

**Project Title: Tideflats Area ITS Strategic Plan**

**Agency: Port of Tacoma (Lead), City of Tacoma and Puyallup Tribe of Indians (cosponsors)**

**TCC TECHNICAL APPLICATION**

**2014**

**PIERCE COUNTY REGIONAL COUNCIL**

**REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

**APPLICATION FORM TO REQUEST INCLUSION OF A PROJECT IN THE FFY 2015-2017 TIP**

**Supplementary information can be found in the Call for Projects. Incomplete or missing answers will be scored zero. Please respond to all unrelated questions with N/A.**

**APPLICANT INFORMATION**

**1. Please select an application type:**

- Other  
(Please answer Questions 1-23 and 55-63)  
Potential score of 100
  
- Non-Motorized  
(Please answer Questions 1-23 and 49-54)  
Potential score of 100
  
- Preservation – Funding requests are limited to \$750,000 per agency  
(Please answer Questions 1-23 and 38-48)  
Potential score of 100
  
- Rural  
(Please answer Questions 1-23 and 73-81)  
Potential score of 100
  
- Transit  
(Please answer Questions 1-23 and 64-72)  
Potential score of 100
  
- Roadway application type not listed above  
(Please answer Questions 1-23 and 24-37)  
Potential score of 100

**1a. Agency Contact Person**

Name: Kell McAboy

Address: PO Box 1837; Tacoma, WA 98401

Title: Planning Manager

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Email: kmcaboy@portoftacoma.com

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2. **Improvement Type:** Please select ONE primary Improvement Type. Please indicate one Primary Improvement (PI) and any number of Secondary Improvements (SI).

| <b>ROADWAY</b>      |  |  |  |
|---------------------|--|--|--|
|                     | New Facility – Roadway                       |  | Bridge Replacement                       |
|                     | Relocation – Roadway                         |  | Multiple Intersections – Roadway         |
|                     | Environmental Improvement – Roadway          |  | Single Intersection – Roadway            |
|                     | Major Widening – General Purpose             |  | Safety – Roadway                         |
|                     | Major Widening – HOV                         |  | Grade Separation                         |
|                     | Minor Widening – No new capacity             |  | Major Interchange – GP                   |
|                     | Minor Widening – New capacity                |  | Major Interchange – HOV                  |
|                     | Preservation/Maintenance/Reconstruction      |  | Minor Interchange – GP                   |
|                     | Resurfacing                                  |  | Minor Interchange – HOV                  |
|                     | New Bridge or Bridge Widening                |  | Other – Roadway                          |
|                     | Bridge Rehabilitation                        |  |  |
| <b>NONMOTORIZED</b> |  |  |  |
|                     | Sidewalk                                     |  | Bike Lanes                               |
|                     | Regional Trail (Separate Facility)           |  | Other – Nonmotorized                     |
|                     | Non-Regional Trail (Separate Facility)       |  |  |
| <b>OTHER</b>        |  |  |  |
|                     | Transportation System Management             |  | Transportation Demand Management         |
| SI                  | Intelligent Transportation System            |  | Other – Special                          |
| PI                  | Study or Planning activity                   |  |  |
| <b>TRANSIT</b>      |  |  |  |
|                     | New/Relocated Transit Alignment              |  | New ferry route                          |
|                     | Transit Center or Station – new or expansion |  | Service Expansion – Ferry                |
|                     | Flyer Stop                                   |  | New/Relocated/Expanded terminal          |
|                     | Transit Center or Station – Maintenance      |  | Terminal Preservation                    |
|                     | Park and Ride (new facility or expansion)    |  | New/Replacement Vessels – Passenger Only |
|                     | Vehicle Expansion                            |  | New/Replacement Vessels – Car/Pass       |
|                     | Vehicle Replacement                          |  | Vessel Preservation/Rehabilitation       |
|                     | Operations – Transit                         |  | Operations – Ferry                       |
|                     | Service Expansion – Transit                  |  | Other – Ferry                            |

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|  |                 |
|--|-----------------|
|  | Other – Transit |
|--|-----------------|

**PROJECT LOCATION INFORMATION**

(Roadway projects without a federal route number or a federal functional class may be ineligible for federal funds.)

3. **Project Location:** Tideflats-wide

From: I-705 and I-5 To: Marine View Drive/SR 509

Or, other appropriate locating information: \_\_\_\_\_

**Project Length:** N/A (feet)

4. **Federal Route Number** N/A

5. **Federal Functional Class:** N/A see link  
[www.wsdot.wa.gov/Mapsdata/tools/functionalclass](http://www.wsdot.wa.gov/Mapsdata/tools/functionalclass)

5a. **Posted Speed Limit:** N/A

5b. **Average Daily Traffic Volume:** N/A

**PROJECT DESCRIPTION**

6. **Funding Request: What is the proposed funding source?** STP  CMAQ \_\_\_\_\_

7. **Is this project included in a locally adopted plan or program?**  
(This is a threshold requirement to compete in this funding process. Projects not shown in the applicants adopted local TIP or Transportation Element of its Comprehensive Plan are not eligible. Please provide a copy of the necessary documentation).

Yes  No \_\_\_\_\_

If yes, cite document, page(s) and adoption date: Six Year Comprehensive Transportation improvement Program; pages iii – vi. T-FSS-3 Transportation Funding for Manufacturing/Industrial Centers: Support priority funding for strategic transportation investments that improve freight mobility within manufacturing/industrial centers.

8. **Brief Project Description - Include a 8 1/2 x 11 detailed vicinity map and a cross-section detail of the project, if applicable (100 words maximum):**  
The Port of Tacoma in partnership with the City of Tacoma (Public Works, Fire and Tacoma Public Utilities-Tacoma Rail) and Puyallup Tribe of Indians will work with other Tideflats-area stakeholders including WSDOT, City of Fife, Sound Transit, Pierce Transit, private industries and other interested parties to develop an Intelligent Transportation Systems (ITS) Strategic Plan to address achieving enhanced safety and mobility while reducing the environmental impact of transportation. This is a planning-only study that will deliver an implementation strategy.

Confirm word count ( 72 words).

9. **Purpose and Need – Please provide a clear and concise narrative describing the project’s existing and proposed conditions. If available, provide pictures, technical data and/or other supporting studies or analysis (400 words maximum):**  
In order to optimize freight movement, emergency response and service delivery, and reduce diesel emissions in the PM 2.5 non-attainment area, the project sponsors are requesting STP funds for a planning-only study to develop a plan for utilizing ITS technologies. The plan will establish a baseline, analyze trends and technologies and provide an implementation strategy for development over a defined period of time as agreed upon by the project stakeholders. The Port of Tacoma Manufacturing Industrial Center serves a diverse set of

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stakeholders and transportation modes within a relatively geographically constrained area known as the Tideflats and can benefit tremendously by applying ITS technology to leverage existing infrastructure as an alternative to adding road capacity.

Confirm Word count ( 115 words)

**PROJECT TRACKING AND FUNDING**

**NOTE:** Sponsors may request funding for any single phase of the project, but requests for multiple phases is limited to preliminary engineering plus the subsequent phase necessary. For instance, requests for multiple phases are limited to the combination of (1) preliminary engineering and right-of-way or (2) preliminary engineering and construction (no right-of-way and construction requests will be considered).

**Required Match:** A minimum of 13.5% of local matching funds is required for PSRC’s FHWA funding. The following formula may be used to calculate the projects match:

To calculate the amount of matching funds, divide the federal funds requested by .865 and subtract the federal funds from this amount.

Example: Federal funds requested = \$100,000

$$\begin{aligned} \$100,000 / .865 &= \$115,607 \\ \$115,607 - \$100,000 &= \$15,607 \text{ local match required} \end{aligned}$$

Please note: 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 cannot be approved into the regional TIP and therefore will be considered ineligible for PSRC funding.

**10. Grant Funds Requested**

| <b>Phase<br/>(e.g., Planning Study/Project,, Preliminary<br/>Engineering, Right of Way, Construction,<br/>Other)</b> | <b>Estimated<br/>Obligation Date<br/>(year only)</b> | <b>Federal Funds<br/>Requested</b> |
|--|--|------------------------------------|
| Planning Study   | 2015   | \$259,500                          |
|  |  | \$                                 |
|  |  | \$                                 |
|  |  | \$                                 |
|  |  | \$                                 |
|  |  | \$                                 |

**IMPORTANT:** Please select 2015, 2016 or 2017 for estimated obligation year. Per PSRC’s adopted project tracking policies, the deadline for obligating funds is June 1 of the selected obligation year. For more information, see:  
<http://www.psrc.org/transportation/tip/tracking>

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**11. Total Project Cost ( \$300,000 )**

Guidance: To be programmed into the state Transportation Improvement Program, funds for the phase being requested must be secure or reasonably expected to be secure. Unsecured funds will not be considered. Please use the website following link to assist in completing the following table:

[www.psrc.org/assets/7911/Definitions\\_SecuredandUnsecuredFunding.pdf](http://www.psrc.org/assets/7911/Definitions_SecuredandUnsecuredFunding.pdf)

| A<br>Fund Source                           | B<br>Secured, reasonably Expected, or Unsecured? | C<br>Obligation Date (Yr Only) | D<br>\$ Amount by Funding Source | Project Phase |                          |                   |                                    |
|--|--|--------------------------------|----------------------------------|---------------|--------------------------|-------------------|------------------------------------|
|  |  |                                |                                  | E<br>Planning | F<br>Prelim. Eng/ Design | G<br>Right-of-Way | H<br>Construction / Implementation |
| Local                                      | Reasonably expected                              | 2015                           | \$15,000                         | X             |                          |                   |                                    |
| City of Tacoma<br>Co-op Jurisdiction       | Reasonably expected                              | 2015                           | \$15,000                         | X             |                          |                   |                                    |
| Puyallup Tribe of Indians<br>Private Funds | Reasonably expected                              | 2015                           | \$10,500                         | X             |                          |                   |                                    |
| (source)<br>Grant                          |  |                                |                                  |               |                          |                   |                                    |
| Other                                      |  |                                |                                  |               |                          |                   |                                    |
| Other                                      |  |                                |                                  |               |                          |                   |                                    |
| Other                                      |  |                                |                                  |               |                          |                   |                                    |
| Grant Request                              | Unsecured  | 2015                           | \$259,500                        | X             |                          |                   |                                    |
| <b>TOTAL</b>                               |  |                                | <b>\$300,000</b>                 | <b>X</b>      |                          |                   |                                    |

If unable to completely fill out Tables #10-12, please explain why: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**11a.** Provide additional information on any funds identified in the table above as reasonably expected to be secure. For example, identify the estimated approval date of funds for the project into the 6-year program; if pursuing a limited improvement district, bonding, or other local funding mechanism, when will that occur and what additional steps are required, etc. For more information on the definition of secured, reasonably expected, and unsecured funds, refer to:  
<http://www.psrc.org/assets/11214/FinancialConstraintGuidance.pdf>  
 The Port of Tacoma will add \$15,000 to its budget for 2015, to be adopted in November 2014.  
 The City of Tacoma will add \$15,000 to their 6-year TIP during its annual amendment process, June 2014 using funds from their Heavy Haul Corridor program, which collects approximately \$150,000/year. The Puyallup Tribe of Indians will add \$10,500 to their 2015 budget to be adopted by end of 2014.

**THE FOLLOWING RESPONSES WILL BE SCORED FOR PROJECT**

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**PRIORITIZATION.**

**PROJECT READINESS**

12. **Cooperating Jurisdictions and Private Sector Support, if any: Provide names of all jurisdictions and private parties, contributing funds would be applied, and the percentage of total project funds provided. The percentage shall be expressed based on the costs of the requested phases under the current application. Contributing funds for prior phases shall not be considered. Applicants that have been previously awarded grant funding for their project CANNOT use the grantor as a cooperating jurisdiction.**

Letters of Commitment from all cooperating jurisdictions and private sector support must be attached to receive points: Yes X No     

| Cooperating Jurisdiction | Phase | Dollar Amount of Participation | Percentage of Current Application |
|--------------------------|-------|--------------------------------|-----------------------------------|
| City of Tacoma           | Plan  | \$15,000                       | 5%                                |
|                          |       |                                |                                   |
|                          |       |                                |                                   |
|                          |       |                                |                                   |
| <b>Total:</b>            |       |                                |                                   |

- X      5 % or more      3 points  
     3 to 4 %      2 points  
     1 or 2 %      1 point

**COMMITTEE SCORE**       
(Max. score of 3)

| Private Sector Support    | Phase | Dollar Amount of Participation | Percentage of Current Application |
|---------------------------|-------|--------------------------------|-----------------------------------|
| Puyallup Tribe of Indians | Plan  | \$10,500                       | 3.5%                              |
|                           |       |                                |                                   |
|                           |       |                                |                                   |
| <b>Total:</b>             |       |                                |                                   |

- 5 % or more of total project costs      3 points  
X      3 to 4 % of total project costs      2 points  
     1 or 2 % of total project costs      1 point

**COMMITTEE SCORE**       
(Max. score of 3)

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13. **Has the jurisdiction secured/obligated state or federal funding for any of the projects below phases or has it completed a phase of the project using local funds only? (Please check all that apply)**

Planning \_\_\_\_\_ 1 point P/E Design \_\_\_\_\_ 2 point

ROW \_\_\_\_\_ 2 point Construction \_\_\_\_\_ 2 point

**(ROW is required to receive points)**

**If any are checked, name project title and Funding Agency ID# \_\_\_\_\_**

**Funding Source:**

**Funding Amount(s): \_\_\_\_\_**

**Name and completion date of Planning Study: \_\_\_\_\_**

**COMMITTEE SCORE \_\_\_\_\_**  
(Max. score of 7)

14. **Federal Functional Classification: Principal Minor Collector**

Principal \_\_\_\_\_ 3 points

Minor \_\_\_\_\_ 2 points

Collector \_\_\_\_\_ 1 point

**COMMITTEE SCORE \_\_\_\_\_**  
(Max. score of 3)

15. **Will this project include additional ADA improvements that are not required by the 2013 City/County Design Standards (LAG Manual)? Example: Construction of a sidewalk that is wider than the minimum requirements.**

Yes \_\_\_\_\_ 2 points

NoX \_\_\_\_\_ 0 points

**If yes, what are they? \_\_\_\_\_**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**COMMITTEE SCORE \_\_\_\_\_**  
(Max. score of 2)

16. **Local Agency Over Match Incentive:**

More than 30% of total project costs \_\_\_\_\_ 3 point

21% to 30% of total project costs \_\_\_\_\_ 2 point

15% to 20% of total project costs \_\_\_\_\_ 1 point

**COMMITTEE SCORE \_\_\_\_\_**  
(Max. score of 3)

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17. **Is the project or phase ready for implementation? (One point per box. Please check all that apply)**

|  |   |   |   |
|--|---|---|---|
| Obligate funds in 2015 (receives 2 points) | X | Environmental process complete* (must provide a signed ECS by FHWA or WSDOT H&LP) |   |
| Obligates funds in 2016 (receives 1 point) |   | Funding requested here completes project or fully implements the project          | X |
| ROW plans approved by WSDOT                |   | Purchase of ROW certified or not required   | X |

\*Note: NEPA will NOT be finalized until the "next" project phase is funded in the STIP.

**COMMITTEE SCORE** \_\_\_\_\_  
(Max. score of 6)

**Please provide information on your project readiness to proceed:**

**Design Status (% complete):** Choose an item.

| Project Phase              | Status | Actual or Expected Completion Date |
|----------------------------|--------|------------------------------------|
| Preliminary Engineering    | N/A    | Click here to enter a date.        |
| Environmental Approval     | N/A    | Click here to enter a date.        |
| Right-of-Way Certification | N/A    | Click here to enter a date.        |

**If construction funds are being requested, please describe any ROW needs for the project, including the number of parcels needed, whether property owners are expected to cooperate (and your agency's experience with condemnation and/or whether it is willing to go to condemnation if needed).**

N/A

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17a. **Will other secured or reasonably secured funding benefits be missed if the project remains unfunded in 2015, 2016 or 2017?**

Yes \_\_\_\_\_ No X (Include information about other funding benefits.)

**Please explain:**

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**COMMITTEE SCORE** \_\_\_\_\_  
(Max. score of 1)

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**18. Pierce County Regional Growth Centers Hierarchy and Connecting Corridors criteria: Is the project located in (1-3) or serving (4-6) any of the following? (Please check all that apply).**

|   |   |   |   |
|---|---|---|---|
| 1. Metropolitan Center (scores 1 point)   |   | 4. Corridor Supporting one (1) or more Regional Manufacturing/Industrial or Candidate Center (scores 2 point) |   |
| 2. Regional or Candidate Growth Center Manufacturing/Industrial or Candidate Center (scores 2 points) | X | 5. Corridor Supporting one (1) or more Centers (scores 1 point)*  |   |
| 3. Countywide Center or Locally Identified Center (see approved PCRC Map) (scores 1 point)            | X | 6. Corridor Supporting two (2) or more Centers (scores 1 point)   | X |

Local city and town centers provide local job, service, cultural, and housing areas for their communities. They serve as focal points where people come together for a variety of activities, including shopping and recreation. These central places must be identified in local comprehensive plans, or should be advancing towards that goal. These areas are to become priority areas for future investments and growth at the local level.

List and describe centers and attach map.

The planning study boundaries will include the Tideflats area, which includes the Port of Tacoma MIC, and portions of City of Tacoma's downtown regional growth center and portions of City of Fife's center of local importance.

**COMMITTEE SCORE** \_\_\_\_\_  
(Max. score of 8)

**19. Is the project on a transit route? (Transit routes that "intersect" are okay only when the project improves the intersection)**

Guidance: Sound Transit route information is available at <http://www.soundtransit.org/Schedules>  
Pierce Transit route information is available at <http://www.piercetransit.org/pierce-transit-routes/>

Yes, full project length  X  2 points

Yes, partial or intersection \_\_\_\_\_ 1 point

No \_\_\_\_\_ 0 points

If yes, provide route number(s)  594 Lakewood/Tacoma-Seattle Express, 590 Tacoma-Seattle Express

**COMMITTEE SCORE** \_\_\_\_\_  
(Max. score of 2)

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20. What is the peak number of transit vehicles per hour within the project limits? (Transit routes that “intersect” are okay only when the project improves the intersection)

Guidance: Sound Transit route information is available at <http://www.soundtransit.org/Schedules>  
Pierce Transit route information is available at <http://www.piercetransit.org/pierce-transit-routes/>

Peak number of transit vehicles per hour \_\_\_\_\_ (see pages 26 and 27 of the call for projects)

4 or more transit vehicles \_\_\_\_\_ 2 points  
1 to 3 transit vehicles \_\_\_\_\_ 1 point

COMMITTEE SCORE \_\_\_\_\_  
(Max. score of 2)

21. Does this project specifically improve non-motorized access for trips to any of the following (check all that apply). Provide a map showing all checked items.

|                                    |               |                      |  |
|------------------------------------|---------------|----------------------|--|
| Transit locations (0-2 trips/day)  | Schools       | Household/Retail     | Commercial Areas                               |
| Transit locations (0-5 trips/day)  | Grocery Store | Parks and Recreation | Cultural Facilities (museums, libraries, etc.) |
| Transit locations (0-5+ trips/day) | Medical       | Employment Centers   | *Other   |

1 point each item

\*Please describe:

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COMMITTEE SCORE \_\_\_\_\_  
(Max. score of 12)

22. Does this project provide contiguous gap-closure to a previously funded transportation route?

(Gap closure projects may improve the facility to a standard equal to those sections on either end of the project. Gap closure project may provide a missing link of a facility that leads to a single connected facility. Gap closure projects are not limited to roadway sections and may include pedestrian paths, bicycle paths, trails, bridges, or any other transportation project which completes the system.)

Yes, Final Section \_\_\_\_\_ 3 points  
Yes, Next Section \_\_\_\_\_ 2 point  
No  0 points

If yes, please name adjacent segments; provide their funding source, and completion date: \_\_\_\_\_

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**COMMITTEE SCORE** \_\_\_\_\_  
(Max. score of 3)

**23. Describe how the project has the potential to reduce emissions?**

**Guidance:** The application process will walk project sponsors through specific questions designed to determine the potential emissions reductions of their project. For example, projects involving fuel or vehicle conversions will be asked to provide information on the total number of vehicles affected, the current fuel and vehicle usage conditions, as well as the conditions after the project is implemented. Projects expected to result in an increase in transit usage will be asked to provide information on the current transit ridership and transit routes affected, as well as the specifics of the project – i.e., how will the individual project encourage or promote new transit riders. Projects providing new or more frequent/expanded transit service would be expected to result in a higher level of new transit riders than projects providing improvements in existing transit travel times or enhanced amenities to existing service. Projects resulting in improvements in traffic flow will be asked to provide information on the current travel conditions, amount of idling, number of trucks using the route, etc. As mentioned above, the magnitude of the project and the timing of the anticipated benefits will play a role in the final score, and all projects will be evaluated against each other.

Please explain:

This is a planning study that will recommend implementing ITS technologies, which will reduce emissions by promoting efficient traffic movement and anti-idling strategies. As part of the design work that is underway for Port of Tacoma Road Reconstruction, a traffic study is being conducted to determine if a separate truck-only queuing lane (northbound into the port terminals) signed as a no idling zone and coupled with ITS improvements improves traffic flow and reduces emissions within the nonattainment area. If recommended, this strategy can be implemented as soon as 2015, if the project receives STP funding through the 2014 Regional competition.

**High:** A project will rate high if:

- It will substantially reduce emissions of greenhouse gases and other air pollutants, or will substantially reduce fine particulates from diesel exhaust; and
- The air quality benefits will occur by 2020.

**Medium:** A project will rate medium if:

- It will moderately reduce emissions of greenhouse gases and other air pollutants, or will moderately reduce fine particulates from diesel exhaust (for example, a project that reduces VMT by shortening a vehicle trip, rather than eliminating a vehicle trip); and
- The air quality benefits will occur by 2025.

**Low:** A project will rate low if:

- It results in a low amount of emissions reductions; and
- The air quality benefits will occur after 2025.

High =   X   5 points  
Medium = \_\_\_\_\_ 3 points  
Low = \_\_\_\_\_ 2 points  
0 = \_\_\_\_\_ 0 points

**COMMITTEE SCORE** \_\_\_\_\_

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(Max. score of 5)

**OTHER APPLICATIONS**

55. Please explain how the project addresses transportation issues or needs of two or more jurisdiction/agencies and/or has countywide impact and benefit.

Guidance: Projects resulting in physical construction must be built in multiple jurisdictions to acquire multiple points.

Please explain:

This planning-only study will impact the Port of Tacoma, Puyallup Tribe of Indians, City of Tacoma (Traffic, Fire and Tacoma Public Utilities-Tacoma Rail), City of Fife, WSDOT, Sound Transit and Pierce Transit. The subsequent results related to implementation of the plan will impact the listed agencies and numerous private businesses and individual users.

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4 or more agencies affected      X \_\_\_\_\_ 8 Points  
2 or 3 agencies affected      \_\_\_\_\_ 5 Points

**COMMITTEE SCORE** \_\_\_\_\_  
(Max. score of 8)

56. Please explain how the project addresses transportation Safety.

The Tideflats-area is bound on the west by I-705, to the south by I-5 and SR 509, to the east by Marine View Drive and to the north by Commencement Bay. The area is heavily industrialized, generates a large number of freight traffic moving in, out and around the Tideflats and has a large number of at-grade rail crossings. There is one road bridge crossing the Thea Foss Waterway, one road bridge crossing the Hylebos Waterway, five road bridges crossing Puyallup River and one rail bridge crossing the Puyallup River. In addition to maximizing mobility and efficiencies for increased economic benefit, ITS technologies can provide for increased safety by providing real-time data including road and rail traffic to signal necessary re-routes for emergency response and/or evacuation.

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**COMMITTEE SCORE** \_\_\_\_\_  
(Max. score of 4)

57. Please explain how the project addresses security and mobility.

The ITS Strategic Plan will address advanced applications, which aim to provide innovative services relating to different modes of transport and traffic management and enable various users to be better informed and make safer, more coordinated and "smarter" use of the Tideflats network.

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**COMMITTEE SCORE** \_\_\_\_\_  
(Max. score of 4)

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**58. Please explain how the project addresses environment.**

The ITS study will evaluate technologies that will increase productivity, mobility, efficiency and safety. Implementation of those technologies will likely reduce air emissions, especially those related to diesel particulates and reduce the need for increased road capacity and land use consumption.

**COMMITTEE SCORE** \_\_\_\_\_  
(Max. score of 4)

**59. Please explain how the project addresses Transportation System Integration.**

Transportation System Integration is the focus of this planning-only study. The study will evaluate existing transportation systems and make recommendations for integration with other existing and/or new systems focusing on technology.

**COMMITTEE SCORE** \_\_\_\_\_  
(Max. score of 4)

**60. Please explain how the project addresses preservation.**

N/A

**COMMITTEE SCORE** \_\_\_\_\_  
(Max. score of 4)

**61. Please explain how the project addresses global competitiveness.**

The Port of Tacoma is Washington State's largest container port handling 1.89 million containers in 2013. It is one of the top 10 busiest ports in the US handling over \$48 billion annually in international trade and \$3 billion annually in trade with Alaska. Increasing the efficiency of freight traffic moving in, out and around the Port using ITS technologies will keep Port of Tacoma competitive with ports in southern California and British Columbia. The Port and other regional stakeholders have an interest in creating an implementable ITS Strategic Plan that will keep the Port of Tacoma globally competitive.

**COMMITTEE SCORE** \_\_\_\_\_  
(Max. score of 4)

**62. Please explain how the project addresses productivity and efficiency.**

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This planning study will assess ITS technologies and their abilities to increase productivity and efficiency and make recommendations for implementation.

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**COMMITTEE SCORE** \_\_\_\_\_  
(Max. score of 4)

**63. Please explain how the project addresses connectivity.**

There are several centers in the study area including the Port of Tacoma Regional MIC, Downtown Tacoma Regional Growth Center and City of Fife Center of Local Importance. The planning study will evaluate the existing systems within the project area including the multi-modes of travel and make recommendations on how to use ITS technologies to get the most efficient and safe travel, in, out and between the Centers.

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**COMMITTEE SCORE** \_\_\_\_\_  
(Max. score of 4)

**TOTAL SCORE FOR ALL SECTIONS** \_\_\_\_\_

**JURISDICTION APPROVAL.**

**I, the undersigned, affirm to the best of my knowledge:**

\_\_\_\_\_ (initial) The project information contained within this application is accurate.

\_\_\_\_\_ (initial) The project is programmed and matching funds are available.

\_\_\_\_\_ (initial) Agency acknowledges it must apply for listing in Regional TIP before June 1 of the selected obligation year.

BY: Kell McAboy  
Approving Authority

TITLE: Planning Manager

DATE: 4/30/2014



**City of Tacoma**  
Public Works Department

April 3, 2014

Kell McAboy  
Planning Manager  
Port of Tacoma  
PO Box 1837  
Tacoma, WA 98401

**Subject: Grant Local Match Support for the Proposed Port of Tacoma ITS Strategic Plan Project**

Dear Ms. McAboy,

The City of Tacoma is pleased to provide up to \$15,000 in local grant match support for the Tideflats-area Intelligent Transportation System (ITS) Strategic Plan project. We understand that the project requires a minimum local match of approximately \$41,000. Our hope is that the City's commitment, combined with contributions by other partners/stakeholders, will help to ensure a very competitive grant proposal.

The City recognizes the importance of a Port area ITS strategy, plan, and subsequent implementation. A well-executed ITS can enable area users to transport their goods with greater efficiency using the existing physical infrastructure, while at the same time, provide the most timely emergency response in the highly industrialized environment. This first step, working in partnership with the various stakeholders including the Port, Port tenants, the Puyallup Tribe, WSDOT, rail operators, private industry and others, is essential. The City of Tacoma is excited to work with the Port area partners on this important effort.

Sincerely,

Chris Larson, PE  
Engineering Division Manager  
Public Works Department



# Puyallup Tribe of Indians



April 1, 2014

Kell McAboy  
Planning Manager  
Port of Tacoma  
PO Box 1837  
Tacoma, WA 98401

Subject: Port of Tacoma ITS Strategic Plan Commitment of Financial Support

Dear Ms. McAboy,

The Puyallup Tribe of Indians is pleased to match \$10,500 toward the Tideflats-wide Intelligent Transportation System (ITS) Strategic Plan, which combined with the Port of Tacoma's commitment of \$15,000 and the City of Tacoma's commitment of \$15,000 which will secure the local match for the planning study.

The Puyallup Tribe of Indians is interested in working with a variety of stakeholders including the Port, Port tenants, the City of Tacoma, WSDOT, private industry and others to create an ITS Strategic Plan for the Tideflats. Traffic, Safety, and Economic Development are major interests to the Puyallup Tribe of Indians. ITS can allow Tideflats users to queue traffic more efficiently, reduce collisions along the major arterials of the Puyallup Reservation where freight traffic exists, and support future development of the Tribe's own port facilities. The Puyallup Tribe of Indians is excited to work with the Port and other partners on this important planning effort.

Sincerely,

Herman Dillon, Sr.  
Council Chairman  
Puyallup Tribe of Indians

**T-ES-7 Electric Vehicles**

Encourage and promote the use of electric vehicles as they are developed in all automobile, truck and commercial vehicle classes. Neighborhood Electric Vehicles and Medium Speed Electric Vehicles may travel Tacoma's street network where appropriate and consistent with State law. Encourage the use of such vehicles in a way that conditions are safe and don't impede traffic flow.

**T-ES-8 Emission-free Vehicles and Devices**

Where appropriate and applicable, encourage the use of transportation devices that have a minimal impact to the environment and do not emit greenhouse gases such as skateboards and bicycles, electric personal assistive mobility devices, Low Speed Electric Vehicles and other innovations.

**T-ES-9 Skateboards**

Recognize skateboards as an environmentally friendly means of transportation and valid mode of travel. Skateboards are allowed on sidewalks but not roadways except crossing at intersections per Washington State Law. Explore revising State law to allow individual jurisdictions to manage skateboard use on local roadways.

**T-ES-10 Electric Vehicle Infrastructure**

Provide for a broad range of charging opportunities at public and private parking venues.

## Financing and Funding Sources

***Policy Intent***

Emphasize investments for the preservation of the existing transportation facilities. Seek funding from a variety of sources and consider pursuing new opportunities for roadway maintenance revenue. In addition, the City will continue to use cost saving strategies, efficiencies, and accountability as guidelines for the best use of the available funds.

***Policies***

**T-FFS-1 Reliable Financing**

Ensure adequate procedures are in place for the purposes of jointly funding, from public and private sources, transportation system improvements necessitated in whole or in part by developments and growth within the City.

**T-FSS-2 Development Incentives**

Make transit-oriented development (TOD) more economically attractive by providing development bonuses and/or incentives for incorporating TOD elements, walkability, and/or bicycle and pedestrian facilities.

**T-FSS-3 Transportation Funding for Manufacturing/Industrial Centers**

Support priority funding for strategic transportation investments that improve freight mobility within manufacturing/industrial centers.

## Intergovernmental Coordination and Citizen Participation

***Policy Intent***

Transportation issues do not respect jurisdictional boundaries. Also, transportation concerns may vary from neighborhood to neighborhood. It is intended that the City's transportation planning and implementation utilize best practices and tools for greater regional coordination and address the specific needs of individual neighborhoods.

***Policies***

**T-ICCP-1 Intergovernmental Coordination**

Coordinate with federal, state, regional, and local agencies to assure a planned and coordinated regional transportation system.

**T-ICCP-2 Nonmotorized Regional Coordination**

Coordinate the planning, construction, and operation of pedestrian and bicycle facilities with other agencies where City of Tacoma corridors continue into neighboring jurisdictions.

**T-ICCP-3 Funding Coordination**

Coordinate with jurisdictions at local, regional and state levels, the state legislature and the private sector to increase overall funding and provide for reliable financing of growth related transportation improvements.

**T-ICCP-4 Citizen Participation**

Ensure citizen participation in all transportation planning to accommodate their needs and desires.

### Intelligent Transportation System Improvements

Working with Port tenants and other stakeholders strives to create highly efficient terminals inside and outside the gate. Intelligent Transportation Systems (ITS) can allow Port of Tacoma users to transport goods with greater efficiency using the existing physical infrastructure. Passenger transportation already benefits from ITS through traveler information, trip planning, and active traffic management. ITS projects can improve goods movement via communications, data sharing, and coordination strategies.

In order to optimize freight movement within the Port area, the Port of Tacoma has a number of ITS strategies available:

- Automatic Vehicle Locator System: collects anonymous truck data via commercial systems or RFID tags
- Advanced Transportation Management Information System: detects traffic through real-time traffic data and video images from detection devices installed in the Tideflats area
- Truck/Rail messaging-reroute for blockages
- Variable Message Signs: communicates transportation system delays to drivers as they enter the Tideflats providing alternative routing to avoid congestion and blockages
- Railroad Crossing Monitoring System: gathers video and detection data from at-grade railroad crossings and alerts drivers to route blockage delays

- Real Time Information: identifies individual trucks as they enter the Port and delivers information such as incidents, road closures, and queuing times to coordinate route guidance
- Reversible Lane Operations: in order to address truck queuing on Port of Tacoma Road within the Port, convert the outside northbound lane to a truck queuing lane and designate the inside southbound lane to reversible operations during peak periods

These Intelligent Transportation Systems technologies will allow the Port of Tacoma to reduce delays in goods movement due to:

- Congestion
- Queuing
- Breakdowns
- Traffic collisions



Source: Manitoba Infrastructure and Transportation, 2011

**DRAFT**



**Tacoma**

**SIX YEAR COMPREHENSIVE  
TRANSPORTATION IMPROVEMENT PROGRAM  
AMENDED 2013/2014 & 2015-2020**

City Council Study Session  
November 12, 2013

*Last updated 11/5/13*

**Acknowledgements:**

**Kurtis D. Kingsolver, P.E., Interim Public Works Director/City Engineer  
Chris Larson, P.E., Engineering Division Manager  
Jennifer Kammerzell, Program Manager**

## PREFACE

Section 35.77.010 of the Revised Code of Washington (RCW) provides that each city shall annually update its Six-Year Comprehensive Transportation Program and file a copy of the adopted Program with the Secretary of the Washington State Department of Transportation (WSDOT) by July 1 of each year. The Program is NECESSARY TO ALLOW CITIES AND COUNTIES TO OBTAIN STATE AND FEDERAL FUNDING. For a project to obtain funding from the state, it must appear in the agency's current program. Since the state also disperses federal highway funds, this requirement applies to federally-funded projects as well.

Beginning 2008 and henceforth, the City will adopt this program current with its Capital Facilities Program as part of a City Budget review process. The amendment and adoption cycle for these programs was shifted to the months of June through December. Efficiently, the City will present to the State its annually adopted Six-Year Comprehensive Transportation Program each February or 5 months earlier than required each year.

In 1995 RCW 35.77.010 was amended by Senate House Bill 1928. This amendment revised the name from the Six-Year Comprehensive Street Program to the Six-Year Comprehensive Transportation Program. It also requires each city to specifically set forth those projects and programs of regional

significance for inclusion in the transportation improvement program within that region.

The program is based upon anticipated revenues versus desirable projects. There are always more projects than available revenues. Therefore, the primary objective of the program is to integrate the two to produce a comprehensive, realistic program for the orderly development and maintenance of our arterial street system.

Several important points must be considered during the review of the proposed Program. The early years of the Program are quite definite; that is, it can be assumed that those projects will be constructed as scheduled. Projects in the later years are more flexible and may be accelerated, delayed or canceled as funding and circumstances change.

It is also important to note that the adoption of the program does not irreversibly commit the City of Tacoma to construct the projects. A project may be canceled at any time during the course of study or design. The usual reasons for canceling a project are that it is environmentally unacceptable or contrary to the best interests of the community as a whole. The program may at any time be revised by a majority of the City Council, but only after a public hearing.

The City of Tacoma strives to create a transportation system that achieves the following goals:

- promote pedestrian, nonmotorized, and vehicle safety;
- work toward complete streets – enabling safe and convenient access and travel for all users (pedestrians, bicyclists, transit riders, and people of all ages and abilities, as well as freight and motor vehicle drivers) and to foster a sense of place in the public realm;
- serve and support economic development; and
- be representative of all neighborhoods;

## STRATEGY

To achieve the goals and outcomes of the plan, the City applies the following strategies:

- Leverage available funding through grant requests and coordination with other agencies;
- Leverage funded projects to support unfunded projects;
- Leverage projects that have a positive impact on economic development;
- Create partnerships;
- Implement best management practices;
- Address parity throughout the City;
- Use the most cost effective methodology for preventative maintenance of infrastructure;
- Apply project management principles so that the process is well-defined and progress is adequately tracked;
- Collaborate with regional funding partners to align priorities with funding opportunities; and

- Assign priority to projects based on the Project Selection Criteria.

## PROJECT SELECTION CRITERIA

The evaluation system is designed to provide guidance in evaluating projects and determining their feasibility and applicability in the 6 Year Comprehensive Transportation Program. This plan assigns priority to projects that:

- Address high risk and collision locations – for motorists, bicyclists, and pedestrians;
- Assist in completing a transportation network that serves all modes of transportation;
- Allocate resources towards streets that do not provide adequate service;
- Leverage opportunities and have a positive impact on other planned projects in the City;
- If not funded would result in a lost funding opportunity or partnership, costly future construction, or costly repair; and
- Allocate resources to achieve parity of infrastructure among neighborhoods over time.

The 6 Year Comprehensive Transportation Program goal and strategies are consistent with the direction of the City's Comprehensive Plan.

## CONSISTENCY WITH THE COMPREHENSIVE PLAN

The State's Growth Management Act (GMA) required local governments to develop and adopt Comprehensive Plans covering land use, housing, capital-facilities, utilities, and transportation by July 1, 1993. Tacoma adopted its Comprehensive Plan in 1992.

Specific requirements in the GMA regarding the transportation element include: making land-use assumptions, establishing level-of-service standards, inventorying existing facilities and services, identifying current and future deficiencies, analyzing financial capability, developing an action strategy for implementation of the transportation element, ensuring intergovernmental coordination, and implementing demand management strategies.

The Comprehensive Plan is the official statement adopted by the City Council setting forth goals and policies to protect the health, welfare, safety, and quality of life of Tacoma's residents. The Comprehensive Plan anticipates change for the coming 20 years and establishes direction for the future physical growth, development and improvement of the city. The plan also fulfills the City's responsibilities to manage growth as mandated by State law.

The requirements of the GMA imply that the projects in the Six-Year Comprehensive Transportation Program be consistent with and implement the goals, policies and plan recommendations of the Comprehensive Plan.

## GRANT APPLICATIONS AND LEVERAGING LOCAL DOLLARS

The need to leverage local dollars through grant applications is very important to all program managers and consistent with the direction set forth in Tacoma's Strategic Plan. All sections have more needs than available local dollars. Therefore, this Program and its configuration by sections, allows program managers to aggressively submit for grant applications thereby leveraging Tacoma's local dollars.

## REVENUES

### Gas Tax

The City of Tacoma receives a proportionate share of the State Motor Vehicle Fuel Tax (Gas Tax), based on population. The amount varies depending on the amount of fuel consumed; however, revenues have significantly declined in the past few years. In 2005, the State Legislature approved a gas tax increase to replace the City's transportation revenues lost as a result of Initiative 776. Projected future gas tax revenues for Tacoma's capital projects are estimated at \$1.85 million for years 2013 through 2020.

### Federal Funding Programs

SAFETEA-LU is the acronym for the current federal transportation act. The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was signed into law in 2005 and authorizes the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009. SAFETEA-LU replaced TEA-21, the Transportation Efficiency Act which expired in 2003.

### **CMAQ**

The Congestion Mitigation and Air Quality Improvement program (CMAQ) provides funds to state and local governments for transportation projects and programs that help meet the requirements of the Clean Air Act. Eligible activities include transit improvements, travel demand management strategies, traffic flow improvements, and public fleet conversions to cleaner fuels, among others. Funding is available for areas that do not meet the National Ambient Air Quality Standards (non-attainment areas), as well as former non-attainment areas that are now in compliance (maintenance areas).

### **STP**

The Surface Transportation Program (STP) funds construction, reconstruction, resurfacing, restoration, and rehabilitation of federally classified arterials. STP funds have a regional allocation through the Puget Sound Regional Council (PSRC). The PSRC sub-allocates funds to King, Kitsap, Pierce, and Snohomish Counties.

### **STATE FUNDING**

The Transportation Improvement Board (TIB) is a state agency directed by a twenty-one member board. The primary purpose of the TIB is to administer state funding for local government transportation projects. Projects are funded by utilizing TIB revenue in combination with local matching funds and private sector contributions. The TIB administers the following grant programs:

#### **Sidewalk Program (SP)**

The Sidewalk Program was established to provide funding for pedestrian projects. Projects improve safety, provide access, and address system continuity and connectivity. The SP is on an annual funding cycle.

Applications are due in August and selected by the Board in November.

#### **Urban Corridor Program (UCP)**

The UCP program has annual awards ranging \$35 to \$40 million. Through its urban project selection process, the TIB requires multi-agency planning, coordination, and public/private cooperation to further the goal of achieving a balanced transportation system in Washington State. Project applications are due in August and selected in November.

#### **Public Works Trust Fund (PWTF)**

Tacoma received a \$10 million Public Works Trust Fund loan in 2004. Most of the PWTF loan has been used toward replacing lost revenues resulting from a voter approved initiative and restoring neighborhood programs to historic levels.

# Railways

**Legend**

- RailCrossings

**Rail**

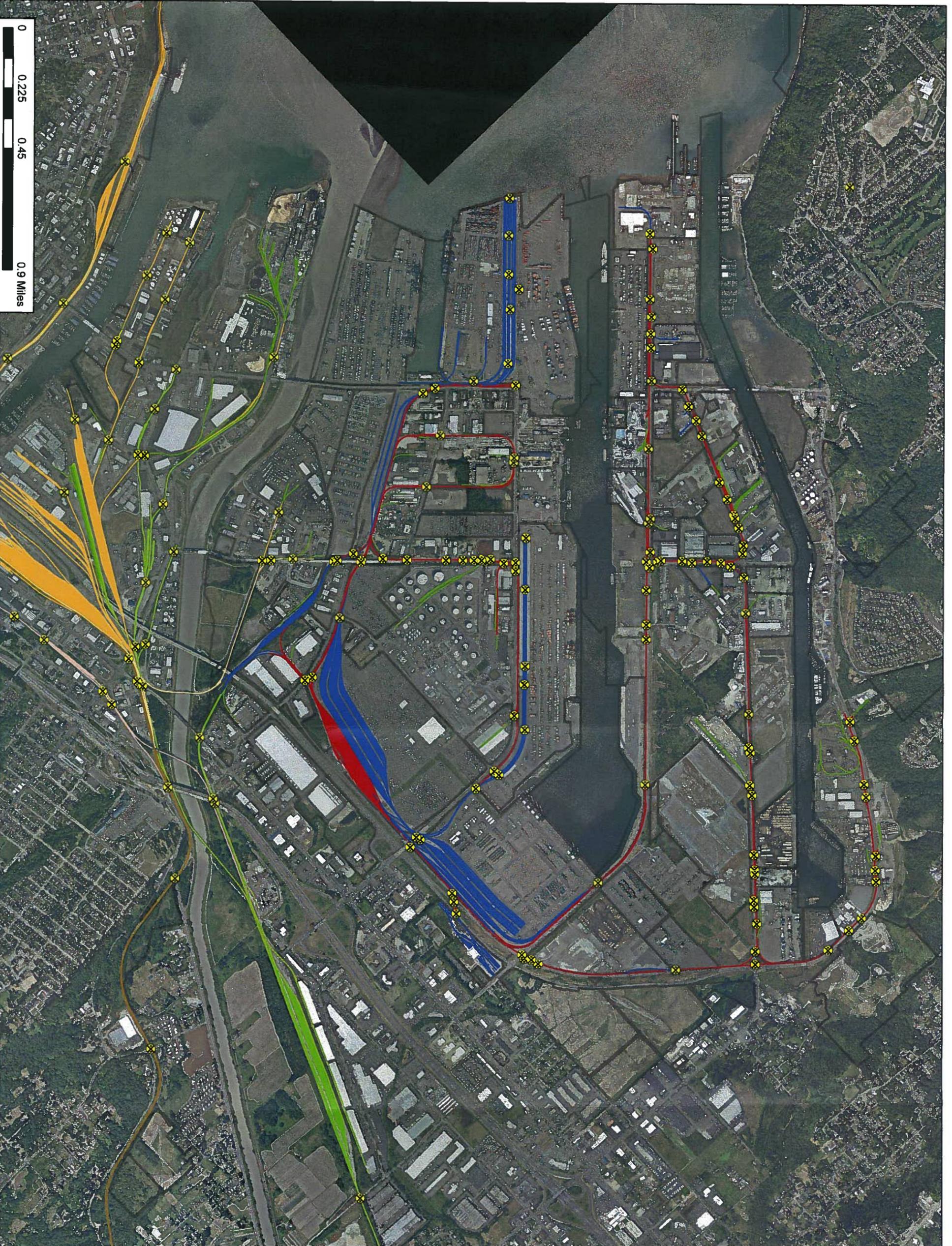
- BNSF Main
- BNSF Railroad
- BNSF with UP Rights
- Port of Tacoma
- Private Industry
- Tacoma Rail
- Tacoma Rail Mountain Div
- Union Pacific Railroad
- Port-Owned Property



Date Saved: 4/30/2014

Map Created By:  
Robyn Andrusyszyn

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# Regional Centers Candidate Centers & Local Centers for 2014 STP / CMAQ Funding Competition

March 2014

**Legend**

- Centers
- Local Centers
- Regional MFG / IWD Centers
- Regional Candidate Centers
- Regional Growth Centers
- Cities in Pierce County
- Federal / State Land



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