Section V - 2009 King Countywide STP/CMAQ Competition Application

To be used for projects submitted for the following Countywide Programs:

- Small Jurisdictions Program
- Larger Jurisdiction Program
- All Other Agency Program
- Rural Area Program

This application is available on the King County Web site at
http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2009KCCtywideComp.aspx

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****Please read all of the text in this section before completing this application.****

Important notice: The importance of complete and accurate information on every application cannot be overemphasized. The evaluation and scoring of all submitted projects will be based on the answers provided in this application. A project's suitability for funding may be compromised if the application is found to have omissions or inaccuracies. In addition, sponsors of projects recommended for funding as a result of the competition should be aware that their application could be used in the future to evaluate the status of a project if it fails to comply with the requirements of the Puget Sound Regional Council's (PSRC) Project Tracking program.

Projects receiving funding as a result of this competition: Funding distributed as a result of the 2009 STP/CMAQ King Countywide Programs is awarded to projects, not to the sponsoring agency itself. Sponsors of projects that receive funds from this competition will be required to submit a more detailed TIPMOD or TIPNEW application, which will be due to the PSRC on July 7, 2009. Please note that these sponsors will also be asked to certify that they will comply with the conditions of the PSRC's Project Tracking Program, as a condition of accepting funding. Failing to comply with this condition, and/or with the conditions established in the PSRC's Project Tracking Program, may eventually result in the loss and/or transfer of funds to another Countywide project.

14-page limit: You may use additional pages if necessary; however, please be as brief as possible and limit your application to a total of fourteen (14) pages, plus map(s) and/or other required supporting documents.

E-mail submissions are preferred: Attach your completed application to an e-mail and send to peter.heffernan@kingcounty.gov. Please name the file "(Agency): (Project tile)" and in the e-mail subject line identify which Countywide program the application is being submitted (Small Jurisdiction, Large Jurisdiction, All Other, Non-motorized). If you are unable to e-mail the application, please mail a copy of the electronic file on diskette, and fax or mail a corresponding paper copy. Electronic copies of all applications are required, as they will be posted to the King County Web site. Mailed materials should be sent to: Peter Heffernan, King County Department of Transportation, M.S. KSC-TR –0814, 201 South Jackson Street, Seattle, WA 98104-3856 and/or faxed to 206-684-1812, Attn: Peter Heffernan. All applications must be submitted by **5pm May 15th, 2009.**

Definition of a project: For the purposes of this competition, a project must be clearly defined by geographic limits and/or functionality. If the project contains multiple components, the sponsor must clearly indicate how they are logically connected to one another. A project with multiple geographic locations must demonstrate their functional relationship (for example, signal coordination work in various locations tied together through a traffic control center). **Note: a project may request only one funding source – either STP or CMAQ, but not both.**

PROJECT DESCRIPTION INFORMATION	
1	**Project title:** West Valley Highway Minor Widening For roadway project titles: list facility name, limits, and any other identifying words. E.g., SR-520 HOV (104th Ave NE to 124th Ave NE).
2	**Destination 2030 ID#:** 2028 In order to be eligible for federal funding, a project must be in, or consistent with, *Destination 2030,* the region's Metropolitan Transportation Plan (MTP). To confirm if your project is specifically listed in *Destination 2030*, refer to Appendix 9 of *Destination 2030* at http://www.psrc.org/projects/mtp/d2030plan.htm. For assistance or questions regarding these issues, contact Kimberly Scrivner at 206-971-3281 or kscrivner@psrc.org.
3	a. **Sponsoring agency:** City of Pacific b. Co-sponsor(s) if applicable: **Important:** For the purposes of this application and competition, "co-sponsor" refers to any agency that would receive a portion of the funding if the requested grant were to be awarded. c. Does sponsoring agency have "Certification Acceptance" status from WSDOT? ☒ Yes ☐ No d. If not, which agency will serve as your CA sponsor? (refer to WSDOT's Local Agency Guidelines Manual for information on CA status: http://www.wsdot.wa.gov/ta/operations/lag/LAG13.pdf
4	**Project contact person:** Jay Bennett Address: 100 Third Avenue SE, Pacific, WA 98047 Phone: 253.929.1113 Fax: 253.887.9910 E-Mail: jbennett@ci.pacific.wa.us

5	**Project description.** Please distinguish between the scope of the project and the justification and/or need for the project. a. **Project scope:** Please describe clearly and concisely the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? For example, if this is part of a larger project, please be specific as to what portion on which the grant funds will be used. The West Valley Highway project will widen the existing West Valley Highway from the northern City of Pacific limits to the southern King County line. This is a safety and maintenance project. The existing West Valley Highway has deficient shoulder widths and requires an overlay. Some portions of pavement will need full depth reconstruction where alligator cracking has weakened the underlying pavement and an overlay will be insufficient. Guardrail and wall embankments will be placed along steep slopes for safety improvements. b. **Project justification, need or purpose:** Please explain the intent, need or purpose of this project. What is the goal or desired outcome? West Valley Highway serves a peak hour volume of approximately 650 vehicles and is an alternative route to SR 167. This corridor is also a truck route and experiences repeated heavy loads. Failing pavements, periodic closures due to land slides from nearby steep slopes, and lack of shoulders, guardrail and other safety appurtenances limit the long term viability of this regional corridor.
6	**Project location:** West Valley Highway a. County(ies) in which project is located: King County **Answer the following questions if applicable:** b. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad): Northern City of Pacific Limits c. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): King/Pierce County Line
7	**Map:** 1. Include a legible 8½" x 11" project map with the completed application form. 2. Include a legible vicinity map with the completed application form (can be smaller than 8½" x 11"). **Note:** If unable to send the map electronically, mail a copy on diskette and provide a paper copy by fax or mail.
8	**Federal functional classification code** (Please select only one code using the table below) For assistance determining functional classification, contact Stephanie Rossi at 206-971-3054 or srossi@psrc.org. **Important:** A roadway must be approved on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities). Projects on a roadway with a functional classification of 09, 19, 29, or 39 are not eligible to use federal transportation funds unless they are one of the exceptions listed below. If your project is an exception, identify its functional class code as "00". Examples of exceptions: • Any bicycle and/or pedestrian project. • Projects not on a roadway and using CMAQ or other funds • Any transit project, including equipment purchase and park-and-ride lot projects.

9.	Rural Functional Classifications "Under 5,000 population" (Outside federal-aid urbanized and federal-aid urban areas)	**Urban Functional Classifications** **"Over 5,000 population"** (Inside federal-aid urbanized and federal-aid urban areas)
	☐ **00** Exception	☐ **00** Exception
	☐ **01** Principal Arterial - Interstate	☐ **11** Principal Arterial – Interstate
	☐ **02** Principal Arterial	☐ **12** Principal Arterial – Expressway
	☐ **06** Minor Arterial	☐ **14** Principal Arterial
	☐ **07** Major Collector	☒ **16** Minor Arterial
	☐ **08** Minor Collector	☐ **17** Collector
	☐ **09** Local Access	☐ **19** Local Access
	☐ **21** Proposed Principal Arterial – Interstate	☐ **31** Proposed Principal Arterial – Interstate
	☐ **22** Proposed Principal Arterial	☐ **32** Proposed Principal Arterial – Expressway
	☐ **26** Proposed Minor Arterial	☐ **34** Proposed Principal Arterial
	☐ **27** Proposed Major Collector	☐ **36** Proposed Minor Arterial
	☐ **28** Proposed Minor Collector	☐ **37** Proposed Collector
	☐ **29** Proposed Local Access	☐ **39** Proposed Local Access

COUNTYWIDE PROJECT EVALUATION

Important: ***Projects will be evaluated and scored based on the information provided in Parts 1 and 2 that follow. Refer to the "2009 King County Countywide Project Evaluation Criteria" before completing these sections of the application for guidance, examples, and details on scoring.***

Instructions:

- Part 1: Choose the one project category that best fits your project and complete the corresponding section A, B, or C.
- Part 2: Complete all three sections in Part 2 (sections D, E, and F).

Part 1: Category Specific Questions (70 Points STP; 50 Points CMAQ)

10. Select one of the following three categories that best fits your project and follow the corresponding instructions:

☐ Designated Center: Complete section A (question 11) and proceed directly to Part 2 (questions 14-17).

☐ Manufacturing/Industrial Center: Complete section B (question 12) and proceed directly to Part 2 (questions 14-17).

☒ Connecting Corridors: Complete section C (question 13) and proceed directly to Part 2 (questions 14-17).

Note: Information on the 2005 adopted Regional Economic Strategy and the targeted industry clusters, including definitions and maps of the clusters, may be found on the Prosperity Partnership website at http://www.prosperitypartnership.org/clusters/index.htm. For questions regarding these topics, contact Chris Strow at 206-971-3051 or cstrow@psrc.org

A. Designated Regional Growth Centers

Instructions: Complete this section (questions 11-13) if you selected "Designated Centers" in question 10, and then proceed directly to Part 2. Do not complete Sections B or C.

11. Center Development. Please address the following:

- Growth. Describe how the project will support the potential for housing/employment densities in the center. Describe how the project will support the development/redevelopment plans and activities of the center.
- Plans and Policies. Describe how the project furthers the objectives and aims of existing policies for the center; please provide a citation and copy of the corresponding policies.
- Economic Strategy. Describe whether the project helps to create or sustain jobs in the targeted industry clusters within the center; these clusters are identified in the adopted 2005 Regional Economic Strategy.

12. Project's Benefit to the Center. Please address the following

- Long-Term Benefit. Does the project remedy a current or anticipated problem (e.g. congestion, incomplete sidewalk system, inadequate transit service/facilities, modal conflicts and/or the preservation of essential freight movement)? Please describe.
- User Groups Supported. Describe the user groups that will benefit from the project (including commuters, residents, commercial users, those groups identified in the President's Order for Environmental Justice[1] and/or areas experiencing high levels of unemployment or chronic underemployment).

13. Circulation within the Center. Please address the following.

- Safety and Convenience. Describe how the project improves safe & convenient access to major destinations within the center.
- Intermodal Opportunities and Connections. Describe how the project will improve circulation and enhanced opportunities for active transportation within the center for people and/or goods regarding (address each relevant area): walkability, public transit access, public transit speed and reliability, safety & security, bicycle mobility; bicycle facilities, streetscape improvements, traffic calming, preservation of essential freight movement and/or other.
- Travel Choices. Describe how the project provides users (e.g. employees, residents, customers) a range of travel modes or provides a "missing" mode.
- System Continuity. Describe how the project completes a physical gap or provides an essential link in the transportation network.
- Parking. If the project has a parking component, describe how it has been designed to be compatible with a pedestrian oriented environment, including any innovative parking management tools.

B. Manufacturing/Industrial Centers

Instructions: Complete this section (question 14) if you selected "Manufacturing/Industrial Centers" in question 10, and then proceed directly to Part 2. Do not complete Sections A or C.

14. Mobility and Accessibility. Please address the following:

- Freight Movement. Describe how the project provides opportunities for freight movement.

[1] The President's Order for Environmental Justice states "each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority populations and low-income populations."

- Growth Plans and Policies. Describe how the project will benefit or support the development of the manufacturing/industrial center.
- System Continuity. Does the project complete a physical gap, provide an essential link, or remove a barrier in the Freight & Goods component of the Metropolitan Transportation System (See Destination 2030, Technical Appendix 4)? Please describe.
- Safety. Describe how the project improves safety and reduces modal conflicts to help achieve a "seamless" system.
- Improved Commute Access. Describe how the project improves access for one or more modes to major employment sites or access to residential areas outside the center, including opportunities for active transportation.
- Trip Reduction. How does the project promote Commute Trip Reduction (CTR) opportunities?
- User Groups Supported. Describe the user groups (e.g. employees, customers, modal carriers, those identified in the President's Order for Environmental Justice and/or areas experiencing high levels of unemployment or chronic underemployment) that will benefit from the project.
- Economic Strategy. Describe how the project helps to create or sustain jobs in the targeted industry clusters within the center; these clusters are identified in the adopted 2005 Regional Economic Strategy.

C. Connecting Corridors

Instructions: Complete this section (questions 15-17) if you selected "Corridors Serving Centers" in question 10, and then proceed directly to Part 2. Do not complete Sections A or B.

15. Benefit to Centers or Manufacturing/Industrial Center. Please address the following:

- Growth Plans and Policies. Describe how this project will benefit or support the housing and employment development of a regional growth and/or manufacturing/industrial center(s). Does it support multiple centers?
- Travel Choices. Describe how the project provides a range of travel modes to users traveling to centers, or if it provides a missing mode.
- User Groups Supported. Describe the user groups that will benefit from the project, including commuters, residents, commercial users, those groups identified in the President's Order for Environmental Justice and/or areas experiencing high levels of unemployment or chronic underemployment).
- Economic Strategy. Describe whether the project helps to create or sustain jobs in the targeted industry clusters within a center; these clusters are identified in the adopted 2005 Regional Economic Strategy.

The West Valley Highway project is a dedicated truck route and an alternative route to using SR 167. The Highway is a major route in the connection of the centers of Downtown Puyallup, Downtown Auburn, Federal Way City Center, Downtown Kent, Kent Manufacturing Center and Tukwila. This project is intended to improve a truck route and promote commercial growth in the centers mentioned above as well as the Sumner and Pacific Manufacturing/Industrial Centers identified in their local comprehensive plans. The users supported by this project will primarily be commuters and truck traffic traveling between the centers mentioned previously.

16. System Continuity. Please address the following:

- Serving Centers. Describe how this project provides a "logical segment" that links to a regional growth or manufacturing/industrial center.
- Missing Link. Describe how the project fills in a missing link or removes barriers to a center.
- Congestion Relief. Describe how this project will relieve pressure or remove a bottleneck on the Metropolitan Transportation System and how this will positively impact overall system performance.

This route is an existing link for multiple regional centers and needs to be maintained. West Valley Highway is an overflow route during congested periods on SR-167. The proposed pavement section will match the sections to the north and south, which increase safety through the use of guardrail, wall embankments, and shoulders. The West Valley Highway project will preserve and existing corridor and match the pavement sections in the south and north to provide a continuous overflow route for SR-167.

17. **Long-term Benefit/Sustainability.** Please address the following:
    - Efficiency. How does this project support a long-term strategy to maximize the efficiency of the corridor? Describe the problem and how this project will remedy it.
    - Safety. Describe how this project improves safety and/or reduces modal conflict, and provides opportunities for active transportation.

    This project will increase efficiency by stabilizing adjoining steep slopes and preventing road closures during land slides. From 2006-2008 there were 28 accidents on this portion of the West Valley Highway, of which 10 involved drivers striking roadside objects (signs, ditches, fire hydrant, fence, concrete barrier). This project will widen the shoulders of the existing corridor, which will increase safety by increasing the clear zone width. Guardrail will also be provided in areas that are adjacent to businesses and steep slopes to protect motorists and pedestrians. Widened shoulders will allow distressed trucks and motorists to pull out of through traffic.

PART 2: QUESTIONS FOR ALL PROJECTS

Instructions: Once Section A, B, or C in Part 1 has been completed, complete all of Part 2 (questions 18-21).

D. Air Quality and Climate Change (20 Points STP, 40 Points CMAQ)

18. **Describe how your project will reduce emissions.** Include a discussion of the population served by the project – who will benefit, where, and over what time period. Projects may have the potential to reduce emissions in a variety of ways, depending on the type of project. Please provide the requested information if your project contains the elements listed below:

    - Diesel retrofits: Describe the types and numbers of vehicles, vessels, or equipment involved, how often they are used, where they are used, how much fuel is consumed annually and when the retrofits will occur.
    - Roadway capacity (general purpose and high occupancy vehicles): Describe the roadway and travel conditions before and after the proposed project, including average daily traffic and travel speeds. Describe the potential for multimodal connections, shorter vehicle trips, etc.
    - Transit (park-and-ride lots, new or expanded transit service, transit amenities, etc.): What is the current transit ridership in the project area? What are the current transit routes serving the project area? If a park-and-ride lot, how many stalls are being added? Describe how the amenities (or other components of the project) are expected to encourage new transit ridership and shift travel from single occupant vehicles to multimodal options. What is the average trip length for a new rider?
    - Bicycle and/or pedestrian facilities: What is the length of the facility? What are the connections to other nonmotorized facilities and to the larger nonmotorized system? Describe the expected travel shed (i.e., land use and population surrounding the project).
    - Signalization and other ITS improvements: Describe the existing conditions in the area (i.e., level of service, average daily traffic, etc.), and describe how the project is expected to improve traffic flow (increase speed, reduce idling, remove accidents, etc.). Is there a significant amount of truck traffic (i.e. freight movement) on the facility? Does the project improve traffic flow for particular modes, e.g. HOVs, or types of vehicles, e.g. freight trucks?
    - Alternative fuels/vehicles: Describe the change in fuel or vehicle technology. How many vehicles are affected? What are the current conditions?

- Other: Describe how your project has the potential to reduce emissions through technology, improved management or other means, e.g. "no idling" signage & enforcement, auxiliary power units to operate heating, cooling & communications equipment, truck stop electrification, etc.

The proposed shoulder on West Valley Highway can be used as a non-motorized transportation route for bicyclists and pedestrians wishing to connect to the Interurban Trail. The section of West Valley Highway that is in Pierce County already has shoulders, so this would provide a continuous connection from Pierce County and Edgewood to 3rd Avenue Southwest. At 3rd Avenue the bicyclists can access the Interurban Trail, which is a 16 mile dedicated non-motorized transportation route.

E. Project Readiness/Financial Plan (10 Points)

Introduction: **Two primary tools will be used to obtain information needed to judge a project's ability to proceed: responses to the project readiness question (14) and financial plan question (15) below. The primary objective of the evaluation is to determine whether a sponsor has assembled all of the funding needed to complete the project or phase(s), and when the sponsor will be ready to obligate the requested regional funding. All questions must be completely and accurately filled out in order for this information to be properly assessed. The information will be used to determine:**

- When the sponsor can complete all prerequisites needed to obligate the project's requested PSRC funding.
- When the sponsor plans to obligate requested PSRC funding.
- The amount and source of secured funding for the project.
- The amount and source of reasonably expected but unsecured funding for the project.
- Whether PSRC's federal funds will complete the project or a phase of the project.

Note: The standard PSRC definitions will apply for determining when funding is "secured" or "reasonably expected to be secured." These definitions are included in Section 5 of the STP/CMAQ Regional Competition Call for Projects.

19. Project Readiness: Please fill out the questions below if your project is requesting funds for a Right-of-way (ROW) and/or Construction (CN) phase. Projects requesting funds only for a Preliminary Engineering phase need not answer question #19.

PSRC recognizes that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before STP and CMAQ funding is typically eligible to obligate. These questions are designed to identify those requirements and assist sponsors to:

- Identify which requirements apply to their specific project.
- Identify which requirements have already been satisfied at time of application.
- Provide an explanation and realistic completion date for all requirements not yet completed.

Important instructions: For question 19A below, select one of the three options from the drop-down list for each item that applies at the time of submission of this application. These items are based on the documentation requirements for obligation of federal funds. For any item where "Item not yet completed" is selected, and for any additional requirements pertaining to the project, provide details in question 19B, including the estimated schedule for completion.

19A. Check <u>all items</u> that apply below. Note: if no ROW is required for the project, select "not needed" for sections b through g.

Not yet completed a. Final FHWA or FTA approval of environmental documents including:

Not yet completed - BA Concurrence: NMFS, U.S. Fish & Wildlife, WSDOT.

Not needed - Section 106 Concurrence.

Not yet completed - FHWA/FTA Environmental Classification Summary Checklist (or EA or EIS).

Not yet completed b. True Cost Estimate for Right of Way.

Not yet completed c. Right-of-way Plans (stamped).

Not needed d. Relocation Plan (if applicable).

Not yet completed e. Right-of-way Certification.

Not yet completed f. Certification Audit by WSDOT R/W Analyst.

Not needed g. Relocation Certification, if applicable.

Not needed - WSDOT Certification Audit of Relocation Process, if applicable.

Not yet completed h. Engineer's Estimate.

Not yet completed i. All environmental permits obtained (e.g., Army Corps of Engineers Permit, HPA, etc.)

19B. Additional information: Include details on any items above that are not yet completed and provide an estimated schedule. Please provide any additional information as appropriate (e.g., status of planning, environmental documentation, permits, design, etc.).

<u>20. Financial plan:</u> Please fill out Tables A through D below and corresponding questions E through F. The purpose of the tables and questions is to allow sponsors to fully document their project's financial plan and schedule. Tables A, B, and C build upon one another to provide the estimated cost of each phase as well as a project's total cost (Table D). The tables require sponsors to list the federal funds being requested from the Regional Competition (Table A), as well as <u>ALL</u> other sources of secured (Table B) and unsecured (Table C) funds needed to complete the project.

<u>Guidelines:</u>

- All requested information must be provided to earn maximum points.
- Provide financial information for all funding types in every applicable phase, and use a separate row for each funding source.
- Totals of federal and other funds listed in Tables A, B, and C should equal the total project cost in Table D.
- Funding commitment letters must be provided for all financial partners.

<u>Required Match:</u> A minimum of 13.5% match is required for both STP and CMAQ funds. Sponsors of projects awarded funds through this competition will be required to provide information on these matching funds at a later date.

Table A: Funding Requested from Countywide Competition

Phase	Estimated Obligation Date by Phase (mm/dd/yy)	PSRC Federal Funding Source (enter either STP or CMAQ; choose only one)	PSRC Federal Funds Amount
Construction	3/31/11	STP	$2,500,000
CM/Insp.	3/31/11	STP	$83,000
			$
		Totals:	$2,583,000

Table B: Existing Secured Funding

Phase	Estimated Obligation date by Phase* (mm/dd/yy)	Source	Amount
Planning/Design	3/31/09	Local	$170,000
Environmental	3/31/09	Local	$20,000
Right-of-Way	3/31/10	Local	$20,000
CM/Insp.	3/31/11	Local	$20,000
Construction	3/31/11	Local	$140,000
		TOTAL:	$370,000

*For tables B and C, "obligation" may be defined as expenditure or other commitment of funds. For assistance, please refer to "Definitions for Secured and Reasonably Expected to be Secured Funding" in Section 5 of the Call for Projects.

Table C: Needed Future Funding (Unsecured) Note: do not include the grant funds requested in Table A

Phase	Estimated Obligation date by Phase (mm/dd/yy)	Source	Amount
			$
			$
			$
			$
			$
		TOTAL:	$N/A

Table D: Total Project Cost and Schedule (Please provide the total estimated cost and scheduled completion date for each phase of the project.)

Total Estimated Project Cost		Scheduled Completion of Phases	
Phase	Total Estimated Cost	Phase	Scheduled Completion Date (mm/dd/yy)
Planning:	$20,000	Planning:	6/30/10
Preliminary Engineering/Design:	$170,000	Preliminary Engineering/Design:	3/31/11
Right of Way:	$20,000	Right of Way:	3/31/11
Construction:	$2,640,000	Construction:	12/31/11
Other (CM/Insp):	$103,000	Other (CM/Insp) :	12/31/11
Total Project Cost:	$2,953,000	Estimated date of completion (i.e. open for use)	12/31/11

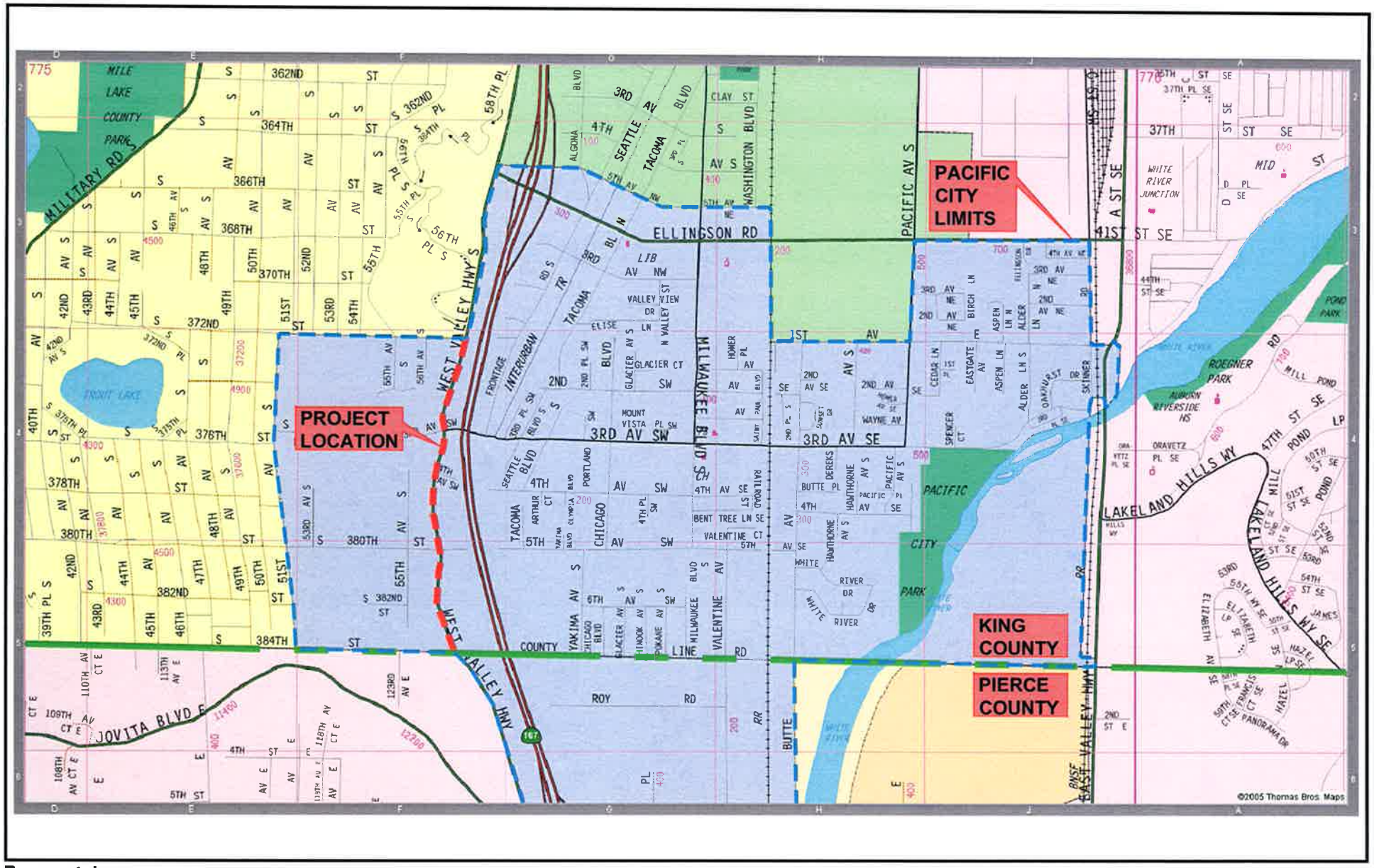
E. Identify the project phases (PE, ROW, CN, etc.) that will be fully completed if requested funding is obtained:

Construction and construction management and inspection.

F. If unable to completely fill out Table D (Total Project Cost and Schedule): Use the space below to explain the nature of any project for which the total project cost and/or schedule is presently unknown. For example, a project may study the merits/costs of various routes or construction techniques and, consequently, the total project costs won't be determined until the study is complete.

F. Other Considerations (No Points)

21. Please describe any additional aspects of your project not previously addressed in the application that could be relevant to the final project recommendation and decision-making process, particularly those relating to the support of centers and connecting corridors. Note: no points will be given to this section.



Parametrix DATE: May 14, 2009 FILE: 3805Vicinity-F1

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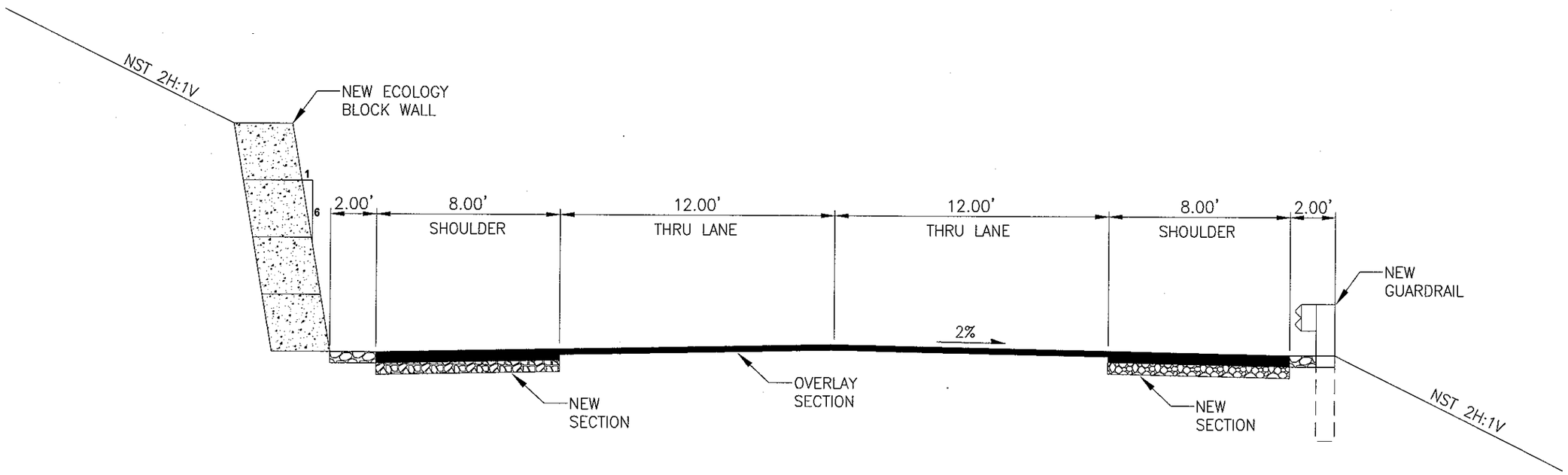
SCALE IN FEET

Figure 1
City of Pacific
Vicinity Map



Parametrix DATE: May 13, 2009 FILE: 3805XSection-F2

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SCALE IN FEET

Figure 2
West Valley Highway
Cross Section

VALLEY TRUCK & EQUIPMENT INC.

RECEIVED
CITY OF PACIFIC
MAY 14 2009
COMMUNITY DEVELOPMENT
PUBLIC WORKS DEPARTMENT

City of Pacific
100 3rd Ave. SE
Pacific, WA. 98047

May 14, 2009

RE: West Valley Highway

Dear Reviewing Committee,

I am writing to ask for your support for the improvement of West Valley Highway in the city of Pacific. The extreme congestion on State Highway 167 has forced heavy traffic to use West Valley Highway as an alternative. The road conditions have deteriorated from the great volume of heavy hauling trucks and passenger vehicles. Many cars are using our driveway to turn around because of the extreme volume on West Valley. The roadway needs repair, it is unsafe. Development of our businesses are being impacted. We need your help to keep our corridor safe and allow the family wage jobs that our business creates.

Thank you for your consideration.

Sincerely,

John T. Welch Sr.
President

539 WEST VALLEY HWY SO, PACIFIC, WA 98047 (253) 333-0313 FAX (253) 333-0308

CEDAR RECYCLING
411 W VALLEY HWY S
PACIFIC, WA 98047

City of Pacific
Attn: Mayor Rich Hildreth
100 3rd Ave SE
Pacific, WA 98047

Subject: *West Valley Highway Corridor Improvement Project*

Dear Reviewing Committee:

Cedar Recycling Inc. is pleased to support your application to the Puget Sound Regional Council Board for much needed improvements to the West Valley Highway in Pacific.

This corridor becomes severely bottlenecked and makes it difficult for the underdeveloped industrial and commercial areas to interconnect to SR-167 which is the most significant state highway for transporting goods to other Puget Sound markets and international ports.

We believe strongly that any improvements will increase private development and create high-paying, full time jobs with the ability to increase state and local revenues.

Please accept our highest recommendation for this project. We are excited to see the successful results of this application and look forward to working with you in the future. Please contact me at 253-863-5353 or email jerry@rustyrackguys.com with any questions or comments that you may have.

Respectfully,

Cedar Recycling