

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: Lake-to-Sound Trail, Segement B Construction</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#: 4629</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: King County Department of Transportation</p> <p>b. Co-sponsor(s) if applicable: King County Parks and the cities of SeaTac and Burien</p> <p>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: Peter Heffernan</p> <p>Address: King County Department of Transportation, 201 South Jackson, 8th Floor, Seattle, WA 98104</p> <p>Phone: 206-684-1812</p> <p>Email: peter.heffernan@kingcounty.gov</p>

<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>The project scope includes construction of a 1.45-mile paved multiuse path (regional trail) within the cities of SeaTac and Burien as part of the regional Lake to Sound Trail (L2S). This request will fund the construction of Segment B of the trail within the cities of SeaTac and Burien. Segment B will create a separated multiuse path along Des Moines Memorial Drive from S. 156th Way (SeaTac) to South Normandy Road (Burien). This segment of the L2S Trail will be part of the ongoing Des Moines Memorial Drive restoration project, which will restore "Washington's Living Road of Remembrance." This project will also provide a much needed safe north-south link with existing nonmotorized facilities.</p> <p>When completed, the 16-mile L2S Trail will link the Cedar River Trail near Lake Washington in Renton with the Des Moines Creek Trail at Puget Sound in Des Moines. The Segment B project will be constructed to King County Regional Trails System Development Guidelines, based upon AASHTO Guidelines for the Development Bicycle Facilities. The trail will generally include a 12-foot paved cross-section with 3 to 5-foot separation from the adjacent street and a 2-foot gravel shoulder on the opposite side of the trail. The project will include necessary drainage, related engineering, road and drive crossings, and MUTCD and other signage.</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>The goal of the L2S Trail is to provide a regional trail connection between the economically disadvantaged communities of Burien, SeaTac, Tukwila, Renton, and Des Moines that have been historically underserved by nonmotorized transportation facilities. The L2S Trail will provide this much-needed linkage and continue to be a legacy for future generations, connecting downtown regional growth centers, transportation facilities, neighborhoods, and parks and regional trails.</p> <p>Segment B of the L2S Trail will provide a safe off-road regional trail facility for bicyclists and pedestrians traveling and commuting through SeaTac and Burien. The project will enhance multi-modal transportation options via connections to the Burien Regional Growth Center, Seattle-Tacoma International Airport (Sea-Tac Airport), Sound Transit's LINK Light Rail, and other local and regional transit services.</p>
<p>6</p>	<p>Project location: Project is located along the east side and within the right-of-way of Des Moines Memorial Drive within the cities of SeaTac and Burien from S. 156th Way to S. Normandy Road.</p> <p>a. County(ies) in which project is located: King County</p> <p>Answer the following questions if applicable:</p> <p>b. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad): S. 156th Way in SeaTac</p> <p>c. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): S. Normandy Road in Burien</p>
<p>7</p>	<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 Federal functional classification code (Please select only one code using the table below)

For assistance determining functional classification, contact Stephanie Rossi at (206) 971-3054 or srossi@psrc.org.

Important: A roadway must be approved on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities). Projects on a roadway with a functional classification of 09, 19, 29, or 39 are not eligible to use federal transportation funds unless they are one of the exceptions listed below. If your project is an exception, identify its functional class code as "00".

Examples of exceptions:

- Any bicycle and/or pedestrian project.
- Projects not on a roadway and using CMAQ or other funds
- Any transit project, including equipment purchase and park-and-ride lot projects.

For more information on functional classification, please refer to www.wsdot.wa.gov/mapsdata/travel/hpms/functionalclass.htm

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:
L2S Trail is a regional trail project identified by five cities and King County. The trail is illustrated in the City of SeaTac Comprehensive Plan on Map 9.5. The comprehensive plan can be accessed at the city's website: www.ci.seatac.wa.us/Modules/ShowDocument.aspx?documentid=258
- 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/fedaiddmap.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.)
Located adjacent to the Burien regional growth center and west of the SeaTac regional growth center

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.

Segment B will enhance safe linkages to the Burien Regional Growth Center, Sea-Tac Airport, Sound Transit LINK Light Rail, local and regional transit services, and other regional trails. Locally, trail users will be able to more-directly access the Burien Regional Growth Center via a connection with S. 156th Street. Segment B will connect with the existing Westside Trail multiuse path in SeaTac to provide improved connections North SeaTac Park and Community Center. Segment B will also connect with an existing multiuse path along S. 156th Way and S. 154th Street to provide improved nonmotorized access to the LINK Light Rail station, SeaTac Regional Growth Center, and important Regional Trails System connections such as the Green River, Interurban (south), and Cedar River trails. These connections will potentially enhance housing and employment development in the cities Burien, SeaTac, and Des Moines and the Burien and SeaTac Regional Growth Centers. Residents of these communities will have a safer and more convenient facility for walking, bicycling, and other nonmotorized activities. Commuters, either originating in these cities or passing through this area will have a superior facility that can enhance overall mobility between where they live and work.

The addition of this facility and the eventual development of the overall Lake to Sound Trail may be expected to also enhance the economic vitality of these south King County communities by providing safer and more enjoyable options for both active transportation and recreation while also promoting enhanced health outcomes.

The South Puget Sound has been identified as a target critical health area for its relatively high rates of obesity. Some of these areas are located directly along the L2S Trail. This facility will offer additional health-conscious and active lifestyle options.

Median Household Income (MHI) is often a good indicator of the economic vitality of a city’s population, especially when compared as a percentage of state MHI (WA-MHI). The fact that the affected municipalities’ populations are economically disadvantaged becomes especially apparent when they are compared with other cities in the relatively affluent Puget Sound urban area. (According to the U.S. Bureau of Labor Statistics, the Seattle-Tacoma-Bremerton [Puget Sound] Consumer Price Index [CPI] was 4% above the Average American Urban CPI in 2000.) According to the 2000 Census, the MHI for the State of Washington is \$45,776. Burien was found to have a MHI of \$41,557 and SeaTac a MHI of \$41,202. These median incomes are 91% and 90% of the state MHI, respectively. In contrast, the cities of Bellevue and Redmond were found to have MHIs of \$62,338 and \$66,735, respectively. These MHIs are 45% - 46% above those in the cities where L2S Trail, Segment B would be constructed. This L2S Trail is a logical continuation of the nonmotorized transportation network that Burien, SeaTac, Tukwila, Des Moines, and Renton have begun to provide and to plan for their future growth. This L2S Trail will not result in any new missing links or gaps. Segment B, along Des Moines Memorial Drive, will connect at its north end to the recently completed Westside Trail multiuse path to North SeaTac Park and Community Center; to existing bike lanes running on South 156th Street and Burien Town Square/Burien Regional Growth Center; to the existing multiuse path along S. 156th Way (L2S Trail route) around the north edge of Sea-Tac Airport and the Tukwila International Boulevard LINK Light Rail station; and via the greater L2S Trail route eastward to connect with the Green River, Interurban (south), and Cedar River trails. Once complete, Segment B will become an important link in the regional planned nonmotorized network serving south King County employment and residential centers and connecting to the greater Regional Trails System network. Segment B will close an existing safety gap in the L2S Trail route along Des Moines Memorial Drive by constructing a safer regional trail corridor separated from street traffic that will encourage more bicycle and pedestrian use through SeaTac and Burien.

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 L2S Trail will provide enhanced connections to several regional growth centers, including Burien, SeaTac, Tukwila, and Renton. Segment B is contiguous with the Burien Regional Growth Center. The project will connect most directly and conveniently with the center via S. 156th Street.

The L2S Trail, Segment B creates more effective and efficient travel flows by filling missing links and removing barriers: Segment B will create more effective and efficient travel flows along the Des Moines Memorial Drive corridor by providing additional separate facilities for nonmotorized users. As part of the L2S Trail, it will encourage some users to shift from vehicular modes of travel towards an active mode of travel. The present road presents a barrier to significant pedestrian and bicycle travel. Trail design and alignment will provide safe, dedicated facilities for non-motorized users of major roads. Separating pedestrians and cyclists from the motorized travelway will also improve vehicular traffic flow along the corridor.

The L2S Trail, Segment B helps enhance long-term sustainable solutions and improves the transportation system as a whole. The L2S Trail will produce a sustainable, long-term solution to the community’s nonmotorized transportation needs. It will improve Regional Trails System linkages overall and extend nonmotorized access to the new LINK Light Rail system and transit stops/routes. This trail will benefit multiple users including residents, employees, commuters, and recreational users. The L2S Trail furthers the County’s vision of a Regional Trail System by connecting with other trails in the vicinity, including the Green River, Interurban (south), and Cedar River trails, thereby creating a more complete regional system to facilitate non-motorized transportation throughout the Puget Sound region. Segment B is a critical link in the L2S Trail and will provide significant local and regional non-motorized benefits. When completed, it will be recognized as an important north-south non-motorized corridor in south King County, an area that will need to create many such linkages in the future to promote multimodalism.

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.

When completed, the 16-mile L2S Trail will establish a non-motorized transportation network connecting the Des Moines UGA and the PSRC-designated Regional Growth Centers of Burien, SeaTac, Tukwila and Renton. The range of travel choices available to the communities along the corridor will expand. Users will have improved access to transit (King County Transit (Metro), Sound Transit), as well as direct access to the Tukwila International Boulevard LINK Light Rail station. The 1.45-mile Segment B will travel through primarily residential areas and provide essential connections to retail, employment, civic centers and recreational facilities along the corridor while also providing a much-needed north-south connection to existing nonmotorized facilities. The trail will provide additional transportation options to benefit a wide range of users, particularly South County residents and commuters, including minority, senior, and economically-disadvantaged populations, as well as recreational users, and tourists.

The travelshed of the Segment B project would potentially consist of the communities of Burien, SeaTac, Des Moines, and Normandy Park with a combined population of approximately 94,668 persons. The travelshed of the overall Lake to Sound Trail would include these communities plus the cities of Renton and Tukwila for a total population of approximately 203,000 persons.

Enhancement of nonmotorized facilities such as the Lake to Sound Trail and this project - Segment B provides important facilities alternatives for pollution-free travel, thereby potentially reducing overall emissions or reducing the growth in emissions.

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 lburris@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>
Construction	\$2,000,000.00	2013

[select phase]

[select phase]

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

Construction of Segment B

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. Anticipated approval 04/01/2012
 - At what stage of completion is your design?
 - Have Preliminary Plans been submitted to WSDOT for approval? Yes
 - If not, when is this milestone scheduled to be complete?
 - When are Preliminary Plans expected to be approved?
 - Are there any other PE/Design milestones not listed above? Please identify and provide estimates dates of completion. 90 percent construction documents to be completed fall 2012.

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

- How many parcels do you need? Permanent easements on portions of two parcels; temporary easements on portions of four parcels.
- What is the zoning in the project area (e.g., commercial, residential, etc.)? Residential
- Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this. N/A
- 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?
- 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 In progress (estimated completion September 2012)

- o Right of Way Plans (stamped) Complete
- o Relocation Plan (if applicable) N/A
- o Right of Way Certification Not started yet (pending NEPA approval by WSDOT).
- o Right of Way Acquisition Not started yet (pending NEPA approval by WSDOT).
- o Certification Audit by WSDOT Right of Way Analyst Not started.
- o 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?

- o Do you have an Engineer's Estimate? Please provide a copy if available. Yes (attached)
- o Identify the environmental permits needed for the project and when they are scheduled to be acquired. Street Use Permits from the cities of SeaTac and Burien
- o Is PS&E approved? Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval. 100 percent PS&E is expected to be submitted in December 2012 for approval
- o When is the project scheduled to go to ad? March 2013

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.

Since June 2008, the L2S Trail has been the focus of extensive regional stakeholder cooperation and joint planning. Eleven stakeholders, including the cities of Burien, SeaTac, Renton, Des Moines, and Tukwila, King County, Puget Sound Regional Council (PSRC), Sound Transit, Port of Seattle, WSDOT, and the Cascade Bicycle Club have been meeting to identify and plan the trail. In 2009, King County, in partnership with Burien, SeaTac, Renton, Des Moines, and Tukwila, undertook a thorough feasibility study of the entire L2S vision and these stakeholders have identified a preferred regional route. Design of two segments of the trail, including Segment B, is now underway with the County as lead agency and sponsor of a supporting 2009 federal CMAQ grant. All phases of the planning, design, and construction processes will continue to be jointly overseen by the local cities and King County.

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:	King County Department of Transportation
Project Title:	Lake to Sound (L2S) Trail - Segment B

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	King County Parks	Secured	\$115,000	Estimated Phase Completion Date: <div style="border: 1px solid black; padding: 2px;">Complete</div>
Planning				
Planning				
Planning TOTAL:			\$ 115,000	

Preliminary Engineering / Design	King County Parks	Secured	\$ 326,220	Estimated Phase Completion Date: <div style="border: 1px solid black; padding: 2px;">Dec-12</div>
Preliminary Engineering / Design	CMAQ	Secured	\$ 464,072	
Preliminary Engineering / Design				
Preliminary Engineering / Design TOTAL:			\$ 790,292	

Right of Way	King County Parks	Secured	\$ 30,000	Estimated Phase Completion Date: <div style="border: 1px solid black; padding: 2px;">12-Dec</div>
Right of Way				
Right of Way				
Right of Way TOTAL:			\$ 30,000	

Construction	King County Parks	Secured	\$ 750,000	Estimated Phase Completion Date: <div style="border: 1px solid black; padding: 2px;">Sep-14</div>
Construction	King County Parks	Unsecured	\$ 2,450,000	
Construction	STP	Unsecured	\$ 2,000,000	
Construction				
Construction				
Construction TOTAL			\$ 5,200,000	

Other				Estimated Phase Completion Date: <div style="border: 1px solid black; padding: 2px;"></div>
Other				
Other TOTAL:			\$ -	

Estimated Project
Completion Date: _____

TOTAL Estimated Project Cost, All Phases: \$ 6,135,292

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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

The secured preliminary engineering/design is shown on the project TIP: <http://www.psrc.org/assets/7833/1013appa.pdf> and in the 2010 approved King County budget: http://www.kingcounty.gov/council/budget/2010_budget.aspx (Page 97 of 132; reference no. 358105).

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

King County is requesting balance of construction funds in 2013 budget, which will be approved in November 2012. The funding source is the County's voter-approved parks and open space levy (2008-2013).

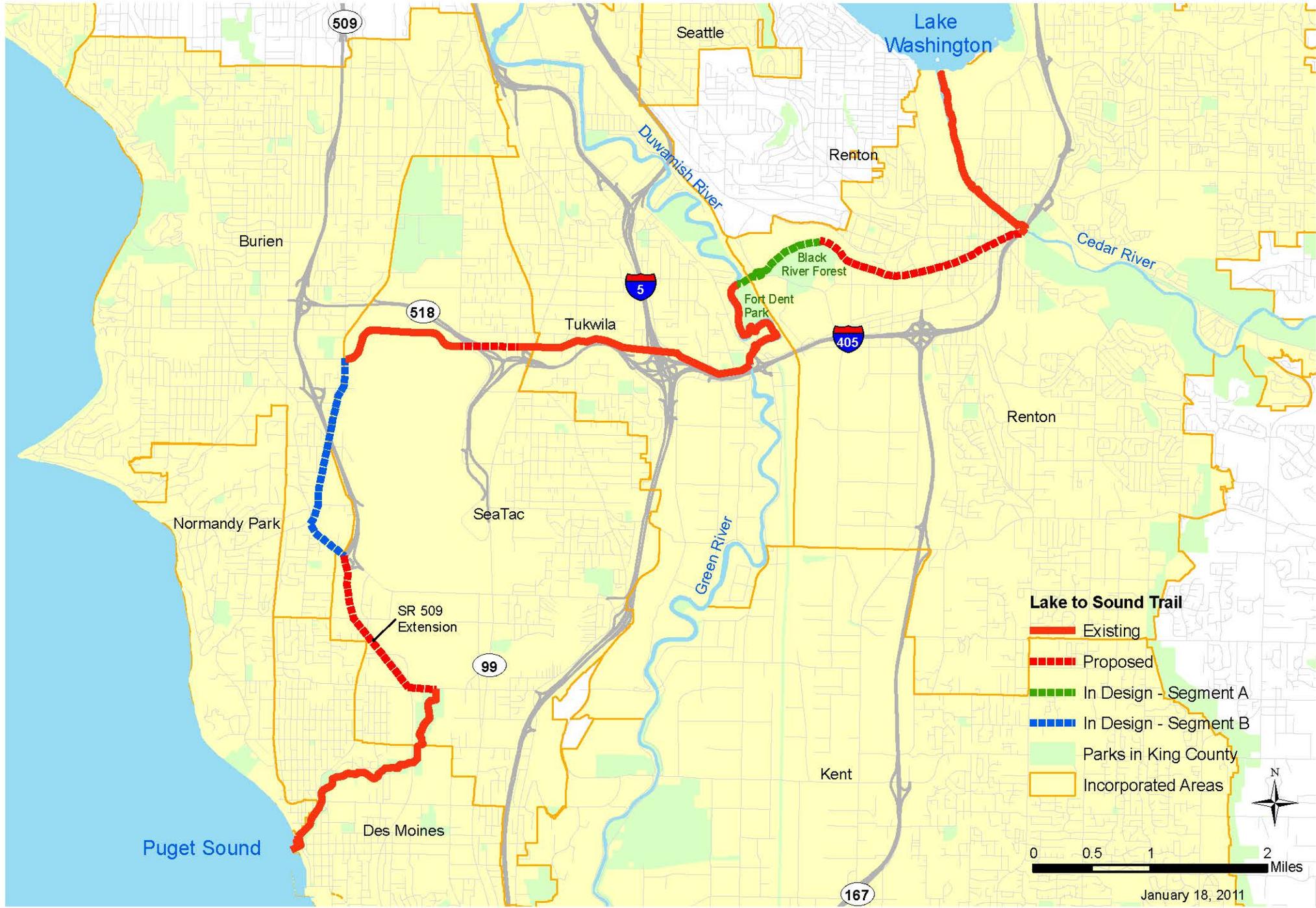
Item #	WSDOT Std Item #	SPEC SECTION	DESCRIPTION OF ITEM	UNIT	QTY	UNIT PRICE	Total Price
PREPARATION							
1	0001	1-09	Mobilization	L.S.	1	\$279,185.00	\$279,185
2	0025	2-01	Clearing and Grubbing	ACRE	1.90	\$7,000.00	\$13,300
3	0050	2-02	Removal of Structure and Obstruction	L.S.	1	\$10,000.00	\$10,000.00
4	-	2-02	Adjust Telephone Manhole	EACH	16	\$1,000.00	\$16,000.00
5	-	2-02	Adjust Telephone Vault	EACH	1	\$2,500.00	\$2,500.00
6	3080	2-02	Adjust Manhole	EACH	7	\$600.00	\$4,200.00
7	-	2-02	Relocate Existing Water Meter	EACH	11	\$900.00	\$9,900.00
8	-	2-02	Adjust Gas Valve	EACH	2	\$600.00	\$1,200.00
9	-	2-02	Adjust Water Valve	EACH	9	\$400.00	\$3,600.00
10	-	2-02	Adjust Water Vault	EACH	4	\$3,000.00	\$12,000.00
11	3850	7-14	Moving Existing Hydrants	EACH	3	\$3,000.00	\$9,000.00
12	-	7-09	Ductile Iron Pipe for Water Service 2 In. Diam	L.F.	110	\$60.00	\$6,600.00
13	-	2-02	Removing Rockery Wall	S.F.	270	\$10.00	\$2,700.00
14	0220	2-02	Removing Chain Link Fence	L.F.	1330	\$6.00	\$7,980.00
15	-	2-02	Removing Chain Link Gate	EACH	3	\$300.00	\$900.00
16	-	2-02	Removing Wood Board Fence	L.F.	170	\$10.00	\$1,700.00
GRADING							
17	0310	2-03	Roadway Excavation Incl. Haul	C.Y.	3210	\$30.00	\$96,300
18	0408	2-03	Select Borrow Incl. Haul	TON	2280	\$30.00	\$68,400
19	0470	2-03	Embankment Compaction	C.Y.	1290	\$4.00	\$5,160
DRAINAGE							
20	1046	7-05	Concrete Inlet	EACH	6	\$810.00	\$4,860
21	1085	8-15	Quarry Spalls	TON	10	\$50.00	\$500
STORM SEWER							
22	3090	7-05	Catch Basin Type 1	EACH	9	\$1,000.00	\$9,000
23	3105	7-05	Catch Basin Type 2 48 IN. DIAM.	EACH	1	\$2,100.00	\$2,100
24	3151	7-04	Testing Storm Sewer Pipe	L.F.	1049	\$2.00	\$2,098
25	3602	7-04	Corrugated Polyethylene Storm Sewer Pipe 12 in. Diam	L.F.	526	\$40.00	\$21,040
26	3480	7-02	CL. V Reinf. Conc. Storm Sewer Pipe 12 in. Diam	L.F.	366	\$42.00	\$15,372
27	-	7-05	CL. 52 Ductile Iron Storm Sewer Pipe 12 in. Diam.	L.F.	157	\$32.00	\$5,024
28	4005	2-09	Structure Excavation Class A Incl. Haul	C.Y.	120	\$32.00	\$3,840
29	4013	2-09	Shoring or Extra Excavation Cl. A	L.S.	1	\$5,000.00	\$5,000
30	4085	6-05	Furnishing and Driving Steel Test Pile	EA	2	\$7,000.00	\$14,000
31	4090	6-05	Furnishing St. Piling (8 In. Diam)	L.F.	850	\$25.00	\$21,250
32	4095	6-05	Driving St. Pile (8 In. Diam)	EA	24	\$800.00	\$19,200
33	4151	6-02	St. Reinf. Bar for Substructure	LB	5500	\$2.00	\$11,000
34	4202	6-02	Conc. Class 4000 for Substructure	C.Y.	100	\$700.00	\$70,000
35	-	6-02	Precast Prestressed Slab (8 In. Hollow Core Slab)	S.F.	4800	\$35.00	\$168,000
36	-	6-02	Welded Wire Fabric	LB	3860	\$2.00	\$7,720
37	-	8-24	Modular Block Wall	S.F.	6200	\$40.00	\$248,000
38	-	8-24	Rockery Wall	S.F.	1400	\$35.00	\$49,000
39	4410	6-06	Bridge Railing Type S-BP	L.F.	337	\$100.00	\$33,700
SURFACING							
40	5120	4-04	Crushed Surfacing Top Course	TON	310	\$25.00	\$7,750
41	5100	4-04	Crushed Surfacing Base Course	TON	320	\$25.00	\$8,000
42	-	4-04	1/2" HMA Aggregate (Modified)	TON	1370	\$25.00	\$34,250
43	5040	4-04	Permeable Ballast	TON	5468	\$15.14	\$82,786
HOT MIX ASPHALT							
44	5737	5-04	Asphalt Conc. For Pavement Repair	TON	55	\$100.00	\$5,455
45	5767	-	HMA CL. 1/2 IN. PG 64-22	TON	280	\$120.00	\$33,600
46	-	5-04	Porous Asphalt Concrete Pavement	TON	1200	\$140.00	\$168,000
EROSION CONTROL AND PLANTING							
47	6403	8-01	ESC Lead	DAY	75	\$115.00	\$8,625
48	6471	8-01	Inlet Protection	EACH	15	\$100.00	\$1,500
49	6468	8-01	Stabilized Construction Entrance	S.Y.	90	\$15.00	\$1,350
50	6470	8-01	Street Cleaning	HR	360	\$115.00	\$41,400
51	6373	8-01	Silt Fence	L.F.	2830	\$3.50	\$9,905
52	6479	8-01	Wattle	L.F.	3070	\$3.50	\$10,745
53	6490	8-01	Erosion/Water Pollution Control	EST	1.0	\$30,000.00	\$30,000
55	6405	8-01	Topsoil Type A	CY	1260	\$25.00	\$31,500
56	6630	8-01	High Visibility Fence	L.F.	590	\$3.00	\$1,770
57	-	8-02	Wetland Buffer Impact Mitigation	Acre	0.55	\$200,000.00	\$110,000
58	-	8-02	PSIPE Elm Tree	EACH	21	\$300.00	\$6,300
59	-	8-02	Root Barrier	S.F.	1010	\$6.00	\$6,060
TRAFFIC AND SIGNAGE							
60	6700	8-04	Cement Conc. Traffic Curb and Gutter	L.F.	3616	\$16.50	\$59,664
61	6727	8-04	Extruded Curb	L.F.	2716	\$6.00	\$16,296
62	6763	6-10	Single Slope Concrete Barrier	L.F.	337	\$100.00	\$33,700
63	6806	8-22	Paint Line	L.F.	471	\$1.75	\$824
64	6857	8-22	Plastic Crosswalk Line	S.F.	392	\$6.25	\$2,450
65	-	8-22	Concrete Warning Band	EACH	11	\$1,200.00	\$13,200
66	6882	8-22	Raised Pavement Marker Type 1	HUND	1.7	\$500.00	\$850
67	6884	8-22	Raised Pavement Marker Type 2	HUND	0.90	\$700.00	\$630
68	-	8-20	Relocating Signal Equipment	L.S.	1	\$50,000.00	\$50,000
69	6890	8-22	Permanent Signing	L.S.	1	\$18,000.00	\$18,000
70	6971	1-10	Project Temporary Traffic Control	L.S.	1	\$25,000.00	\$25,000
71	6980	1-10	Flagger and Spotters	HR	3200	\$42.00	\$134,400
OTHER ITEMS							
72	3100	7-05	Adjust Catch Basin	EACH	9	\$500.00	\$4,500
73	3110	9-05	Locking Solid Metal Cover and Frame for Catch Basin	EACH	9	\$370.00	\$3,330
74	7006	2-09	Structure Excavation Class B Incl. Haul	C.Y.	340	\$12.00	\$4,080
75	7008	2-09	Shoring or Extra Excavation Class B	S.F.	1481	\$0.50	\$740
76	7037	1-05	Structure Surveying	L.S.	1	\$51,000.00	\$51,000
77	7041	8-54	Bollard Type Removable	EACH	13	\$700.00	\$9,100
78	7041	8-54	Bollard Type Fixed	EACH	10	\$600.00	\$6,000
79	7055	8-14	Cement Conc. Sidewalk	S.Y.	400	\$37.00	\$14,800
80	7059	8-06	Cement Conc. Driveway Entrance Type 3	S.Y.	400	\$45.00	\$18,000
81	7059	8-06	Cement Conc. Driveway Entrance Type 4	S.Y.	30	\$41.00	\$1,230
82	-	8-06	Patterned Concrete Driveway	S.Y.	40	\$80.00	\$3,200
83	7058	8-14	Cement Conc. Curb Ramp Type Single Direction	EACH	4	\$800.00	\$3,200
84	-	8-14	Cement Conc. Curb Ramp Type Perpendicular	EACH	4	\$800.00	\$3,200
85	-	8-14	Cement Conc. Curb Ramp Type Parallel Curb	EACH	1	\$800.00	\$800
86	-	6-06	Pedestrian Railing	L.F.	1029	\$160.00	\$164,640
87	7038	1-05	Roadway Surveying	L.S.	1	\$36,000.00	\$36,000
88	7083	8-12	Coated Chain Link Fence Type 6	L.F.	1338	\$17.00	\$22,738
89	-	8-12	Wood Board Fence	L.F.	180	\$30.00	\$5,400
90	7350	2-12	Construction Geotextile for Separation	S.Y.	13880	\$1.75	\$24,290
91	7562	8-18	Mailbox Support Type 1	EACH	16	\$400.00	\$6,400
92	9605	7-05	Connection to Drainage Structure	EACH	8	\$500.00	\$4,000
93	7736	1-07	SPCC Plan	L.S.	1.0	\$1,500.00	\$1,500
94	-	-	Miscellaneous Item Allowance Design Allowance (20%)	L.S.	1	\$465,306.86	\$465,307
						Total Construction Items	\$3,071,026

PSE Power Pole Relocation Costs \$1,200,000

Total Project Construction Costs \$4,271,026

Note:

Cost Estimate was based on 60% plans dated Dec 2011 and does not include any construction and King County administration costs or permitting fees.





North SeaTac Park & Community Center

Westside Trail

Existing Multiuse Path

Future L2S Trail

LINK Light Rail Station

L2S Trail Segment B

Future L2S Trail

Burien Regional Growth Center

Burien

Sea-Tac Airport

Sea Tac Regional Growth Center

Sea Tac

509

518

5

509

Des Moines Memorial Drive

S. 156th Street

S. 156th Way

Des Moines Memorial Drive

S. 188th Way

International Boulevard