

2012 Regional Competition Application for PSRC's FHWA Funds (STP/CMAQ)

This application is available on the Puget Sound Regional Council website at www.psrc.org/transportation/tip/selection.

****Please read this section before completing the application****

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 regional funding may be compromised if the application is found to have omissions or inaccuracies.

Sponsors of projects recommended for funding as a result of the competition should be aware that information provided on this application will be used in the future to monitor compliance with PSRC's adopted project tracking policies. It is also important to remember that funds are awarded to projects, not agencies. Please refer to PSRC's website for more information on the project tracking program:

www.psrc.org/transportation/tip/tracking.

Submitting Applications

There is no set page limit for applications submitted to the regional competition. It is important to provide complete, detailed responses, but please be as concise as possible. Additional supporting information such as maps and other diagrams are encouraged, but other attachments such as comprehensive plan materials are unnecessary. Please note: the project budget spreadsheet is a required attachment; more information is found at question 19d.

Attach your completed application to an email and send it to TIPRPEC@psrc.org. For questions or to confirm receipt of your application, contact Linda Fox at (206) 971-3051 or lfox@psrc.org. All applications must be submitted by **5:00p.m. April 13, 2012**.

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.** If you have questions please contact Kelly McGourty at (206) 971-3601 or kmcgourty@psrc.org.

PROJECT DESCRIPTION INFORMATION

1	<p>Project title: South 272nd/277th Street Corridor Capacity & Non Motorized Trail Improvements</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>Transportation 2040 ID#: 976</p> <p>To be eligible for federal funding, a project must be in, or consistent with, Transportation 2040, the region's long-range metropolitan transportation plan. Current Transportation 2040 projects may be found at www.psrc.org/assets/4889/T2040_AppendixM_FINAL.pdf. Some TIP projects may be connected to more than one Transportation 2040 project; if this is the case, sponsors may add additional ID #s. Some projects may be below the threshold for requiring a Transportation 2040 ID (please refer to www.psrc.org/transportation/t2040/candidate-to-approval-process/ for more information); if this is the case, please indicate "n/a" in the ID # field.</p> <p>For assistance or questions regarding these issues, contact Kimberly Scrivner at (206) 971-3281 or kscrivner@psrc.org.</p>
3	<p>a. Sponsoring agency: Auburn</p> <p>b. Co-sponsor(s) if applicable:</p> <p style="padding-left: 20px;">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? For more information on Certification Acceptance and to find a listing of current CA agencies, please refer to www.wsdot.wa.gov/LocalPrograms/LAG/CA.htm</p>
4	<p>Project contact person: Chris Hankins</p> <p>Address: 25 West Main Street, Auburn WA 98001</p> <p>Phone: (253) 804-5040</p> <p>Email: chankins@auburnwa.gov</p>

5	<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>The South 272nd/277th Street Corridor Capacity & Non-Motorized Trail project consists of the design, environmental permitting, right of way acquisition/dedication, and construction of intersection improvements and major roadway widening of S 277th St from Auburn Way North to L Street NE. The project consists of three eastbound through lanes, two west bound through lanes, a separated non motorized trail, street lighting improvements, storm drainage improvements, streetscaping improvements, Intelligent Transportation System (ITS) improvements, intersection improvements at Auburn Way North, and auxiliary turn lanes at Auburn Way North, D Street NE, and I Street NE. The project length is approximately 3,300 linear feet.</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 277th St in Auburn is the only remaining two lane segment on the corridor between SR-99 and SR-18. This causes tremendous congestion, delays, and degradation of safety for the transportation network on the entire region. This project is needed to complete the final unimproved segment on this vital arterial connection. On a typical weekday, the South 272nd /277th Street Corridor carries more than 24,000 vehicles including a high percentage of trucks. High traffic volumes regularly overwhelm the system in this constrained segment of the corridor causing delay and unreliability for users of the corridor. The goal is to eliminate this bottleneck and improve an essential connection to Puget Sound Urban & Industrial Centers improving safety, reducing travel time, expanding reliability, and improving freight movement across the Green River Valley. The project will improve access to the Urban Centers in Auburn, Kent, Federal Way and Covington including three Sound Transit Bus/Rail Stations. In addition to the valuable motorized improvements, this project will complete a separated non-motorized trail connection between the Interurban and Green River Trail systems and connect with City of Kent’s Trail across the Green River.</p>
6	<p>Project location: S. 277th Street between Auburn Way North and L Street NE</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): Auburn Way North</p> <p>c. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): L St NE (Green River Bridge)</p>
7	<p>Map: Please include a legible project and vicinity map, if available. Maps may be attached to the email and submitted along with the application.</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 rossi@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>For more information on functional classification, please refer to www.wsdot.wa.gov/mapsdata/travel/hpms/functionalclass.htm</p>

**Rural Functional Classifications
“Under 5,000 population”**

(Outside federal-aid urbanized and federal-aid urban areas)

- 00** Exception
- 01** Principal Arterial - Interstate
- 02** Principal Arterial
- 06** Minor Arterial
- 07** Major Collector
- 08** Minor Collector
- 09** Local Access
- 21** Proposed Principal Arterial – Interstate
- 22** Proposed Principal Arterial
- 26** Proposed Minor Arterial
- 27** Proposed Major Collector
- 28** Proposed Minor Collector
- 29** Proposed Local Access

**Urban Functional Classifications
“Over 5,000 population”**

(Inside federal-aid urbanized and federal-aid urban areas)

- 00** Exception
- 11** Principal Arterial – Interstate
- 12** Principal Arterial – Expressway
- 14** Principal Arterial
- 16** Minor Arterial
- 17** Collector
- 19** Local Access
- 31** Proposed Principal Arterial – Interstate
- 32** Proposed Principal Arterial – Expressway
- 34** Proposed Principal Arterial
- 36** Proposed Minor Arterial
- 37** Proposed Collector
- 39** Proposed Local Access

PLAN CONSISTENCY INFORMATION

All projects must be consistent with a comprehensive plan that has been certified by PSRC as being consistent with the Growth Management Act, VISION 2040 and Transportation 2040. Projects must be consistent with the comprehensive plan of each jurisdiction in which the project is located. If a comprehensive plan has not been certified, projects located in that jurisdiction may not be included in the Regional TIP. For more information, please refer to www.psrc.org/growth/planreview or contact Jeff Storrar at (206) 587-4817 or jstorrar@psrc.org.

9 The questions in this section must be answered by all applicants. If you need assistance, please contact staff at the local jurisdiction in which the project is located. Information on the current certification status of a local plan is available on the PSRC’s web site at www.psrc.org/growth/planreview/statusreportppr/.

- a. Is the project specifically identified in a local comprehensive plan?
- Yes. Indicate (1) plan name, (2) relevant section(s), and (3) page number where it can be found:
City of Auburn Comprehensive Transportation Plan, Chapter 2: Street Systems section, Project 1 in Table 2-3 on Page 2-16 and the City of Auburn Transportation Improvement Program 2012-2017, Roadway Improvement Projects Section, TIP #6 on page 20.
 - No. Describe how the project is consistent with the applicable local comprehensive plan, citing specific local policies and provisions the project supports. Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page number.

- b. Please check all boxes that apply to the project's location. If portions of the project are located in more than one of the locations listed, please check all appropriate boxes.
- The project is located outside the designated urban growth area.
(Refer to Map of Urban/Rural Boundaries at www.psrc.org/assets/468/fedaidmap.pdf for more information.)
 - The project is located within the designated urban growth area.
 - The project is located within one or more formally designated regional growth or manufacturing/industrial centers. (Please identify the center(s) in the space below; refer to www.psrc.org/growth/centers for more information.)

REGIONAL PROJECT EVALUATION

Projects will be evaluated and scored based on the information provided in Parts 1 and 2 which follow. Refer to the "2012 Regional Project Evaluation Criteria for PSRC's FHWA Funds" (Section 4 of the Call for Projects) for guidance, examples, and details on scoring before completing these sections of the application.

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

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

Designated Regional Growth Center: Complete section A and proceed directly to Part 2.

This category is best suited for projects located within a designated regional growth center. Refer to Attachment 6 of the Call for Projects for a map of the centers.

Manufacturing/Industrial Center: Complete section B and proceed directly to Part 2.

This category is best suited for projects located within a designated manufacturing/industrial center. Refer to Attachment 6 of the Call for Projects for a map of the centers.

Corridors Serving Centers: Complete section C and proceed directly to Part 2.

This category is best suited for projects located on a corridor serving one or more designated regional growth or manufacturing/industrial centers.

A. Designated Regional Growth Centers

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

11. Regional Growth Center Development. Please address the following:

- Describe how the project will support the existing and planned housing/employment densities in the regional growth center.
- Describe how the project will support the development/redevelopment plans and activities (objectives and aims) of the center. Please provide a citation and copy of the corresponding policies in a subarea plan or in the comprehensive plan.
- Describe whether the project helps to create, expand or retain family-wage jobs for shared economic prosperity, including those in the targeted industry clusters within the center; these clusters are identified in the adopted Regional Economic Strategy.

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

- 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.
- 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).

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

- Describe how the project improves safe & convenient access to major destinations within the center.
- 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.
- Describe how the project provides users (e.g. employees, residents, customers) a range of travel modes or provides a “missing” mode.
- Describe how the project completes a physical gap or provides an essential link in the transportation network.
- 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 (questions 14-15) if you selected “Manufacturing/Industrial Center” in question 10, and then proceed directly to Part 2. Do not complete Sections A or C.

14. Development and Users Benefit. Please address the following:

- Describe how the project will benefit or support the development of the manufacturing/industrial center.
- Describe how the project helps to create, expand or retain family-wage jobs for shared economic prosperity, including those in the targeted industry clusters within the center; these clusters are identified in the adopted Regional Economic Strategy.
- 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.

15. Mobility and Accessibility Benefit. Please address the following:

- Describe how the project provides opportunities for freight movement.
- Describe how the project completes a physical gap, provides an essential link, or removes a barrier in the Freight & Goods component of the Metropolitan Transportation System.
- Describe how the project improves safety and reduces modal conflicts to help achieve a “seamless” system.
- 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.
- Describe how the project promotes Commute Trip Reduction (CTR) opportunities.

C. Corridors Serving Centers

Instructions: Complete this section (questions 16-17) if you selected “Corridors Serving Centers” in question 10, and then proceed directly to Part 2. Do not complete Sections A or B.

16. Benefit to Regional Growth or Manufacturing/Industrial Center. Please address the following:

- Describe how this project will benefit or support the housing and employment development in a regional growth center(s) and/or employment growth in a manufacturing/industrial center(s). Does it support multiple centers?
- Describe how the project provides or benefits a range of travel modes to users traveling to centers, or if it provides a missing mode.

- 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).
- Describe whether the project helps to create, expand or retain family-wage jobs for shared economic prosperity, including those in the targeted industry clusters within the center; these clusters are identified in the adopted Regional Economic Strategy.

The South 272nd/277th Street Corridor Capacity & Non Motorized Trail Improvements provides a positive impact in the regional economy by supporting the housing and employment development in Auburn's Regional Growth Center. This project will also improve the efficiency of the corridor, increase safety, and support the long-range vision for Auburn & other Regional Growth Centers within King County and Puget Sound. Upon completion, this project will improve the movement of goods and people to and from Auburn's Regional Growth Center 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. A four to five lane roadway is required to continue to move existing and projected freight transport safely and efficiently through this 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.

Not only does this project provide a safe and reliable connecting corridor for travel within Auburn's Regional Growth Center, it also supports the Regional Growth Centers of Kent and Federal Way. Of note is that this project directly supports the Green River Valley Cities Distribution Center which has the largest freight distribution facilities in the Puget Sound Region, and the second largest concentration on the West Coast of the United States. This district serves the Ports of Tacoma and Seattle and the region's day-to-day needs. On a typical weekday, the South 272nd /277th Street Corridor carries more than 24,000 vehicles including a high percentage of trucks most of which are moving goods and freight from the Green River Valley. During peak periods this volume of traffic overwhelms the system in this constrained segment of the corridor causing delay and unreliability for users of the corridor. Furthermore, additional growth is projected in the Regional Growth Centers in coming years.

This project will directly support plans for an adjacent private development in the corridor called the "Auburn Gateway" project. This project is a multi-phased development on approximately 60 acres consisting of up to 1.6 million square feet of office space, up to 720,000 square feet of commercial retail, and up to 500 multi-family residential units.

This project addresses a wide range of travel modes and serves multiple user groups. This connecting corridor project will support the multi-modal Auburn Station Transit Center, Kent Station Transit Center and Federal Way 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), including bicycles and pedestrians. It also facilitates connections to the regional Interurban Trail which currently provides a continuous trail between Seattle and Auburn for commute and recreational travel. This project will also support emergency responders from the Valley Regional Fire Authority, and Auburn Police Department.

In terms of the project's impact to those groups identified in the President's Orders on Environmental Justice, we do not expect any adverse affects or impacts. Any affects would be positive, in terms of increased mobility through the corridor to the Urban Centers and access to transit. The elderly and disabled will have greater safe access to transit as well.

Per comprehensive planning efforts by Auburn, it is estimated that this connecting corridor accounts for 70% of Auburn's projected job growth over the next 20 years and supports the growth of over 5,000 projected new jobs, for a total of 10,000 combined projected and existing jobs. It is anticipated the majority of these jobs will be family wage jobs for economic prosperity. It also supports the development of over 200 vacant and underdeveloped parcels along the corridor and in the downtown core. The project will provide support to multiple key employers within Auburn's Urban Growth Area including; The Boeing Company, Safeway Distribution Center, Oak Harbor Freight Lines, Miles Sand & Gravel, Auburn Regional Medical Center, The SuperMall of the Great Northwest, Emerald Downs, Green River Community College, and the Auburn School District.

17. System Continuity/Long-Term Benefit and Sustainability. Please address the following:

- 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.
- Describe how this project provides a “logical segment” that links to a regional growth or manufacturing/industrial center.
- Describe how the project fills in a missing link or removes barriers to a center.
- 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.
- Describe how this project improves safety and/or reduces modal conflict, and provides opportunities for active transportation.

The South 272nd/277th Corridor Capacity & Non Motorized Trail Improvements will complete planned efforts for an entire corridor that connects SR 18 in the east to SR 99 in the west. This project is the final piece in a long-term strategy to establish this vital east/west corridor. This project will further reduce existing and forecasted east-west traffic congestion between Auburn's Lea Hill, Kent's East Hill, and the Green River Valley. It also improves access to multiple Regional Growth and Industrial Center's. Being the final unimproved segment of the 272nd/277th Corridor, this project will remove the last bottleneck that prevents the corridor from operating at its full potential.

The project will increase the east-west traffic volume capacity between SR 99 and SR 18 thus reducing travel times. This project will solve existing and forecast traffic congestion in the area which adversely impacts travel times, air quality, energy consumption, emergency vehicle response time and the overall quality of life for people living and working in and around the corridor. Further, this corridor is part of the Freight Action Strategy plan for the Everett-Seattle-Tacoma Region (FAST Corridor). Established in 1998, this partnership includes 26 local cities, counties, ports, federal, state and regional transportation agencies, railroads and trucking interests within the region. The grade separation portion of the 272nd/277th Corridor was completed under an earlier phase of this FAST partnership.

The South 277th/272nd Corridor Capacity & Non Motorized Trail Improvement project will not only connect downtown Auburn, it will also provide a segment connection to other regional corridors and centers. This project will construct a missing link that connects this vital arterial connection between SR-99, I-5, SR-167 and SR-18. The project will improve mobility, capacity, safety and other functional elements not only within Auburn's Regional Growth Center but also to and from other designated regional centers.

This corridor serves as a major east-west route between an area of rapid commercial, industrial and residential growth and the I-5 corridor. The Green River Valley has the second largest concentration of trucking distribution centers on the west coast. This regionally significant corridor connection from the urban center to S. 277th St. will connect with Kent, Federal Way, Burien, Tukwila, Renton, and Des Moines. It intersects with major north-south routes such as: State Route 99, Interstate 5, SR-167, Military Road South, West Valley Highway, East Valley Highway, Auburn Way/Central Avenue, and State Route 516. It will also associate Auburn with five other separate agencies that form the Trans-Valley Corridor. The Trans-Valley Corridor is a major east-west link between large residential areas and millions of square feet of manufacturing/industrial land uses as well as several designated urban centers.

Congestion Relief

This project will provide congestion relief for transit, freight and commuters to and from the designated Urban Center by providing; multi-modal options, improving traffic flow and increasing capacity along the corridor.

This project will remove an existing barrier to Regional Growth Centers by:

1. Improving traffic flow by coordinating signals;
2. Increasing capacity which will reduce congestion on other adjacent corridors and improve safety system wide;
3. Providing non-motorized transportation facilities and connections to the multijurisdictional Interurban and Green River Trails;
4. Enhancing freight mobility by improving corridor capacity and turning movements;
5. By completion of this project, the entire corridor will be capable of connecting to the regional Trans Valley ITS infrastructure enabling the traffic signals of the region to talk to one another relieving local and regional congestion.

Providing this communication between traffic signals throughout the region allows adjustments in signal timing to maximize vehicular throughput and minimize delay.

Improving safety for motorists, pedestrians and transit users is one of the driving forces behind the South 272nd/277th Corridor Capacity & Non Motorized Trail Improvements project. The project will improve the last remaining two lane section of the corridor establishing a complete 4 to 5-lane roadway from SR 99 to SR 18. Completion of this segment will increase the safety and mobility of the entire corridor. This final segment totaling 3,300 linear feet along South 277th Street includes high accident rates due to the volume of traffic, limited access, and lack of pedestrian facilities. In the three years ending 12/31/2011, there were 29 total collisions, 8 of which included injuries, with 1 involving a bicyclist and 1 involving a pedestrian along the segment from Auburn Way North to L Street NE. This segment has been given poor safety designations by the Washington Department of Transportation, including being listed as a High Accident Corridor (a corridor 1 mile or greater in length where a 5-year analysis of collision history indicates that the section has a higher than average collision and severity factors) in 2011.

Many components of the South 272nd/277th Corridor Capacity & Non Motorized Trail Improvements project will increase safety and mobility. Improvements and major roadway widening from Auburn Way North to L Street NE will increase safety and mobility of the corridor. The project consists of three eastbound through lanes, and two west bound through lanes. The separated non motorized trail will improve pedestrian safety as will street lighting in the corridor. Improvements to the intersection at Auburn Way North, including auxiliary turn lanes at Auburn Way North, D Street NE, and I Street NE will provide additional controlled locations for turning movements thus making intersection movements safer.

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

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 included in the project, 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. transit buses or 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 South 272nd/277th Corridor Capacity & Non Motorized Trail Improvement project lowers emissions by reducing overall congestion and vehicle delay throughout the corridor. This project can be reasonably expected to result in a mode shift through increasing desirability of transit use along the corridor. The completion of this significant inter-modal connector will result in reducing long lines of idling trucks, improve air quality, and decrease consumption of energy. It also provides a connecting route to Auburn Way North, SR 167, SR 18, and I-5 potentially reducing traffic congestion and improving multi-modal transportation.

E. Project Readiness/Financial Plan

There are two parts to this section, with specific questions for each part identified below: the project’s readiness to obligate PSRC funds, and the project’s financial plan. 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 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.

For assistance completing this section, contact Larry Burris at (206) 464-5301 or lbarris@psrc.org.

19. Financial Plan

Identify the source and amount of PSRC funds for which you are applying. Indicate the phase(s) requested and the estimated obligation year. Per PSRC's project tracking policies adopted in April 2010, if awarded PSRC's FHWA funds, planning and preliminary engineering/design phases are expected to obligate within the year designated; right of way, construction and/or other phases will receive a one-year grace period beyond the year designated. The 2012 project selection process is distributing FFY 2013-2014 funds; per policy, estimated obligation year must be either 2013 or 2014. For more information on PSRC's project tracking program, please go to www.psrc.org/transportation/tip/tracking.

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.

19a. Select only one funding source below, STP or CMAQ.

- STP
 CMAQ

19b. Identify the amount requested by phase, and identify the estimated year of obligation (2013 or 2014).

<u>Phase</u>	<u>Amount</u>	<u>Estimated Year of Obligation</u>
PE/Design	\$1,003,400.00	2013
Right of Way	\$17,300.00	2014
Construction	\$4,329,300.00	2014

19c. Identify the project phases that will be fully completed if requested funding is obtained:

PE/Design, ROW, Construction

In the table below please provide information on the financial budget and schedule for the entire project. Please indicate amounts and sources of both secured and unsecured funds, by phase. Include all phases in the project, from start to finish, and indicate when each phase will be completed. The requested PSRC funds identified above must also be reflected in the table below. Use as many rows per phase as necessary to reflect the financial plan for each phase.

19d. Project Budget and Schedule

In this section you will be asked to provide information on the financial budget and schedule for the entire project. The required table to provide this information is a separate Excel spreadsheet which you will need to download from PSRC's website. Attach the completed spreadsheet, along with this application, to the email submitted to PSRC by the deadline of April 13, 2012. The project budget spreadsheet may be downloaded at <http://www.psrc.org/transportation/tip/selection>.

20. Project Readiness:

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

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

In the section below, sponsors will be asked to provide complete information on the status of necessary milestones for the project seeking PSRC funds. Past experience has shown that delays in one phase often result in a delay to subsequent

phases. PSRC's project tracking policies require that funds be obligated within a set timeframe or be returned for redistribution. Consequently, sponsors are encouraged to carefully consider the complexity of their project and develop a project schedule that is realistic.

Based on the phase(s) for which PSRC funds are being requested, please answer the questions below. If funds are requested for Planning or Preliminary Engineering/Design only, this section is not required.

20A. If funds are requested for Right of Way:

20A-1: What is the status of Preliminary Engineering/Design?

- Is the PE/Design phase complete? No
- If not, identify all relevant milestones, including the current status and estimated completion date of each. For example:
 - What is the level of environmental documentation under the National Environmental Policy Act (NEPA) for this project?
 - Environmental Impact Statement (EIS)
 - Environmental Assessment (EA)
 - Documented Categorical Exclusion (DCE)
 - Categorical Exclusion (CE)
 - Has the NEPA documentation been approved? Please provide the date of approval, or the anticipated date of completion. 3/2014
 - At what stage of completion is your design?
 - Have Preliminary Plans been submitted to WSDOT for approval? NO
 - If not, when is this milestone scheduled to be complete? 1/2013
 - When are Preliminary Plans expected to be approved? 6/2014
 - Are there any other PE/Design milestones not listed above? Please identify and provide estimates dates of completion. N/A

20A-2: What is the status of Right of Way?

- How many parcels do you need? 8 total, 7 will be dedicated by project partner and one will require purchase
- What is the zoning in the project area (e.g., commercial, residential, etc.)? Commercial/Mixed Use
- Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this. Condemnation is not anticipated.
- Does your agency have experience in conducting right of way acquisitions of similar size and complexity? Yes
- If not, when do you expect a consultant to be selected, under contract, and ready to start? N/A
- Identify all relevant right of way milestones, including the current status and estimated completion date of each. For example:
 - True cost estimate of Right of Way 1/2014
 - Right of Way Plans (stamped) 1/2014
 - Relocation Plan (if applicable) N/A
 - Right of Way Certification 6/2014
 - Right of Way Acquisition 3/2014-6/2014
 - Certification Audit by WSDOT Right of Way Analyst 6/2014
 - Relocation Certification, if applicable N/A

20B. If funds are requested for Construction:

Complete sections 20A-1 and 20A-2 above.

20B-1: What is the status of the milestones for the construction phase?

- Do you have an Engineer's Estimate? Please provide a copy if available. Attached

- Identify the environmental permits needed for the project and when they are scheduled to be acquired. 3/2014
- Is PS&E approved? Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval. 6/2014
- When is the project scheduled to go to ad? 7/2014

Note: for projects awarded PSRC funds through this competition, the information provided above for each milestone will be incorporated into the project's Quarterly Progress Report for future monitoring, as part of PSRC's project tracking program.

F. Other Considerations

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. In addition, please describe any innovative components included in your project: these could include design elements, cost saving measures, or other innovations. Per PSRC Board direction, we are conducting research into innovative programs and concepts in the region and throughout the country, and will report back to the Board for potential ideas for an Innovations Program in our region in the future.

REMINDER: When you submit this application to PSRC, please remember to also attach the Project Budget and Schedule spreadsheet and any maps or other project schematics, if applicable.

Project Budget and Schedule

Complete all entries below; identify sponsor and title, and answer questions 19d, 19e and 19f.

Project Sponsor:	City of Auburn
Project Title:	South 272nd/277th Street Corridor Capacity & Non Motorized Trail Improvements

19d. Project Budget and Schedule

In the table below please provide information on the financial budget and schedule for the entire project. Please indicate amounts and sources of both secured and unsecured funds, by phase. Include all phases in the project, from start to finish, and indicate when each phase will be completed. The requested PSRC funds identified in the application must also be reflected in the table below. Use as many rows per phase as necessary to reflect the financial plan for each phase.

You may add additional rows as needed; if a phase is not required for the project, indicate "n/a." If you need assistance completing this section, contact Tracy Murray at (206) 971-3277 or tmurray@psrc.org.

Phase	Funding Source(s)	Secured / Unsecured	Amount	Schedule
Planning	N/A			Estimated Phase Completion Date: <input style="width: 100%;" type="text"/>
Planning	N/A			
Planning	N/A			
Planning TOTAL: \$			-	
Preliminary Engineering / Design	Local/Private	Secured	156,600.00	Estimated Phase Completion Date: <input style="width: 100%;" type="text"/>
Preliminary Engineering / Design	STP	Unsecured	1,003,400.00	
Preliminary Engineering / Design				
Preliminary Engineering / Design TOTAL: \$			1,160,000	<input style="width: 100%;" type="text" value="2013"/>
Right of Way	Local/Private	Secured	1,302,700.00	Estimated Phase Completion Date: <input style="width: 100%;" type="text"/>
Right of Way	STP	Unsecured	17,300.00	
Right of Way				
Right of Way TOTAL: \$			1,320,000	<input style="width: 100%;" type="text" value="2014"/>
Construction	Local/Private	Secured	840,700.00	Estimated Phase Completion Date: <input style="width: 100%;" type="text"/>
Construction	STP	Unsecured	4,329,300.00	
Construction				
Construction				
Construction				
Construction TOTAL \$			5,170,000	<input style="width: 100%;" type="text" value="2014"/>
Other				Estimated Phase Completion Date: <input style="width: 100%;" type="text"/>
Other				
Other TOTAL: \$			-	
TOTAL Estimated Project Cost, All Phases: \$			7,650,000	<input style="width: 100%;" type="text" value="2014"/>

19e. Provide documentation and/or an explanation of the secured funds identified above.

For example, provide web links to a grant award notification, provide the page number of local funds identified for the project in the local 6-year transportation program or transit plan, etc. For more information on the definition of secured/unsecured funds, refer to:

www.psrc.org/assets/7911/Definitions_SecuredandUnsecuredFunding.pdf

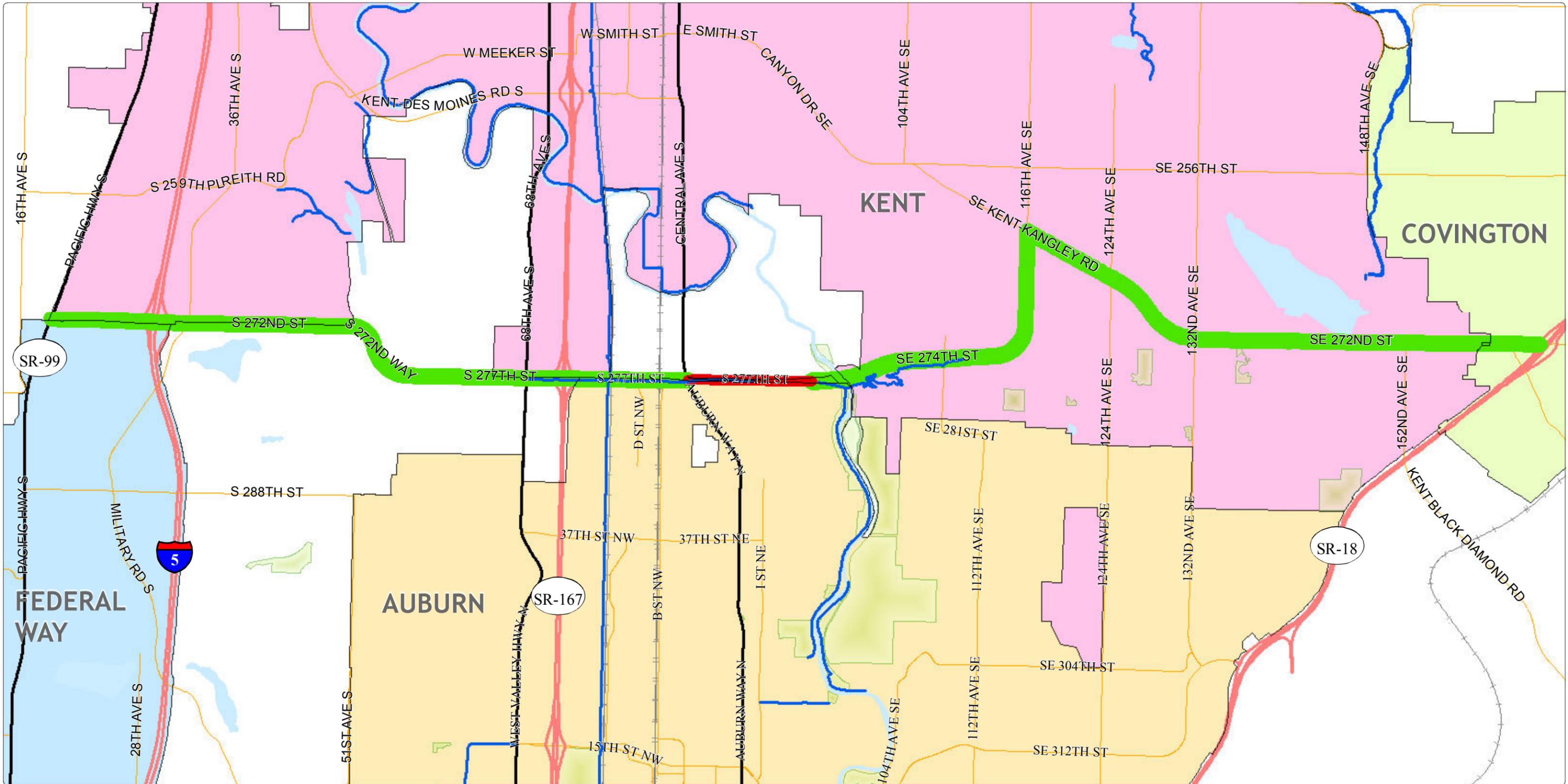
Secured private funds are committed to the project by an adjacent land owner. The land owner has committed to participating in improvements of the corridor through a development agreement. This project partner is dedicating all property frontage necessary for the project and contributing additional funds in the amount of \$1,000,000 toward completion of the project.

19F. Provide additional information on any funds identified in the table above as unsecured. For example, identify the estimated approval date of funds for the project into the local 6-year program; if applying for future grants, indicate when you will apply and to what program; if pursuing a limited improvement district, bonding, or other local funding mechanism, when will that occur and what additional steps are required; etc. For more information on the definition of secured/unsecured funds, refer to :

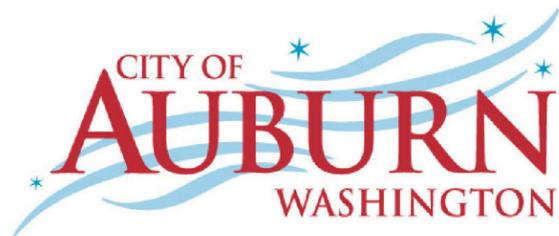
www.psrc.org/assets/7911/Definitions_SecuredandUnsecuredFunding.pdf

Unsecured funds are the current funding request.

South 272nd/277th Street Corridor Capacity and Non-Motorized Trail Improvements



-  Existing 2-Lane Section
-  Existing 4-5 Lane Section
-  Existing Trail System



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.



OFFICE OF THE MAYOR

Suzette Cooke, Mayor
220 4th Avenue South
Kent, WA 98032
Fax: 253-856-6700

PHONE: 253-856-5700

Puget Sound Regional Council
Attn: Members of Transportation Policy Board
1011 Western Avenue, Suite 500
Seattle, WA 98104-1035

March 19, 2012

Re: *Endorsement for 2012 Regional Competition – South 272nd Street Corridor Capacity and Trail Improvements, Sponsored by the City of Auburn*

Dear Members of the Board:

The S. 272nd Corridor has a long history of development under the FAST Partnership which was established in 1998. This partnership includes 26 local cities, counties, ports, federal, state and regional transportation agencies, railroads and trucking interests within the region. Kent, Auburn and King County have sponsored a series of projects with the ultimate goal of completing a four to five-lane corridor between SR-18 in Covington to I-5 in Federal Way. The remaining 300-foot segment between Central Avenue and the Green River Bridge currently exists as a two-lane segment and is the only remaining bottleneck that severely restricts the flow of commerce between SR-18 and I-5 to several urban centers.

This key east - west corridor also serves the Green River Valley's manufacturing and distribution facilities - the largest freight distribution center in the Puget Sound, and the second largest on the West Coast. On a typical weekday, the South 272nd / 277th Street Corridor carries more than 24,000 vehicles, including a high percentage of trucks. During peak periods this volume of traffic overwhelms the system in this constrained segment of the corridor, causing delay and unreliability for users of the corridor.

The S 272nd St Corridor improvements will complete another project in the Freight Action Strategy plan for the Everett-Seattle-Tacoma Region (FAST Corridor). The grade separation portion of this project over the Burlington Northern and Union Pacific Railroads was completed under an earlier phase of this FAST partnership; and the expanded interchange through SR-167 to West Valley Highway was recently completed by a King County project.

The 272nd project, as proposed by Auburn and strongly supported by Kent, consists of design, environmental permitting, right-of-way acquisition/dedication, and construction of intersection improvements and major roadway widening from Auburn Way North to L Street NE. The project consists of three eastbound through lanes, two west bound through lanes, a separated non-motorized trail, street lighting improvements, storm drainage improvements, intersection improvements at Auburn Way North, and auxiliary turn lanes at Auburn Way North, D Street NE, and I Street NE.

Completing this project will help the region realize the full use of a corridor that has been under construction by three jurisdictions for over 15 years, and will significantly support economic development within the region. I wholeheartedly support the S 272nd St Corridor project in the Regional Competition for STP/CMAQ projects.

Sincerely,

Suzette Cooke
Mayor