



4800 South 188th Street
SeaTac, WA 98188-8605

City Hall: 206.973.4800
Fax: 206.973.4809
TDD: 206.973.4808

**2009 STP/CMAQ
King Countywide Competition
Application for**

**City of SeaTac
South 154th Street Improvements Project
(24th Ave S to 32nd Ave S)**

\$1.5M STP Funding Request

Submitted May 15, 2009

Mayor
Ralph Shape

Deputy Mayor
Gene Fisher

Councilmembers
Chris Wythe
Terry Anderson
Tony Anderson
Barry Ladenburg
Mia Gregerson

City Manager
Craig Ward

Assistant City Manager
Todd Cutts

City Attorney
Mary Mirante Bartolo

City Clerk
Kristina Gregg

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>

****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: <i>S 154th St Improvements (24th Ave S to 32nd Ave S)</i> 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#: <i>2094</i> 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: <i>City of SeaTac</i> 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? <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: <i>Daren Grilley, PE – Assistant City Engineer</i> Address: <i>4800 South 188th Street, SeaTac, WA 98188</i> Phone: <i>206.973.4746</i> Fax: <i>206.973.4769</i> E-Mail: <i>dgrilley@ci.seatac.wa.us</i>

<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><i>This project will construct sidewalks and bicycle lanes on both sides of South 154th Street between 24th Avenue S and 32nd Avenue S, reconstruct existing travel lanes, and add new turning lanes at key intersections. A pedestrian refuge island will be built east of the State Route 518 on-ramp to provide safe crossing for pedestrians to a new sidewalk on the south side of the freeway overcrossing. The project also includes streetscape improvements such as street trees, new street lighting, undergrounding of overhead utility wires, and a storm conveyance system including water quality and flow control.</i></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><i>The primary objectives of this project are to:</i></p> <ul style="list-style-type: none"> • <i>increase safety for motorists, pedestrians, and cyclists;</i> • <i>improve access to transit, especially light rail.</i> • <i>improve traffic flow & reduce congestion for autos and freight movement;</i> • <i>encourage private investment in the area in order to create a broad range of higher-density land uses that are not dependent on automobiles.</i> <p><i>While meeting these primary objectives, the project will also preserve and enhance the livability of the existing neighborhood and protect the natural environment.</i></p>
<p>6</p>	<p>Project location: <i>South 154th Street, SeaTac, WA</i></p> <p>a. County(ies) in which project is located: <i>King</i></p> <p>Answer the following questions if applicable:</p> <p>b. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad): <i>24th Avenue South</i></p> <p>c. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): <i>32nd Avenue South</i></p>
<p>7</p>	<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>

<p>8</p>	<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. 	
<p>9.</p>	<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>

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 Justice¹ 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.

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.”

- 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.

This project supports the growth plans and policies for SeaTac's Urban Growth Center. The South 154th Street Station Area Action Plan, adopted in 2006, encourages transit and pedestrian friendly mixed-use and residential redevelopment. With the recent rezoning of this area, the City anticipates redevelopment to include approximately 1,750 residential housing units, 165,000 square feet of retail space, and 75,000 square feet of office space representing approximately 400 jobs. The South 154th Street Improvements Project is a critical component of the circulation system in the Station Area and will serve as a catalyst to encourage private redevelopment in the area.

This project supports a range of travel choices that are currently underserved along this segment--specifically walking, cycling, and public transportation. Sidewalks and bike lanes will provide safe and direct access to light rail transit and its connections to the SeaTac airport as well as downtown Seattle. This project is also a central segment of the proposed Lake-To-Sound regional trail that will connect Lake Washington in Renton to Puget Sound in Des Moines.

This project will support a broad user group, including local area residents and employees as well as commuters traveling along the corridor from connecting Urban Centers. In addition, bicycle user groups--both recreational riders and commuters--will benefit from completion of this segment of the planned Lake to Sound Regional Trail.

This project promotes transportation equity. The project is located in SeaTac's Riverton Heights neighborhood--a community with very low median household incomes and large population over the age of 65. Racial and ethnic minorities comprise over 50% of the community population. These groups will benefit from the improved accessibility, greater transportation opportunities, and congestion relief that this project will provide.

This project will improve freight mobility and support jobs in Logistics & International Trade – one of the Targeted Industry Clusters identified in the 2005 Regional Economic Strategy. South 154th Street is the primary east-west frontage road for the Port of Seattle's air cargo activities and connects directly to Air Cargo Road at the north end of the SeaTac International Airport. The project also improves access to the Boeing Spares Distribution Center and the Port's planned North Freight Cargo Complex.

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 project completes a missing link in recent upgrades to a significant regional east-west arterial Serving Multiple Urban Centers: Burien, SeaTac, Tukwila and Renton. This 1/2-mile long project segment is the only section along this corridor that currently lacks pedestrian or bicycle facilities.

The current two-lane configuration creates a bottleneck during the afternoon and evening commute hours as through-traffic queues up behind left-turning vehicles. This project will provide congestion relief by installing left turn lanes at key intersections that will reduce existing peak hour delays.

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.

Improving safety for all users is a fundamental objective of this project. Between 2004 and 2006, 90 accidents were reported in the project area, including 32 injury accidents. Safety for pedestrians and cyclists will be improved by construction of dedicated sidewalks and bike lanes. Safety for motorists will be enhanced by providing turn lanes, improved illumination and drainage, and removal of roadside utility poles.

This project is an essential action step in implementing SeaTac's long-term strategy for the area, as outlined in the Station Area Action Plan. This project will improve efficiency of transportation in the corridor and support the anticipated growth in housing, employment, travel and goods movement. The number of housing units in this area of SeaTac's Urban Center is forecast to quadruple over the next 20 years. In this same time period, the current traffic volume on this segment of 14,000 vehicles per day is expected to increase by 50%. The project will immediately benefit traffic flow, and will provide an acceptable LOS for the planning horizon. Most significantly, by removing existing barriers to nonmotorized travel, the project will encourage a shift toward use of light rail transit and active modes of transportation.

In terms of environmental sustainability, the project will preserve and enhance the natural environment through installation of storm drainage water quality improvements and runoff flow control measures.

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 will Reduce Emission of air pollutants and greenhouse gases by:

- *Eliminating vehicle trips;*
- *Promoting a mode shift away from SOVs;*
- *Reducing Vehicle Miles Traveled (VMT); and*
- *Improving traffic flow by removing bottlenecks.*

This project constructs new sidewalk and bicycle lanes on both sides of a 2,700-ft (0.5 mile) long section of South 154th Street and completes the last gap in non-motorized facilities along a seven-mile long corridor that runs through four Urban Centers: Burien, SeaTac, Tukwila, and Renton. Safe, dedicated bicycle and pedestrian facilities, coupled with the adjacent Link Light Rail Station, will encourage a mode shift away from single occupant vehicles in favor of transit and active modes of transportation. Congestion and engine idling time will be reduced through installation of left turn lanes where backups now frequently occur. The emission reduction benefits from improved transit access and traffic flow will be realized immediately.

The land uses along this corridor currently consist of single and multi-family residential, commercial and retail, light industrial, and the civic centers of three of the four cities. As the development density and transportation needs in this area dramatically increase over the next two decades, the mobility choices provided by this project will continue to benefit air quality.

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 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.

Already Completed h. Engineer's Estimate.

Not yet completed i. All environmental permits obtained (e.g., Army Corps of Engineers Permit, HPA, etc.) *Will not require federal agency permits, but will need General Stormwater Permit through Ecology.*

All work to be completed within existing Right-of-way.

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.).

This project qualifies as a Programmatic Categorical Exclusion from NEPA approval under 23 CFR771.117(d) (pending WSDOT approval). A SEPA Determination of Non-Significance is anticipated. Project planning and programming are complete and design is currently at the 30% level. The estimated schedule for the remaining project tasks is as follows:

TASK/MILESTONE	ESTIMATED COMPLETION
<i>30% Design</i>	<i>March 2009</i>
<i>Environmental Approval</i>	<i>January 2010</i>
<i>Right of Way Certification.....</i>	<i>No R/W Needed</i>
<i>Final PS&E</i>	<i>April 2010</i>
<i>Authorization for Construction</i>	<i>April 2010</i>
<i>Advertise & Award Construction</i>	<i>May 2010</i>
<i>Complete Construction.....</i>	<i>June 2011</i>

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	6/1/2010	STP	\$1,500,000
			\$
			\$
Totals:			\$1,500,000

Table B: Existing Secured Funding

Phase	Estimated Obligation date by Phase* (mm/dd/yy)	Source	Amount
PE	12/20/2007	TIB Grant	\$201,000
PE	12/20/2007	City of SeaTac	\$399,000
CN	6/1/2010	TIB Grant	\$2,170,800
CN	6/1/2010	City of SeaTac	\$1,782,500
CN	6/1/2010	Sound Transit	\$314,700
TOTAL:			\$4,868,000

*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:			\$0

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:	Complete
Preliminary Engineering/Design:	\$600,000	Preliminary Engineering/Design:	4/1/2010
Right of Way:	\$0	Right of Way:	N/A
Construction:	\$5,768,000	Construction:	6/30/2011
Other (Specify) :	\$	Other (specify) :	
Total Project Cost:	\$6,368,000	Estimated date of completion (i.e. open for use)	6/30/2011

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

These requested federal funds are the last component of the financial plan and will fully-fund the construction phase (CN) of the project. If awarded less than the requested amount, this project will still be constructed on a similar timeline by cancelling or delaying other City-funded projects.

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.

This project, located within SeaTac's Urban Center, is essential to improving the current transportation level of service and supporting planned redevelopment and continued economic growth in the center. The project completes a missing link in roadway and non-motorized facility improvements along a seven mile long arterial corridor serving four growing urban centers and completes a central segment of the Lakes to Sound Regional Trail. This project will complement other recent improvements to the corridor that have been constructed by the City of Burien, the Port of Seattle, Sound Transit, and the City of Tukwila. The project supports regional goods movement and international trade moving through the SeaTac International Airport.

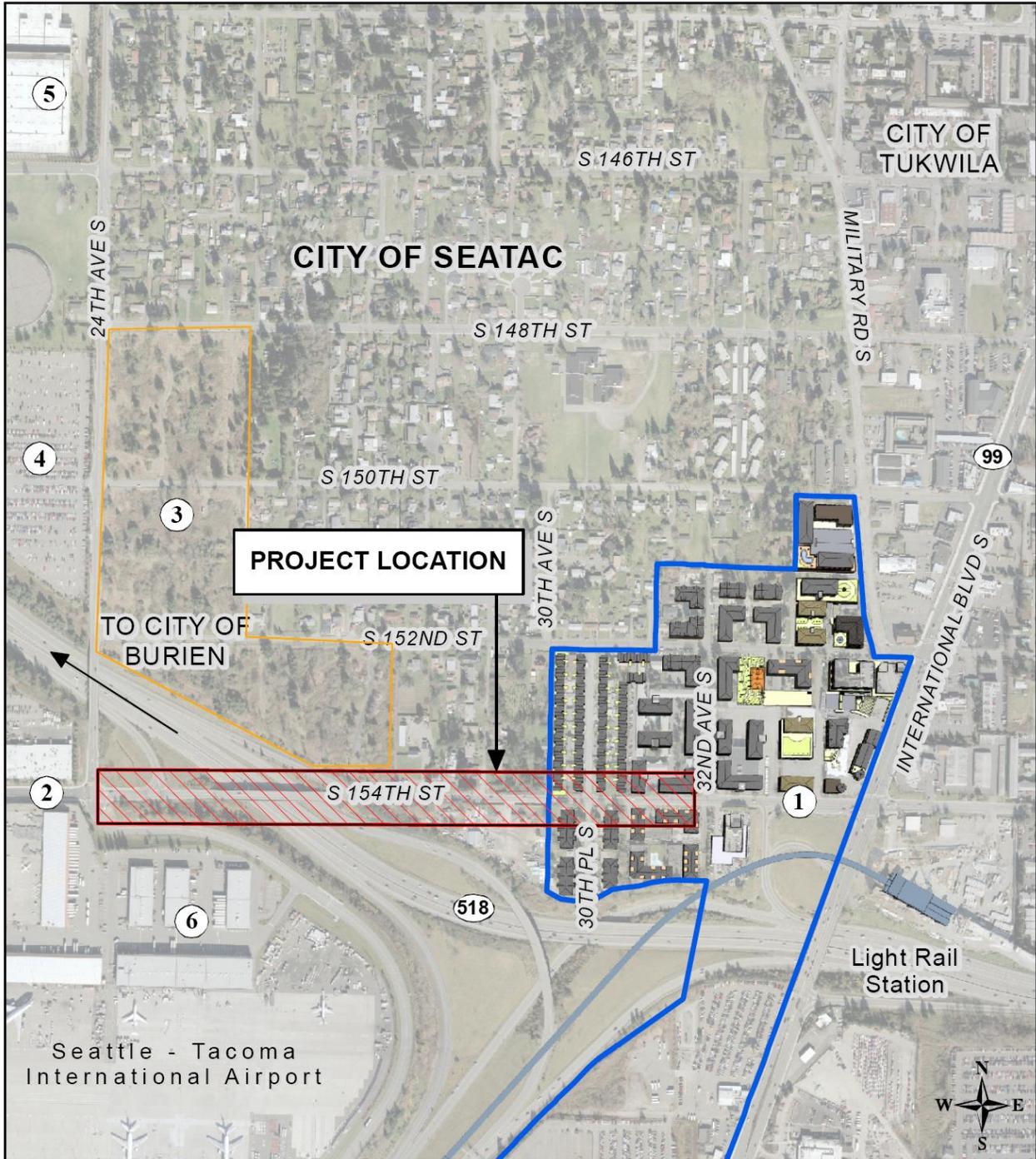
Additional Information:

SeaTac South 154th Street Station Area Action Plan: <http://www.ci.seatac.wa.us/edocument/s154thplan.pdf>



South 154th Street Improvements Project

Countywide Funding Request - Surface Transportation Program



City of SeaTac

0 345 690 Feet

Date Prepared: March 24, 2009

Legend

-  Project Location
-  SeaTac Urban Center

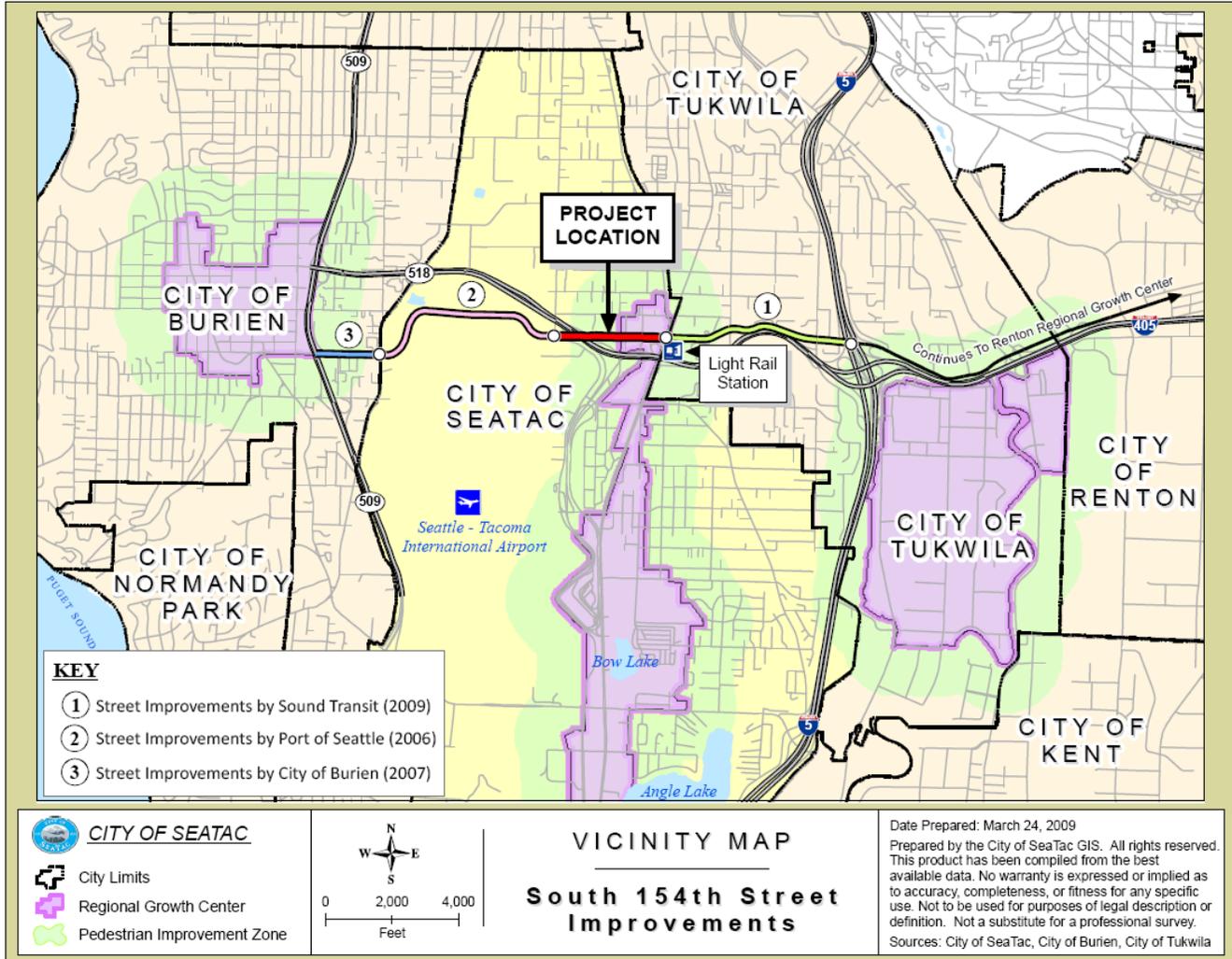
- ① Street Improvements by Sound Transit (2009)
- ② Street Improvements by Port of Seattle (2006)
- ③ Future North Freight Cargo Complex
- ④ Port of Seattle Staff Parking
- ⑤ Boeing Spares Warehouse
- ⑥ Port of Seattle Cargo Complex

Project Map



South 154th Street Improvements Project

Countywide Funding Request - Surface Transportation Program



Vicinity Map



August 24, 2006

Stevan Gorcester, Executive Director
Transportation Improvement Board
P.O. Box 40901
Olympia, WA 98504-0901

Subject: Funding Commitment Letter: S. 154th St Project, 24th Ave. S. to International Blvd. (SR 99)

Dear Mr. Gorcester:

On February 16, 2006, the City of SeaTac and Sound Transit executed a Development and Transit Way Agreement for the Sound Transit Central Link Light Rail and Airport Link projects. Per the terms of the agreement, Sound Transit is committed to constructing the first phase of improvements to S. 154th Street from 30th Ave. S. through the intersection of International Blvd. (SR 99). Those improvements include upgrading the intersection of S. 154th St. and SR 99, and improving S. 154th St with the addition of a new turn lane on the northwest side of S. 154th Street and sidewalk improvements on the south side of the street. Also included is the under grounding of electrical power lines within the project area.

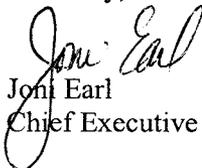
Phase I is currently in design with construction bids to be let in October 2006. The estimated cost of the improvements is approximately \$1,204,800.

Also, under the agreement, Sound Transit is committed to providing financial resources to support and complement the second phase of the improvements – the City's South 154th Street project. The City's project will construct the remainder of the improvements from 24th Ave. S. to SR 99. The City's improvements will enhance motor, pedestrian and bicycle access in light rail station areas adjacent to the S. 154th St. Station. Sound Transit has committed to contributing \$314,700 to the City for the second phase of improvements to S. 154th Street.

In total, Sound Transit will be contributing approximately \$1,519,500 to the improvement of S. 154th Street from 24th Ave S. to International Boulevard.

Please contact Lisa Wolterink (206) 689-3359 if you have any questions.

Sincerely,


Joni Earl
Chief Executive Officer

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Joni Earl



City of Burien

415 Southwest 150th Street • Burien, Washington 98166-1957
Phone: (206) 241-4647 • Fax: (206) 248-5539
www.ci.burien.wa.us

Mayor
Joan McIlton

August 30, 2006

Deputy Mayor
Jack Block, Jr.

Councilmembers
Sue Blazak
Rose Clark
Lucy Krakowlak
Sally Nelson
Gordon Shaw

Stevan Gorcester, Executive Director
Transportation Improvement Board
P.O. Box 40901
Olympia, WA 98504-0901

**Subject: Letter of Support - City of SeaTac South 154th Street Project
24th Avenue South to International Boulevard (SR 99)**

Dear Mr. Gorcester:

The City of Burien is writing to express its support of the City of SeaTac's proposed improvements to South 154th Street, from 24th Avenue South to International Boulevard. The City of Burien has a vested interest in the completion of this important east/west corridor, which links Burien's downtown core to the SeaTac City Center, the Seattle-Tacoma International Airport and the new Sound Transit Light Rail Station. This upgrade will provide the residents of Burien with alternative, non-motorized access to these important multi-modal facilities.

Burien is financially committed to constructing the western terminus of the South 154th/South 156th Street corridor. Burien's Ambaum Boulevard SW and South 156th Street Corridor Safety Improvements project will rechannelize the corridor from four lanes to two travel lanes, a center turn lane and two bicycle lanes. Burien has received a TIB grant to fund sidewalk repair along the project length. The estimated cost of Burien's contribution to the improvement of this corridor is approximately \$932,000.

The City of SeaTac's South 154th Street project will benefit the residents of Burien, and the City of Burien pledges its full support and endorsement. Please contact me at (206) 248-5514 if you have any questions.

Sincerely,

City of Burien

Stephen R. Clark
Public Works Director