

ATTACHMENT C: 2022 FHWA Regional Competition - Project Summary

| Sponsor | Project Title | Project Description | Funding Source | Funding Year | Phase | Amount Requested | Other Considerations | | | |
|-----------|--|---|----------------|--------------|--------------|------------------|--|---|--|---|
| | | | | | | | Additional Aspects Not in Criteria | Innovative Components Included in Project | Process to Determine Project Benefits | Apprenticeship Utilization Program |
| Arlington | 180th Street Connector | This project, the 180th St Connector, proposes to design and construct a new road that will provide access to the west side of the Arlington Airport, a fast growing industrial area located in the Cascade Industrial Center. The 180th St Connector will have an E-W alignment connecting to Airport Blvd on the east with a roundabout, and to Smokey Point Blvd on the west with a traditional stop-controlled intersection. The Smokey Point Blvd and 180th St intersection is planned to be a roundabout in the future. This new road will consist of two travel lanes and grade separated pedestrian facilities, a 5-foot wide sidewalk on one side and a 12-foot wide multiuse trail on the other. The roadway will include pedestrian and street lighting, street amenities (landscaping, benches, trash cans, etc.), and local area art; it will also include new water, sewer, and storm utilities. | STP | 2025 | PE | \$ 482,678 | The development of a manufacturing industrial center next to and within a residential neighborhood is extremely difficult, this road will provide the link that will join a residential neighborhood to an industrial center. Smokey Point Blvd is being planned and designed to be turned into a walkable community corridor, this project will serve as the link joining this neighborhood corridor to a modern urban industrial center. Two large developments, SmartCap and the Center of Excellence are the main developers for the final areas in the west Arlington Airport industrial area. | The redevelopment of former industrial sites (closed Northwest Hardwoods Mill, closed Arlington Valley Gravel, etc.) along with new industrial development in the Arlington portion of the CIC, has occurred extremely fast following the designation of the Cascade Industrial Center and a PSRC Regional MIC. It was the drafting and adoption of the CIC Subarea Master Plan that has allowed Arlington to develop these industrial sites in a well thought out manner consistent with regional plans and policies. This project will support this continued industrial development style. | N/A | N/A |
| | | STP | 2026 | CN | \$ 4,517,322 | | | | | |
| Auburn | East Valley Highway Widening | The project will improve E Valley Highway (EVH) from south of the East Valley Access Road (EVAR) intersection in Pierce County, north to the Lakeland Hills Way (LHW) intersection in King County. The project scope includes intersection improvements, the addition of a separated non-motorized trail, additional northbound and southbound through lanes, center turn lane to support existing and future development, illumination, storm drainage improvements including replacement of a roadside ditch with a closed stormwater system, relocation of utility poles, and installation of a new dynamic message sign. The project will increase the vehicle capacity of the corridor, accommodate non-motorized users, and improve safety. This request is for preliminary engineering (PE) funding that includes design and environmental permitting. The City is prepared to begin when grant funds are available. | STP | 2025 | PE | \$ 1,050,000 | A recent example of the need for more capacity and resiliency for this corridor and surrounding transportation system is recent construction activity on the Stewart Road corridor by the City of Pacific. The work required a full closure of Stewart Road between East Valley Highway and SR 167 for several weeks. This meant that traffic typically using the Stewart Road corridor to access SR 167 was detoured onto East Valley Highway to access SR 167 further to the north. The addition of this additional traffic to the corridor within Auburn resulted in failed operations, with northbound queues from the Lakeland Hills Way signal extending into Sumner (a distance greater than one mile). This project will provide additional capacity to accommodate additional traffic diverted to this corridor during times when other facilities are impacted by construction or other incidents which reduce capacity. | The design will consider the use of LID measures for control and treatment of storm water. The design will consider the use of LID measures for control and treatment of storm water generated by new pollution generating surfaces constructed as part of the project, including the potential use of previous surfacing for the trail. | The development of the Comprehensive Transportation Plan evaluates existing conditions, land use projections, local and regional planning, anticipated traffic impacts, facility and service needs, and the financial resources needed to identify key transportation improvements to address existing deficiencies and to accommodate future growth. The benefits of individual projects are determined as a result of successful completion of projects that address capacity and level of service issues, active transportation needs, and transit use. | The City does not have a specific Apprenticeship Utilization Program, however we administer training goals on federal funded projects when they are required. |
| Bellevue | Eastrail to Spring Blvd Trail Link | The Eastrail to NE Spring Boulevard Trail Link project will construct a critical 850-foot-long nonmotorized trail linking the north-south "Eastrail" (the Eastside Rail Corridor pedestrian bicycle trail under development by King County) with the new east-west Spring Boulevard separated pedestrian-bicycle path. This Trail Link will include a 12-foot wide, hard surfaced facility that is anticipated to include trail head treatments, wayfinding, lighting, and natural storm drainage. | STP | 2025 | CN | \$ 4,900,000 | N/A | N/A | Practical design. | Bellevue's current apprenticeship program (aka, the training program with establishment of training hour goals) is set by WSDOT for all state and federally funded projects of any size. The percentage is specifically identified by WSDOT Local Programs Division. Each contractor is fully vetted through their training program submittal and choice of trainee who must meet required criteria. All hours are tracked, the contractor invoices for hours used, and then verified by certified payroll reports prior to payment. In addition to the WSDOT program noted above, City of Bellevue Council Members are currently evaluating the implementation of a city-wide public works-oriented apprenticeship program. Once confirmed, Council hopes to apply this program to all future public works projects. |
| Bellevue | Mountains to Sound Greenway Trail 142nd to 150th | As part of the Mountains to Sound Greenway (MTSG) non-motorized trail system starting in Seattle and extending beyond Snoqualmie Pass, this project will construct over 2,200 feet of separated at grade multi-use trail on limited access right of way immediately south of Interstate 90 (I-90). The project starts just east of 142nd Place SE, runs parallel to the north side of SE 36th street, and ends adjacent to the pedestrian/bicycle overcrossing of I-90, immediately west of 150th Avenue SE. In general, the design will include a 12-foot wide, hard surface facility, trailhead treatments, wayfinding, landscaping, lighting, natural storm drainage, and access to the local street network, as well as local and regional transit services. | STP | 2025 | CN | \$ 4,673,000 | N/A | N/A | Bellevue has evaluated design, right of way, and construction processes learned through implementation of earlier segments of the Mountains to Sound Greenway Trail to the west and will incorporate improvements for this proposed section from 142nd Place SE approaching the nonmotorized overcrossing of I-90 at 150th Avenue SE. One example is an understanding of the timing and documentation needed to complete a WSDOT trail lease for right of way. | Bellevue's current apprenticeship program (aka, the training program with establishment of training hour goals) is set by WSDOT for all state and federally funded projects of any size. The percentage is specifically identified by WSDOT Local Programs Division. Each contractor is fully vetted through their training program submittal and choice of trainee who must meet required criteria. All hours are tracked, the contractor invoices for hours used, and then verified by certified payroll reports prior to payment. In addition to the WSDOT program noted above, City of Bellevue Council Members are currently evaluating the implementation of a city-wide public works-oriented apprenticeship program. Once confirmed, Council hopes to apply this program to all future public works projects. |
| Bothell | Bothell Way NE Multimodal Improvements Ph 1 | The project consists of mobility improvements on Bothell Way NE from Reder WA to 191st ST NE. This project will widen 2/3 lanes to 5 lanes, including signal improvements, protected bicycle lanes, sidewalks, retaining walls, storm drainage, utility work, illumination, ITS and adaptive signalization, landscaping and wetland mitigation. This project also includes transit improvements such as transit prioritization and transit stop amenities. This project will complete the missing link of the corridor for Community Transit's expansion of the SWIFT BRT Green Line. | STP | 2026 | CN | \$ 5,480,000 | This is a critical corridor that connects 2 growing rapidly growing area to the north and south of the corridor. Bothell is the city that contains the transportation hubs (SWIFT Green Line BRT Expansion, Sound Transit/King County Metro SR 522 & I-405 BRT systems, Sound Transit I-5 Link Light Rail, etc.) that connect the East Side to West Side of Lake Washington and the Regional Centers to the North to the Regional Centers to the South. This project will construct fish passage culverts to replace current fish barriers to Horse Creek. | The City is looking to enhance mobility of this corridor through adaptive signal technology to allow for transit prioritization and efficient signalization to meet traffic demand and real time traffic conditions. | The development of the Comprehensive Plan reviews and studies existing conditions, land use assumptions, local and regional planning, estimated traffic impacts, facility and service needs, and financial resources in order to identify key transportation improvements to meet future growth. The overall benefits of projects are determined as a result of successful completion of projects that address capacity and level of service issues, implementation of multimodal policies (i.e. sidewalks, trails and bicycles), and transit use. | The City of Bothell incorporates WSDOT's program of apprenticeship and diversity for Federal funds. |
| Bothell | Bothell Way NE Multimodal Improvements Ph 2 | The project consists of widening Bothell Way NE. This project will widen 2/3 lanes to 5 lanes, including signal improvements, protected bicycle lanes, sidewalks, retaining walls, fish passage culvert, utility work, illumination, ITS and adaptive signalization, landscaping and wetland mitigation. This project also includes transit improvements such as transit prioritization and transit stop amenities. This project will complete Phase 2 of the missing corridor link for Community Transit's expansion of the SWIFT BRT Green Line from Bothell Regional Canyon Park Growth Center and connections to Bothell Transit Hub. | STP | 2026 | CN | \$ 5,000,000 | This is a critical corridor that connects 2 growing rapidly growing area to the north and south of the corridor. Bothell is the city that contains the transportation hubs (SWIFT Green Line BRT Expansion, Sound Transit/King County Metro SR 522 & I-405 BRT systems, Sound Transit I-5 Link Light Rail, etc.) that connect the East Side to West Side of Lake Washington and the Regional Centers to the North to the Regional Centers to the South. This project will construct fish passage culverts to replace current fish barriers to Horse Creek. | The City is looking to enhance mobility of this corridor through adaptive signal technology to allow for transit prioritization and efficient signalization to meet traffic demand and real time traffic conditions. | The development of the Comprehensive Plan reviews and studies existing conditions, land use assumptions, local and regional planning, estimated traffic impacts, facility and service needs, and financial resources in order to identify key transportation improvements to meet future growth. The overall benefits of projects are determined as a result of successful completion of projects that address capacity and level of service issues, implementation of multimodal policies (i.e. sidewalks, trails and bicycles), and transit use. | The City of Bothell incorporates WSDOT's program of apprenticeship and diversity for Federal funds. |

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| Community Transit | Swift Gold Line Zero Emission Buses | The Swift Gold Line will be the fourth line of Community Transit's BRT network. From north to south, the Swift Gold Line will begin at the Smokey Point Transit center and end at the Everett Station, with multiple stops along the way including downtown Marysville, the Cascade Industrial Center (CIC), and Everett Community College. Ending at the Everett Station, this line will provide easy public transit connections to multiple modes of transportation, providing riders with easy connections to a wide region. Community Transit is requesting funding for thirteen (13) Expansion buses to operate the Swift Gold Line BRT. | CMAQ | 2025 | OTH | \$ 8,000,000 | Community Transit has made its formal commitment to conversion from a diesel fleet to a zero emission fleet. | The Swift Gold Line Bus Rapid Transit service will be the first Community Transit service to utilize a zero emission bus. The area that the Swift Gold Line will serve is the perfect place to begin use of a zero emission fleet located in federally designated air quality monitoring area and designated by the Washington State Department of Health's Environmental Disparities Map in the range of 7-9 for non diesel emissions and PM 2.5 concentration. | Community Transit 2021-2026 Transit Development Plan identifies agency strategies and priorities which include: - Expansion of the agency's Swift Bus Rapid Transit Network; -Strengthen our commitment to environmental stewardship and innovation by exploring the feasibility of future integration of zero emissions vehicles and infrastructure. Community Transit is currently in the process of completing our feasibility study and bringing a recommendation to our Board of Directors for approval of an agency transition plan for a zero emissions fleet and the complimentary infrastructure. The Swift Gold Line project will be the first project for Community Transit to use a zero emission bus. | Community Transit does not have an apprenticeship program for bus drivers, we do have an apprenticeship program for the mechanics who will do the preventative maintenance on these buses. Our 2 year program under the supervision of the Maintenance Shop Manager, qualified mechanics and/or instructors, the apprentice will learn and demonstrate knowledge of performing mechanical tasks in the diagnosis of malfunctions, preventative maintenance, repair, and overhaul of various types of transit equipment in the field and in the maintenance shop. The Apprentice Mechanic program is governed by the Standards of Apprenticeship adopted by the Community Transit/IAM Apprenticeship Committee. |
| Everett | California Street Ped Bike Corridor | The project will construct sidewalks to fill gaps and widen sidewalks along the California Street corridor from Broadway to Pine, install a two-way cycle track on the north side of California Street from Broadway to Pine, delineate formal angled parking on the south side of California Street, with curb extensions and Rectangular Rapid Flashing Beacon (RRFB) protected crossings from Broadway to Pine, construct sidewalks on the west side of Pine from California to Hewitt and a shared use path on the east side of Pine from California to Hewitt, modify the existing sidewalk on the south side of Hewitt from Pine to Maple, modify the existing RRFB at Hewitt and Pine and existing signal at Hewitt and Maple, relocate the Hewitt crossing to the US 2 ramp to Chestnut Street, provide an off-street connection between the Chestnut crossing and US 2 trail, and the asphalt overlay of California Street and Pine Street within project limits. | CMAQ | 2026 | CN | \$ 8,200,000 | N/A | N/A | N/A | N/A |
| Fife | Port of Tacoma Road Phase 2b | Improve 20th Street E couplet to complete Port of Tacoma Road project; includes new signals and ped crossings at 3 intersections, completion of sidewalks, and connection to ADA pedestrian compliant bridge crossing of I-5. | STP | 2025 | CN | \$ 4,000,000 | The interchange project received seed money through the federal earmark project while Fife was in Congressman Adam Smith's district, before the 2012 redistricting. This project is of regional, statewide, and national significance. Past funding has demonstrated a regional, statewide, and national consensus regarding its importance. Inclusion of the \$35 million in the Move Ahead Washington package shows the commitment from the state. | The "square-a-bout" at the center of the interchange provides much of the benefit of a roundabout at a scale suitable for up to 60 percent truck share of traffic through the interchange. | The City performed a formal benefit/cost analysis. A copy of that analysis is included as an appendix to our 2021 RAISE application as attached. | N/A |
| Kent | Meet Me On Meeker - Thompson Ave to Interurban Trail | Constructs a multi-modal promenade along the south side of West Meeker Street that includes a two-way, separated bikeway and sidewalk with buffer and amenity zones. On the north side of West Meeker Street, a widened sidewalk and buffer zone will be included west of Madison Ave. Further enhancements include curb bulb-outs, on-street parking, enhanced pedestrian crossing, a raised mid-block crosswalk at the Interurban Trail, pedestrian amenities, and a new roundabout with separated bike lanes at the corner of Lincoln Avenue and West Meeker Street. Improvements will accommodate planned transit needs in the corridor. | STP | 2025 | CN | \$ 4,757,500 | Kent is actively working with King County Metro and neighboring South County/regional partners on a speed and reliability project for Route 165 which traverses this segment of Meeker Street. Though the study is in early stages, this improvement would also aid in the performance of that route, along with first-mile/ last-mile access to serve the route. Kent is also actively working with King County Metro for the inclusion of Rapid Ride routes in the downtown corridor on Meeker. The Rapid Ride service would connect Meeker with the Kent Des Moines Light Rail Station, downtown Kent, Kent Station, Kent East Hill and Green River College. Kent has facilitated a Bicycle Advisory Board (KBAB) for over 20 years. The board meets monthly to identify deficiencies and vocalize the cycling concerns, requests and provide monthly to identify deficiencies and vocalize the cycling concerns, requests and provide advice for City programs, policies and projects. | The compact roundabout has several innovative components and will be built largely within the existing paved area and existing curb line. It will incorporate a raised, one-way bike lane southbound plus a separated one-way bike lane northbound that connects the two-way bikeway on the south side of the intersection. The north leg will have a raised crosswalk and the east leg will have a raised crosswalk/cross-bike path. | The City uses Practical design, cost-benefit analysis, and evaluation of network connectivity to determine project benefits. This project is listed in the 2022 local road safety plan as having a positive CBA ratio for safety benefits alone. Travel cost savings from modal shift, comfort and positive health impacts would reasonably be additional. Through the use of public engagement, concepts are validated prior to initiating design on projects. The public engagement, concepts are validated prior to initiating design on projects. The economic benefits of infill and redevelopment, and the targeted benefits to disadvantaged populations were strongly considered in the initial nomination of the Meet Me on Meeker projects, and their ongoing focus in requests by the City of Kent. | Kent city code Chapter 6.01.030 Public Works Apprenticeship program requires construction projects over \$1M to must include at least 15% of their labor effort via state-approved apprenticeship programs. When adopted, leadership noted the importance of providing training, living wage jobs and economic opportunities for folks from the Puget Sound communities. |
| King County | Metro Post-Pandemic TDM | The proposed project will apply effective transportation demand management (TDM) strategies to increase transit and rideshare ridership based on a deeper, more holistic understanding of a changing transit market in a post COVID-19 pandemic society. It will increase and extend existing Metro TDM programs and apply new, innovative strategies. The project will focus on 24 designated Regional Growth and MIC Centers in both King and Snohomish counties which are connected by 17 high-capacity transit corridors with existing service, and upcoming new services starting between 2024 and 2027 alongside parallel transit feeder service restructures in both counties. | CMAQ | 2025 | OTH | \$ 6,400,000 | N/A | Mobility Incentives: This project will provide mobility incentives for first/last mile connections to transit and mobility wallet program, using new mobile ticketing and incentive delivery technologies. Incentives would be used to: 1. Encourage multi-modal connections to transit on both public and private mobility services. Providing subsidies for first/last mile connections, exposing riders to emerging modes that complement transit, new ways to access and connect to transit service, and helping riders adapt to new post-pandemic travel patterns and transportation options. Implementation would be coordinated with TDM programming. 2. Encourage businesses and CBOs to distribute mobility wallets to their clients, customers, visitors, and employees. | N/A | N/A |

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| King County | Metro Route 36 Improvements | Design and construct transit speed, reliability and access improvements along Metro Route 36, an electric trolley bus route operating between Othello Link Light Rail Station and Downtown Seattle (12th Ave S and S Jackson St) via Beacon Hill. | STP | 2026 | CN | \$ 3,000,000 | The City of Seattle has a capital project underway that coincides with the proposed Route 36 Speed and reliability Improvement project: SDOT's Beacon Hill Bike Route project. This project is expected to implement new bicycle facilities that connect SE Seattle, including Beacon Hill and Othello to Downtown Seattle. Metro is coordinating with the city on these projects. If SDOT selects project designs that intersect with the Route 36, there could be opportunity for Metro and SDOT to partner on access to transit improvements. SDOT is still in opportunity for Metro and SDOT to partner on access to transit improvements. SDOT is still in the planning stage of Beacon Hill Bike Route project and are still considering routing/design options. | Route 36 operates as a zero-emissions trolley bus route. Trolley buses are a clean, zero emissions fleet that is a critical part of fulfilling Metro's and the King County's commitment to green technologies, greenhouse gas reduction and leading on climate action. The King County Council has set targets for Metro to achieve a 100% zero-emissions bus fleet by 2035. Power to operate trolley buses comes from Seattle City Light, which generates nearly 100% of its power from non-GHG emitting sources (hydroelectric, nuclear, wind, and biomass). | Metro is required by King County ordinance to conduct an annual assessment of its transit system. The assessment is based on adopted Service Guidelines, established criteria and processes that Metro uses to analyze and plan changes to our transit system. Metro's 2020 System Evaluation Report identified Route 36 for improvements. Past Metro transit speed and reliability projects have demonstrated their cost effectiveness in enhancing transit service. Metro's Speed and Reliability program identifies and prioritizes projects to improve performance and increase ridership. The program focuses on working with our partner cities to increase the operating efficiency of existing bus service in highly congested corridors. During the planning phase of this project currently underway, a list of proposed speed and reliability strategies has been identified along the corridor. This list will be prioritized for project implementation based on cost, user benefit, projected travel time savings, complexity of each project, and partner City input. | The project will be subject to King County's apprenticeship requirements, which require 5-15% of labor hours be offered to apprentices and journey-level workers, in order to support individuals obtaining training for family-wage jobs. The project is also subject to a community workforce agreement that will encourage the participation of King County residents from areas with a higher percentage of people living under 200% of the poverty line, with high unemployment, and with many residents under 25 who do not have a college degree. |
| King County | South Annex Base Expansion and Electrification | The South Annex Base (SAB) project will rehabilitate and upgrade an existing Metro owned property at its South Campus in Tukwila to create a new transit base. The new base will increase Metro's base capacity to support the expansion of Metro's bus fleet by approximately 250 new 100% electric buses. The additional base capacity will allow Metro to provide additional transit service as all of its existing bases are at or beyond capacity and unable to accommodate additional buses to increase service. The SAB will also create base capacity that will allow Metro to upgrade its other six operating bases to support a fully electric bus fleet of over approximately 1,361 buses by 2035 while maintain transit service that operates out of these bases. | CMAQ | 2025 | CN | \$ 8,225,000 | The requested funding will be used to help acquire and install the electrical charging infrastructure that is needed at SAB to operate the battery electric buses fleet. The cost of the charging infrastructure needed support approximately 250 buses is estimated at \$110 million. The timeline for the electrification elements of the SAB is interwoven into the overall project schedule. The installation of conduits and other infrastructure to support the electrification of the base will occur at all stages of the project. | Metro is currently targeting either full Living Building Challenge certification or LEED Platinum certification, both of which will require significant reductions in overall energy use. Design strategies will include virtually eliminating the burning of fossil fuels onsite and instead using all-electric systems for our facility energy needs. | Metro has conducted a cost benefit analysis to determine the benefits of the project, see attachment F and G. | King County has an apprenticeship program and a priority hire programs. Information can be found at: https://kingcounty.gov/depts/finance-business-operations/business-development/contract-compliance/programs/apprenticeship.aspx |
| Kirkland | 108th Avenue Transit Queue Jumps | Widen the roadway to add a northbound transit only lane on 108th Ave NE. Phase 1 will be from NE 62nd St to just north of NE 68th St and Phase 2 is from NE 53rd St to NE 60th St. Install a new traffic signal at NE 60th St / 108th Ave NE and modify the existing signal at NE 68th St to accommodate the new lane and allow transit signal priority. Replace existing bicycle lane and sidewalk on the east side of 108th Ave NE with a new protected bicycle lane and pedestrian facilities. | STP | 2025 | ROW | \$ 1,500,000 | The project addresses the Council goal for balanced transportation and aims to increase mode shift addressing a goal in the Transportation Master Plan for multimodal level of service. | Maintenance and life cycle considerations, the city seeks multi-project opportunities and sequencing. | CIP development evaluation, we consider need, prioritization and life cycle | N/A |
| Kitsap County | RidgeTop, Mickelberry to Myhre | ROW Phase 1 will acquire properties and easements for the eastern portion of the Ridgetop – Mickelberry to Myhre project in the vicinity of the Ridgetop Blvd. and Myhre Rd. intersection. The Ridgetop – Mickelberry to Myhre project will widen the roadway to four travel lanes with divided median, access control, and intersection improvements. Reconstruct and widen sidewalks with upgraded ADA facilities. Add bike lanes in both directions. The project will explore low stress bike lane designs such as raised bike lanes. Reconstruct the intersections at Mickelberry and Myhre. U-turn capabilities at intersections are anticipated to support access management and traffic flow. The project will explore protected intersection designs for pedestrians and bicycles. A new mid-block intersection will be evaluated to reduce impacts to the Myhre Rd. intersection and provide an additional pedestrian crossing point. East of Myhre, a 2nd eastbound lane and uphill bike lane will be added to the vicinity of the new Sid Uhinck Drive alignment. | STP | 2025 | ROW | \$ 5,200,000 | N/A | N/A | N/A | N/A |
| Lynnwood | 42nd Avenue W Improvements | The project will complete a new grid street in the heart of Lynnwood's Regional Growth Center (Segment #1: Alderwood Mall Boulevard to 196th Street SW). This project is part of the City's goal to take the existing 600-foot "superblocks" and divide them into more urbanscale 300-foot blocks, to provide access to future low/mid-rise development and multi-modal transportation. The Sound Transit light rail station (opens in 2024) is located a short distance from the project. The project is one of the primary routes to access the station. The street cross section includes two travel lanes, bicycle sharrows, on-street parking on both sides of the street, wide sidewalks, lighting, with streetscaping and urban design features. Infrastructure improvements include sidewalk, curb, gutter, landscaping, hardscaping, illumination, traffic signals, retaining walls, utility improvements, channelization and signing. Traffic signals will be installed at Alderwood Mall Boulevard and 196th Street SW. | STP | 2025 | CN | \$ 5,000,000 | The project is a critical infrastructure improvement needed to support the planned growth in the Regional Growth Center. It was identified as the highest ranking City Center transportation project by the Lynnwood City Council, in which the selection criteria directly aligns with the PSRC Regional Growth Center goals and 2016 regional project evaluation criteria. Timing of the project's implementation is crucial with the introduction of the Lynnwood City Center light rail station and the future Community Transit SWIFT Orange Line City Center Station in 2024. | In December 2014, the city adopted the City Center Streetscape Plan. The plan provides guidance for the design and development of the City Center Streetscape. The Standards in the City Center Streetscape Plan have been established to facilitate and streamline permitting by providing pre-approved elements. They assure over time that the City Center streetscape design, including the materials and furnishings used, create a distinct cohesive identity and attractive ambience for the City Center. These highly visible improvements are vital to the success of the City Center, providing spaces for the everyday interaction of people, community events, and for development of adjoining private property. | In 2014, the City of Lynnwood conducted an extensive City Center project prioritization process which identified the 42nd Avenue W project as the highest priority transportation investment needed to spur redevelopment and support City Center traffic and level of service standards. The criteria and metrics used to develop the project prioritization list directly align with the PSRC Regional Growth Center goals and 2016 regional project evaluation criteria. City Council adopted the project prioritization by Resolution directing priority to be placed on critical City Center projects. The project scored very well in all the criteria, including: catalyst, place-making/aesthetics, sustainability, multi-modal transportation and permanent jobs. | N/A |

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| NWSA | Zero Emission Cargo Handling Equipment Incentive | The Zero-Emission Cargo-Handling Equipment Incentive Program will support the tenants of the Northwest Seaport Alliance (NWSA) to retire their diesel equipment early and replace them with zero-emission (battery-electric or hydrogen) equivalent units. The program will help the NWSA and its tenants meet the goals of the Northwest Ports Clean Air Strategy, eliminating all seaport-related emissions by 2050. Cargo-handling equipment (CHE) is a priority activity sector to target in the near-term, as equipment stays on the terminal for its entire lifetime, meaning near-port communities in the Seattle and Tacoma Harbors are living side-by-side with these resulting diesel exhaust emissions. | CMAQ | 2025/2026 | OTH | \$ 4,400,000 | Zero-emission technology in the port cargo-handling equipment sector is rapidly evolving and being deployed at terminals, especially in Europe and Southern California. ZE technology is currently more readily available for smaller pieces of equipment, especially forklifts and yard tractors. Larger pieces of equipment (e.g. reachstackers and top-picks) are still in development. Battery electric terminal tractors are an emerging technology in port applications and as such, significant financial incentives are needed to make the technology accessible to private operators. The purchase price of a new battery electric terminal tractor is roughly three times greater than a comparable new, Tier 4 diesel machine and requires substantial infrastructure upgrades to support charging. While operational costs for battery electric terminal tractors (fuel/energy and maintenance) are lower than for diesel machines. | The overall program design is innovative and has been designed to overcome many of the problems port staff have encountered in previous individual grant applications, and has incorporated feedback from ongoing discussions with marine terminal operators. The management of the program has been modeled on the success of previous port and NWSA managed drayage truck scrapping programs, partially funded by a previous CMAQ grant. NWSA and home port staff have had success in partnering with marine terminal operators in upgrading old diesel equipment to new Tier 4 equipment in the past through individual grant applications to federal and state funding programs (e.g. DERA, WA State Clean Diesel, WA State DERA) for each piece of equipment. Although successful, terminal operators have often not been able to participate in a funding application due to the unpredictable timing of funding, and this frustration was communicated to port staff frequently during the NWPCAS development outreach in 2020-21. | All NWSA projects are ultimately determined by our Managing Members (5 Port of Seattle Commissioners and 5 Port of Tacoma Commissioners) at their monthly public meetings, where individual projects must be voted on and approved by the majority of both Commissions for all projects costing over \$300,000, per Master Policy. Commissioners use a range of metrics to make their ultimate decision on a project - whether the project supports the maritime industry on the two waterfronts, impacts on operations, an alternatives analysis, and a review by each Environmental team (Air Quality, Water Quality, Remediation, Planning, Permitting and Habitat Restoration). Any grant proposal must be presented and approved by an internal Grant Steering Committee of NWSA Executives (CEO, Deputy CEO, Chief Commercial Officer, Chief Financial Officer, Department Directors) incorporating an assessment of cost-benefit analysis, emission reductions, and our 5 year CIP (Capital Investment Plan). | The NWSA does not currently have its own apprenticeship program, although it does take on high-school and undergraduate/graduate interns. The NWSA Air Quality and Sustainable Practices team is currently hosting a UW Hershmann Fellow for one year. The NWSA has been working to formalize and reactivate these programs. Our small works and consultant rosters are maintained by the Municipal Research and Services Center (MRSC), a shared statewide roster service. The marine terminal operators who would participate in the program employ ILWU labor (International Longshore and Warehouse Union), providing well-paying family-wage jobs. |
| Pierce County | Canyon Road - E 72nd Street | Widen and reconstruct the roadway to accommodate a four-lane facility with paved shoulders, curb, gutter, and sidewalk. The work will include illumination, interconnect, an enclosed drainage system, storm water flow control and runoff treatment facilities, retaining walls, stream relocation/enhancements where needed, and culvert improvements. | STP | 2025 | PE | \$ 2,000,000 | Pierce County is committed to the most cost-efficient solutions for completing the Canyon Rd. E. corridor. To right-size the project Pierce County's 2021 traffic study analyzed various 3-, 4-, and 5-lane options. The County has opted for a 4-lane road section which balances cost, environmental impacts, and right-of-way concerns with capacity and safety needs. The 4-lane option provides nearly all the design year capacity benefits of 5 lanes, while substantially improving over the projected level-of-service of 3 lanes. The County is also studying alternatives for upgrading the Canyon Creek culvert, which crosses the road midway through the project. An alternative has been chosen which restores fish passage, shortens the crossing, and minimizes the cost. | N/A | Each of Pierce County's projects are compared in the context of a specific set of transportation system needs. As a project develops it is placed into an evaluation category: Bridge, Concurrence, New Alignment, Ferry, Non-Motorized, Miscellaneous, Preservation, and Safety/Operations. Projects within each category are assessed against one another based on measures appropriate for each grouping. For example, the "Bridge" category incorporates Sufficiency Rating, The "Concurrence" category utilizes V/S ratio and peak flows, etc. | N/A |
| Pierce Transit | Stream BRT Corridor 1 Pacific Avenue | Pierce Transit is planning capital improvements to support its first Stream bus rapid transit (BRT) line. Beginning in the north at S 9th Street and Commerce Street in Tacoma, Washington, the Stream 1 BRT will travel predominantly along Pacific Avenue/SR 7 to the southern terminus at the Spanaway Transit Center. This project, a subsegment of the larger Stream 1 BRT corridor, will focus on the construction of transit priority lanes and multimodal access to transit through the interchange with SR 512, the most congested portion of the BRT corridor. The project's limits from 112th Street S to 99th Street S (0.81 miles or 6 percent of the corridor length) will span the most congested section of Pacific Avenue within the Stream 1 BRT corridor but represent approximately half of the projected total transit travel time benefits. The project will provide dedicated median transit-only lanes between 112th Street S to 104th Street S in both directions and a southbound, transit-only lane from 104th Street S to 99th Street S. In addition, two new transit stations will be constructed at 112th Street S and 104th Street S with signal enhancements for pedestrian safety and transit operation. | CMAQ | 2025 | CN | \$ 4,800,000 | To maximize roadway capacity, in addition to providing transit lanes, the project would use Intelligent Transportation Systems (ITS) to provide transit signal priority along the corridor to facilitate transit movements without affecting general purpose traffic. Where the roadway capacity limits the number of lanes but the level of congestion necessitates exclusive transit facilities in both directions (i.e., at the SR 512 overpass), the project plans to implement a bidirectional transit lane, an innovative solution that uses advanced controller features to safely control transit movements in both directions in a single lane while maintaining the needed capacity for general purpose traffic. | For this project, the most innovative feature is are the median lanes for Bus Rapid Transit. This will be the first project in the state to install median transit lanes on a Washington State Route. Furthermore, the use of the median transit lanes allow for transit to bypass queues associated with high right turn volumes at the SR 512 interchange that solutions like curbside business access transit lanes, would not provide effectively or safely within this project's limits. Additionally, this project will introduce for the first time in Washington a bi-directional transit lane across the SR 512 overpass. This innovative concept, used in several locations nationally, allows transit to operate over the bridge using just a single transit lane to serve both directions. | Pierce Transit's Project Selection Process opens every March; the next is for Fiscal Years 23-28. It can often include State of Good Repair projects originally identified in our TAM Plan or other planning documents, such as the Destination 2040 Long Range Plan or PSRC's Regional Transportation Plan. Large scale capital projects are vetted through this formal too, such as Stream Bus Rapid Transit corridors, including both infrastructure and vehicle requirements. | N/A |
| Port of Seattle | SR 509 | The project completes a missing link in the regional highway system by extending SR 509 from existing S. 188th Street interchange to 24th Avenue S. interchange in SeaTac Regional Growth Center. Grant Funds will be applied to the following project elements: 1. Four lane new expressway from S. 188th Street to 24th Avenue S. 2. Reconstructed SR 509/S. 188th Street interchange with addition of south ramps and sidewalk through interchange area. 3. SR 509/S. 160th Street interchange ramp terminal intersection roundabouts with sidewalk through interchange area. This element is included to mitigate future level of service F conditions from additional expressway traffic. 4. This stage of the project also extends an acceleration lane on southbound Interstate-5 from SR 516 to S. 272nd Street Interchange to add capacity for traffic entering from SR 509. The project also includes extension of the Lake to Sound Trail, already under construction under a separate contract. The Trail lies adjacent to the new SR 509 in SeaTac then turns south at Des Moines Creek Park to connect to existing Des Moines Creek Trail. A previous stage of SR 509 expressway connects Interstate-5 to 24th Avenue S. and is already under construction. | STP | 2026 | CN | \$ 5,480,000 | SR509 is part of a local funding partnership between sixteen cities, two counties and two port districts to complete the Puget Sound Gateway Program. Local agencies committed to the Funding and Phasing MOU in 2018. Funding from the grant benefits the partners by reducing the amount of their local funding commitment without reducing the contribution from the WSDOT budget. The requested grant has direct benefit to local cities, counties and Ports and to the entire region. Highway users will contribute to project funding through repayment of construction bonds with tolls. | 1. Design-build contracting improves coordination between the design team and the contractor. Design-Build contracting improves project implementation timelines and significantly reduces agency risk. 2. Design-Builders submit schedule and cost saving design concepts during the bid process. These alternative technical concepts (ATCs), produced significant savings in the SR 509 Stage 1b project when the contractor proposed an I-5 flyover ramp instead of a tunnel. Similar ATC proposals will be part the Stage 2 bids. 3. WSDOT uses the Cost Estimation Validation Process to monitor for project escalation risk and manage risk through design changes as necessary. 4. Peak variable tolling is used to manage demand and allowed the design to be scaled back to fewer lanes and less overall highway footprint than anticipated in the original environmental documents. | WSDOT developed and applies the Practical Solutions model to incorporate perspectives on project scope from across the enterprise. The model improves project definition, prevents over-designing and integrate consideration of community impacts and multimodal needs. | The Design-Build Contract includes the requirement that the Design-Builder shall comply with an Apprentice Utilization Requirement. No less than 15 percent of Project Labor Hours shall be performed by Apprentices. Furthermore, the Stage 2 contract will include requirements for OEO reporting, DBE participation and Special Training that have been approved by FHWA since the project includes federal funding. It is the policy of the Washington State Department of Transportation (WSDOT) that Disadvantaged Business Enterprises (DBEs) and other small businesses, as defined in 49 Federal CFR Part 26, shall have equal opportunity to participate in contracts financed in whole or in part with USDOT funds. For the DBE requirements, 49 CFR Part 26 and USDOT's official interpretations (i.e., Questions & Answers) are applied through the Contract. |

ATTACHMENT C: 2022 FHWA Regional Competition - Project Summary

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| PSCAA | On Track for the Future Tacoma | The proposed Tacoma Rail Battery-Electric Switcher Locomotive Replacement project (Project) will kick start the electrification of switcher locomotives in the Puget Sound Region by replacing two (2) highly polluting, unregulated, 1965 diesel-electric switcher locomotives with two (2) zero-emission battery-electric switcher locomotives and installing corresponding onsite charging infrastructure at Tacoma Rail's rail yard located at 2601 State Rt 509 N. Frontage Rd, Tacoma, WA 98421. The engines of the two unregulated locomotives will be scrapped. | CMAQ | 2025 | CN | \$ 5,500,000 | 1) This project is shovel ready. Tacoma Rail could go out to RFP as early as June 2023. The orders could be placed by October 2023. Tacoma Rail is hoping to deploy the electric locomotives no later than June 2026, if procurement is not delayed by chain supply issues. 2) Puget Sound Clean Air Agency (PSCAA) has started a Western Clean Rail Collaborative consisting of public agencies from Washington, California, and Oregon to promote efforts to make rail operations cleaner and more sustainable. PSCAA has met with most of the local rail operators in its four-county region and has found that the majority of these operators would rather upgrade to all-electric locomotives than cleaner diesel ones; however, they are not quite ready to make the commitment until the technology is more mainstream. This project has the potential to inspire several other battery-electric switcher locomotive projects in the region. | Battery-electric locomotives by themselves are innovative technology. Battery-electric locomotives have lower operating costs than traditional diesel-electric locomotives, both because the energy source is cheaper and because there are approximately half as many moving parts. Fewer moving parts results in less maintenance of mechanical systems. Furthermore, battery-electric locomotives have regenerative braking which can reduce electricity needs by up to 10% on switcher locomotives. | PSCAA routinely solicits potential partners for grant opportunities using announcements posted on our website, emails to known interested parties, or, in the case of our FHWA competition slots, by asking RPEC members to reach out to PSCAA with their project ideas. We evaluate potential projects based on their total emission reductions, cost effectiveness, and benefits to highly impacted communities before selecting partners for grant applications such as EPA's Diesel Emissions Reduction Act grant program or CMAQ. In this project's case, based on our work with the Western Clean Rail Collaborative, PSCAA reached out to all local rail operators that we are aware of including Tacoma Rail regarding their interest in a CMAQ-funded locomotive electrification project. | N/A |
| PSCAA/WSF | Terminal Electrification Clinton Terminal | Washington State Ferries (WSF) is undertaking an ambitious electrification program, as described in its 2020 System Electrification Plan, to move toward a "greener" ferry fleet. As the largest ferry system in the U.S.—carrying nearly 25 million people each year on 10 routes—WSF is leading the way in the marine industry by outlining and acting on a plan that will reduce CO2e emissions by 76% over twenty years. The initial and most consequential elements of this plan include building five new hybrid-electric Olympic class (HEOC) vessels, converting three Jumbo Mark II vessels to hybrid-electric operation and developing electric charging infrastructure at five terminals to support full battery-electric operation of these vessels. | CMAQ | 2025 | CN | \$ 4,900,000 | The wide range of support from local, regional, and state officials is evident in the letters of support for the Phase 2 project, provided in Appendix C. Statewide and regional support for the Phase 2 project, provided in Appendix C. Statewide and regional organizations, including the Washington State Department of Ecology, Washington State Department of Commerce, Washington State Department of Enterprise Services, and the Puget Sound Clean Air Agency. Additionally, this project's reduction of diesel fuel has benefits beyond air quality improvements. These include decreasing the number of refueling trucks on the road and/or eliminating the need for a fueling vessel to transit to the terminal for refueling. The reduced fueling also reduces and nearly eliminates the potential for a fuel spill in Puget Sound during refueling operations | The Rapid Charging System (RCS) is a novel design that facilitates charging of the batteries without impacting the operating/service schedule. The vessel-mounted system also minimizes over-water construction that would be required if the charging equipment were located on the shore, rather than the vessel. This innovative charging system includes a charging arm on the vessel that is unique to WSF. Other ferry systems exploring electrification in the United States and internationally locate the arm shoreside. | WSF's Terminal Engineering team uses many tools to determine benefits for projects such as this one. These tools include Pre-Design Study, Basis of Design, and Asset Management and Economic Modeling | WSF prioritizes local hiring and workforce diversification wherever feasible. For contracts over \$2M, such as those for this project, the organization has established a 15% Apprenticeship requirement. This requirement will be met for the Mukilteo-Clinton route electrification where applicable. The WSDOT Office of Equal Opportunity has also set a mandatory Small Business Enterprise goal for its projects that will also be met by this project. |
| SeaTac | Airport Station Area Pedestrian Improvements | The project will construct safety and mobility improvements for people walking, biking, and using transit around the SeaTac Airport Station Area, which is located within the SeaTac City Center. The project improves four street segments and two intersections. | STP | 2025 | CN | \$ 4,500,000 | The development of the project included a careful evaluation of the trade offs between the need for non-motorized and transit access improvements with project costs and impacts to properties. The project included improvements at the highest need locations such as the high-density residential housing, Windsor Heights Apartments (Section 8 Housing), and connections to transit facilities. | This project includes multiple innovative components, including electric car charging and lead pedestrian intervals at signalized intersections. The project also includes multiple innovative bicycle facilities, including bicycle boulevard (green street) treatments and the first two-way cycle track and crossbikes in the city of SeaTac. | The city reviews projects based upon the benefits of the project to the community, the impacts to property, alignment with city and regional policies and plans, and cost. For example, improvements were not included along the west side of 32nd Avenue S between S 177th Street and S 180th Street because the adjacent land use is a large parking lot that generates minimal pedestrian activity, widening for a sidewalk and bike facilities would require acquisition of right of way and reconstruction of the existing retaining wall. These frontage improvements are expected to be constructed with redevelopment of the properties. | N/A |
| Shoreline | 148th Street Non-Motorized Bridge Phase 2 | The 148th Street Non-Motorized Bridge project (STIP: SL-25) is a new pedestrian/bicycle bridge spanning Interstate 5 (I-5) in the proximity of N 148th Street in Shoreline, WA and will serve as a key component in the City's bicycle/pedestrian network. The finished nonmotorized bridge will include a bridge span with landing and ramps on the east-side of I-5 that connects users to and integrates with a new regional high-capacity transit center with light rail and bus service. The west-side of I-5 will include ramps/landing and a shared-use path connecting to 1st Avenue NE. | STP | 2025 | CN | \$ 5,480,000 | This project has received broad support with local representatives and agencies (letters of support attached). In order to minimize costs and optimize coordination of construction of the project with the construction of Lynnwood Link light rail, the project has been approved to be delivered in two phases. Both phases are fully funded for Design (SL-25). Phase 1 Construction (SL-25A) East Bridge Landing is fully funded with local funding. Phase 2 (SL-25B) includes ROW & Construction of the bridge span, west-side landing, and shared-use path. ROW is funded with a federal Transportation Alternative grant and local match. The City currently has a WSDOT approved consultant already on board for ROW acquisition, so acquiring rights in 2023 works well for keeping the project moving forward and will keep costs from continually escalating. | Dividing the project into an east and west phase was an innovative project delivery strategy to optimize project costs and schedule targets as well as minimize construction and operation risks to Sound Transit's Lynnwood Link Extension project. The project team is also working closely with the WSDOT Thornton Creek Fish Barrier Removal project to identify project synergies and innovative approaches to each project's scope and schedule in order to minimize project costs and and leverage project schedules. Bridge structure is single span for "pick and place" installation over I-5 alleviating some impacts. | The City utilizes varying levels of analysis for its Capital Projects. These can include in depth Benefit Cost Analysis, Pre-Design Studies, or more tailored studies. | With federal funding already on this project, the City will follow Federal and State requirements (whichever is most inclusive) for any Training and DBE goals and bidding/contracting. The City uses WSDOT contract boilerplates for its federally funded contracts (consultants and contractors) for appropriate contract language. |
| Shoreline | SR 523 NE 145th Street | This grant request is for ROW Acquisition for Phase 2 (SL-16B, Corliss to Wallingford Ave) of the SR-523 (N/NE 145th St) Aurora Ave N to I-5 project. Project improvements require ROW property acquisition - small, partial property acquisitions, and full-property acquisition. 145th Street is the west leg of a major east/west regional corridor and forms the city boundary between Shoreline and Seattle. This 145th Corridor project connects to a new regional high capacity transit center (Sound Transit "Shoreline South/148th Station") with light rail and bus service as well as connections to the regional bike trail system. | STP | 2025 | ROW | \$ 5,480,000 | Clarification on start date for PE/Design which began in 2019. Phase 2 was brought to the 60% milestone along with Phase 1 and 3. Since the project was being phased for ROW/CN, it was too early to bring Design to 100% plans. PE/Design work (which is funded) will continue in 2023 to final Design. Improvements to the 145th Street Corridor will not just benefit Shoreline residents, but also north Seattle. The City has taken on this project (and the Interchange Project which also benefits north Lake Washington residents who will access the Shoreline South/148th Station) at its own expense realizing that improvements were needed to safely move all users and promote mode-shift. | Early on, the City developed a working group which consisted of key staff and project managers from WSDOT, Sound Transit, King County Metro, Seattle DOT and Utilities, and other local municipalities in order to coordinate this project with the several other projects in the area related to light rail introduction. This group has now been meeting for years, coordinating plans and schedules. The project team has worked with the City's Surface Water group in addressing climate resiliency on the corridor. The team worked out an opportunity to relocate detention vaults in order to add capacity for severe storm events which are now occurring on a more frequent interval. | The City utilizes varying levels of analysis for its Capital Projects. These can include in depth. The City utilizes varying levels of analysis for its Capital Projects. These can include in depth Benefit Cost Analysis, Pre-Design Studies, or more tailored studies. | Although not applicable for the ROW acquisition phase, with federal funding on this project, required DBE and Training goals will be incorporated during construction. The City follows WSDOT bidding requirements and uses WSDOT contract templates. |

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| Snohomish County | North Creek Regional Trail Ph 2 | The project proposes to construct Phase 2 of North Creek Regional Trail between Waxen Road and 183rd St SE (North Creek Park). This segment will be approximately 0.78 miles long, paved, and designed to meet current ADA standards and non-motorized standards including AASHTO and WSDOT Design Manual. The trail will primarily be designed as a separated trail and a small portion (approximately 100') at the northern end will be designed as a side path to keep people biking and walking away from horizontal and vertical obstructions. Please see the attachment 1_Typical Sections. This project will also include a 90 foot pre-fabricated pedestrian bridge and a fish passable culvert under Waxen Road. | STP | 2026 | CN | \$ 5,000,000 | Project will replace a fish bearing culvert beneath Waxen Rd; Army Corps permit has been acquired. | The project will need an updated ROW certification prior to going to ad. The project will need to revisit NEPA to ensure the original determination stands. This will not change the project schedule. | Use of data provided by the Highway Safety Improvement Program, Complete Streets, practical design and Target Zero and recommendations from the Public Works | In accordance with Chapter 3.05 Snohomish County Code (SCC), the apprenticeship utilization participation goal is at least fifteen percent (15%) of total project labor hours. |
| Sound Transit | Boeing Access Road Infill Station | CMAQ funds will design a new light rail station in the vicinity of S. Boeing Access Road, East Marginal Way S., and I-5 in north Tukwila. Part of the Link 1 Line connecting multiple regional growth centers between Northgate and SeaTac, the S. Boeing Access Road Infill (BARI) Station will be in the northern portion of the North Tukwila Manufacturing Industrial Center (North Tukwila MIC) which is home to 147 businesses employing almost 13,500 people (Background Memo, Economic Development Element of Comprehensive Plan). The BARI Station will serve major employers and destinations including the Boeing Company, King County Metro (South Base), Kaiser Permanente, the US Postal Service, BECU Financial Center, and the Museum of Flight. | CMAQ | 2025 | PE | \$ 8,230,000 | In August 2021, the ST Board adopted a realignment plan that will serve as a framework for delivering critical transit projects across the region as rapidly as possible. Under the realigned capital program, the BARI Station was moved from the Tier 4 category to Tier 1, in part due exceptionally strong local support. | As of December 2020, ST's Link light rail system is running on 100 percent carbon-free electricity, making it the first major light rail system in the country to achieve this milestone. Through an innovative agreement with Puget Sound Energy, ST will purchase wind energy directly from the utility's Green Direct program. The agreement is projected to save more than \$390,000 in electricity costs over the 10-year contract while also supporting the creation of local clean energy jobs Sound Transit requires that contractors reduce construction emissions by requiring 75% of contractors' equipment to meet EPA's highest two tiers for emissions reduction, with waivers for SBE/DBE businesses. | This project is included in the ST3 Plan. A full benefit-cost analysis was conducted on the ST3 investment package. Sound Transit's planning assumptions align closely with Puget Sound Regional Council plans. | Sound Transit's Project Labor Agreement (PLA) includes a goal of 20% for hiring Washington Station Apprenticeship Council approved apprentices - Preferred Entry and RAPID Program are two main programs. |
| Sound Transit | Graham Street Infill Station | This CMAQ request will fund the design of a new light rail station in the City of Seattle on Martin Luther King Jr. Way between Graham Street and Morgan Street along the existing Link light rail Line 1. The new Graham Street Station will be located between the existing Columbia City and Othello stations and built to accommodate 4-car trains, increasing access in the Rainier Valley and serving the growing Hillman City neighborhood. Trains will run every 6 minutes in peak periods, serving an estimated 2,500 riders per day at Graham St Station, reducing VMT in the region by 21,650 per day. The Station will also include pedestrian and bicycle improvements in the station area. | CMAQ | 2025 | PE | \$ 8,230,000 | Under the ST realigned capital program, the Graham Street Infill Station was included in the Tier 1 category, giving priority to the project. This decision was made based on strong local support for the project, and indications that need for this new station is great. | Sound Transit's Link light rail system runs on 100% carbon-free electricity - the first major light rail system in the country to go completely green. This was made possible through an innovative agreement with Puget Sound Energy to purchase wind energy directly from the utility's Green Direct program. The Green Direct program supplies renewable energy to customers from the largest wind project in western Washington, the Skookumchuk Wind Facility. | This project is included in the ST3 Plan. A full benefit-cost analysis was conducted on the ST3 investment package. Sound Transit's planning assumptions align closely with PSRC plans. | Sound Transit's Project Labor Agreement (PLA) includes a goal of 20% for hiring Washington Station Apprenticeship Council approved apprentices - Preferred Entry and RAPID Program are two main programs. |
| Tacoma | Puyallup Ave Transit Complete Street Improvement | The Puyallup Ave project is 1.2 miles extending from Portland Ave to S. C Street, including the Portland Avenue intersection. The project scope includes a complete reconstruction of the roadway with concrete pavement, complete street elements including bike lanes, sidewalks/curb ramps, bulbouts, crosswalks, signals/APS and other ITS elements, lighting, landscaping, bus stops, parking, other street amenities, improved connections to regional transit services and active transportation facilities, upgraded utilities, and a shared HOV/transit lane. | STP | 2026 | CN | \$ 5,480,000 | In response to the project's extensive outreach and the need for transportation change along Puyallup Avenue, the project has received letters of support from various organizations | In an effort to deliver the needed change on Puyallup Avenue while balancing costs, the design team is constantly looking for value engineering opportunities across the design. One such opportunity currently being evaluated is associated with pavement need across the corridor. Although the project was conceptually scoped as a full concrete roadway from Pacific Avenue to Portland Avenue, the design team is evaluating the potential for designing/constructing heavy-haul asphalt pavement outside of the major intersections and transit stops, with concrete pavement being reserved for intersections that experience the greatest amount of turning movements and for select transit stops. Savings is estimated at \$5M-\$7M, not including Construction Engineering staff costs and project contingencies. | N/A | As a tool to tackle unemployment in Tacoma, the City Council and Public Utility Board developed LEAP in March 1997. Since its inception, LEAP's purpose has been to level the playing field for citizens seeking employment opportunities. The program is helping more workers get family wage jobs. LEAP achieved a 17% local resident/apprentice utilization of craft workers on City of Tacoma public works projects from 2008 to 2015. Today, all prime contractors constructing civil projects over \$250,000 and building projects over \$750,000 shall ensure that 15% of the total labor hours worked on the project are performed by local city residents and/or Washington State approved apprentices that reside in Pierce County. |
| WSDOT | NW Region I-5, SR-161, SR-18 Triangle i/c | This project will reconstruct the southbound I-5 to westbound SR 18 off-ramp to improve capacity and serve both eastbound and westbound SR 18 traffic, removing the existing southbound I-5 to eastbound SR 18 loop ramp, and construct the southbound I-5 to SR 161 off-ramp. In addition, the project will upgrade intersections by replacing the S 356th St./SR 161/16th Ave. S intersections with roundabouts and by widening and realigning the east leg of the SR 161/Milton Rd. S intersection. Work will include updating illumination, drainage, stormwater, pedestrian and bicycle facilities and constructing seven fish passable structures, with environmental impacts being mitigated as needed. | STP | 2025 | CN | \$ 5,480,000 | The Interchange Justification Report (IJR) for this project was approved in 2008 and amended in 2016. For the IJR's approval and for other decisions made since that time, the City of in 2016. For the IJR's approval and for other decisions made since that time, the City of Federal Way has been an integral partner, providing comments as the project progressed to its current stage. The City of Federal Way has included this project in their Comprehensive Plan, most recently updated in 2015. They have been a strong supporter of the project through the public outreach process including multiple open houses (held for the entire project prior to 2008 and held for phase II in 2015) and stakeholder interviews (held in 2004). | The project will construct two roundabouts at the new S 356th Street off-ramp. One of the roundabouts replaces two existing signalized intersections at S 356th Street/16th Avenue S and S 356th Street/SR 161 which are approximately 125 feet apart. Roundabouts are shown to move traffic through an intersection quicker and with less congestion on approaching roads than signalized intersections. In addition to the safety benefits mentioned in previous sections, roundabouts also have lower long-term costs than signalized intersections. Typical hardware, maintenance and electrical costs for signalized intersections are roughly \$5,000 to \$10,000 per year, which are eliminated by the installation of the roundabout. | In respect to this project, a Value Engineering/Practical Design (VE/PD) study was conducted from December 2-4, 2014, with the findings presented at a workshop on December 8, 2014. The VE/PD team developed 48 ideas for the project that were then compared against the baseline concept developed by the project team. Those that were rated highest were further developed by the VE/PD team which resulted in a final list of 7 VE/PD recommendations. Following the VE/PD workshop, the project team reviewed the recommendations and incorporated them into the design. | All WSDOT contracts estimated to cost \$2 million or more that were advertised on or after July 1, 2020 contain a 15% apprentice utilization requirement. Apprentice utilization requirements for WSDOT projects are tracked using L&I's Prevailing Wage Intentions and Affidavits (PWIA) system. |

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| | | | | | | | Additional Aspects Not in Criteria | Innovative Components Included in Project | Process to Determine Project Benefits | Apprenticeship Utilization Program |
| WSDOT | Oly Region SR 167 Completion Project Stage 2 | 1. Construction of the final segment of new four lane alignment of SR 167 from SR 161 Meridian Avenue E in Puyallup to Interstate 5 in Fife. 2. Completes a missing link in the regional trail system beginning in the Puyallup Downtown Regional Growth Center from Puyallup Riverfront Trail to Interurban Trail in Fife. 3. Includes new interchanges at SR 161 and Valley Avenue and completes the diverging diamond interchange at I-5. 4. Extensive wetland mitigation throughout the Wapato Creek Watershed. 5. Adds capacity on existing SR 167 from SR 161 to SR 410 to accommodate additional traffic volume. | STP | 2025 | CN | \$ 5,480,000 | SR 167 Completion is part of a local funding partnership between sixteen cities, two counties and two port districts to complete the Puget Sound Gateway Program. Local agencies committed to the Funding and Phasing MOU in 2018. Funding from the grant benefits the partners by reducing the amount of their local funding commitment without reducing the contribution from the WSDOT budget. The requested grant has direct benefit to local cities, counties and Ports and to the entire region. Highway users will contribute to project funding through repayment of construction bonds with tolls. | 1. Design-build contracting improves coordination between the design team and the contractor. Design-Build contracting improves project implementation timelines and significantly reduces agency risk. 2. Design-Builders submit schedule and cost saving design concepts during the bid process. These alternative technical concepts (ATCs), produced significant savings in the SR 509 Stage 1b project when the contractor proposed an I-5 flyover ramp instead of a tunnel. Similar Stage 1b project when the contractor proposed an I-5 flyover ramp instead of a tunnel. Similar ATC proposals will be part the Stage 2 bids. 3. WSDOT uses the Cost Estimation Validation Process to monitor for project escalation risk and manage risk through design changes as necessary. 4. Peak variable tolling is used to manage demand and allowed the design to be scaled back to fewer lanes and less overall highway footprint than anticipated in the original environmental documents. | WSDOT developed and applies the Practical Solutions model to incorporate perspectives on project scope from across the enterprise. The model improves project definition, prevents over-designing and integrate consideration of community impacts and multimodal needs. | The Design-Build Contract includes the requirement that the Design-Builder shall comply with an Apprentice Utilization Requirement. No less than 15 percent of Project Labor Hours shall be performed by Apprentices. Furthermore, the Stage 2 contract will include requirements for OEO reporting, DBE participation and Special Training that have been approved by FHWA since the project includes federal funding. |