Funding Application

Competition  
Regional FHWA

Application Type  
Corridors Serving Centers

Status  
submitted

Submitted:  
April 7th, 2020 5:39 PM

Prepopulated with screening form?  
No

Project Information

1. Project Title  
SW King County Regional Trail Plan

2. Regional Transportation Plan ID  
n/a

3. Sponsoring Agency  
Federal Way

4. Cosponsors  
N/A

5. Does the sponsoring agency have “Certification Acceptance” status from WSDOT?  
Yes

6. If not, which agency will serve as your CA sponsor?  
N/A

Contact Information

1. Contact name  
Desiree Winkler

2. Contact phone  
253.835.2711

3. Contact email  
desiree.winkler@cityoffederalway.com

Project Description

1. Project Scope  
Develop a SW King County Regional Trail Plan (Plan) to identify the regional trail connections between SW King County Agencies and north Pierce County Agencies and their associated regional growth centers including: Federal Way, King County, Des Moines, Kent, Auburn, Milton, Algona, Pacific, Tacoma, Pierce County, and Fife. This is a planning project only.

2. Project Justification, Need, or Purpose  
In reviewing all regional trail and non-motorized plans for King County, Federal Way, Des Moines, Auburn, Kent, and Tacoma, there is a large gap in the regional trail system providing connectivity between southwest King County to north and east King County as well as to Pierce County. Although regional trail planning efforts have contemplated the need for regional trails in this area, there are inconsistencies between regional, county, and local plans. (see attached maps)

With the extension of the light rail to South King County and Pierce County and anticipated growth within the designated urban growth centers, it is imperative to provide strategic, comprehensive planning to ensure equitable access to this regional system and further reduce the dependence on single occupancy vehicles by development of non-motorized facilities.

Planning for non-motorized facilities and connectivity has been a key component to many large-scale, regional projects. The development of Federal Way’s preferred alternative for their City Center Access Project produced a consistent and loud demand for multi-modal access to Federal Way’s Regional Growth Center. The preferred alternative includes a multi-purpose trail across Interstate 5 to connect Federal Way (west and east sides) and growth centers beyond.

The Puget Sound Gateway Program initiated several regional trail planning and implementation efforts including: SR 509 trail connection to the Lake to Sound trail in Des Moines, SR 167 / SR 509 trail planning in Fife and Port of Tacoma area; and developing a regional trail strategy to connect Tacoma to Puyallup near the SR 167 current alignment.

If awarded, this Plan will build and expand upon the previously completed work of various agencies to develop a unified Plan.
Project Location

1. Project Location
   various

2. Please identify the county(ies) in which the project is located. (Select all that apply.)
   King, Pierce

3. Crossroad/landmark nearest the beginning of the project
   various

4. Crossroad/landmark nearest the end of the project
   various

5. Map and project graphics
   Project_Location_-_Maps.pdf

Plan Consistency

1. Is the project specifically identified in a local comprehensive plan?
   No

2. If yes, please indicate the (1) plan name, (2) relevant section(s), and (3) page number where it can be found.
   N/A

3. If no, please describe how the project is consistent with the applicable local comprehensive plan, including specific local policies and provisions the project supports. In addition, please describe how the project is consistent with a transit agency plan or state plan, if applicable.
   City of Federal Way Comprehensive Plan
   (https://www.cityoffederalway.com/content/comprehensive-plan)

   Transportation Goal TP1: Maintain mobility through safe, balanced, and integrated transportation system.
   Transportation Policy TP.1: Reduce reliance on drive alone trips by prioritizing and implementing supportive local-level transit, high occupancy vehicle (HOV), and nonmotorized improvements.
   Transportation Goal TG3: Enhance community health, livability, and transportation by providing a connected system of pedestrian, bicycle, and transit ways that are integrated into a coordinated regional network.
   Transportation Goal TG6: Be an active partner by coordinating with a broad range of groups to help meet Federal Way’s transportation goals.

Federal Functional Classification

1. Functional class name
   00 Not applicable (transit, enhancements, Etc.)

Support for Centers

1. Describe the relationship of the project to the center(s) it is intended to support. Identify the designated regional growth or manufacturing/industrial center(s) and whether or not the project is located within the center or along a corridor connecting to the center(s).
   This Plan will identify direct connections between several regional growth centers including: Federal Way, Auburn, Kent, Kent MIC, Port of Tacoma, and Tacoma Downtown. In addition, this Plan will identify connections to the existing regional trail network which further connects to to many other regional growth centers including: SeaTac, Tukwila, Renton, Burien, and Sumner Pacific.

Criteria: Benefit to Regional Growth or Manufacturing/Industrial Center

1. Describe how this project will benefit or support the housing and employment development in a regional growth center(s) and/or employment growth in a manufacturing/industrial center(s). Does it support multiple centers? Please provide a citation of the relevant policies and/or specific project references in a subarea plan or in the comprehensive plan.
   Federal Way Regional Growth Center which corresponds to the City of Federal Way’s “City Center” (Federal Way Center) is intended to develop and grow significantly in the next ten+ years. Light rail will be extended to the Federal Way Center and operational in 2024. As part of the city’s comprehensive plan update in 2015, a subarea plan was completed for the center. (Ref: https://www.cityoffederalway.com/sites/default/files/Documents/Department/CD/Comprehensive%20Plan/Final_Chapter_7.pdf)

   Federal Way Center is projected to increase by over 6,000 employees and over 3,000 residents. Since this sub-area plan was completed, 300 multi-family units have opened, and another 200 multi-family senior housing units are under construction. In addition, the city recently received a permit application for 230 multi-family units just outside of the center. This is all prior to the development of 3-4 large Transit-Oriented-Development parcels immediately adjacent to the Federal Way Transit Center Light rail station.

   Since completion of the subarea plan, the city has experienced significant employment growth consistent with the subarea plan. There has been an uptick in attracting industries of
Growth Center, environmental justice population served include: 44-61% minority, 24-28% poverty, 17-18% disabled, and 18-21% elderly.

Regional Growth Center, environmental justice population served include: 50-65% minority, 24-27% poverty, 17-18% disabled, and 18-21% elderly.

This project supports Federal Way Center goals. Specifically:

CCP23 (pg. VII-19): Encourage transit use by improving pedestrian and bicycle linkages to the existing and future transit system. CCP27 (pg. VII-21): Continue to focus transportation investments to support tri- and pedestrian/bicycle-oriented land use patterns, specifically in the core area. CCP32 (pg. VII-21): Integrate bicycle and pedestrian facilities with and connect to high capacity transit facilities during right-of-way acquisition, facility design, and operations planning. Sound Transit FEIS of Federal Way Link Extension: Assumes over 12% increase of access to Regional Transit Centers by transit/non-motorized which minimized the size of the parking garage at the new LINK Station.

City of Kent was recognized in 2018 as one of the fastest growing cities in the region. Kent has seen tremendous growth in high density population and jobs within its regional growth and manufacturing/industrial centers. Within Kent's Comprehensive Plan, Policies have been adopted to promote multi-modal and cross-jurisdiction approach to transportation system development. Policy T-1.4: Adopt and maintain policies, codes and land use patterns that promote walking, biking, public transportation and social interaction to increase public health and sense of place. Policy T-1.8: Coordinate transportation operations, planning and improvements with the State, the County, neighboring jurisdictions and all transportation planning agencies to ensure the City's interests are well represented in regional planning strategies, policies and projects.

City of Kent has developed subarea plans around the designated centers. City of Kent's "Downtown Sub Area Action Plan" outlines the need for multi-modal access to and within the downtown area.

City of Kent recently completed their "Rally the Valley" subarea plan that sets goals and policies specific to the Kent Manufacturing Industrial Center, including: "Strategies for capitalizing on regional assets like the Green River Trail and Interurban Trail," directly supporting this planning effort. (https://www.kentwa.gov/doing-business/city-planning/rally-the-valley-copy)

City of Tacoma Comprehensive Plans outlines their policies that support regional trail planning and development. Specifically: 1.3 Active Transportation Regional Coordination Coordinate the planning, construction, and operation of facilities and shared-use paths for active travelers with other agencies where key corridors extend outside of Tacoma into neighboring jurisdictions, including but not limited to: extension of the Historic Water Flume Line Trail, Pipeline Trail, Tacoma Dome to Sumner Trail, and the Trail to Mountain Corridor.

City of Tacoma has done tremendous amount of work in development of their downtown regional growth center and has distinct sub-area plans within the designated regional growth center. (https://www.cityoftacoma.org/cms/one.aspx?portalid=169&pageid=117951) The densification of housing in the downtown has increased population in the downtown center in the last 10 years. LINK light rail extension to hilltop neighborhood provides tremendous opportunities to connect population to jobs throughout the region.

2. Describe how the project provides or benefits a range of travel modes to users traveling to/from centers, or if it provides a missing mode.
   This project provides for the planning of a regional trail network that once constructed would provide direct benefit to walking and biking modes as well as provide alternative access to the transit network. There are currently major gaps in the regional trail network in SW King County (see attached maps) and inconsistency between local non-motorized plans on connectivity across city and county boundaries. Indirectly, shifting travel modes away from single-occupancy vehicles open up roadway capacity for all roadway users including cars, transit, and freight.

3. Describe how the project will benefit a variety of user groups, including commuters, residents, and/or commercial users.
   This project benefits residents, seniors, students, commuters, and commercial users by planning for an accessible non-motorized route connecting to several designated growth and industrial centers. For commuters/students, this regional trail network will provide a means to reach their jobs/schools directly via biking or walking or by accessing regional transit facilities to take them to jobs/schools. Regional trail networks also provide benefits to commercial users as the trail network provides access to designated regional growth centers that host the majority of retail and entertainment. A well developed regional trail system connecting destinations including parks and commercial districts also serve as a draw to recreational users and tourists.

4. Describe how the project will benefit minority and low-income populations as identified in the President’s Order for Environmental Justice, seniors, people with disabilities, those located in highly impacted communities, and/or areas experiencing high levels of unemployment or chronic underemployment; please be specific and provide data where applicable.
   This project benefits the populations who live and work within several designated centers that would be connected through this regional trail network. Regional trails provide equitable access to transit, employment, and services for those unable to use or afford other modes of transportation.

The following demographic data was sourced from the 2012-2016 ACS.

Federal Way Regional Growth Center: For the census tracts that encompass the Federal Way Regional Growth Center, environmental justice population served include: 50-65% minority, 24-27% poverty, 17-18% disabled, and 18-21% elderly.

Kent Regional Growth Center: For the census tracts that encompass the Kent Regional Growth Center, environmental justice population served include: 44-61% minority, 24-28%
Criteria: System Continuity/Long-Term Benefit and Sustainability

1. **Describe how this project supports a long-term strategy to maximize the efficiency of the corridor, including TDM and activities and ITS improvements that use advanced technologies or innovative approaches to improve traffic flow.**

   **Describe the problem and how this project will remedy it.**

   This project provides a long term strategy to promote mode shift to non-motorized and transit use vs. single-occupancy vehicle via a robust regional trail network.

2. **Describe how this project provides a “logical segment” that links to a regional growth or manufacturing/industrial center.**

   This project will identify the regional trail connections between several regional growth centers (Federal Way, Kent, Kent MIC, Auburn, Port of Tacoma MIC, Tacoma Downtown) as well as connections to high-capacity transit centers (Federal Way Link Extension and Tacoma Dome Link Extension stations). In addition, this Plan connects to King County identified regionally significant trails as summarized below.

   **Federal Way:** Existing BPA Trail; Pac Hwy/16th Ave Non-Motorized corridor (FW-36); BPA Trail extension (over I-5 as part of the city's City Center Access Project).

   **Kent/Auburn/Milton/Edgewood/Fife:** Existing Interurban Trail.

   **Des Moines:** Barnes Creek Trail (DM-13); Lake to Sound Trail.

   **Kent:** Green River Trail

   **Tacoma:** SR-509 Trail (being constructed with Gateway Program); Tacoma to Puyallup Trail (being planned for as part of the Gateway Program)

   Once connected to the above trail networks, there are existing and planned connections to the remaining regional trails.

   **This plan will also identify/confirm the connections to the existing transit centers (within the regional centers) as well as the new high-capacity transit stations being constructed as part of the Federal Way Link Extension and Tacoma Dome Link extension including: Kent/Des Moines; South 272nd Street; Federal Way Transit Center; South Federal Way; Fife Area; East Tacoma/Portland Ave; and Tacoma Dome.**

   **Estimated length of trail that will be planned for future implementation are as follows (for estimating purposes, length of trails were estimated from Federal Way Regional Center):**

   Kent Regional Growth Center: For the census tracts that encompass the Kent MIC, environmental justice population served include: 67% minority, 27% poverty, 13% disabled, and 12% elderly.

   Auburn Regional Growth Center: For the census tracts that encompass the Auburn Regional Growth Center, environmental justice population served include: 34-35% minority, 16-34% poverty, 11-24% disabled, and 9-20% elderly.

   **Port of Tacoma MIC:** For the census tracts that encompass the Port of Tacoma MIC, environmental justice population served include: 53% minority, 37% poverty, 23% disabled, and 9% elderly.

   **Tacoma Downtown Regional Growth Center:** For the census tracts that encompass the Tacoma Downtown Regional Growth Center, environmental justice population served include: 27-51% minority, 23-47% poverty, 20-30% disabled, and 3-20% elderly.

5. **Describe how the project will support the establishment of new jobs/businesses or the reemergence of existing jobs/businesses including those in the industry clusters identified in the adopted regional economic strategy.**

   A regional trail system supports development and retention of jobs in the regional growth centers by providing transportation modal alternatives that can directly affect ability of employees and customers accessing jobs and businesses as well as providing relief to roadway system capacity needed for reliable movement of goods and services.

   In addition, safe and comfortable pedestrian and bicycle networks provide a quality-of-life amenity for adjacent businesses which aid the ability to attract and keep quality staff.

   The city has had recent success in attracting priority industry clusters identified in the adopted regional economic strategy, including "Life Sciences and Global Health" with addition of 500 Employees approximately east of the center, Davita was enthusiastic about expanding their presence on the IRG (formerly Weyerhauser) Campus with the coming of the light rail station in City Center as well as the priority to develop a regional trail connection across I-5 as part of the city's City Center Access project.

   **Diagnosis:** A new business added near Federal Way's center is also part of the "Life Sciences and Global Health" cluster soon to 150 employees approximately 1/2 mile SW of the center (and adjacent to the existing BPA Trail).

   Neumeier Engineering (Aeorspace Cluster) recently completed a 59,000 SF fabrication facility in Federal Way located 1.5 miles south of Federal Way's regional growth center, and approximately 1/4 mile from the future South Federal Way light rail station. As part of this development, the property owner reserved a tract to be utilized for a future regional trail connection.

   There are 370 acres of undeveloped IRG property (formerly Weyerhauser), just east of Federal Way Regional Growth Center that has submitted 3 permits, Two of these permits are wearhouse with the intent to support the Trade cluster given its proximity to the intersection of I-5 and SR 18 and approximately halfway between the Ports of Seattle and Tacoma. The property owner has been actively engaged in the City Center Access project which identifies a regional trail extending the existing BPA trail across I-5 to this development.
Federal Way to Des Moines Center: 3 miles
Federal Way to Kent Regional / MIC: 7 miles
Connections Kent to Regional Trails: 4 miles
Federal Way to Auburn Center: 4 miles
Federal Way to Tacoma Downtown (through POT MIC): 8 miles.
Connections to Milton/Fife LINK Stations: 4 miles.

3. Describe how the project fills in a missing link or removes barriers to/from a center.

This project fills a gap that exists today in the regional trail network in SW King County. In addition, it brings all affected stakeholders together to truly connect adjacent cities and counties. The stakeholders have committed to participate in this planning effort and incorporate the results into updated local planning documents to provide a consistent approach to completion of the regional trail network in this area.

4. Describe how this project will relieve pressure or remove a bottleneck on the regional transportation system and how this will positively impact overall system performance.

This project provides a long term strategy to promote mode shift to non-motorized and transit use vs. single-occupancy vehicle via a robust regional trail network.

5. Describe how this project addresses safety and security.

Implementation of this planning document will provide a safe and continuous regional trail network. Without this type of network, non-motorized users are required to utilize less safe alternatives such as vehicle-centric roadway networks.

The City of Federal Way, through its "Local Road Safety Plan" has identified 34% of all serious and fatal accidents include bicycle and pedestrians with most of these being on arterial roadways. Implementation of separated facilities, and safer crossings at intersections would be the ultimate outcome from this plan and thereby reduce the number of vehicle/pedestrian and vehicle/bicycle conflicts.

6. Describe how the project provides opportunities for active transportation that can lead to public health benefits.

Implementation of this Plan provides regional trail network solely for the use of bicycle and pedestrians. A complete and continuous network will provide opportunity for more users for anything from commuting, daily errands and business, to recreation.

Criteria: Air Quality and Climate Change

1. Please select one or more elements in the list below that are included in the project’s scope of work, and provide the requested information in the pages to follow.

   Bicycle and Pedestrian Facilities

Air Quality and Climate Change: Bicycle and Pedestrian Facilities

1. Describe the facilities being added or improved

   It is estimated that this planning document will identify around 40 miles of regional trail network connecting designated regional / manufacturing/industrial centers and high-capacity transit facilities.

2. What is the length of the proposed facility?

   30 miles

3. Describe the connections to existing bicycle/pedestrian facilities and transit.

   This planning document will identify connections to the existing / proposed regional trail network including:

   Federal Way: Existing BPA Trail; Pac Hwy/16th Ave Non-Motorized corridor (FW-36); BPA Trail extension (over I-5 as part of the city’s City Center Access Project).

   Kent/Auburn/Milton/Edgewood/Fife: Existing Interurban Trail.

   Des Moines: Barnes Creek Trail (DM-13); Lake to Sound Trail.

   Kent: Green River Trail

   Tacoma: SR-509 Trail (being constructed with Gateway Program); Tacoma to Puyallup Trail (being planned for as part of the Gateway Program)

   Once connected to the above trail networks, there are existing and planned connections to the remaining regional trails.

   This plan will also identify/confirm the connections to the existing transit centers (within the regional centers) as well as the new high-capacity transit stations being constructed as part of the Federal Way Link Extension and Tacoma Dome Link extension including: Kent/Des Moines; South 272nd Street; Federal Way Transit Center; South Federal Way; Fife Area; East Tacoma/Portland Ave; and Tacoma Dome.

4. Describe the current bicycle/pedestrian usage in the project area. If known, provide information on the shift from single occupancy vehicles.

   use default data

5. What is the expected increase in bicycle/pedestrian usage from the project? If known, provide information on the shift from single occupancy vehicles

   use default data

6. What is the average bicycle trip length?
7. **What is the average pedestrian trip length?**
   
8. **Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.)**
   
   n/a

Criteria: Project Readiness and Financial Plan

1. **What is the PSRC funding source being requested?**
   
   STP

2. **Has this project received PSRC funds previously?**
   
   No

3. **If yes, please provide the project's PSRC TIP ID**
   
   N/A

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Total Request: $250,000.00

Total Estimated Project Cost and Schedule

**Planning**

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$300,000.00

Expected year of completion for this phase: 2024

Summary

1. **Estimated project completion date**
   
   Dec 2024

2. **Total project cost**
   
   $300,000.00

Funding Documentation

1. **Documents**
   
   Federal_Way_adopted_Transportation_Capital_Fund_Budget.pdf

2. **Please enter your description of your financial documentation in the text box below.**
   
   Project matching funds (local) are proposed to come from the City of Federal Way Capital Transportation Program (Fund 306) which receives a minimum of $1.8 M annually for capital improvement projects. This funding is made up of Real Estate Excise Tax and Motor Vehicle Excise Tax. Attached is a copy of the current 2019-2020 budget showing this annual source of funding dedicated for years 2019-2024.

Project Readiness: PE

1. **Are you requesting funds for ONLY a planning study or preliminary engineering?**
   
   Yes

2. **What is the actual or estimated start date for preliminary engineering/design?**
   
   N/A

3. **Is preliminary engineering complete?**
   
   N/A

4. **What was the date of completion (month and year)?**
   
   N/A

5. **Have preliminary plans been submitted to WSDOT for approval?**
   
   N/A

6. **Are there any other PE/Design milestones associated with the project? Please identify and provide dates of completion. You may also use this space to explain any dates above.**
   
   N/A

7. **When are preliminary plans expected to be complete?**
   
   N/A

Other Considerations
1. **Describe any additional aspects of your project not requested in the evaluation criteria that could be relevant to the final project recommendation and decision-making process.**

This project has been coordinated with adjacent stakeholders who have provided commitment to participate and support this project. This demonstrates the true regional benefit of this project as it crosses multiple jurisdictional boundaries (please see attached agency support letters).

The City of Federal Way has a proven track record of delivering projects on time and even ahead of time.

2. **Describe any innovative components included in your project: these could include design elements, cost saving measures, or other innovations.**

   Opportunities to save on right-of-way costs by utilizing existing utility right-of-way corridors. This was how the BPA trail was developed in Federal Way.

   Another way to save on future right-of-way costs has been requiring developments to reserve property for future non-motorized use. Current city code dictates maximum non-motorized block perimeters.

3. **Describe the process that your agency uses to determine the benefits of projects; this could include formal cost-benefit analysis, practical design, or some other process by which the benefits of projects are determined.**

   For safety projects, the city utilizes a cost-benefit analysis in determining project scope and priorities.

4. **Final documents**

   SW_King_County_Regional_Trail_Plan__Support_letters.pdf
## 6-Year Capital Improvement Plan – Transportation Systems

### Total Project Costs $238.3 Million

### Total Funding Sources $79.5 Million

### Table: Financing Sources

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### Table: Project By Year:

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<td>202 Adaptive Traffic Control System Project Phase I</td>
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<td>204 SR 509 - SW 312th St &amp; 21st Ave SW SR72 Project</td>
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<td>205 S 32nd St &amp; Steel Creek Park - 26th Ave S Pedestrian and Bicycle Safety Project</td>
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<td>211 Military and S 298th Street Cutoff Roundabout</td>
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<td>212 SR 509 - 4th Pkwy to 13th Place Pedestrian Improvement</td>
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<td>214 SW 125th - 11th Ave SW to 3rd Place SW Preservation Project</td>
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<td>215 SW 39th - 11th Ave SW to 4th Ave SW Preservation Project</td>
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<td>217 47th Ave SW and SW Dash Point Road Cutoff Roundabout</td>
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<td>218 City Wide Safety - Horizontal Curve Improvements</td>
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<td>433</td>
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<td>219 46th Ave Trail - S 508th Street to S 398th Street</td>
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<td>700</td>
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<td>220 Baseball Complex 5th Street and Bicycle Improvements</td>
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<td>000 Sound Transit</td>
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<td>$ 41</td>
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*E - 24*
Map 1: Existing Regional Trail System – SW King County (Ref: King County Parks Regional Trail Map)

Map 2: Planned Trails (Ref: King County Regional Trails Needs Report Project Map(2016))
Map 4: City of Federal Way Planned Bicycle Facilities (Ref: City of Federal Way Bike and Pedestrian Master Plan (2012))
March 4, 2020

Mr. EJ Walsh, P.E.
Public Works Director
City of Federal Way
33325 8th Ave South
Federal Way, WA 98003-6325

Subject: Letter of Support for the SW King County Regional Trail Plan

Dear Mr. Walsh:

I am pleased to provide this letter of support for the SW King County Regional Trail Plan. With the extension of light rail to south King County and Pierce County, it is imperative that we have a comprehensive plan to provide access to this system for more than single-occupancy vehicles. This is a great opportunity to build upon the existing regional trail plans, fill in the gaps in the system, and support growth and multi-modal alternatives in this region. This regional trail network, once fully developed, will not only provide access to Federal Way's Regional Growth Center, but all of the regional growth and manufacturing centers, including Auburn's Regional Growth Center.

Thank you for taking the leadership and committing resources to complete this plan. We look forward to our continued working relationship and plan outcomes. Please contact me at 253.804.3113 or igaub@auburnwa.gov if you need anything else.

Sincerely,

[Signature]

Ingrid Gaub, P.E.
Public Works Director
Public Works Department

IG/as
March 2, 2020

Mr. EJ Walsh, P.E.
Public Works Director
City of Federal Way
33325 8th Ave South
Federal Way, WA 98003-6325

Subject: Letter of Support for the SW King County Regional Trail Plan

Dear Mr. Walsh:

The City of Des Moines is pleased to provide this letter of support for the SW King County Regional Trail Plan sponsored by the City of Federal Way. With the extension of light rail to south King County and Pierce County, it is crucial that strategic comprehensive planning is performed to ensure equitable access to this regional system and to further reduce the dependence on single occupancy vehicles by means of investment in non-motorized facilities.

This is a great opportunity to build upon the existing regional trail plans, fill in the gaps in the system, and support growth and multi-modal alternatives in this region. This regional trail network, once fully developed, will not only provide access to Federal Way’s Regional Growth Center, but all of the regional growth and manufacturing centers. Specifically, the Barnes Creek Trail in Des Moines, STIP DM-13, will connect the Lake to Sound Trail to Federal Way, providing a much needed North-South regional facility.

The City of Des Moines commits to providing the resources to serve on the Steering Committee as well as participate in data gathering, route planning, and plan reviews necessary to complete this Plan. In addition, the City of Des Moines is committed to integrating these planning efforts within the various comprehensive planning documents as they come up for updates and amendments.

Thank you for taking the leadership and committing resources to complete this plan.

Sincerely,

Brandon Carver, P.E., P.T.O.E.
Public Works Director
City of Des Moines
March 6, 2020

Mr. EJ Walsh, P.E.
Public Works Director
City of Federal Way
33325 8th Ave South
Federal Way, WA 98003-6325

Subject: Letter of Support for the SW King County Regional Trail Plan

Dear Mr. Walsh:

I am pleased to provide this letter of support for the SW King County Regional Trail Plan. With the extension of light rail to south King County and Pierce County, it is imperative that we have a comprehensive plan to provide access to this system for more than single-occupancy vehicles. This is a great opportunity to build upon the existing regional trail plans, fill in the gaps in the system, and support growth and multi-modal alternatives in this region.

The Parks, Recreation and Community Services Department in the City of Kent is committed to providing the staffing to serve on the Steering Committee as well as participate in the data gathering, route planning, and plan reviews necessary to complete this Plan. As appropriate, the City of Kent will include these trail connections in planning documents as they are updated in the future.

Thank you for taking the leadership and committing resources to complete this plan. We look forward to our continued working relationship and plan outcomes. Please contact Terry Jungman at tjungman@kentwa.gov or 253-856-5112 if you need anything else.

Sincerely,

Julie Parascondola, CPRE
Director
March 4, 2020

Mr. EJ Walsh, P.E.
Public Works Director
City of Federal Way
33325 8th Ave South
Federal Way, WA 98003-6325

Subject: Letter of Support for the SW King County Regional Trail Plan

Dear Mr. Walsh:

I am pleased to provide this letter of support for the SW King County Regional Trail Plan. With the extension of light rail to south King County and Pierce County, it is imperative that we have a comprehensive plan to provide access to this system for more than single-occupancy vehicles. This is a great opportunity to build upon the existing regional trail plans, fill in the gaps in the system, and support growth and multi-modal alternatives in this region. This regional trail network, once fully developed, will not only provide access to Federal Way’s Regional Growth Center, but all of the regional growth and manufacturing centers.

The City of Milton commits to providing the staffing to serve on the Steering Committee as well as participate in the data gathering, route planning, and plan reviews necessary to complete this Plan. In addition, the city is committed to including results of the Plan within our planning documents as they come up for updates and amendments.

Thank you for taking the leadership and committing resources to complete this plan. We look forward to our continued working relationship and plan outcomes. Please contact me at 253.345.9892 if you need anything else.

Sincerely,

Nick Afzali
Public Works Director
March 2, 2020

Mr. EJ Walsh, P.E.
Public Works Director
City of Federal Way
33325 8th Avenue South
Federal Way, WA 98003

Subject: Letter of Support for the SW King County Regional Trail Plan

Dear Mr. Walsh:

I am pleased to provide this letter of support for the SW King County Regional Trail Plan. Tacoma is prioritizing investments in active transportation within our community, and it is essential that these investments are linked to the regionally significant projects being completed in both King and Pierce counties. Tacoma supports Federal Way’s proposal to conduct the planning effort that would identify the next steps in making these linkages.

I appreciate, particularly, the mention of some of the significant regional trails in Tacoma, including the SR-509 trail and the Tacoma to Puyallup Trail which serve the Port of Tacoma Manufacturing and Industrial Center and the Downtown Tacoma Regional Growth Center. It is important that these transportation facilities be completed and connected to Northeast Tacoma and the Interurban Trail.

The City of Tacoma is committed to supporting your effort by participating on the Steering Committee, and to openly sharing our data and plans. We anticipate that this effort will be used to inform the planned update to the Transportation Element of our Comprehensive Plan, and we will look for opportunities for our planned work to support the SW King County Regional Trail Plan.

Thank you for taking the leadership and committing resources to complete this plan. We look forward to our continued working relationship and plan outcomes. Liz Kaster, our Active Transportation Coordinator, will be supporting your effort. Please contact Liz at (253) 591-5380 if you have any questions.

Sincerely,

Kurtis D. Kingsolver, P.E.
Public Works Director/City Engineer
March 18, 2020

Mr. EJ Walsh, P.E.
Public Works Director
City of Federal Way
33325 8th Ave South
Federal Way, WA 98003-6325

Subject: Letter of Support for the SW King County Regional Trail Plan

Dear Mr. Walsh:

I am pleased to provide this letter of support for the SW King County Regional Trail Plan. With the extension of light rail to south King County and Pierce County, it is important that we have a comprehensive plan to provide access to this system for people commuting by walking and biking – not just cars. This is a great opportunity to build upon the existing regional trail plans, fill in the gaps in the system, and support growth and multi-modal alternatives in this region. This regional trail network, once fully developed, will not only provide access to Federal Way’s Regional Growth Center, but all of the regional growth and manufacturing centers.

King County Parks commits to supporting this planning process to the degree that our staffing allows and applaud the City of Federal Way’s leadership in planning for the Regional Trail network in SW King County. We look forward to our continued working relationship and plan outcomes.

I also encourage the City of Federal Way to continue to engage in the Leafline Trails Coalition. Over the last three years, King County Parks has supported the development of this broad-based coalition to connect the trails network across the central Puget Sound region to improve health, community, quality of life, mobility, and access for all. The Coalition members will be excited about the SW King County Regional Trail Plan and ready to support your efforts. Please contact me at jean.white@kingcounty.gov or call me at 206-477-4846 if you need anything else.

Sincerely,

Jean E. White

Jean E. White
Regional Trails Program Manager
King County Parks and Recreation