

Project Title Gravelly Lake Drive: 100th St. SW to Bridgeport Way SW Sidewalk Improvements
 Agency City of Lakewood

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:

Non-Motorized
 (Please answer Questions 1-23 and 49-54)
 Potential score of 100

1a. Agency Contact Person

Name: Weston Ott Address: 6000 Main St. SW, Lakewood, WA 98499
 Title: Associate Engineer II Telephone: (253) 983-7725
 Email: wott@cityoflakewood.us

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

NONMOTORIZED			
PI	Sidewalk		Bike Lanes
	Regional Trail (Separate Facility)	SI	Other – Non-motorized
	Non-Regional Trail (Separate Facility)		

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PROJECT LOCATION INFORMATION

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

3. **Project Location:** Gravelly Lake Drive SW

From: 100th St. SW To: Bridgeport Way SW

Or, other appropriate locating information: _____

Project Length: 1,860 (feet)

4. **Federal Route Number** 2885

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

5a. **Posted Speed Limit:** 35 MPH

5b. **Average Daily Traffic Volume:** 21,000

PROJECT DESCRIPTION

6. **Funding Request: What is the proposed funding source?** STP _____ CMAQ X

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: City of Lakewood's Six-year Comprehensive Transportation Improvement Program 2014-2019 Section 2.50 page 10, Adopted July 15, 2013. City of Lakewood's TIB is currently being updated to reflect new budget numbers. Draft attached. 6 year (2015 – 2020) TIP to be adopted in July 2014.

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):**

Through this project, the City will construct safety and image oriented improvements along a portion of one of the City's designated Civic Boulevards within the Central Business District. Primary improvements will include a shared use bicycle facility in the outside lane, curb, gutter, and sidewalks. These improvements will be constructed along both sides of Gravelly Lake Drive SW from 100th St. SW to Bridgeport Way SW. Pedestrian and bicycle amenities will be provided consistent with the City's Civic Boulevard standard including: bicycle racks, benches, and trash receptacles. Work will also include street lighting, traffic signal upgrades and storm drainage modifications.

Confirm word count (100 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 purpose of the proposed project is to promote pedestrian and bicycle travel within the City's Central Business District by providing safe, comfortable and fully accessible pedestrian facilities. Existing conditions consist of substandard pedestrian facilities along one of the primary north-south

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arterials within the City’s Central Business District.(See Figure 2.2 and 4.1 City of Lakewood Comprehensive Plan) Substandard walkway exists sporadically throughout the project limits and do not provide consistent accessible pedestrian routes. In several locations, the public walkway encroaches onto private property and pedestrians must either walk in parking lots or in the travel lane.

The Central Business District consists of mixed uses including housing, entertainment, restaurants, professional and retail. Pedestrians currently are not afforded safe passage to and from many of the local businesses, civic amenities and transit stops. This is certainly true of non-ambulatory pedestrians. The proposed project will provide a safe, inviting and fully accessible pedestrian route within the City’s Central Business District and will provide the catalyst necessary for the redevelopment of the Central Business District into a rich urban area with civic amenities, walkable streets and a higher density of mix uses including housing, entertainment, restaurants and retail.

Confirm Word count (194 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	\$ 1,358,000
		\$
		\$
		\$
		\$
		\$ 1,358,000

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>

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11. Total Project Cost (\$2,151,000.00)

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 and Expected	2012 (In Progress)	\$393,000	\$45,000	\$23,500	\$39,000	\$285,500
(name) Co-op Jurisdiction	n/a						
(name) Private Funds	n/a						
(CMAQ) Grant	LW-15 Secured	2012 (In Progress)	\$400,000		\$150,000	\$250,000	
Other	n/a						
Other	n/a						
Other	n/a						
Grant Request	Unsecured	2016	\$1,358,000				\$1,358,000
TOTAL			\$2,151,000				

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

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 City of Lakewood's 2015/2016 budget is expected to be adopted in November 2014. The two funds that are used as matching money Fund 102 is continuously funded through Real Estate Excise Tax, \$900,000 annually, and Fund 401 is funded through the City of Lakewood's storm water utility fees. The City of Lakewood commits the \$285,500 in matching monies for this grant ask. City of Lakewood's TIB is currently being updated to reflect new budget numbers. Draft attached. 6 year (2015 – 2020) TIP to be adopted in July 2014.

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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 X No

Cooperating Jurisdiction	Phase	Dollar Amount of Participation	Percentage of Current Application
Pierce Transit	N/A	\$0.00	0.0%
Total:			0.0%

- _____ 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
N/A			
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)

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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) *		Environmental process complete* (must provide a signed ECS by FHWA or WSDOT H&LP)	X
Obligates funds in 2016 (receives 1 point)	X	Funding requested here completes project or fully implements the project	X
ROW plans approved by WSDOT	X	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): 60%

Project Phase	Status	Actual or Expected Completion Date
Preliminary Engineering	Complete	1/15/2014
Environmental Approval	Complete	3/11/2013
Right-of-Way Certification	Not complete	12/31/2014

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).

Limited strip takes where insufficient ROW exists to build the improvements. This project phase is funded and in progress. Project funding estimates complete, 13 parcels will be acquired. Offers and negotiations are in progress. The City anticipates that adjoining property owners are expected to cooperate. The City of Lakewood has had to go through the condemnation process in the past, and is currently working through the condemnation process on Bridgeport Way SW: 83rd to 75th project, and is willing to go to condemnation if necessary.

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:

N/A

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)	X
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)	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)	

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 attached map shows the project in the City's Regional Growth Center and is a supporting corridor for this Center.

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) Pierce Transit Route #2: S. 19th – Bridgeport Downtown Tacoma to TCC to Lakewood

COMMITTEE SCORE _____
 (Max. score of 2)

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 _____

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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 project will help reduce emissions by providing alternative modes of transportation where none currently exist. The length of this project is approximately 1,850 feet and completes a gap in previously constructed non-motorized improvements along Gravelly Lake Drive through the Central Business District, which connects Interstate 5 to Bridgeport Way. This corridor is important to the City's non-motorized facility and goes through the heart of the City Central Business District and connects with the Pierce Transit Station located at Lakewood Towne Center. This corridor links Lakewood with Interstate 5, and Joint Base Lewis McChord and serves as Pierce Transit's Route 2 with combined 4 bus peak hour trips. Completion of this project will strongly encourage non-motorized modes of transportation and transit use for decades to come by providing a continuous facility through the heart of the city connecting major employment, wellness and shopping centers.

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 = X 2 points
0 = _____ 0 points

COMMITTEE SCORE _____
(Max. score of 5)

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NON-MOTORIZED APPLICATION

49. Are the environmental/water quality improvements greater than the minimum requirements?
Please describe.

The project is currently covered by impervious surfaces, the existing and new impervious surface is primarily the result of reductions in landscape areas due to the need for widened pedestrian areas. The City of Lakewood will provide treatment for all impervious surface in the project limits.

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. X _____ 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)

50. Does this non-motorized project include a vertical grade separation or removes modal conflict at grade?

Yes, vertical grade separation _____ 5 points
Yes, removes modal conflicts at grade X _____ 3 points
No _____ 0 points

Please explain:

Through this project, areas where pedestrians must currently walk into the roadway or onto private property will be eliminated, this will remove modal conflicts at grade, attached photos.

COMMITTEE SCORE _____
(Max. score of 5)

51. Does this project provide facilities for pedestrians and bicycles? (Check all that apply.)

Provision of facilities for pedestrians X _____ 2 points
Provision of facilities for bicycles X _____ 2 points
Provision of facilities for bicycles and Pedestrians X _____ 1 points

COMMITTEE SCORE _____
(Max. score of 5)

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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: 
Approving Authority

TITLE: Public Works Director

DATE: 9/30/14