

Project Title Freeman Road Reconstruction – North Segment CN
Agency City of Fife

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: Russ Blount Address: Fife City Hall, 5411 23rd St E, Fife, WA 98424
Title: Public Works Director Telephone: 253-922-2489
Email: rblount@cityoffife.org

Project Title Freeman Road Reconstruction – North Segment CN

Agency City of Fife

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

ROADWAY			
	New Facility – Roadway		Bridge Replacement
	Relocation – Roadway	SI	Multiple Intersections – Roadway
SI	Environmental Improvement – Roadway		Single Intersection – Roadway
	Major Widening – General Purpose	SI	Safety – Roadway
	Major Widening – HOV		Grade Separation
	Minor Widening – No new capacity		Major Interchange – GP
PI	Minor Widening – New capacity		Major Interchange – HOV
	Preservation/Maintenance/Reconstruction		Minor Interchange – GP
	Resurfacing		Minor Interchange – HOV
SI	New Bridge or Bridge Widening		Other – Roadway
	Bridge Rehabilitation		
NONMOTORIZED			
SI	Sidewalk		Bike Lanes
	Regional Trail (Separate Facility)	SI	Other – Nonmotorized (wide curb lane)
	Non-Regional Trail (Separate Facility)		
OTHER			
	Transportation System Management		Transportation Demand Management
	Intelligent Transportation System		Other – Special
	Study or Planning activity		
TRANSIT			
	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
	Other – Transit		

Project Title Freeman Road Reconstruction – North Segment CN
Agency City of Fife

PROJECT LOCATION INFORMATION

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

3. **Project Location:** Freeman Road East
From: Fife City Limits (just south of 20th Street East)
To: Valley Avenue East

Or, other appropriate locating information: Latitude 47°14'16" North, Longitude 122°19'36" West to
Latitude 47°13'14" North, Longitude 122°19'14" West

Project Length: 7,000 (feet)

4. **Federal Route Number** 3157

5. **Federal Functional Class:** Major Collector see link
www.wsdot.wa.gov/Mapsdata/tools/functionalclass

5a. **Posted Speed Limit:** 25 mph (will likely be increased to 30 mph after construction)

5b. **Average Daily Traffic Volume:** 9,100 (2013) 16,000 (estimate with SR 167 freeway interchange)

PROJECT DESCRIPTION

6. **Funding Request: What is the proposed funding source?** STP X 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 X No _____

If yes, cite document, page(s) and adoption date: Six Year Transportation Improvement Program, from 2014 to 2019, adopted by Resolution 1559 on August 13, 2013. This project is #17, on Page 5.

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):**
Widen existing substandard two-lane roadway to increase travel lane width from 10 feet to 14 feet, add curb, gutter, planter strip, and sidewalk on west (Fife) side, and provide storm drainage and stormwater quality and quantity enhancements. Lengthen left turn pocket approaching 20th Street East, add left turn pockets approaching 25th Street East and the major driveway approximately 1,500 feet south of 25th Street East, and add two-way left turn lane for approximately 2,800 feet north of Valley Avenue East; the south 200 feet will be a left turn pocket. Convert overhead utilities to underground (this feature locally funded).

Project Title Freeman Road Reconstruction – North Segment CN
Agency City of Fife

Confirm word count (99 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):

The existing roadway is substandard for its current use and traffic volume but will be far more substandard after the Washington State Department of Transportation (WSDOT) completes its proposed SR167 interchange in eastern Fife. As shown on <http://www.wsdot.wa.gov/Projects/Gateway/sr167phase1.htm>, WSDOT proposes that SR167 ramps to and from the north intersect with Freeman Road East, just south of Valley Avenue East. WSDOT proposes that SR167 ramps to and from the Port of Tacoma intersect with Valley Avenue East, just west of Freeman Road East. These new freeway ramps will substantially increase traffic on Freeman Road East.

The existing roadway does not meet current design standards for lane width, horizontal alignment, vertical alignment, stormwater management, or pedestrian facilities. The City of Fife owns the roadway, but the east right-of-way line forms a boundary between the Cities of Fife and Edgewood. The City of Fife share of roadway design, right-of-way, and construction costs will be funded by a Local Improvement District (LID) formed to include only properties in the City of Fife; the City of Edgewood declined to support the formation of an LID. For this reason, no sidewalk is proposed on the east, or Edgewood side of Freeman Road. Currently, there is no sidewalk on either side of the roadway, so the provision of sidewalk on the west side of the road will be a substantial improvement to pedestrian safety. A mobile home park near the south project limits, proposed housing and industrial development bracketing the middle of the project, and the existing and growing commercial corner at the north end of the project generate pedestrian trips.

The north portion of the project, comprising just over half of the project, abuts the base of the ridge that extends from North Puyallup to West Seattle. This portion of the roadway is elevated 5 to 25 feet above the valley floor. The steep slopes adjacent to the roadway limit development, such that there is only one street intersection and one substantial driveway along this segment. For this reason, a two lane section is proposed, with turn pockets. Multiple driveways provide access to the mobile home park and other existing development along the south portion of the project, so a continuous two-way left turn lane is proposed. These turn pockets and the improved roadway alignment will reduce the frequency of accidents in the corridor, which have included “head on,” “off roadway,” and “rear end” incidents.

Confirm Word count (399 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

Phase (e.g., Planning Study/Project,, Preliminary Engineering, Right of Way, Construction, Other)	Estimated Obligation Date (year only)	Federal Funds Requested
Construction	2016	\$3,000,000
		\$
		\$
		\$
		\$
		\$

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>

Project Title Freeman Road Reconstruction – North Segment CN

Agency City of Fife

11. Total Project Cost (\$15,000,000)

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

A	B	C	D	Project Phase			
				E	F	G	H
Fund Source	Secured, reasonably Expected, or Unsecured?	Obligation Date (Yr Only)	\$ Amount by Funding Source	Planning	Prelim. Eng/ Design	Right-of-Way	Construction / Implementation
Local	Secured	2009	\$7,013,600	\$800,000	\$228,000	\$3,250,000	\$2,735,600
(name) Co-op Jurisdiction	Edgewood, reasonably		\$200,000				\$200,000
(name) Private Funds							
(source) Grant							
Other							
Other							
Other							
Grant Request	Unsecured	2015	\$3,000,000				\$3,000,000
TOTAL			\$10,213,600	\$800,000	\$228,000	\$3,250,000	\$5,935,600

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

Table is completely filled out; this explanation is that the "planning" phase for this project included and will include substantial engineering, survey, environmental work, etc. The "engineering" phase will include only that engineering necessary to take the current plans through NEPA and get them ready for bidding under federal guidelines.

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>

Fife's local share for this project is funded by Local Improvement District (LID), as approved by Ordinance 1691, a copy of which is attached. The ordinance established preliminary assessments totaling \$12,939,715, when the ordinance was approved, in February 2009. Though costs and special benefit have changed since that date, the ordinance is still valid and the assessments may still be collected.

This grant application is being submitted because the total project cost exceeds the "special benefit" to the property within the LID. WSDOT's recently-proposed freeway ramps to Freeman Road were not anticipated in 2009, when the LID was formed; these ramps make this project more appropriate for public funding.

Project Title Freeman Road Reconstruction – North Segment CN
 Agency City of Fife

THE FOLLOWING RESPONSES WILL BE SCORED FOR PROJECT 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 No

Cooperating Jurisdiction	Phase	Dollar Amount of Participation	Percentage of Current Application
City of Edgewood	CN	\$200,000	6.7
(Edgewood-enforced devel. contribution-see Edgewood e-mail + letters)			
Total:			

- 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
Local Improvement	All	\$7,213,600	240
District Assessments + Edgewood Devel Contrib	CN	\$2,935,600	98
Total:			

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

COMMITTEE SCORE _____
(Max. score of 3)

Project Title Freeman Road Reconstruction – North Segment CN
Agency City of Fife

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# Freeman Road Reconstruction; N/A

Funding Source: City of Fife
Funding Amount(s): \$800,000 (Includes engineering and other work beyond typical planning)

Name and completion date of Planning Study: Freeman Road Reconstruction Phase 1 Design Report, 10/2009

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
No 0 points

If yes, what are they? Provision of planter strip, which provides separation between sidewalk and travel lane. This improves safety and comfort of sidewalk users in tangent sections. It more substantially will improve safety and comfort at intersections, as the additional space between the sidewalk and travel lane results in more space for ADA ramps, reducing the need to maneuver or wait in close proximity to turning vehicles.

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)

Project Title Freeman Road Reconstruction – North Segment CN
Agency City of Fife

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

*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	Not complete	9/30/2014
Environmental Approval	Not complete	12/31/2014
Right-of-Way Certification	Not complete	12/31/2015

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).
Only one parcel is required from a property owner who did not sign a petition for the formation of the LID which will fund the project, become subject to a binding agreement or SEPA MDNS, or sign a binding deferral agreement obligating the owner to dedicate the right-of-way. Copies of the petition and deferral agreement are attached. The owner of one property needed for acquisition has approached the City of Fife regarding a potential total acquisition, and the City will pursue that process as a potential early acquisition if construction funding is awarded. Nonetheless, because of the PSRC’s project delivery policies, the City of Fife is allowing a full year after NEPA completion for the acquisition of that one parcel, or the possession and use of the needed right-of-way area.

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

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

Please explain:

The Pierce County Regional Council (PCRC) has stated that the completion of SR 167 is its highest priority. A statewide transportation funding package which included the completion of this route was approved by the Washington State House of Representatives during its 2014 short session but no such package was approved in the Washington State Senate. The PCRC and many of its member cities’ lobbyists believe that a special session of the legislature may reconsider this issue between the November 2014 elections and the seating of a new legislature in January 2015. The award of funding to this project would add momentum towards the funding of SR 167 by demonstrating a local commitment, backed by the PSRC to improve Freeman road in anticipation of the future SR 167 interchange. State funding of the SR 167 freeway may not meet the standard of “reasonably secured” but the funding of this project can certainly improve the odds of the funding of the funding of the SR 167 freeway project.

COMMITTEE SCORE _____
(Max. score of 1)

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)	X
2. Regional or Candidate Growth Center Manufacturing/Industrial or Candidate Center (scores 2 points)		5. Corridor Supporting one (1) or more Centers (scores 1 point)	X
3. Countywide Center or Locally Identified Center (see approved PCRC Map) (scores 1 point)		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 corridor connects the Puyallup and Federal Way growth Centers, in a parallel route to the often-congested SR 161. The corridor also supports any and all of the regional Manufacturing and Industrial Centers (MICs) along the SR 167 corridor, including the Port of Tacoma, which is at the terminus of the proposed SR 167 freeway completion project. Fife’s Freeman Road project will provide a “last mile” connection between Fife’s industrial-zoned lands and the various MICs.

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 _____ 2 points
- Yes, partial or intersection X 1 point
- No _____ 0 points

If yes, provide route number(s) Route 503, the Fife-to-Puyallup Sounder Station Connector, crosses the project at Freeman Road’s intersection with Valley Avenue (501 crosses Freeman Road just feet beyond project’s north project limits, in the City of Milton) QUESTION 20 ANSWERED FOR 503 ONLY

COMMITTEE SCORE _____
 (Max. score of 2)

Project Title Freeman Road Reconstruction – North Segment CN

Agency City of Fife

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 4 (see pages 26 and 27 of the call for projects)

4 or more transit vehicles X 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)	√ A	Schools	√ D	Household/Retail	√ G	Commercial Areas	√ J
Transit locations (0-5 trips/day)	√ B	Grocery Store	√ E	Parks and Recreation	√ H	Cultural Facilities (museums, libraries, etc.)	√ K
Transit locations (0-5+ trips/day)	√ C	Medical	√ F	Employment Centers	√ I	*Other	√ L

1 point each item

*Please describe:

The project adds sidewalk along the full length of the corridor, where there is none today. The proposed sidewalk will connect to Fife’s existing sidewalks in 26th Street and on Valley Avenue, which connect to the rest of Fife’s sidewalk network. The combination of existing and proposed sidewalks provides a continuous pedestrian route to the following: (A,B,C) transit routes just north of the project (route 501), and at the south end of the project (route 503); (D) Columbia Junior High School, Fife High School, and All Saints Catholic School; (E) Kusher Bakery, which sells not only baked goods but also ingredients; (F) Recovery Innovations and Gustafson Optometrists; (G) Associated Espresso; (H) Brookville Park; (I) Fife’s industrial businesses along 70th Avenue East; (J) Fife’s commercial businesses along 54th Avenue East; (K) the Fife Library and Fife History Museum; and (L) Hertz rental car and numerous auto dealers, for pedestrians who are interested in getting off their feet and on the road. Note that the above list is partial, pedestrians willing to walk further can get to many more important destinations.

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 X 3 points
 Yes, Next Section _____ 2 point
 No _____ 0 points

If yes, please name adjacent segments; provide their funding source, and completion date: The intersection of Freeman Road with Valley Avenue East is the south terminus of the project. Valley Avenue East is a

Project Title Freeman Road Reconstruction – North Segment CN

Agency City of Fife

“complete street, with four through lanes, turn pockets, bike lanes, planter strips, and sidewalks on both sides. Valley Avenue East was funded by federal earmarks, FMSIB, and the TIB and completed October, 2010. The intersection of Freeman Road East and 26th Street East is approximately 1,200 feet south of the north end of the project, and approximately 5,800 feet north of Valley Avenue East. The proposed Freeman Road improvements close the 5,800-foot gap between 26th Street East and Valley Avenue East. While the north 1,200 feet of the project is a “next segment,” the longer 5,800 feet of the project is a “gap closure”. 26th Street East was constructed by developers and opened to the public in March, 2012. Not all of the adjoining property has been developed, so the final lift of asphalt and the final landscaping are bonded and incomplete, but the street and sidewalks are in use. This street is currently striped for two 20-foot lanes, but when finished will have two 14-foot lanes and a 12-foot two way left turn lane.”

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:

The project will provide a more direct connection to Valley Avenue and points east and north along State Route 167, reducing travel distances for businesses along 26th Street East. Currently, Freeman Road is weight restricted, except for local access. Businesses along 26th Street East must travel west to go east, traveling west to 70th Avenue East, and then south on 70th before travelling east on Valley Avenue East. Truck traffic from the Benaroya business park would need to drive 8,000 feet on current truck routes to reach the intersection of Freeman Road East and Valley Avenue East. When this proposal for Freeman Road improvements is completed, Fife will lift its weight restrictions on Freeman road and truck traffic from the Benaroya Business Park will need to drive only 6,000 feet to reach the same intersection. This 2,000-foot reduction in trip length for each truck into the business park will not only reduce greenhouse gasses but also fine particulates, for which Fife is in the Pierce County nonattainment area. These benefits will be available on the date that the project is complete; if this funding application is approved we expect that to be late 2016. Based on forecast truck volumes, the project will reduce truck VMT by 75 miles per day, resulting in a reduction of greenhouse gasses of 50 metric tons per year, and a reduction of fine particulates from diesel exhaust of 6 kilograms per year.

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 = _____ 5 points
 Medium = _____ 3 points
 Low = _____ 2 points
 0 = _____ 0 points

COMMITTEE SCORE _____
 (Max. score of 5)

ROADWAY APPLICATION

24. Does the project include signal interconnection, pre-empt, or other ITS improvements?

Describe the existing conditions in the area (i.e., level of service, average daily traffic, etc.), and describe how the ITS improvement is expected to improve traffic flow (increase speed, reduce idling, remove accidents, etc.).

Please describe:

There is currently no interconnection between the existing signal at the intersection of Freeman Road and Valley Avenue East and the existing Union Pacific Railroad at-grade crossing some 250 feet south of the intersection. This project will widen Freeman Road from two to three lanes at its intersection with Valley Avenue East and provide appropriate modifications to the existing signal system. Among those signal modifications will be the interconnection of the traffic signal with the railroad grade crossing signal. This interconnection will prevent traffic queuing onto the railroad tracks and improve traffic and railroad safety.

Yes, Significant Improvement X 2 points
 Yes, Minor Improvement _____ 1 point
 No _____ 0 points

COMMITTEE SCORE _____
 (Max. score of 2)

25. Are the environmental/water quality improvements greater than the minimum requirements?

Please describe:

Yes. The project will include fish-friendly long span open bottom culverts to replace three existing stream crossings. These crossings are Surprise Creek, between 20th and 26th Streets East and Wapato Creek at two locations in the straight segment of Freeman Road, approximately 100 feet and 1,000 feet north of Valley Avenue East. Each of the existing crossings is a large diameter culvert without hydraulic drop or other obstruction to fish passage, and the project's environmental consultant has indicated that permits could be obtained to extend the culverts. The City of Fife is committed to improving habitat in these streams and has deemed the more costly full replacement of the existing culverts to be worth the investment. (NOTE: this is an "environmental improvement" per the question, but not addressed in the point-scoring criteria below; Fife hopes that the environmental benefit gains points, despite not specifically fitting into the criteria below)

Projects that incorporate Green Stormwater Infrastructure (rain gardens, bioretention, porous pavements, etc.) AND retain 100% of stormwater on site. _____ 3 points

Projects that add more than 5,000 square feet of new impervious surface and provide water quality/quantity treatment for ALL (new and existing) impervious surfaces within the project area. _____ 2 points

Projects that add less than 5,000 square feet of new impervious surface and that provide water quality and quantity treatment OR provides water quality treatment for 150% of new impervious surfaces. _____ 1 point

COMMITTEE SCORE _____
 (Max. score of 3)

26. Does the project include horizontal or vertical roadway adequacy improvements? (Supporting documentation should include a map, design drawing, or narrative statement specifically addressing the horizontal/vertical improvements.) Please describe:

See attached photos. The north 3,600 feet of the project will widen, straighten, and smooth grades on the portion of the Freeman Road corridor built along the base of the steep hill up to Edgewood and the plateau that extends from North Puyallup to West Seattle. This segment comprises over half of the project length. The existing roadway is substandard in pavement width, horizontal curves and sight distance, and vertical curves and sight distance. The road is currently posted with a 25 mile-per-hour speed limit. The roadway will be widened, straightened, and smoothed to provide vertical and horizontal curves and sight distance adequate for reposting with a 30 mph speed limit. In particular, the sharp curves 3,000 feet and 4,500 feet north of Valley Avenue will be flattened and the vertical curves 300 feet north and south of 26th Street East will be smoothed.

(Narrative or supporting documents are required.)

COMMITTEE SCORE _____
(Max. score of 4)

27. Does this project add a new illumination system?

Yes, full project corridor length X 3 points
Yes, partial project corridor length _____ 2 points
Yes, at an intersection only _____ 1 point
No _____ 0 points

COMMITTEE SCORE _____
(Max. score of 3)

28. Does the project include a new traffic control device that satisfies 2 or more traffic warrants?
Does the project install a roundabout in lieu of the traffic signal?

Yes, a roundabout will be installed in lieu of a traffic signal _____ 3 points
Yes, a traffic signal will be installed _____ 2 points
Yes, other solution X 1 point
No, the intersection does not meet 2 warrants _____ 0 points

Please describe the other solution:

The project will add left turn lanes and left turn signalization to Freeman Road at both its north and south approaches to Valley Avenue East. Currently, Freeman Road is only two lanes on these approaches, with a single lane each for approaching and departing traffic. Because there is significant left turn traffic from each approach, the north and south-bound signal phases are split, meaning that only one of these movements has a green signal at any one time. The left turn lanes and signalization will allow through movements to overlap, meaning that both north and southbound through movements will receive the green signal simultaneously. This overlap of through movements will improve intersection operations, reduce queue lengths, and reduce greenhouse gas emissions. Additionally, the new left turn lanes and signalization will operate as protective/permissive phases, allowing turning movements to clear when no opposing traffic is present.

COMMITTEE SCORE _____
(Max. score of 3)

29. Will this project improve the efficiency and accessibility of trucks to freight distribution facilities and/or other intermodal connections?

Please explain: Yes the entire area abutting the west side of the project is zoned industrial. In Fife, the primary industry is warehousing and freight distribution. The project will improve access to these immediately adjoining areas, as well as the other warehousing and freight distribution areas in Fife, and the manufacturing and industrial centers along the SR 167 Freeway, which is planned to connect to Freeman Road just south of the project limits. The project is within 4 miles of the Port of Tacoma's Pierce County Terminal.

Project Title Freeman Road Reconstruction – North Segment CN

Agency City of Fife

- Yes, this project is located within a Manufacturing Industrial Center (MIC), is located on a classified Truck Route (T1-T2) and is within 2 miles of a marine terminal, intermodal or transload facility _____ 3 points
- Yes, this project is located within a Center, is located on a classified Truck Route (T1 –T3) and is within 2 miles of a marine terminal, intermodal or transload facility _____ 2 points
- Yes, this project is located on a corridor connecting two centers (one must be a MIC) and is within 4 miles of a marine terminal, intermodal or transload facility X 1 point

COMMITTEE SCORE _____
(Max. score of 3)

30. Will this project correct a significant safety problem by implementing a seismic retrofit, guardrail, attenuator and barriers, or other devices?

Guidance: The explanation and supporting material will be scored within a range of 0 to 4 points.

Please explain the existing problem and provide supporting data (accidents, police reports, etc...):

The project will provide modern-standard guard rail and/or parapets at the three stream crossings, and will provide an interconnection with the UPRR grade crossing located 200 feet south of the intersection of Freeman Road with Valley Avenue East.

COMMITTEE SCORE _____
(Max. score of 4)

31. Does the project include a new bicycle lane or separated NM facility for the full length of the project?

- Yes, a separated NM facility _____ 3 points
- Yes, striped lane 5 feet or greater _____ 2 points
- Yes, shared lane 3 feet or greater in width X 1 point
- No _____ 0 points

COMMITTEE SCORE _____
(Max. score of 3)

32. Does this project improve the transportation system by widening turn lanes or removing corridor conflicts?

Guidance: Modes of transport may include vehicular, rail, non-motorized...

Please explain:

The project includes the provision of turn lanes where none currently exist, and includes the interconnection of the existing Freeman Road/Valley Avenue auto/truck traffic signal with the nearby Freeman Road/Union Pacific Railroad grade crossing signal. The three proposed long-span open bottom stream crossing culverts will, during normal flow periods in Surprise and Wapato Creeks, provide dry stream-bank corridors available for use by wildlife. These corridors will allow wildlife to move along the streams without crossing the road at grade, reducing wildlife death by vehicular impact and reducing the danger of property damage or injury to motor vehicles or motorists.

- Removes conflicts for three modes of transport _____ 2 points
- Removes conflicts for one mode of transport X 1 point
- Improves system without removing conflicts _____ 0 points

COMMITTEE SCORE _____

(Max. score of 2)

PICK AND SCORE ONE ONLY (33 or 33A)

33. Percent of heavy trucks (3 axles min) 14%
Basis for determining truck percentage (a description is required to score points)
Freeman Road is currently weight restricted, so that the current truck percentage is much lower. This percentage is the anticipated future truck percentage, once the weight restriction is lifted. The percentage shown is the average on 70th Avenue East, which is the closest parallel route and had 10 percent trucks when last counted, and Valley Avenue East, just west of its intersection with Freeman Road East, which had 19 percent trucks when last counted. Note that the counts were taken in spring 2013, while 70th Avenue East was under construction and trucks could be expected to use alternate routes to avoid construction delays. The City of Fife completed improvements to 70th Avenue East, in October, 2013. Anecdotally, the percentage of trucks seems much higher since 70th was completed, but Fife did not re-count truck volumes since the existing counts support a maximum point assignment.

- Over 10% X 5 points
- 5 to 9% _____ 3 points
- 2 to 4% _____ 1 point

OR

33A. **Truck Route Classification** (see link <http://www.wsdot.wa.gov/Freight/FGTS/CountyMaps.htm>)

- T-1: more than 10 million tons per year _____ 5 points
 - T-2: 4 million to 10 million tons per year _____ 4 points
 - T-3: 300,000 to 4 million tons per year _____ 3 points
 - T-4: 100,000 to 300,000 tons per year _____ 2 points
 - T-5: at least 20,000 tons in 60 days _____ 1 point
 - Locally designated truck route _____ 1 point
- (Must be in Code or Comprehensive Plan and attached)

COMMITTEE SCORE _____
 (Max. score of 5)

34. **Does this project add a dedicated turn pocket or lane-drop at one or more intersections?**

- Yes X 1 point
- No _____ 0 points

COMMITTEE SCORE _____
 (Max. score of 1)

35. **Does this project add a two-way, left-turn lane (TWLTL) or a center median between two or more intersections?**

- Yes, adds a continuous TWLTL or a continuous center median X 3 points
- Yes, adds a non-continuous TWLTL or a non-continuous center median _____ 2 points
- No _____ 0 points

COMMITTEE SCORE _____
 (Max. score of 3)

36. **Does this project add new HOV lanes or transit queue jump lanes (need to provide a letter of support for queue jump lanes from the transit agency)?**

- Yes, two or more lanes _____ 2 points
- Yes, one lane _____ 1 point
- No X 0 points

Project Title Freeman Road Reconstruction – North Segment CN

Agency City of Fife

COMMITTEE SCORE _____
(Max. score of 2)

37. Does the project widen or construct the road to add general purpose lanes to increase capacity?

One or more _____ 2 points
None X 0 points

COMMITTEE SCORE _____
(Max. score of 2)

TOTAL SCORE FOR ALL SECTIONS _____

JURISDICTION APPROVAL.

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

- CS (initial) The project information contained within this application is accurate.
- CS (initial) The project is programmed and matching funds are available.
- CS (initial) Agency acknowledges it must apply for listing in Regional TIP before June 1 of the selected obligation year.

BY: [Signature]
Approving Authority

TITLE: Public Works Director

DATE: April 30, 2014