

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

PROJECT DESCRIPTION INFORMATION	
1	<p>Project title: M Street SE Grade Separation</p> <p>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).</p>
2	<p>Destination 2030 ID#: 975</p> <p>In order to be eligible for federal funding, a project must be in, or consistent with, <i>Destination 2030</i>, the region's Metropolitan Transportation Plan (MTP). To confirm if your project is specifically listed in <i>Destination 2030</i>, refer to Appendix 9 of <i>Destination 2030</i> 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.</p>
3	<p>a. Sponsoring agency: City of Auburn</p> <p>b. Co-sponsor(s) if applicable:</p> <p>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.</p> <p>c. Does sponsoring agency have "Certification Acceptance" status from WSDOT? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>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)</p>
4	<p>Project contact person: Jacob Sweeting, PE, Lead Project Engineer</p> <p>Address: 25 West Main Street, Auburn WA 98001</p> <p>Phone: (253) 804-5059 Fax: (253) 931-3053 E-Mail: jsweeting@auburnwa.gov</p>

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 City of Auburn is requesting funding through the 2009 CMAQ/STP program to complete right-of-way acquisition and fund certification of the necessary right-of-way for the M Street SE Grade Separation project. This project is the final phase of the larger *M Street SE Corridor* project that the City has embarked upon over the past decade. Upon completion of this final project, the entire corridor will connect multiple regional Urban Centers and Manufacturing/Industrial Centers improving the movement of goods and freight throughout the Puget Sound region. It will also improve travel for commuters, transit users, local traffic, bicyclists, and pedestrians.

This final phase of the project includes lowering M St SE below the existing BNSF Stampede Pass railroad, and constructing a new railroad bridge and retaining walls. It is planned to widen this section of the corridor from 2 to 5 lanes with a center turn lane, improving the signal at M St SE and 4th St SE (southerly approach to the grade separation), and installing signal interconnection. Other improvements include curbs, gutters, storm-water facilities, sidewalks and bicycle lanes.

The primary purpose of the underpass is to remove the at-grade conflict between rail activities and heavy vehicular traffic on M Street SE. Upon completion of this project, rail and road efficiency will be significantly improved, safety of the at-grade crossing will be enhanced for both pedestrians and motorists, and air quality will be superior as a result of this project.

b. Project justification, need or purpose: Please explain the intent, need or purpose of this project. What is the goal or desired outcome?

The following general goals and desired outcomes have been identified for this project:

1. Provide more Efficient and Safe Connections between Auburn and other Urban and Manufacturing Centers:

- The M St Corridor will provide an alternate connection route between the Kent and Auburn designated Centers that by-passes and alleviates congestion on Auburn Way and SR-164.
- The M St Corridor will provide a direct connection between SR167 and SR164 that by-passes congestion on Auburn Way associated with the Central Business District.

2. Serve Regional and Local Destinations:

- Transit Centers: The M St Corridor connects with densely populated urban areas to the Metro Park-n-Ride on 15th St NW and to Auburn Station (via East Main St).
- The M St Corridor will provide vehicular, transit, and pedestrian access to approximately 56 local Churches, 22 Schools, Les Gove Community Campus, the Auburn King County Library, and the Green River Community College. The M St Corridor will provide access to the Auburn Municipal Airport, Emerald Downs, the Muckleshoot Casino, White River Amphitheater, and the Auburn Performing Arts Center

3. Enhance Freight Mobility and Safety:

- This project will add a new continuous arterial connection for freight mobility and safety.
- The grade separation will alleviate a conflict between rail and truck traffic, as well as with commuters by roadway or trail.
- Increase capacity and accommodate future (2030) traffic volumes along the M St. SE corridor;
- Improve air quality;
- Create an arterial connection consistent with the City's comprehensive plan.

6	<p>Project location: City of Auburn</p> <p>a. County(ies) in which project is located: King</p> <p>Answer the following questions if applicable:</p> <p>b. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad): M St. SE and 3rd St. SE</p> <p>c. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): M St. SE and 6th St. SE</p>	
7	<p>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”).</p> <p>Note: If unable to send the map electronically, mail a copy on diskette and provide a paper copy by fax or mail.</p>	
8	<p>Federal functional classification code (Please select <u>only one</u> code using the table below)</p> <p>For assistance determining functional classification, contact Stephanie Rossi at 206-971-3054 or srossi@psrc.org.</p> <p>Important: A roadway must be <u>approved</u> 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”.</p> <p><u>Examples of exceptions:</u></p> <ul style="list-style-type: none"> • 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.	<p style="text-align: center;">Rural Functional Classifications “Under 5,000 population”</p> <p style="text-align: center;">(Outside federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> 00 Exception</p> <p><input type="checkbox"/> 01 Principal Arterial - Interstate</p> <p><input type="checkbox"/> 02 Principal Arterial</p> <p><input type="checkbox"/> 06 Minor Arterial</p> <p><input type="checkbox"/> 07 Major Collector</p> <p><input type="checkbox"/> 08 Minor Collector</p> <p><input type="checkbox"/> 09 Local Access</p> <p><input type="checkbox"/> 21 Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> 22 Proposed Principal Arterial</p> <p><input type="checkbox"/> 26 Proposed Minor Arterial</p> <p><input type="checkbox"/> 27 Proposed Major Collector</p> <p><input type="checkbox"/> 28 Proposed Minor Collector</p> <p><input type="checkbox"/> 29 Proposed Local Access</p>	<p style="text-align: center;">Urban Functional Classifications “Over 5,000 population”</p> <p style="text-align: center;">(Inside federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> 00 Exception</p> <p><input type="checkbox"/> 11 Principal Arterial – Interstate</p> <p><input type="checkbox"/> 12 Principal Arterial – Expressway</p> <p><input type="checkbox"/> 14 Principal Arterial</p> <p><input checked="" type="checkbox"/> 16 Minor Arterial</p> <p><input type="checkbox"/> 17 Collector</p> <p><input type="checkbox"/> 19 Local Access</p> <p><input type="checkbox"/> 31 Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> 32 Proposed Principal Arterial – Expressway</p> <p><input type="checkbox"/> 34 Proposed Principal Arterial</p> <p><input type="checkbox"/> 36 Proposed Minor Arterial</p> <p><input type="checkbox"/> 37 Proposed Collector</p> <p><input type="checkbox"/> 39 Proposed Local Access</p>

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 15) 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 Justice¹ and/or areas experiencing high levels of unemployment or chronic underemployment).

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.”

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.
- 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.

Growth Plans and Policies:

Completion of the M Street SE corridor will improve the movement of goods and people to and from the centers and locations along the corridor by increasing transit efficiency, freight movement and roadway capacity. In addition to providing a link between three Urban Growth Centers (Auburn, Kent, Federal Way), the corridor serves multiple commercial centers, industrial centers, and residential land uses.

The M Street SE corridor travels along multiple land uses connecting to the Auburn Growth Center and other regional manufacturing and urban growth centers. It includes, housing, commercial, manufacturing, and industrial land uses. Automotive uses, motels, truck stops, fast food, light industry and associated support services will be located at the north and south interchange sites. Development around the interchanges at the north and south ends of the corridor will make use of design and use guidelines to ensure compatibility with Auburn's land use and zoning regulations.

Many of the surrounding neighborhoods along the M Street SE corridor have declined. Income levels are generally low, and due to the loss of jobs, unemployment rates are high. Historically, revitalization efforts have had limited success in overcoming the effect of the heavy freight traffic and congestion at this southern end of the corridor. The completion of the corridor will bring new development at key intersections and the interchanges to the regional transportation network such as SR-167 and SR-164. Revitalization of the area economy will take place along the corridor as traffic patterns improve, and the corridor becomes more pedestrian friendly. It is anticipated that a new workforce likely associated with the completion of the corridor will be established as a result. Non-motorized amenities will link area parks, the newly expanded/renovated Auburn Les Gove Community Center, the downtown center, the Interurban Trail, and the Green River recreational corridor.

The neighborhoods along the M Street SE corridor will continue to include affordable housing. The neighborhoods will also provide housing attractive to a range of income levels. It is anticipated that homeownership will increase and will support improvement in housing conditions upon completion of this vital transportation corridor. Densities in the immediate vicinity of the corridor will be increased to support the neighborhood retail services and Auburn's urban growth center. Higher densities will be achieved by providing opportunities for mixed-use infill and retaining housing above retail.

This project improves access to Auburn's Urban Center. The urban center contains the highest density and intensity of land use within the City. This project will assist the City of Auburn in meeting its development goals by helping to implement the following policies from the comprehensive plan:

1. Emphasis is on providing additional housing opportunities and neighborhood services for downtown residents, in addition to enhancing economic, cultural, and social opportunities for the city (Chapter 3 Page 12 Policy LU-6);
2. Focus growth and development in the Auburn Downtown urban center to support economic development, complement transit oriented development, direct growth pressures away from residential neighborhoods, and implement regional growth management strategies (Chapter 3 Page 12 Policy LU-6A);
3. An efficient transportation system seeks to spread vehicle movements over a series of planned streets. The goal of the system is to encourage connectivity while preventing unacceptably high traffic volumes on any one street. Ample alternatives should exist to accommodate access for emergency vehicles. For these reasons the City will continue to plan a series of collectors and arterials designed to national standards to provide efficient service to the community (Comprehensive Transportation Plan, Chapter 5 Page 2 Policy TR-5);

4. Use TSM strategies to more efficiently utilize the existing infrastructure to optimize traffic flow and relieve congestion including Intelligent Transportation Systems (Chapter 5 Page 6 Policy TR-32).
5. Designate new arterials to serve developing areas concurrent with approval of such development. Arterials shall be spaced in compliance with good transportation network planning principles, and support the importance of overall system circulation (Chapter 5 Page 5 Policy TR-60).

The City of Auburn's Comprehensive Plan and Auburn Downtown Plan support the centers & corridors concept and emphasize the importance of mixed use development in targeted areas that bring employment, shopping, and residential activities into a shared location.

Travel Choices

By completion of the M Street SE corridor, travel choices and travel efficiency throughout the designated Auburn growth center will be significantly improved. Located between Seattle and Tacoma in the Green River Valley, Auburn has ready access to regional, national and international, travel modes using a modern network of air, sea, rail, and highway transportation facilities. The center is bisected by SR-18 and SR-167, major arterials that connect within three miles downtown to Interstate 5, the state's major north-south freeway system.

Completion of the corridor will improve access to Auburn Station facilitating better travel choices. Five trains each way carry commuters from Tacoma through Auburn to Seattle with plans to add more trips and extend the service north to Everett and south to Lakewood. Nearly 500 people board the Sounder trains from Auburn each workday morning. Bus routes are synchronized to connect with train arrivals. The adjacent six-story commuter-station parking-garage can house nearly 550 vehicles. The transit center and garage are catalysts for travel choices in Auburn and throughout the region.

The project will add sidewalks and bike lanes to M St SE from 3rd St SE to 6th St SE. The new sidewalks and bike lanes will complete the last gap in pedestrian facilities through the M Street Corridor and will facilitate pedestrian access to the central business district, churches, schools, and regional attractions such as Emerald Downs, the Auburn Municipal Airport, the Muckleshoot Casino, and Auburn Station. The grade separation will also allow the continued use of M St SE by school busses (58 school busses utilize the crossing per day), and King County METRO busses. Without the proposed grade separation at M St SE, as BNSF increases the frequency of long, slow moving trains on the Stampede line, delays and safety concerns will increase significantly.

With the improvements to the southern end of the corridor resulting from the completion of the M Street SE corridor a continuous pedestrian and handicap accessible sidewalk system from SR-164 to SR-167 will be completed. Sidewalks, paths and parking lots will be safe and well lit. It will be effortless for people to walk or bike in the corridor. Mass-transit will move residents through the corridor and provide links to other areas in Auburn's urban growth center and other regional destinations.

User Groups Supported:

This project addresses a wide range of travel modes and serves multiple user groups. The project will serve the multi-modal Auburn Station Transit Center. Auburn Station is a service hub for Sound Transit express and Metro/King County buses, Sound Transit commuter rail (Everett to Tacoma, with 500 daily boardings in Auburn), and bicycle/pedestrians. The project will widen this section of the corridor from 2 to 5 lanes with a center turn lane, eliminating the-at grade crossing that impedes and slows both motorized and non-motorized travel through the corridor. It also facilitates connections to the regional Interurban Trail which currently provides a continuous trail between Seattle and Auburn for commute and recreational travel.

The project provides more reliable travel to key employment areas such as the Auburn Urban Center, and the Green River Valley Industrial Center. The Boeing Company, Safeway Distribution Center, Auburn Regional Medical Center, The SuperMall of the Great Northwest, Emerald Downs Race Track, Muckleshoot Casino, The Federal Aviation Administration, Green River Community College, Auburn School District, and many other employers/businesses along Auburn Way North will all be supported by completion of this project.

This project will also support emergency responders from the Valley Regional Fire Authority, and Auburn Police Department. Where typically avoided now due to back-ups from passing trains, upon completion of the grade separation project it will be an essential emergency vehicle access route.

Economic Strategy:

The M St Corridor connects regional and manufacturing growth centers, serves local and regional destinations, and provides an essential freight mobility link. This grade separation project is estimated to create 784 new jobs based on the Federal Highway Administrations formula of 35,000 jobs per \$1 billion invested.

All populations will benefit that use the corridor on a daily basis for access to employment centers, businesses, residences, and recreational activities. As referenced in the 2005 Regional Economic Strategy, projects are needed to enable freight to move more reliably and safely, and to serve our region's ports, and identification of funding for freight mobility improvements. This project has been identified as regional priority freight mobility in that it will enhance freight mobility, improve access to industrial lands, and improve access to job creation sites. This project is consistent with and implements the goals of the strategy.

The corridor provides a major link between SR-164 to the south and SR-167 north to connect the urban center. Improvements to transportation infrastructure that serves communities with high concentrations of low income people which travel to and from education and employment centers is a high priority for the 2005 Regional Economic Strategy. Auburn contains significant concentrations of lower income residents above the regional threshold. Specifically this corridor will serve several minority and low-income census tracts in all directions of the project site. With the new corridor complete, it can be reasonably expected that these populations would equally benefit from the project in proportion to the population as a whole. Access and mobility for these populations will be enhanced with general purpose capacity improvements, sidewalks, and transit service.

The M St. SE Corridor also provides a direct link between the designated Urban Centers of Auburn, Kent, and Federal Way. This project will improve the movement of goods and people to and from these centers and locations along the corridor by increasing transit efficiency, freight movement and roadway capacity. As travel times and costs continue to grow, businesses in Auburn and the Puget Sound Region will increasingly find themselves at a competitive disadvantage and local businesses will either have to absorb the added costs and reduce their profits, or pass the costs on to consumers through higher prices. Essential to the regional economy, the City of Auburn's Comprehensive Transportation Plan designates the corridor as a principal arterial and truck route. The corridor's existing ADT ranges from 17,000 to 25,000 and the estimated 2030 ADT ranges from 22,000 to 28,000. A four to five lane roadway with sidewalks is required to continue to move existing and projected freight transport safely and efficiently through the Corridor. Failure to complete this corridor will continue to contribute to the deficiencies in the regional transportation system and is likely to result in the loss of jobs as existing businesses expand elsewhere or relocate to areas where the transport of freight and goods is more efficient.

Another significant economic benefit of this project is that it increases access to the Auburn Regional Medical Center (ARMC) in the heart of the urban center. This existing hospital currently has 149 beds and approximately 600 employees. ARMC is one of only three Level 3 trauma centers in King County. The nearest Level 2 Trauma Centers are each 10 miles away, one north on SR-167 and the other south on SR-512. In addition, the hospital has proceeded with expansion of the medical campus via construction of a new 3-story 292 stall parking garage, and a 28,000-square-foot cancer center. The new hospital complex, will offer medical oncology, radiation oncology and a community outreach and educational component all of which are intended to serve a million plus South Sound residents.

The widening of the M Street SE roadway through the BNSF crossing will complete the entire corridor and remove the final roadway bottleneck. Completion of this project will afford the entire corridor to have a four to five lane section furthering the region's economy. Once completed, the grade separation will not provide any direct employment, however the indirect benefits to the regional Ports of Seattle and Tacoma, and the BNSF railroad will allow continued growth and increased economic impact, which will proportionally increase the number of jobs in the region, and local and state tax revenues.

This project will link an Urban Center to employment and industrial areas. It will improve access to the Auburn Transit Center.

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.

Serving Centers:

Completion of the M Street SE corridor will improve the movement of goods and people to and from the centers and locations along the corridor by increasing transit efficiency, freight movement and roadway capacity. In addition to providing a link between three Urban Growth Centers (Auburn, Kent, Federal Way), the corridor serves multiple commercial centers, industrial centers, and residential land uses.

The M Street Grade Separation project benefits freight by allowing BNSF to operate trains at higher speeds through the intersection and by reducing congestion for truck traffic traveling on M Street SE. The BNSF also serves the local communities of Pacific, Sumner, Fife, Kent, Tacoma and Seattle all of which will benefit from this project. More efficient flow of traffic along the corridor and railroad will complete a long-term multi-modal transportation solution for the region. The percent of truck traffic on M St. SE is significant due to the truck-related and commercial business both north and south of the crossing and the proximity to SR-164 and SR-167. The current 2-lane roadway contributes to significant modal conflict due to the at-grade crossing, lack of designated turn lanes and poor signalization.

This project will benefit designated urban centers by:

1. Relieving traffic congestion associated with long, slow moving freight trains that cause blockages and delays at M St. SE and other at grade crossings. These impacts are associated with the re-opening of Stampede Pass rail traffic in 1996.
2. Improve emergency vehicle access and response time within the corridor.
3. Increase capacity and accommodate future (2030) traffic volumes along the M St. SE corridor.
4. Provide non-motorized improvements for transit, bicycles, & pedestrians.
5. Reduce neighborhood cut-through traffic on adjacent streets.
6. Improve traffic operations and safety.
7. Connect arterials and improve movement of goods and people consistent with the City's comprehensive plan

Missing Link

The M St. SE Grade Separation Project is a freight mobility proposal designed to improve the safety of all modes of travel, increase vehicle capacity, and provide essential arterial linkages in Auburn's designated urban corridor. Improvements are planned to widen M St. SE from 2 to 5 lanes with a center turn lane, provide new signals, signal interconnection, curbs, gutters, and bicycle and pedestrian facilities. The route serves as a major north-south route through Auburn for commuting, trucks, and connections to residential collectors. M St. SE connects to SR-167 to the north (using Harvey Rd. and 15th St. NW) and Auburn Way South (SR-164) to the south. This corridor connects trips with a broader geographical band including streets such as West Valley Highway and Auburn Way North, highways such as SR-167 and I-5, commuter & freight rail, pedestrian facilities, bicycle facilities, an international airport, and transit routes. The project will improve mobility, capacity, safety and other functional elements not only within Auburn's Urban Center but also to and from other designated regional centers.

The M St. SE corridor is rapidly developing as businesses seek to locate in the area with close freeway access to Tacoma, Kent and Seattle. The following project proponents support the proposed under-crossing;

1. Freight Action Strategy for Everett-Seattle-Tacoma (FAST) Corridor Program;
2. Freight Mobility Strategic Investment Board (FMSIB); and
3. The BNSF railroad

The BNSF also serves the local communities of Pacific, Sumner, Fife, Kent, Tacoma and Seattle all of which are linked to this project. More efficient flow of traffic along the corridor and railroad will complete a long-term multi-modal transportation solution for the region.

Congestion Relief

The M Street Grade Separation project improves congestion and eliminates a major freight bottleneck. The Stampede Pass rail line crosses M Street SE, a major north-south arterial carrying 17,000 – 25,000 vehicles daily, and blocks the intersection for approximately 13 minutes at a time, numerous times daily. The train activity will continue to increase as capacity improvements are made to the Stampede Pass line. Further, in 2030 it is projected the corridor will carry 17,000 to 25,000 and the estimated 2030 ADT ranges from 22,000 to 28,000. The ripple effect of the at-grade crossings is significant enough to delay vehicle traffic throughout the entire east side of the City during the peak hours. M Street SE is a major travel route of its own, both for freight trucks and passenger vehicles. It is also an alternate route that is used heavily when there is any

unusual delay on the state system, caused by accidents, increased traffic volumes, or other disruptions. When M Street SE is closed for train crossings, the impact can be felt for over a mile in each direction.

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.

Efficiency

The improvements to the M St. NE corridor by grade-separating the roadway maximize the efficiency of the corridor by reducing delays and improving congestion. The construction of the grade separated crossing present significant reductions in the travel time through the corridor as well as providing a more reliable travel time route.

With implementation of the corridor including construction of a new 5 lane roadway section with sidewalks and installation of necessary ITS infrastructure; the project will enable long-term sustainability by the following:

1. Adding capacity;
2. This project will create efficient traffic flow along this corridor and relieve congestion of adjacent corridors to and from the urban center;
3. Provide for the projected travel demand along the corridor and improve traffic to and from the urban center;
4. Decrease impacts to adjacent residential neighborhoods including cut-through traffic and block access;
5. Greatly improve safety by separating automobile traffic and rail traffic;

Traffic flow through this corridor will be improved by:

1. Lessening the impact of congestion along the corridor & providing more reliable travel times;
2. Interconnecting signals and communication connections that will further reduce delay and travel time;
3. This project will improve safety for all users by improving signalization, illumination and access control and adding safe facilities for pedestrians;

Safety

The safety benefits of the M St. SE Grade Separation project are as follows:

1. Emergency vehicle access will be improved;
2. Neighborhood cut-through traffic to avoid the grade crossing on residential streets will be reduced;
3. The ability for pedestrians to freely move through the area will be established;
4. The underpass will ensuring the ability of 53 daily school busses to pass through safely; and
5. The project will improve air quality through reducing emissions from vehicles waiting to cross.

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 M Street SE Grade Separation project lowers emissions by reducing overall congestion and vehicle delay throughout the corridor. The project would provide additional capacity, and eliminate delays created by the existing at-grade crossing experienced by vehicles traveling along the M Street SE corridor. Less delay would mean higher travel speeds and less idling time at intersections, conditions typically conducive to a reduction in pollutant emissions from vehicle exhaust. This project can be reasonably expected to result in a mode shift through increasing desirability of transit use along the corridor.

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 all items 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 needed - BA Concurrence: NMFS, U.S. Fish & Wildlife, WSDOT.

Not yet completed - 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 yet completed 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 yet completed g. Relocation Certification, if applicable.

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

Already completed h. Engineer's Estimate.

Not needed 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.).

Design, October 2008 to December 2010: Pre-Design Report Complete, 30% Design to be complete by the end of May 2009, 60% Design to be complete by the end of 2009, Final Design by December 2010.

Environmental, January 2009 to January 2010: A draft ECS has been submitted to WSDOT/FHWA for review. FHWA has indicated that this project will be categorized as a Documented Categorical Exclusion (DCE). The Section 106 process has been initiated and the Area of Potential Effects (APE) has been submitted and approved by FHWA and the Department of Archeologic and Historic Preservation (DAHP). The survey and inventory of 50-year or older properties is underway and is expected to result in a finding of "No Historic Properties Affected." Other discipline reports will be submitted to WSDOT by the end of June 2009.

Right of Way, February 2010 to February 2011: Right of Way process will be started once the final NEPA ECS has been approved.

Construction, May 2011 to October 2012

20. Financial plan: 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 ALL other sources of secured (Table B) and unsecured (Table C) funds needed to complete the project.**

Guidelines:

- 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.

Required Match: 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
Right-of-Way Acquisition	02/01/10 to 02/01/11	CMAQ	\$4,600,000
Totals:			\$4,600,000

Table B: Existing Secured Funding

Phase	Estimated Obligation date by Phase* (mm/dd/yy)	Source	Amount
Design and Environmental	10/01/08	City Capital Funds	\$2,400,000
Design and Environmental	10/01/08	FY08-Appropriations	\$122,000
Construction	05/01/11	FMSIB	\$6,000,000
TOTAL:			\$8,522,000

*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
ROW Acquisition	02/01/10	2009 CMAQ, FY-10 Appropriations	\$4,600,000
Construction	05/01/11	City Capital Funds	\$3,100,000
Construction	05/01/11	BNSF & Ports per FAST	\$2,600,000
Construction	05/01/11	State TIB	\$2,000,000
Construction	05/01/11	Federal STP	\$1,700,000
TOTAL:			\$14,000,000

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:	\$0	Planning:	01/01/10
Preliminary Engineering/Design:	\$2,400,000	Preliminary Engineering/Design:	01/01/10
Right of Way:	\$4,600,000	Right of Way:	02/01/11
Construction:	\$15,400,000	Construction:	10/01/12
Other (Specify) :	\$	Other (specify) :	
Total Project Cost:	\$22,400,000	Estimated date of completion (i.e. open for use)	10/01/12

The City of Auburn has secured \$8.3 million so far for the M Street Grade Separation, including \$2.2 million from the City and guaranteed \$6 million from the Freight Mobility Strategic Investment Board State Funds along with \$122,000 from the Federal Government. The City anticipates another \$14.1 million is required to complete the project including this CMAQ/STP request of \$4.6 million, an additional \$3.2 million from the City of Auburn; \$1.1 from BNSF; \$1.5 from the Ports of Seattle and Tacoma; \$1.7 from a Federal STP grant and \$2.0 million from TIB.

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

Design and ROW for the M Street SE Grade Separation project will be fully completed if the City and its partners receive these funds.

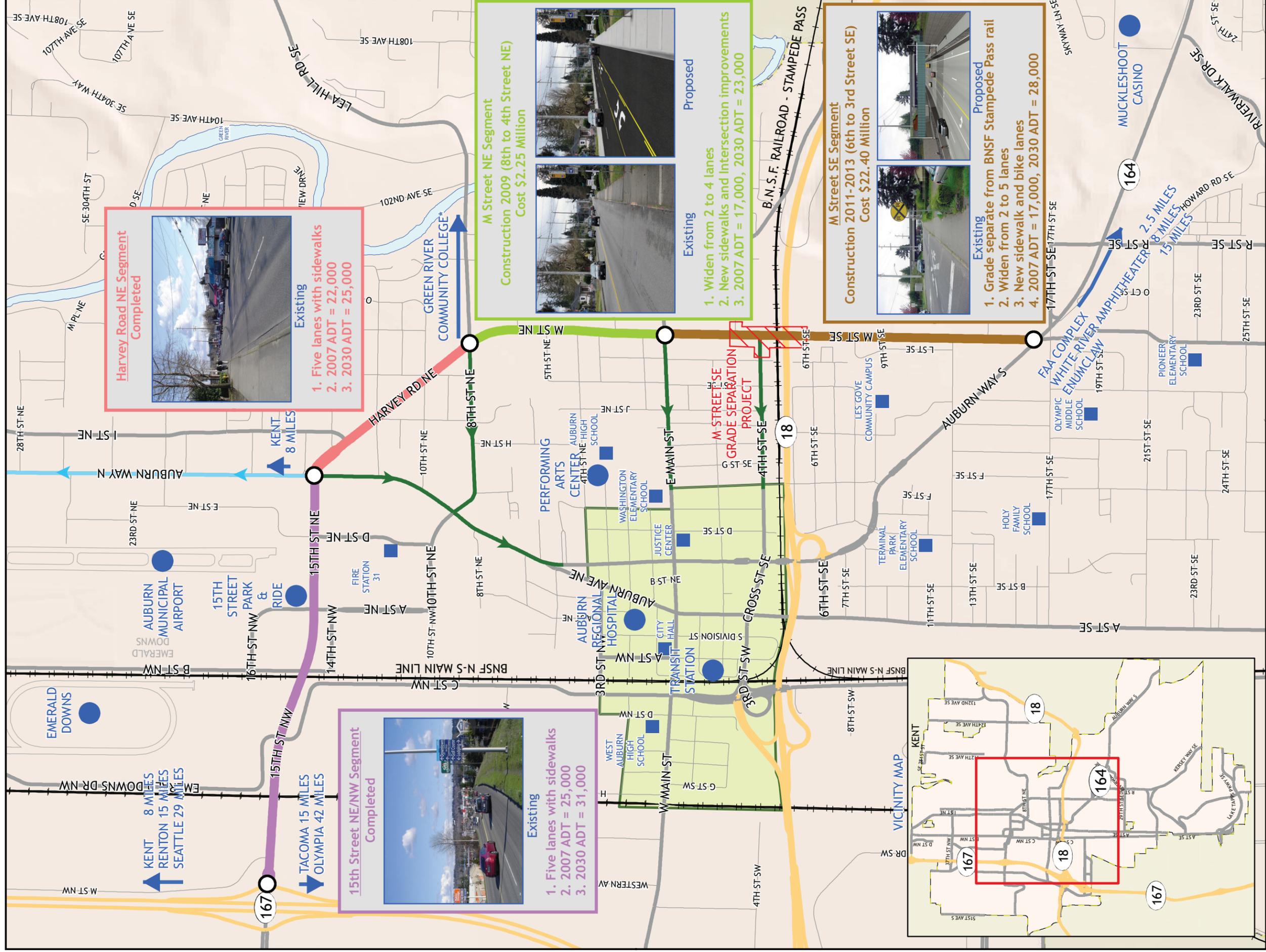
F. If unable to completely fill out Table D (Total Project Cost and Schedule): Use the space below to explain the nature of any project for which the total project cost and/or schedule is presently unknown. For example, a project may study the merits/costs of various routes or construction techniques 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.

M Street Corridor Plan

Connecting Regions, Serving Destinations and Moving Freight



Harvey Road NE Segment Completed

Existing

1. Five lanes with sidewalks
2. 2007 ADT = 22,000
3. 2030 ADT = 25,000

15th Street NE/NW Segment Completed

Existing

1. Five lanes with sidewalks
2. 2007 ADT = 25,000
3. 2030 ADT = 31,000

M Street NE Segment Construction 2009 (8th to 4th Street NE) Cost \$2.25 Million

Existing

1. Widen from 2 to 4 lanes
2. New sidewalks and intersection improvements
3. 2007 ADT = 17,000, 2030 ADT = 23,000

M Street SE Segment Construction 2011-2013 (6th to 3rd Street SE) Cost \$22.40 Million

Existing

1. Grade separate from BNSF Stampede Pass rail
2. Widen from 2 to 5 lanes
3. New sidewalk and bike lanes
4. 2007 ADT = 17,000, 2030 ADT = 28,000

M Street Corridor Segments

- 15th Street NE/NW Segment
- Harvey Road NE Segment
- M Street NE Segment
- M Street SE Segment

Regional Connections

- Downtown Auburn Connection
- Downtown Kent Connection
- Access to Regional Destinations
- Auburn Urban Center

Regional Connections

- Auburn City Limits
- M Street SE Grade Separation Project
- Local Destinations
- Regional Destinations

M Street Corridor Segments

- 15th Street NE/NW Segment
- Harvey Road NE Segment
- M Street NE Segment
- M Street SE Segment

Regional Connections

- Downtown Auburn Connection
- Downtown Kent Connection
- Access to Regional Destinations
- Auburn Urban Center

Regional Connections

- Auburn City Limits
- M Street SE Grade Separation Project
- Local Destinations
- Regional Destinations

Scale: 0 to 2,000 FEET

Printed On: 03/25/09
Map ID: 3247

Information shown is for general reference purposes only and does not necessarily represent exact geographic or cartographic data as mapped. The City of Auburn makes no warranty as to its accuracy.

* TO GRCC - ACCESS ACROSS GREEN RIVER, NEXT ACCESS 5 MILES NORTH AT S 277TH ST, OR 11 MILES EAST VIA SR 18 AND 304TH STREET.