal Way										
* BPA Trail	3351	King County	51st Ave S	32nd Av S	Class 1 bike trail	\$1,863,098	Candidate	2020	17FW-15 FW-5 FW-6	Regional Trail (Sep.)
...for sponsor: Federal Way										
* Federal Way Trail to Transit Center	3350	King County	28th Ave S	S 288th St	Class 1 bike trail	\$1,470,867	Candidate	2020		Regional Trail (Sep.)
* Military Rd Bike Lanes	3194	King County	Star Lake Rd	Federal Way city limits at I-5	Class 2 bike lanes	\$1,138,171	Exempt	2010		Bike Lanes
Military Rd S Bike Lanes	3347	King County	S 272nd St	I-5	Class 2 bike lanes	\$396,901	Exempt	2020		Bike Lanes
Peasley Canyon Rd. S./Peasley Canyon Way	3237	King County	S 320th St	Military Rd S	Class 2 bike lanes	\$875,516	Exempt	2020		Bike Lanes

2/12/2009 *Types: Roadway-Related, Transit-Related, Ferry, Nonmotorized, Other. Projects may fit in more than one type but will be listed only once in a 'primary' type. () Additional counties into which the project falls besides the 'primary' county under which the project is listed are shown in parentheses below the project title. Page 23 of 168

"Strategic" Projects in Destination 2030 sorted first by Sponsor then by Type then by Sponsor Sort (if any) then alphabetically by title

Proj Title	D 2030 ID	In County	From or at	To	Description	Est. Cost (y2006\$)	Status	Complete	TIP Proj(s).	Outcome(s)
Projects of type*: Non-motorized										
Planned Road	3355	King County	S 312th St	S 348th St	Class 2 bike lanes	\$10,040,000	Candidate	2020		Bike Lanes
S 272nd S/S Starlake Rd Bike Lanes	3345	King County	10th Ave S	I-5	Bike lanes	\$776,291	Exempt	2010		Bike Lanes
S 317th Bike Lanes	3253	King County	28th Ave S	23rd Ave S	Class 2 bike lanes	\$186,777	Exempt	2020		Bike Lanes
S Park-and-Ride Trail	2863	King County	S 348th St	S 352nd St	Shared use bike path	\$433,089	Candidate	2020		Regional Trail (Sep.)
Star Lake Rd/S 276th Pl Bike Lanes	3346	King County	S 272nd St	I-5	Class 2 bike lanes	\$1,021,435	Exempt	2020		Bike Lanes
Steel Lake Trail	3352	King County	28th Ave S	S 290th Pl	Class 1 Bike path	\$1,138,171	Candidate	2020		Regional Trail (Sep.)
Projects of type*: Roadway Related										
16th Ave S	2100	King County	SR 99	SR 18	HOV	\$7,618,413	Candidate	2030		Major Widening-HOV Major widening-Transit
1st Ave S	2082	King County	S 348th St	S 356th St	Major Widening (5 lanes)	\$4,285,357	Candidate	2020		Major Widening-GP Vehicle Expansion
21st Ave SW	2102	King County	SW 312th St	SW 320th St	Minor Widening (3 lanes)	\$295,214	Exempt	2020		Minor Widening-Modelable
21st Ave SW	2103	King County	SW 344th St	SW 356th St	Minor Widening (5 lanes)	\$2,285,524	Candidate	2020		Major Widening-GP

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