

# TRANSPORTATION COMMITTEE AGENDA

March 8, 2018 - North Conference Room

21630 11<sup>th</sup> Avenue South – Des Moines 98198

5:00P – 5:50 PM

1. Selection of Committee Chair/Co-chair (Committee members to call the meeting to order and start at: 5:00 pm)
  
2. Approval of minutes from the 12/07/2017 meeting (5:05 pm)
  
3. 2018 Work Program (Discussion Item – 5:05 to 5:15 pm)  
*Staff will seek confirmation from the Committee on the 2018 Work Program.*
  
4. Street Standards Update (Informational Item – 5:15 to 5:25 pm)  
*Staff will provide an overview of the Street Standards update and seek Committee guidance on a few policy related issues.*
  
5. Transit Way Agreement - Introduction (Informational Item – 5:25 to 5:30 pm)  
*Staff will brief the Committee on the forthcoming proposed Transit Way Agreement with Sound Transit.*
  
6. SR-509 Local Funding Options (Informational Item – 5:30 to 5:50 pm)  
*Staff will provide the Committee an update on the SR-509 local funding process, including an update from the March 8<sup>th</sup> Funding and Phasing Subcommittee meeting which is being held earlier in the day.*

## **DRAFT Des Moines City Council PS&T Committee Minutes – 12/7/2017**

Meeting called to order: 5:32 PM on December 7, 2017, in North Conference Room @ 21630 11<sup>th</sup> Avenue S, Des Moines WA 98198.

### **Council Members**

Luisa Bangs – Chair - Excused  
Dave Kaplan  
Vic Pennington

Guest:

Traci Buxton – New Councilmember

### **Other City Staff**

Brandon Carver – Public Works Director  
Andrew Merges – Transpo & Eng Svc Manager  
Dan Brewer – Chief Operations Officer  
Michael Matthias – City Manager  
Tim George – City Attorney  
Matt Hutchins – Asst City Attorney  
George Delgado – Police Chief  
Mike Graddon – PD Commander  
Kory Batterman – CSO  
Peggy Volin – Administrative Asst II

### **AGENDA:**

1. Approval of the minutes from the meeting of October 5, 2017
2. CIP Projects Update
3. ADA Transition Plan Update
4. Alarm Ordinance
5. Police Operations Update
6. Gang Intervention & Prevention Update

### **MEETING:**

1. Approval of the minutes from the meeting of October 5, 2017: unanimously approved.
2. CIP Projects Update: PW Director Brandon Carver, reviewed the completed projects for 2017; gave an update of those that are currently under construction; outlined the projects that will not be started in 2017; and discussed the grant funding that staff will be applying for in 2018 including trying to leverage local money by partnering with other local funding partners. He also shared that this has been a record breaking year for the City in engineering projects and current staff is at full is at capacity for work projects.
3. ADA Transition Plan Update: Transportation & Engineering Services Manager Andrew Merges, briefed the Committee on the City's ADA Transition Plan status which included transition plan prioritization. He outlined the next steps of preparing a draft plan for approval with recommended strategy, priorities and associated costs. The City will need to take steps to program ADA Barrier Removal consistent with the plan, designate an ADA Coordinator and formalize an ADA grievance procedure.

4. Alarm Ordinance – City Attorney Tim George, reviewed the memo in the Committee packet that outlined the proposed changes to the alarm ordinance which also included the City’s current costs of responding to false alarms. Staff will work with this information to draft an updated ordinance for Council consideration.
5. Police Operations Update: PD Commander Mike Graddon, updated the Committee on the PD’s approach of putting evidence-policing practice into action by doing what works. They set three goals which included: 1) Officer Safety; 2) Reduce Crime Victims; and 3) Address Quality of Life Issues. He also gave a personnel status update that included officers retiring and new hires.
6. Gang Intervention & Prevention Update: Councilmembers Dave Kaplan and Luisa Bangs attended a Joint Summit on Gang Prevention and Intervention on November 1, 2017. Their combined notes on the summit meeting were provided in the packet and Councilmember Kaplan just went over a few of the takeaways from that meeting which included that the most successful programs for kids are led by non-police as they bridge the gap of trust between citizens and police.

Adjourned at 6:52 pm

Minutes respectfully submitted by: Peggy Volin

## **Draft 2018 Transportation Committee Work Program**

### **March 8, 2018**

2018 Transportation Work Program  
Street Standards Update  
SR-509 Local Funding Options

### **April 12, 2018**

CIP Project Updates & Applicable Grants  
Draft ADA Transition Plan

### **May 10, 2018**

Draft Transportation Improvement Plan  
Citywide Radar Feedback Signs  
Draft Street Standards

### **June 14, 2018**

Transportation Improvement Plan  
Sound Transit Update  
ADA Final Transition Plan  
CIP Project Updates

### **July 12, 2018**

2019 Arterial Paving Program Update  
Draft 2019-2024 Transportation CIP  
Budget

### **August 9, 2018**

CIP Project Updates  
2019-2024 Transportation CIP Budget

### **September 13, 2018**

Sound Transit Update

### **October 11, 2018**

CIP Project Updates

### **November 8, 2018**

CIP Project Updates

### **December 13, 2018**



## STREET DEVELOPMENT STANDARDS UPDATE MARCH 8, 2018

### Background

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- The current adopted Street Development Standards were last updated in 1996
- A set of draft standards was created in 2007, but never formally adopted by Council
- Draft standards have been used as a supplement to the adopted standards

### Strategic Challenge

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- Why the adopted standards necessitate an update:
  - Outdated and inconsistent with current engineering practice
  - Do not meet Low Impact Development (LID) requirements
- An update of the standards would allow staff to more effectively and efficiently communicate the City's needs to developers
- How is this accomplished:
  - Identification and resolution of policy issues
  - Potential changes to the Municipal Code
  - Creation of standard drawings

### Project Status

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- Staff has reviewed adopted and draft standards with consultant
- Staff has identified the following policy issues:
  - Residential access by right-of-way and private tract
  - Low Impact Development (LID) Standards
- Staff has provided recommended updates for policy issues to Public Works Director

### Next Steps

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- Staff will update draft standards per recommendations of Director
- Provide draft standards to Committee Members for review
- Schedule roundtable discussion with Committee Members

**FEDERAL WAY LINK EXTENSION  
TRANSIT WAY AGREEMENT  
(An Introduction to the key Points)**

- **Grant of Non-Exclusive Use of a Light Rail Transit Way:** The City grants to Sound Transit (ST) use of portions of certain Public Rights-of-Way, to construct, operate, maintain, and own a Light Rail Transit System in, upon, above, beneath and along the Light Rail Transit Way including construction of an underpass adjacent to Interstate 5 on S. 216<sup>th</sup> St. and an overcrossing of Kent Des Moines Road.
- **Non-Exclusive Use:** The City shall have the right to agree to other non-exclusive uses or occupancies of the Light Rail Transit Way provided such uses or occupancies shall not unreasonably impair the ability of ST to operate the Light Rail Transit System.
- **Use Restricted:** The use of the Light Rail Transit Way by ST for anything other than a Light Rail Transit System shall require written permission from the City.
- **Utilities Agreements:** The City retains its control and charge for the use of the power, water, storm, solid waste, wastewater, and other utilities.
- **Sound Walls:** The City has *requested* that ST agree that the sequence of work shall include installation of Sound Walls immediately following clearing and grading activities and prior to construction of the guideway.
- **Temporary Use of Public Rights-of-Way:** Under permit of the City, ST may use and fence off portions of the Public Rights-of-Way for the temporary storage of construction equipment and materials.
- **Utilities during Construction:** ST shall pay for any relocation or protection of City-owned utilities.
- **Restoration of Public Rights-of-Way:** ST shall promptly repair all public Rights-of-Way and public property that is disturbed or damaged during the construction of its Light Rail Transit System to substantially the same or better condition.
- **Information Regarding Ongoing Work:** ST shall develop a comprehensive project-specific communication plan in coordination with the City to establish and maintain effective communication with residents and businesses to allow them to be fully informed about potentially significant disruptions, such as temporary street closures, changes in transit service, and parking.
- **First Responders:** In the event of an emergency the City or its emergency services shall have right of entry to the transit way as first responders to an event. The City has also *requested* that ST agree that on-going expenses related to emergency management be covered in the Agreement.
- **No At-Grade Crossings or Crossing Gates without Permission:** ST will not install any at-grade crossings or crossing gates or other traffic control devices without City approval.
- **Indemnification:** The agreement will have common indemnification and dispute resolution language.
- **Longevity:** The Transit Way Agreement will be on-going, and will out-live the Development Agreement.

# Puget Sound Gateway Partner Assessments

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DRAFT: February 23, 2018

## Introduction and Purpose

In July 2015, the Washington State Legislature and Governor Inslee acted to fund the Puget Sound Gateway Program through the Connecting Washington revenue package. The Puget Sound Gateway Program is comprised of two projects: completion of State Route (SR) 167 in Pierce County, and completion of State Route (SR) 509 in King County.

In funding the Puget Sound Gateway Program, the Legislature directed that \$130 million of the \$1.9 billion is to come through local funding sources. In the 2017 session, they directed the Secretary of Transportation to develop a Memorandum of Understanding with local project stakeholders that identifies a schedule for stakeholders to provide local matching funds for the Puget Sound Gateway project.

This series of Partner Assessments is intended to provide an overview of the economic and transportation benefits that will accrue to the local jurisdictions due to the Gateway Program. These packages of benefits are provided to assist in the development of the Memorandum of Understanding with local project partners.

## Content

The Partner Assessments include descriptions of overall net benefits to individual communities on folio sheets, with one summary sheet provided for each community. These sheets include the following:

### Overview Map

An overview map is provided at the beginning of the folio sheet, which highlights the community and locations of interest with the project. These maps include the following elements:

- Local alignments of the SR 167 and SR 509 Completion Projects at full construction of Phase 1
- Changes in traffic volumes between the “build” and “no build” scenarios for 2025 at the completion of the projects, with blue colors representing decreased volumes of traffic for the combined AM/PM peak periods, and red colors representing increases in traffic volume
- Designated Regional Growth Centers (RGCs) and Manufacturing and Industrial Centers (MICs)
- Call-outs highlighting major elements of the assessment on the map

Note that the representation of traffic volume changes is intended to highlight major changes in regional traffic. These indicators are general metrics that do not show whether local street / highway capacity is exceeded, or if there are impacts to levels of service in the study area. Specific information on the results of regional traffic modeling should be reviewed for areas of interest.





## Overview

An overview of the community is provided, with population, local government budget, and employment statistics provided. For cities, a series of benefit categories evaluated under the assessment are also included, with general qualitative scores indicating the relative benefits provided to the community in these groups. These categories include:

1. **Direct transportation linkages.** This category evaluates whether the location of direct access points for new limited access highways or other transportation infrastructure benefits the community.
2. **Effects on local sales taxes.** In this category, the impacts of the projects to sales tax receipts are evaluated, both in terms of one-time construction sales taxes for the project, and ongoing sales taxes from impacts to commercial uses.
3. **Travel time savings.** This category provides an assessment of the travel time savings for car and truck traffic associated with constructing the SR 167 and SR 509 Completion Projects.
4. **Traffic diversion from local streets.** Traffic volumes are evaluated between the “build” and “no-build” scenarios, and the diversion of traffic from local arterials is highlighted due to the positive impacts to traffic safety and local road maintenance.
5. **Effects on local employment.** The possible effects of improved accessibility are reviewed, particularly in the context of access to new or potential employment uses.
6. **Effects on developable residential lands.** This category indicates the potential impacts of changes in traffic flow and accessibility on residential land development, with a focus on areas within the jurisdiction that are available for redevelopment.
7. **Effects on developable employment lands.** This category indicates the potential impacts of changes in traffic flow and accessibility on the development or redevelopment of commercial and industrial lands.
8. **Achievement of local policy goals.** The alignment of the WSDOT Gateway Program with local plans and policies is highlighted with this indicator, noting cases where these projects are considered by the jurisdiction in their own operations.
9. **Environmental and social benefits.** Finally, there are certain environmental and social benefits specifically linked to these projects, including upgrades to pedestrian and cycling infrastructure, and wetlands and riparian restoration. These elements are highlighted as part of this category.



Each of these categories is provided with a qualitative ranking as follows:

-  **High benefits**, which typically include the primary considerations for the jurisdiction with the Completion Projects
-  **Moderate benefits**, which include significant benefits important to consider by the community with the Completion Projects
-  **Low benefits**, which typically include minor benefits that will affect the community, but are not likely large enough to be a main consideration
-  **Negligible benefits** which indicate low or no benefit in this category; note that this also includes cases where **net costs** are experienced by the community

A roll-up summary of the rankings for all the cities in the study area is provided in this document for reference, with each community generally ordered by the benefits received from the Program.

### Proposed Participation Level

A summary of the relationship between identified community benefits and participation under the Puget Sound Gateway Program Memorandum of Understanding (MOU) is provided. “Tiers” classify the levels of benefit received by each community and define the resource commitments to the Puget Sound Gateway Project. These Tiers include the following:

- **Tier 1** communities, which are serviced directly by the new highway alignments and receive significant direct benefits due to improved accessibility.
- **Tier 2** communities, which are located close to the new highway alignments and receive moderate to high benefits due to improved accessibility.
- **Tier 3** communities, which receive overall benefits from improvements to regional accessibility, but only receive nominal direct benefit.

For each community, the responsibilities in the Program associated with their Tier are also identified, ranging from direct contribution of matching funds to projects, to participation in project meetings and reviews. Note that these responsibilities are not final and may be revised based on the content of the MOU.

Note that the classification of the cities involved in the Program are also provided in the roll-up in this section.

### Description of Net Benefits

A more detailed explanation of the net benefits received from the projects of the Gateway Program are provided in this section. The identified characteristics are typically the most significant for a community and provide an understanding of both the costs and benefits associated with projects under the Program.

These descriptions are divided into three main categories:

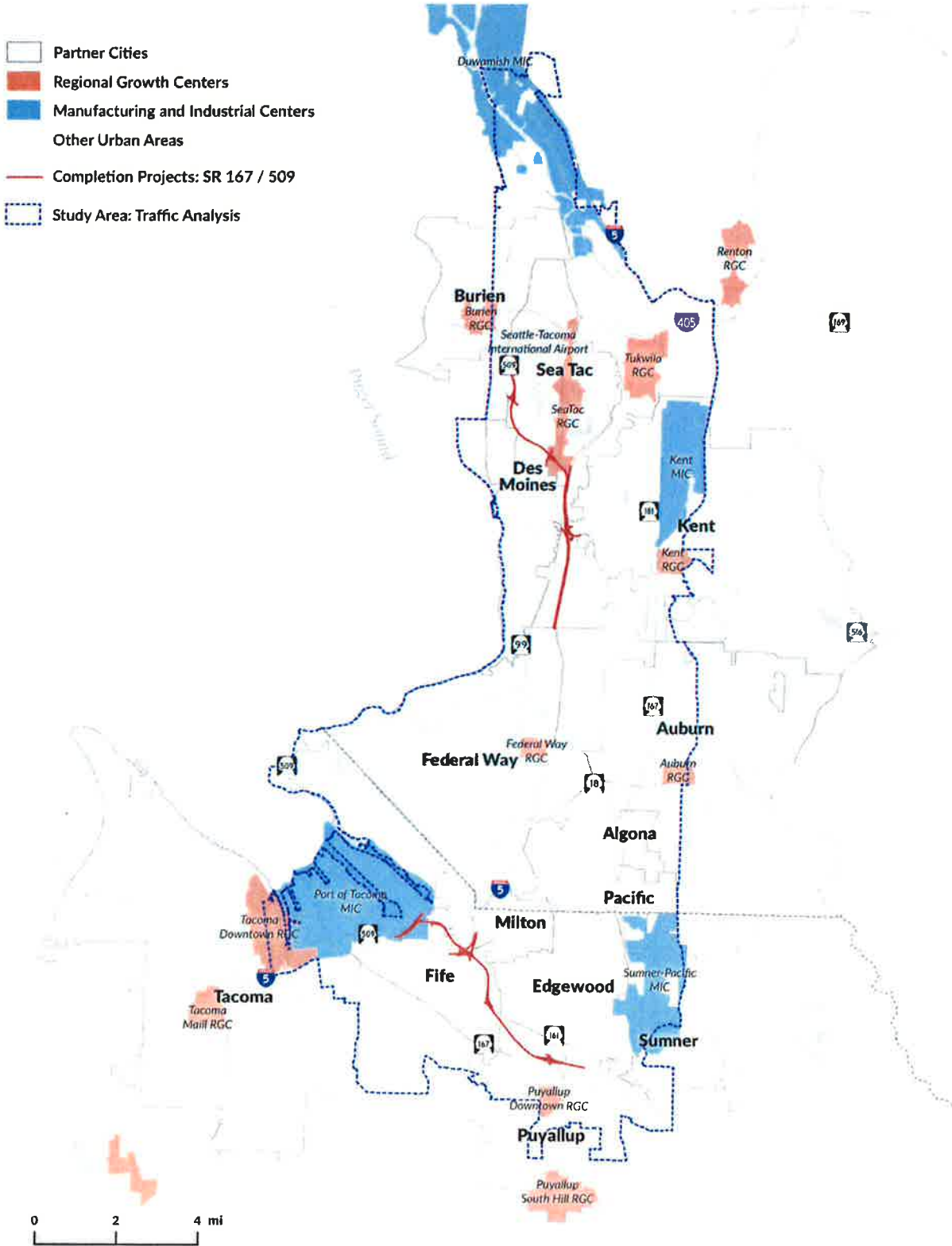
- **Direct effects** include the outcomes of these projects that are directly related to the transportation network. This can include regional travel times to major destinations, overall travel time savings, changes in traffic flow, and diversion of traffic volumes.
- **Indirect effects** include project outcomes that are linked to transportation but are not directly related to changes in the transportation system. This includes the effects of changes in accessibility on economic activity, residential and commercial development, and retail sales receipts.
- **Social and policy effects** include two distinct categories of outcomes. Social effects describe elements of the project that are not related to motorized transportation but will have an impact on the community, such as wetlands restoration or development of sidewalks and cycling trails. Policy effects indicate how projects under the Gateway Program will fulfill the objectives and goals of community plans, policies, and programs.

For cities, each of these descriptions are also classified according to the nine categories used in the Overview on the first page of the assessment. The category numbers are provided as end notes for reference.

# Partner Benefit Assessment Summary: WSDOT Gateway Program

|               | 1                              | 2                            | 3                   | 4                                    | 5                           | 6  | 7                                       | 8                                 | 9                                 |
|---------------|--------------------------------|------------------------------|---------------------|--------------------------------------|-----------------------------|--|---|-----------------------------------|-----------------------------------|
|               | Direct transportation linkages | Impacts to local sales taxes | Travel time savings | Traffic diversion from local streets | Impacts to local employment | Impacts to developable residential lands | Impacts to developable employment lands | Achievement of local policy goals | Environmental and social benefits |
| <b>TIER 1</b> |                                |                              |                     |                                      |                             |  |   |                                   |                                   |
| Fife          | ●●●●●                          | ●●●●●                        | ○●●●●               | ●●●●●                                | ●●●●●                       | ○●●●●                                    | ○●●●●                                   | ●●●●●                             | ○●●●●                             |
| Puyallup      | ●●●●●                          | ○●●●●                        | ●●●●●               | ○●●●●                                | ●●●●●                       | ●●●●●                                    | ○●●●●                                   | ●●●●●                             | ○●●●●                             |
| Kent          | ●●●●●                          | ○●●●●                        | ○●●●●               | ○●●●●                                | ●●●●●                       | ●●●●●                                    | ●●●●●                                   | ○●●●●                             | ○●●●●                             |
| SeaTac        | ●●●●●                          | ●●●●●                        | ○●●●●               | ○●●●●                                | ●●●●●                       | ○●●●●                                    | ○●●●●                                   | ●●●●●                             | ○●●●●                             |
| Tacoma        | ●●●●●                          | ○●●●●                        | ○●●●●               | ○●●●●                                | ●●●●●                       | ○●●●●                                    | ○●●●●                                   | ●●●●●                             | ○●●●●                             |
| <b>TIER 2</b> |                                |                              |                     |                                      |                             |  |   |                                   |                                   |
| Des Moines    | ○●●●●                          | ○●●●●                        | ○●●●●               | ●●●●●                                | ○●●●●                       | ○●●●●                                    | ○●●●●                                   | ●●●●●                             | ○●●●●                             |
| Sumner        | ○●●●●                          | ○●●●●                        | ●●●●●               | ○●●●●                                | ●●●●●                       | ○●●●●                                    | ●●●●●                                   | ○●●●●                             | ○●●●●                             |
| Pacific       | ○●●●●                          | ○●●●●                        | ○●●●●               | ○●●●●                                | ●●●●●                       | ○●●●●                                    | ●●●●●                                   | ○●●●●                             | ○●●●●                             |
| Federal Way   | ○●●●●                          | ○●●●●                        | ○●●●●               | ○●●●●                                | ○●●●●                       | ○●●●●                                    | ○●●●●                                   | ○●●●●                             | ○●●●●                             |
| Milton        | ○●●●●                          | ○●●●●                        | ○●●●●               | ●●●●●                                | ○●●●●                       | ○●●●●                                    | ○●●●●                                   | ○●●●●                             | ○●●●●                             |
| Edgewood      | ○●●●●                          | ○●●●●                        | ○●●●●               | ●●●●●                                | ○●●●●                       | ○●●●●                                    | ○●●●●                                   | ○●●●●                             | ○●●●●                             |
| <b>TIER 3</b> |                                |                              |                     |                                      |                             |  |   |                                   |                                   |
| Algona        | ○●●●●                          | ○●●●●                        | ○●●●●               | ○●●●●                                | ○●●●●                       | ○●●●●                                    | ○●●●●                                   | ○●●●●                             | ○●●●●                             |
| Auburn        | ○●●●●                          | ○●●●●                        | ○●●●●               | ○●●●●                                | ○●●●●                       | ○●●●●                                    | ○●●●●                                   | ○●●●●                             | ○●●●●                             |
| Burien        | ○●●●●                          | ○●●●●                        | ○●●●●               | ○●●●●                                | ○●●●●                       | ○●●●●                                    | ○●●●●                                   | ○●●●●                             | ○●●●●                             |

# Partner Benefit Assessment: Study Area





# Puget Sound Gateway Partner Assessment

## City of Des Moines

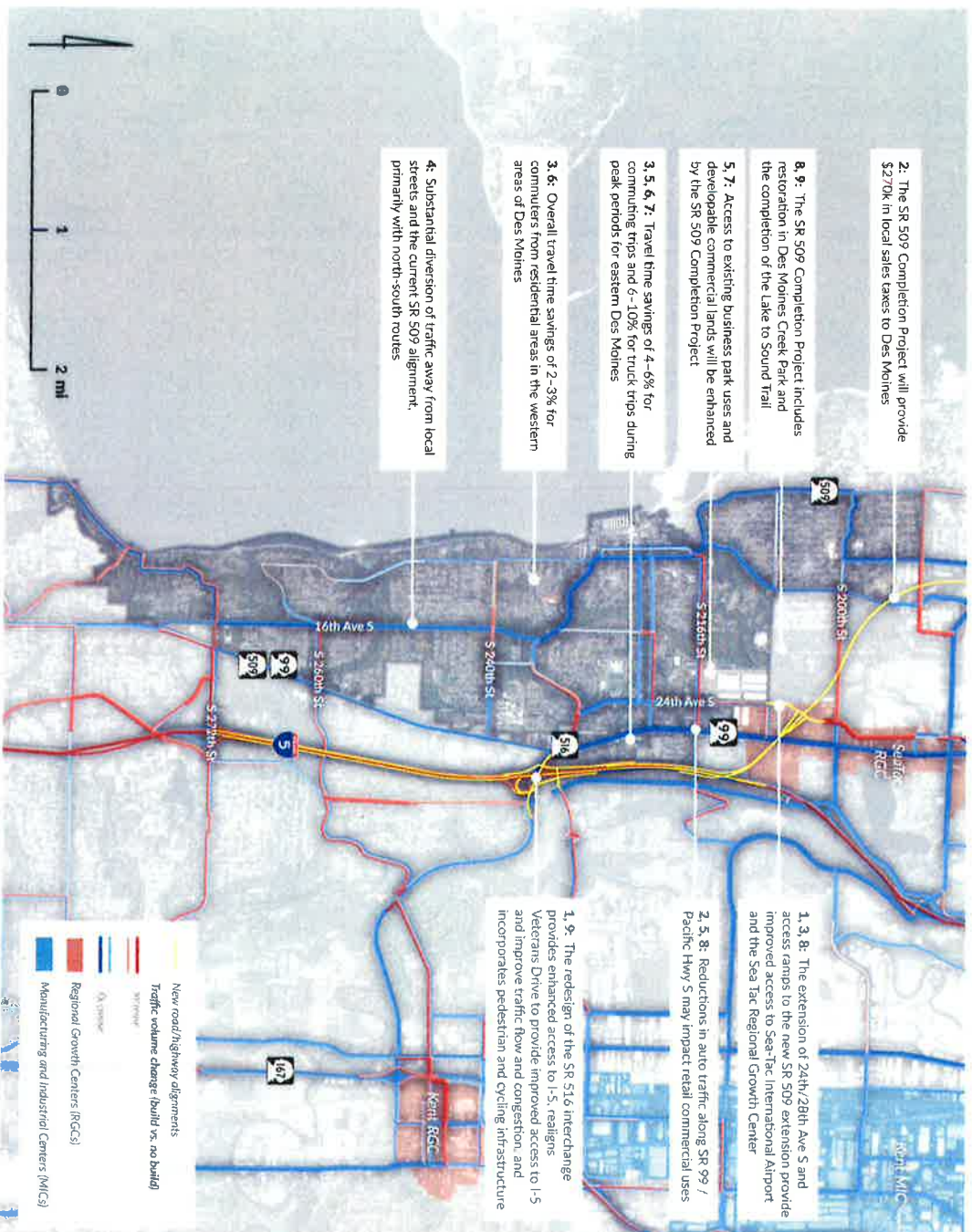
### Overview

|                          |                       |
|--------------------------|-----------------------|
| <b>Population:</b>       | 30,860 (2017 est.)    |
| <b>Employment:</b>       | 6,273 (2016)          |
| <b>Operating Budget:</b> | \$39.2 million (2017) |

The City of Des Moines is expected to receive **moderate to high** net local benefits under the Puget Sound Gateway Program, based on the characteristics summarized below:

- 1. Direct transportation linkages
- 2. Effects on local sales taxes
- 3. Travel time savings
- 4. Traffic diversion from local streets
- 5. Effects on local employment
- 6. Effects on developable residential lands
- 7. Effects on developable employment lands
- 8. Achievement of local policy goals
- 9. Environmental and social benefits

Des Moines is located to the southwest of the new SR 509 alignment, with major access to the new alignment, the SeaTac Regional Growth Center, and Sea-Tac International Airport provided via the 24th/28th Ave S extension to the north of the city. Improvements to the I-5 interchange at SR 516 / Kent Des Moines Rd and Veterans Drive in Kent will provide improved access and traffic flow at this access point. The improved link to the airport and the redesigned I-5 interchange provide the city with greater accessibility and there are overall travel time savings for car and truck traffic, especially around the SR 99 / Pacific Hwy S area. Traffic volumes for north-south routes are also reduced for the SR 99 and current SR 509 alignments, with notable reductions in truck traffic along these routes.



2: The SR 509 Completion Project will provide \$270k in local sales taxes to Des Moines

8, 9: The SR 509 Completion Project includes restoration in Des Moines Creek Park and the completion of the Lake to Sound Trail

5, 7: Access to existing business park uses and developable commercial lands will be enhanced by the SR 509 Completion Project

3, 5, 6, 7: Travel time savings of 4–6% for commuting trips and 6–10% for truck trips during peak periods for eastern Des Moines

3, 6: Overall travel time savings of 2–3% for commuters from residential areas in the western areas of Des Moines

4: Substantial diversion of traffic away from local streets and the current SR 509 alignment, primarily with north-south routes

1, 3, 8: The extension of 24th/28th Ave S and access ramps to the new SR 509 extension provide improved access to SeaTac International Airport and the Sea Tac Regional Growth Center

2, 5, 8: Reductions in auto traffic along SR 99 / Pacific Hwy S may impact retail commercial uses

1, 9: The redesign of the SR 516 interchange provides enhanced access to I-5, realigns Veterans Drive to provide improved access to I-5 and improve traffic flow and congestion, and incorporates pedestrian and cycling infrastructure

**For More Information**  
[www.wsdot.wa.gov/projects/gateway](http://www.wsdot.wa.gov/projects/gateway)  
**Andrew Bjorn, BERK Consulting**  
[andrew@berkconsulting.com](mailto:andrew@berkconsulting.com)  
 (206) 493-2394

## Proposed Participation Level: Tier Two

Per the Policy adopted by the Puget Sound Gateway Funding and Phasing Subcommittee outlining three tiers of participation, the City of Des Moines commits to the following responsibilities as a **Tier 2** partner:

- **Contribute to local nexus projects.** The City would commit to providing funding and rights-of-way (if applicable) to local nexus projects that would constitute part of the SR 509 completion program. This would relate primarily to the 24th/28th Ave S extension to the north of the city and improvements to the I-5 interchange at SR 516 / Kent Des Moines Rd.
- **Support project and grant requests.** The City would commit to supporting project and grant requests that are included under the Gateway Program. This includes providing letters of support to grant applications as necessary, and coordinating applications for other transportation funding to reduce conflicts.
- **Participate in project meetings and reviews.** The City would commit to participating in project meetings and project development reviews for the Puget Sound Gateway Program and allocate sufficient staff time for attendance and participation.

## What Are the Net Benefits to the City of Des Moines?

The Puget Sound Gateway Program is expected to provide the following net benefits to the City of Des Moines:

### Direct Effects

- **Linkages to transportation networks are created and improved.** The reconstruction of the I-5 / SR 516 interchange and the development of the 24th/28th Ave S extension for access to Sea-Tac International Airport will provide improved connections with regional and local transportation networks. (1,3)
- **Single and high-occupancy vehicles will experience moderate to low overall travel time savings.** Compared to the no-build scenario, there will be moderate to low improvements in commuting travel time, because of improved access to I-5 and locations to the north. On average expect total travel time savings to range from up to 7% for locations in the east along I-5, to 2-3% for locations in other parts of the city. (3)
- **There will be moderate travel time savings for truck traffic in the city.** Expect to see 6-10% overall time savings for truck traffic to and from the western portion of the city, with 4% savings expected for the south and less than 2% savings elsewhere, driven by improved regional access. (3)
- **Significant truck traffic will be diverted from city streets onto alternate routes.** Expect a 42% reduction in truck traffic VMT for on local streets during AM peak periods and 53% during PM peaks, especially on Kent Des Moines Rd, Marine View Dr S, and 16th Ave S. Other significant benefits include reduced maintenance, capacity improvements, and local safety. (4)
- **Des Moines will receive modest sales tax revenue from project construction.** Based on a preliminary assessment of the SR 509 alignment included in the city, Des Moines should receive about \$270,000 in local sales tax from construction activities (assuming an ongoing local tax rate of 0.85%). This is about 5% of the total sales taxes generated by cities from the SR 509 Completion Project, and almost one-third is generated as part of Stage 1. (2)

### Indirect Effects

- **Building local and regional transportation connections will support opportunities for economic development.** Employment in Des Moines was 6,273 in 2016, with about half of local employment in Des Moines comes from health care services and education. The city has been working to encourage new commercial growth in the city with new business park development near the 24th/28th Ave S extension, which provides improved access to the Sea-Tac International Airport. Additional improvements to the area that enhance accessibility further can encourage further development of business park uses in the north, as well as new development and redevelopment in commercial areas to the east. (5, 7)
- **Addressing future traffic congestion may improve conditions for local residential development.** Improvements to travel time and reductions in traffic volumes can make available opportunities for new development more attractive and feasible in Des Moines. (6)
- **Impacts on retail sales taxes may be possible, depending on the long-term mix of uses.** Changes in traffic flow and street patterns will reduce traffic volumes on major corridors, including some that include auto-oriented uses. This includes the section of SR 99 / Pacific Hwy S included in the city. Retail sales taxes may be reduced versus the "no build" scenario, depending on the mix of uses that can be supported on this corridor with the shift in traffic. (2)

### Social and Policy Effects

- **The City Comprehensive Plan specifically highlights the SR 509 and 24th/28th Ave S projects as priorities.** Des Moines 2015 Comprehensive Plan indicates that the planned extension of SR 509 "should be completed as soon as possible" (TR 2.7), with strong advocacy from the City to provide for the completion of the project. Planning for the 24th/28th Ave S extension project is also highlighted as part of this effort. (8)
- **Riparian and wetlands mitigation and restoration in Des Moines Creek Park will be incorporated into the Program.** The Project includes significant restoration to mitigate impacts of the project and restore wetlands and riparian areas in Des Moines Creek Park. (9)
- **The development of the final segment Lake to Sound Trail will be integrated with the construction of the new SR 509 alignment.** The final segment of the Lake to Sound Trail is planned as part of the SR 509 Completion Project. This project will complete the 16-mile non-motorized trail from Lake Washington to Puget Sound, which passes through Des Moines and will support regional pedestrian and cycling. (9)
- **The SR 516 interchange with I-5 incorporates pedestrian and cycling infrastructure.** Planning for the redesigned SR 516 interchange incorporates pedestrian and cycling infrastructure to improve road safety in the area. (9)

### What Tiers are included under the assessments?

The Partner Assessments are structured around three Tiers that classify the levels of benefit received by each community along a continuum, and define the resource commitments to the Puget Sound Gateway Project:

- **Tier 1** communities are serviced directly by the new highway alignments, and receive significant direct benefits due to improved accessibility.
- **Tier 2** communities are located close to the new highway alignments, and receive moderate to high benefits due to improved accessibility.
- **Tier 3** communities receive overall benefits from improvements to regional accessibility, but only receive nominal benefits directly.

# 2018 Project Selection Process Calendar and development of the Regional TIP

## Workshops

Pierce

March 5th:  
County  
Workshop

King

March 7th:  
County  
Workshop

Kitsap

March 8th:  
County  
Workshop

Snohomish

March 9th:  
County  
Workshop

### FHWA Regional Process



March 13th: Eligibility  
Screening Forms Due  
April 19th:  
Application Deadline

Sponsors will  
present their  
projects on  
April 26th  
and 27th

### FHWA Countywide Process



Countywide Screening  
Forms Due -  
To be determined  
through each County-  
wide Call for

The Regional Project Evaluation  
Committee will recommend projects  
for funding on May 24th and May 25th

Countywide recommendations  
submitted to PSRC no later than June  
21st

### FTA Earned Share Process



March 16th: Eligibility  
Screening Forms Due  
May 4th: Earned Share  
Projects Submission Due



March 30th: Eligibility  
Screening Forms Due  
April 30th:  
Application Deadline

Sponsors will  
present their  
projects on  
May 8th  
and May 9th

The Regional FTA Caucus will recommend  
projects for funding on June 12th and the Transportation Operators  
Committee will recommend projects for funding on June 27th

## Regional TIP Development

July 2nd  
Deadline  
for all TIP  
project  
submittals

July 12th:  
TPB  
recomen-  
dation  
meeting

July 26th:  
EB approves  
recommen-  
dations

Sept 13th-  
Oct 11th:  
Draft TIP  
released for  
public  
comment

Oct 25th:  
EB adopts  
2019—2022  
Regional TIP

Jan 2019:  
Final state  
and  
federal  
approval