

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/kcdo/PlanningAndPolicy/RegionalTransportationPlanning/2009KCCtywideComp.aspx>

****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: South Star Lake Road Pedestrian Improvement (Military Rd. S. to 42nd Ave S.) 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#: 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 .
3	a. Sponsoring agency: King County Road Services Division b. Co-sponsor(s) if applicable: <u>Important:</u> 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? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> 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: Susan Oxholm Address: 201 S. Jackson Street; Mailstop KSC-TR-0317 Phone: 206-296-1984 Fax:206-296-0566 E-Mail: susan.oxholm@kingcounty.gov

<p>5</p>	<p>Project description. Please distinguish between the scope of the project and the justification and/or need for the project.</p> <p>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.</p> <p>This project would construct a curbed pedestrian walkway along a 3,850’ section of South Star Lake Road to provide a safe and continuous pedestrian facility. The S. Star Lake Road project will link a high-density residential neighborhood to nearby bus stops, Park and Ride lots, a freeway flyer stop, and community facilities. Because existing pedestrian facilities are deficient, these improvements could have a dramatic effect in shifting modal choices to walking and transit.</p> <p>b. Project justification, need or purpose: Please explain the intent, need or purpose of this project. What is the goal or desired outcome?</p> <p>S. Star Lake Road is used by several transportation user groups in addition to automobiles – school bus riders, pedestrians, and bicyclists. Most of these users find S. Star Lake Road unsafe because of a lack of sidewalks, narrow shoulders, and sight distance problems. King County Road Services Division has received several letters of concern from citizen groups in the Star Lake neighborhood listing pedestrian improvements as a high priority for this area (see attached support documents). The existing pedestrian facilities are not compliant with Americans with Disabilities Act (ADA) standards.</p> <p>Following completion of this project, all pedestrian “missing links” in this general vicinity would be addressed. This project, within Census Tracts 298.01 and 298.02 and representing a population of over 14,500 people, is located less than one-half mile from major transit services that provide direct access to the centers of Seattle, Federal Way, Kent, and the Boeing Industrial center, among others. There are several bus routes (Metro 152, 173, 183, 190, 192, 194, 197, 941, and Sound Transit 574) serving this immediate area, with frequent and multiple trips during peak hour periods. The parking utilization at the Star Lake Park and Ride and All Saints Lutheran Church facilities are nearing capacity, so the construction of this pedestrian improvement along S. Star Lake Road enabling local residents to walk instead of to drive would be very beneficial. The primary arterial in this immediate area, Military Road South, currently has volumes exceeding 18,000 vehicles per day, so promoting non-motorized travel is of paramount benefit and importance. There have also been sixteen accidents, including five involving injuries, along this corridor in the last three years.</p> <p>In summary, this project will greatly improve walkability and access to public transit. It will also remove an existing barrier to pedestrian safety and complete a missing link.</p>
<p>6</p>	<p>Project location: South Star Lake Road, from Military Road South to 42nd Avenue South</p> <p>a. County(ies) in which project is located: King County</p> <p>Answer the following questions if applicable:</p> <p>b. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad): Military Road South</p> <p>c. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): 42nd Avenue South</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;">Urban Functional Classifications “Over 5,000 population” (Inside federal-aid urbanized and federal-aid urban areas)</p> <p><input checked="" 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 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>

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

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

S. Star Lake Road serves a high-density residential neighborhood between the city centers of Federal Way and Kent. Most of the roadway has only a one or two foot wide paved shoulder with ditches for drainage. Several areas of the road are marked by vertical and horizontal curves which limit sight distance. Portions of the road provide access to many private driveways connecting along the road.

Within the vicinity are several Park and Ride lots, bus stops, and a freeway flyer stop, but the lack of pedestrian walking facilities makes accessing them difficult or unsafe.

This project will take the first step in connecting the neighborhood and nearby businesses with walkways to the major transit Park and Ride at I-5 and S. 272nd Street.

Travel Choices

With a safe walking facility, people would be more inclined to walk or bicycle rather than drive to their destinations. This would improve traffic flows on S. Star Lake Road. Better pedestrian facilities would be especially beneficial for transit users using the major transfer point at I-5, whereby their trip would not necessarily require a car.

User Groups Supported

S. Star Lake Road is used by several transportation user groups in addition to automobiles – school bus riders, pedestrians, and bicyclists. Most of these users find S. Star Lake Road unsafe because of a lack of sidewalks, narrow shoulders, and sight distance problems. King County Road Services Division has received several letters of concern from citizen groups in the Star Lake neighborhood listing pedestrian improvements as a high priority for this area.

Economic Strategy

The primary aim of this project is to address “missing links” in the pedestrian facilities along Star Lake Road and provide a safe and continuous walking surface. Following completion of this project, all pedestrian “missing links” in this general vicinity would be addressed.

With the improvement of S. Star Lake Road, this roadway would unlikely need near-term pedestrian safety treatments other than regular maintenance. The incentive for pedestrian travel on the improved walkways and the easy access to major transit facilities could cause an increase in transit ridership and complement the creation and sustainability of jobs in the nearby industry clusters due to the increased livability of this immediate area.

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

S. Star Lake Road serves a high-density residential neighborhood between the city centers of Federal Way and Kent. Most of the roadway has only a one or two foot wide paved shoulder with ditches for drainage. Several areas of the road are marked by vertical and horizontal curves which limit sight distance. Portions of the road provide access to many private driveways connecting along the road.

Missing Link

The primary aim of this project is to address “missing links” in the pedestrian facilities along S. Star Lake Road and provide a safe and continuous walking surface. Following completion of this project, all pedestrian “missing links” in this general vicinity would be addressed.

Congestion Relief

With a safe walking facility, people would be more inclined to walk or bicycle rather than drive to their destinations. This would improve traffic flows on S. Star Lake Road. Better pedestrian facilities would be especially beneficial for transit users using the major transfer point at I-5, whereby their trip would not necessarily require a car.

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

With the improvement of S. Star Lake Road, this roadway would unlikely need pedestrian safety treatments other than regular maintenance. With a safe walking facility, people would be more inclined to walk or bicycle rather than drive to their destinations. This would improve traffic flows on S. Star Lake Road. Better pedestrian facilities would be especially beneficial for transit users using the major transfer point at I-5, whereby their trip would not necessarily require a car.

Safety

Within the vicinity are several Park and Ride lots, bus stops, and a freeway flyer stop, but the lack of pedestrian walking facilities makes accessing them difficult or unsafe. With a safe walking facility, people would be more inclined to walk or bicycle rather than drive to their destinations.

Most of the roadway has only a one or two foot wide paved shoulder with ditches for drainage. Several areas of the road are marked by vertical and horizontal curves which limit sight distance. Portions of the road provide access to many private driveways connecting along the road.

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.

This project would construct a curbed pedestrian walkway along a 3,850’ section of S. South Star Lake Road to provide a safe and continuous pedestrian facility. The S. Star Lake Road Walkway project will link a high-density residential neighborhood to nearby bus stops, Park and Ride lots, a freeway flyer stop, and community facilities. Because existing pedestrian facilities are deficient, these improvements could have a dramatic effect in shifting modal choices to walking and transit.

Bicycle, pedestrian, and transit uses can affect community health and quality of life by providing opportunities for physical exercise and for community interaction. According to a 2008 Washington State Department of Transportation study, access to sidewalks and bike paths, as well as transit-friendly land use patterns, can improve community health by helping to improve air quality and providing more opportunities for physical activity. Regular physical activity can improve an individual’s quality of life as well as prevent numerous chronic diseases. Bicycle and pedestrian connections can improve community interactions, which can influence public health and well-being. Alternative transportation opportunities also can affect community health by reducing air pollutants, noise, and stormwater runoff.

Connectivity and continuity of the bike and pedestrian network along roadways such as S. Star Lake Road are believed to increase physical activity and contribute to positive health outcomes. The connectivity is an important factor that influences their use. Based on the handful of studies, including one by the Center for Quality Growth and Regional Development, that have explicitly examined information about usage and physical activity, the presence of walkways, pathways, and trails and their promotion do lead to a net increase in physical activity for a percentage of users.

King County undertook the Land Use, Transportation, Air Quality, and Health study to measure how specific land use and transportation actions can affect air quality, mobility and congestion, and public health. The LUTAQH study showed that compact development, a variety of land uses close to home and work, and a connected street network with pedestrian facilities can help achieve the goals of increasing transportation efficiency, reducing automobile dependence, and improving regional air quality and health. Residents of the most walkable areas of King County were less likely to be overweight or obese and more likely to report being physically active.

Besides improving physical health, transportation projects such as S. Star Lake Road can support social networks and enhance community cohesion by improving access and interactions among members within a community. Community cohesion is influenced by the ability of community members to feel safe and comfortable moving about the community and getting to and from home, work, services, and activities. The level of comfort and safety that people experience can affect their use of nonmotorized modes of transportation.

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 yet completed** - 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 needed** b. True Cost Estimate for Right of Way.
- not needed** c. Right-of-way Plans (stamped).
- not needed** d. Relocation Plan (if applicable).

not needed e. Right-of-way Certification.

not needed 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.).

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
CN	07/01/11	STP	\$500,000
			\$
			\$
Totals:			\$500,000

Table B: Existing Secured Funding

Phase	Estimated Obligation date by Phase* (mm/dd/yy)	Source	Amount
DESIGN	10/01/10	local funds	\$60,000
DESIGN (cont.)	01/01/11	local funds	\$26,000
CN	07/01/11	local funds	\$343,000
			\$
			\$
TOTAL:			\$429,000

*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:			\$

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:	\$	Planning:	
Preliminary Engineering/Design:	\$86,000	Preliminary Engineering/Design:	03/31/11
Right of Way:	\$	Right of Way:	
Construction:	\$843,000	Construction:	12/31/11
Other (Specify) :	\$	Other (specify) :	
Total Project Cost:	\$929,000	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:

The entire project will be completed if requested funding is obtained.

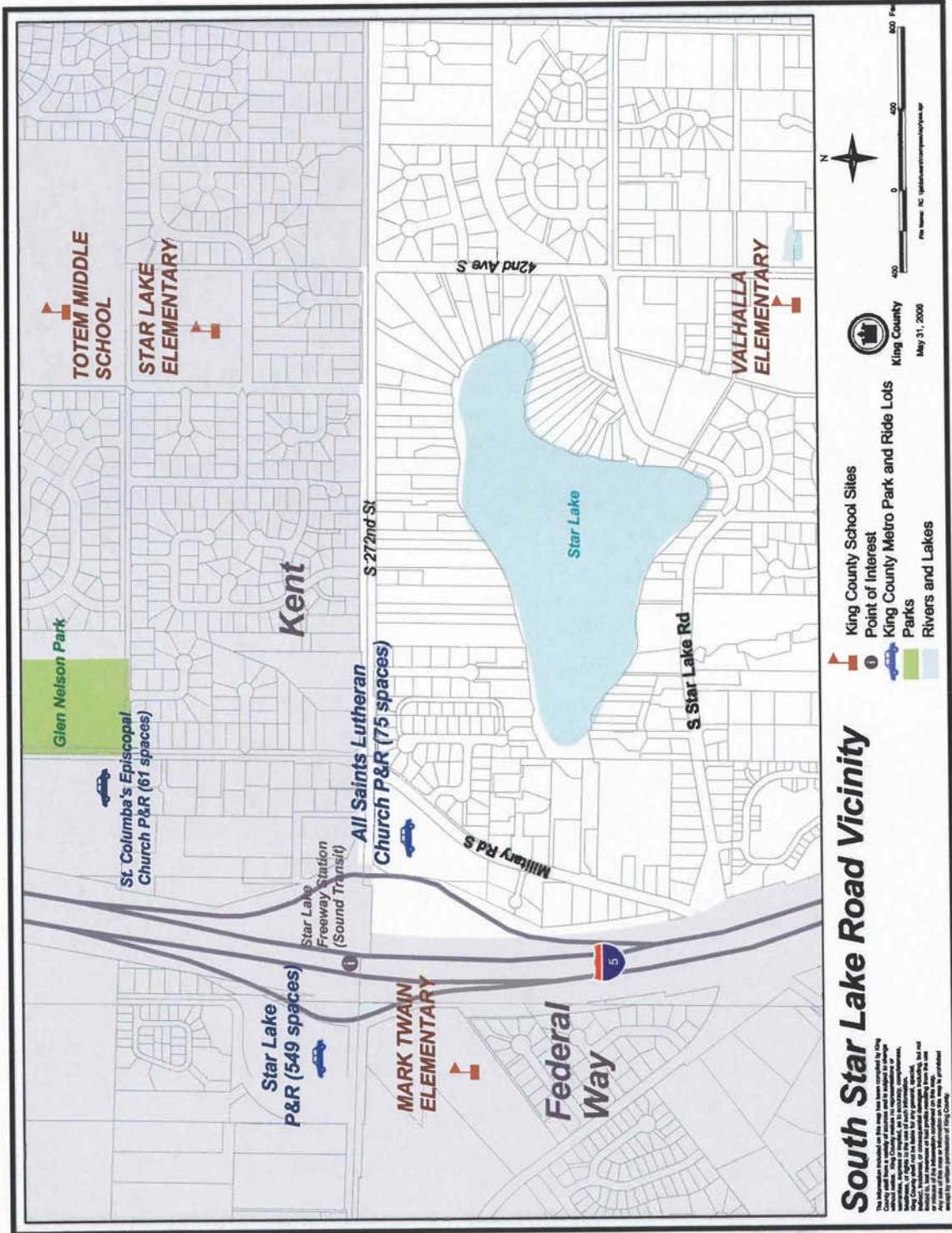
F. If unable to completely fill out Table D (Total Project Cost and Schedule): Use the space below to explain the nature of any project for which the total project cost and/or schedule is presently unknown. For example, a project may study the merits/costs of various routes or construction techniques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

n/a

F. Other Considerations (No Points)

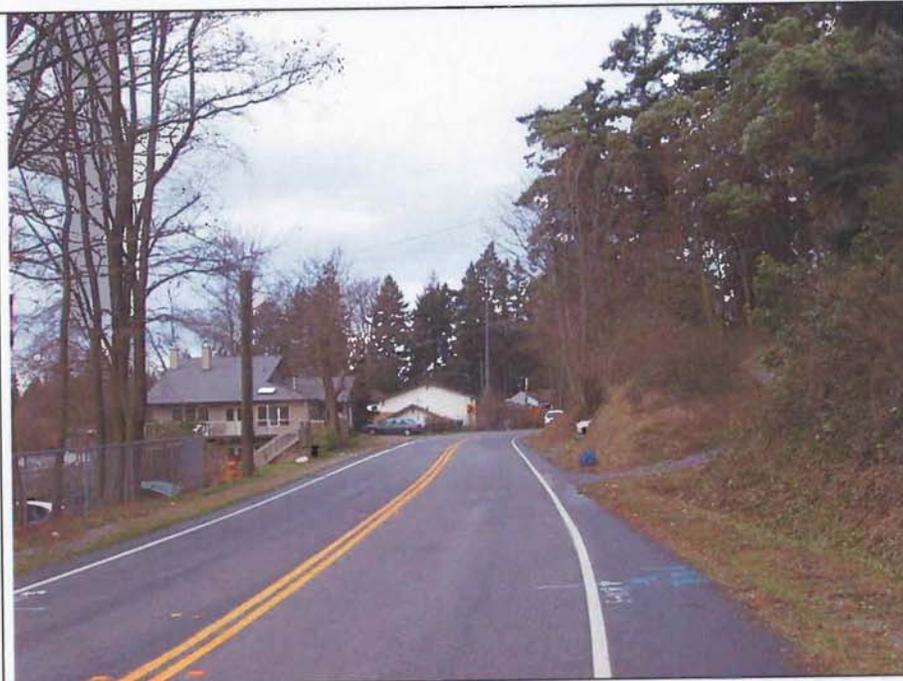
21. Please describe any additional aspects of your project not previously addressed in the application that could be relevant to the final project recommendation and decision-making process, particularly those relating to the support of centers and connecting corridors. Note: no points will be given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

The importance of the South Star Lake pedestrian project cannot be overstated. Thank you in advance for your consideration.





Pedestrian facilities are minimal on Star Lake Road



Narrow shoulders along sections of Star Lake Road



Narrow shoulders through the residential area



Narrow shoulders and sight distance problems

read 3/19/04

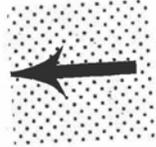
Gail Crabtree, President
Star Lake Improvement Club
P.O. Box 3114
Kent, WA 98092

March 11, 2004

Paulette Norman
King County Traffic Engineer
201 S. Jackson
Seattle, WA 98104

Dear Ms. Norman:

In the sixteen (16) months since we last corresponded we have been encouraged by traffic safety improvements in our neighborhood including the new turn lane at the intersection of Star Lake Road and Military Road and the installation of a traffic light at the intersection of 42nd Avenue South and South 272nd Street. Pedestrian safety remains a high priority for those of us in the vicinity of Star Lake. In order to document this concern, we are enclosing recently signed petitions.



We look forward to your response to these proposals. Any further questions for clarification may also be directed to the following Star Lake Improvement Club officers:

Gail Crabtree, President, (253) 852-1308
Jim Moffit, Secretary, (253) 639-0495
Mark Baughman, Treasurer, (253) 850-9630
Miriam Helgeland, Trustee, (253) 852-4167

Sincerely,

Gail Crabtree
Gail Crabtree

Enclosures: (1) Letter dated November 4, 2002
(2) Signed petitions, four (4) pages