

# 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](http://www.psrc.org/transportation/tip/selection).

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## **\*\*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](http://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](mailto:TIPRPEC@psrc.org). For questions or to confirm receipt of your application, contact Linda Fox at (206) 971-3051 or [lfox@psrc.org](mailto: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](mailto:kmcgourty@psrc.org).

## PROJECT DESCRIPTION INFORMATION

<b>1</b>	<p><b>Project title: Southeast 256th Street Widening, State Route 516 to 116<sup>th</sup> Avenue Southeast</b></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>
<b>2</b>	<p><b>Transportation 2040 ID#:</b></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 <a href="http://www.psrc.org/assets/4889/T2040_AppendixM_FINAL.pdf">www.psrc.org/assets/4889/T2040_AppendixM_FINAL.pdf</a>. 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 <a href="http://www.psrc.org/transportation/t2040/candidate-to-approval-process/">www.psrc.org/transportation/t2040/candidate-to-approval-process/</a> 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 <a href="mailto:kscrivner@psrc.org">kscrivner@psrc.org</a>.</p>
<b>3</b>	<p>a. <b>Sponsoring agency:</b> City of Kent</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 <a href="http://www.wsdot.wa.gov/LocalPrograms/LAG/CA.htm">www.wsdot.wa.gov/LocalPrograms/LAG/CA.htm</a></p>
<b>4</b>	<p><b>Project contact person:</b> Mark Madfai</p> <p>Address: 220 4th Ave. S., Kent WA 98032</p> <p>Phone: 253-856-5521</p> <p>Email: <a href="mailto:mmadfai@kentwa.gov">mmadfai@kentwa.gov</a></p>
<b>5</b>	<p><b>Project description.</b> Please distinguish between the scope of the project and the justification and/or need for the project.</p> <p>a. <b>Project scope:</b> 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 style="padding-left: 20px;">This project will replace a substandard two-lane roadway along Southeast 256th Street with a three-lane cross-section supplemented by bicycle lanes, curbs and gutters, concrete sidewalks, street lighting, and other amenities. The project will complete a missing gap in 256<sup>th</sup> Street - a major east-west corridor connecting Kent's urban center with the cities of Covington, Maple Valley, and Highway 18.</p> <p>b. <b>Project justification, need or purpose:</b> Please explain the intent, need or purpose of this project. What is the goal or desired outcome?</p> <p style="padding-left: 20px;">This roadway improvement completes a missing link between two previously upgraded portions of Southeast 256th Street, east of 116th Avenue Southeast and west of 104th Avenue Southeast. This gap now creates large delays for vehicular traffic, hazards for pedestrians, and related damages to economic development and air quality.</p>

<b>6</b>	<p><b>Project location:</b> On the east hill of Kent, along Southeast 256th Street</p> <p>a. County(ies) in which project is located: King</p> <p><b>Answer the following questions if applicable:</b></p> <p>b. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad): 116<sup>th</sup> Avenue Southeast</p> <p>c. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): SR-516 (Kent-Kangley Road)</p>
<b>7</b>	<p><b>Map:</b> Please include a legible project and vicinity map, if available. Maps may be attached to the email and submitted along with the application.</p>

<b>8</b>	<p><b>Federal functional classification code</b> (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 <a href="mailto:srossi@psrc.org">srossi@psrc.org</a>.</p> <p><b>Important:</b> 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"> <li>• Any bicycle and/or pedestrian project.</li> <li>• Projects not on a roadway and using CMAQ or other funds</li> <li>• Any transit project, including equipment purchase and park-and-ride lot projects.</li> </ul> <p>For more information on functional classification, please refer to <a href="http://www.wsdot.wa.gov/mapsdata/travel/hpms/functionalclass.htm">www.wsdot.wa.gov/mapsdata/travel/hpms/functionalclass.htm</a></p>
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Rural Functional Classifications "Under 5,000 population"
(Outside federal-aid urbanized and federal-aid urban areas)
<input type="checkbox"/> <b>00</b> Exception <input type="checkbox"/> <b>01</b> Principal Arterial - Interstate <input type="checkbox"/> <b>02</b> Principal Arterial <input type="checkbox"/> <b>06</b> Minor Arterial <input type="checkbox"/> <b>07</b> Major Collector <input type="checkbox"/> <b>08</b> Minor Collector <input type="checkbox"/> <b>09</b> Local Access <input type="checkbox"/> <b>21</b> Proposed Principal Arterial – Interstate <input type="checkbox"/> <b>22</b> Proposed Principal Arterial <input type="checkbox"/> <b>26</b> Proposed Minor Arterial <input type="checkbox"/> <b>27</b> Proposed Major Collector <input type="checkbox"/> <b>28</b> Proposed Minor Collector <input type="checkbox"/> <b>29</b> Proposed Local Access

Urban Functional Classifications "Over 5,000 population"
(Inside federal-aid urbanized and federal-aid urban areas)
<input type="checkbox"/> <b>00</b> Exception <input type="checkbox"/> <b>11</b> Principal Arterial – Interstate <input type="checkbox"/> <b>12</b> Principal Arterial – Expressway <input type="checkbox"/> <b>14</b> Principal Arterial <input checked="" type="checkbox"/> <b>16</b> Minor Arterial <input type="checkbox"/> <b>17</b> Collector <input type="checkbox"/> <b>19</b> Local Access <input type="checkbox"/> <b>31</b> Proposed Principal Arterial – Interstate <input type="checkbox"/> <b>32</b> Proposed Principal Arterial – Expressway <input type="checkbox"/> <b>34</b> Proposed Principal Arterial <input type="checkbox"/> <b>36</b> Proposed Minor Arterial <input type="checkbox"/> <b>37</b> Proposed Collector <input type="checkbox"/> <b>39</b> 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](http://www.psrc.org/growth/planreview) or contact Jeff Storrar at (206) 587-4817 or [jstorrar@psrc.org](mailto:jstorrar@psrc.org).

<b>9</b>	<p>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 <a href="http://www.psrc.org/growth/planreview/statusreportppr/">www.psrc.org/growth/planreview/statusreportppr/</a>.</p>
	<p>a. Is the project specifically identified in a local comprehensive plan?</p> <p><input checked="" type="checkbox"/> Yes. Indicate (1) plan name, (2) relevant section(s), and (3) page number where it can be found: City of Kent Comprehensive Plan (2004), Transportation Financing and Implementation Plan, page 256</p> <p><input type="checkbox"/> No. Describe how the project is consistent with the applicable local comprehensive plan, citing <u>specific</u> 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.</p>
	<p>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.</p> <p><input type="checkbox"/> The project is located outside the designated urban growth area. (Refer to Map of Urban/Rural Boundaries at <a href="http://www.psrc.org/assets/468/fedaidmap.pdf">www.psrc.org/assets/468/fedaidmap.pdf</a> for more information.)</p> <p><input checked="" type="checkbox"/> The project is located within the designated urban growth area.</p> <p><input type="checkbox"/> 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 <a href="http://www.psrc.org/growth/centers">www.psrc.org/growth/centers</a> for more information.)</p>

## 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 Southeast 256th Street project enhances mobility for all modes: personal vehicle, transit, pedestrian and bicyclist. The existing two-lane roadway leaves pedestrians walking on dirt shoulders and bicyclists riding in general traffic lanes. With 11,500 vehicles per day and narrow 10-foot lanes, the lack of sidewalks and bike lanes on this Minor Arterial is an important deficiency. The adjacent neighborhoods are predominantly multi-family housing, serving lower-income populations, and a high school is located approximately 1/3 mile west. These two factors generate a high volume of school buses, transit buses, walkers, and cyclists mixed with the more typical vehicular traffic. 141 regular school bus routes use this roadway each day operating between 6:00 a.m. and 8:00 p.m. - in addition to those students who walk or bicycle to their schools, and additional school bus routes for special programs.

Congestion in this area also brings a significant constraint to Kent’s Urban Center. Inefficient flow along this portion of Southeast 256th Street contributes to an overload of Kent-Kangley Road (SR-516), a nearby parallel route. Backups spill over into the western portion of Southeast 256th Street, one of the primary routes to downtown Kent. And it causes inefficient operations at the intersection of Southeast 256th Street with 104th Avenue Southeast/SR-515, adding to backups along both state routes. These combined delays form a significant drag on economic development in Kent’s Urban Center - reducing access for potential shoppers and employees, and causing inefficiencies for warehouses and other transportation-oriented businesses.

**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.

This portion of Southeast 256th Street connects two fully developed sections - a five-lane roadway with sidewalks to the west, and a three-lane roadway with sidewalks and bike lanes to the east. The proposed improvements will eliminate a major impediment for potential bicycle commuters, as well as offering safety benefits to transit riders.

This project also will improve traffic flow to Kent Station and the Sounder Train Station within the downtown core of Kent. Kent Station is a 475,000 square foot retail, office and housing project that is being constructed directly adjacent to the Sounder Train Station. This roadway project will allow greater accessibility to the development associated with current and future phases of the Kent Station project. Reliable access to the Kent Sounder Train Station helps to increase ridership and reduce SOV trips, thereby improving air quality. Improving traffic flow along Central Avenue will ensure that the flow capacity to this major destination is safe and adequate, and reduces the need for these facilities in less congested areas near or outside the Urban Growth Boundary.

## 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.

Currently S.E. 256th Street is a substandard 2-lane roadway with shoulders and no sidewalk, curb, or gutter. The current ADT is 5800 vehicles per day, and the speed limit is 35 mph. The proposed improvements will add a left turn lane, which will greatly improve the level of service and provide more capacity. The addition of sidewalks and bike lanes will allow multimodal connections between the completed improvements at either end.

This roadway improvement, in addition to benefiting non-motorized users, will reduce the likelihood of cut-through traffic on less-efficient neighborhood streets or diversions to other arterials (primarily SR-516). This efficiency of vehicle travel results in an overall reduction in vehicle emissions.

Upgrading and completing the sidewalk system will encourage the use of the corridor by pedestrians and bicyclists, both for through travel and for access to transit. This increased use by pedestrians and bicyclists will reduce the number of SOVs, thereby reducing vehicle 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](mailto: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](http://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	\$3,000,000.00	2013

[select phase]

[select phase]

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

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. No, early 2013
  - 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? late 2012
    - When are Preliminary Plans expected to be approved? winter 2012 / 2013
  - Are there any other PE/Design milestones not listed above? Please identify and provide estimates dates of completion. value engineering study (to be completed fall 2012) and joint utility trench, minor right-of-way acquisition, and coordinating with property owners (all to be completed 2013)

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

- How many parcels do you need? 6
- 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. It is assumed that we will obtain possession and use prior to construction.
- 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? NA
- 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 summer 2012

- Right of Way Plans (stamped) fall 2012
- Relocation Plan (if applicable) NA
- Right of Way Certification early 2013
- Right of Way Acquisition 2012 - 2013
- Certification Audit by WSDOT Right of Way Analyst early 2013
- Relocation Certification, if applicable NA

**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. No, cost estimate is not finalized
- Identify the environmental permits needed for the project and when they are scheduled to be acquired. SEPA, late 2012
- Is PS&E approved? Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval. early 2013
- When is the project scheduled to go to ad? spring 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.

The City has begun preliminary engineering, has started the SEPA process and has identified the right-of-way required. Currently the project is not federalized and NEPA has not been initiated. Upon notice of federal funding for the project the City anticipates being able to have NEPA approved by January 2013, right-of-way certified by early 2013 and begin construction in late 2013 or early 2014.

**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.

<b>Project Sponsor:</b>	City of Kent
<b>Project Title:</b>	Southeast 256th Street Widening, State Route 516 to 116th Avenue Southeast

### 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				Estimated Phase Completion Date: <div style="border: 1px solid black; padding: 2px;">Complete</div>
Planning				
Planning				
<b>Planning TOTAL:</b>			<b>\$ -</b>	
Preliminary Engineering / Design	City/LID	Secured	\$ 186,000	Estimated Phase Completion Date: <div style="border: 1px solid black; padding: 2px;">2/1/2013</div>
Preliminary Engineering / Design	TIB	Secured	\$ 164,000	
Preliminary Engineering / Design				
<b>Preliminary Engineering / Design TOTAL:</b>			<b>\$ 350,000</b>	
Right of Way	City/LID	Unsecured	\$ 974,000	Estimated Phase Completion Date: <div style="border: 1px solid black; padding: 2px;">9/1/2013</div>
Right of Way	TIB	Secured	\$ 226,000	
Right of Way				
<b>Right of Way TOTAL:</b>			<b>\$ 1,200,000</b>	
Construction	City/LID	Unsecured	\$ 840,000	Estimated Phase Completion Date: <div style="border: 1px solid black; padding: 2px;">8/1/2014</div>
Construction	TIB	Secured	\$ 1,610,000	
Construction	STP	Unsecured	\$ 3,000,000	
Construction				
Construction				
<b>Construction TOTAL</b>			<b>\$ 5,450,000</b>	
Other				Estimated Phase Completion Date: <div style="border: 1px solid black; padding: 2px;">NA</div>
Other				
<b>Other TOTAL:</b>			<b>\$ -</b>	
<b>TOTAL Estimated Project Cost, All Phases:</b>			<b>\$ 7,000,000</b>	Estimated Project Completion Date: <div style="border: 1px solid black; padding: 2px;">8/1/2014</div>

**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:

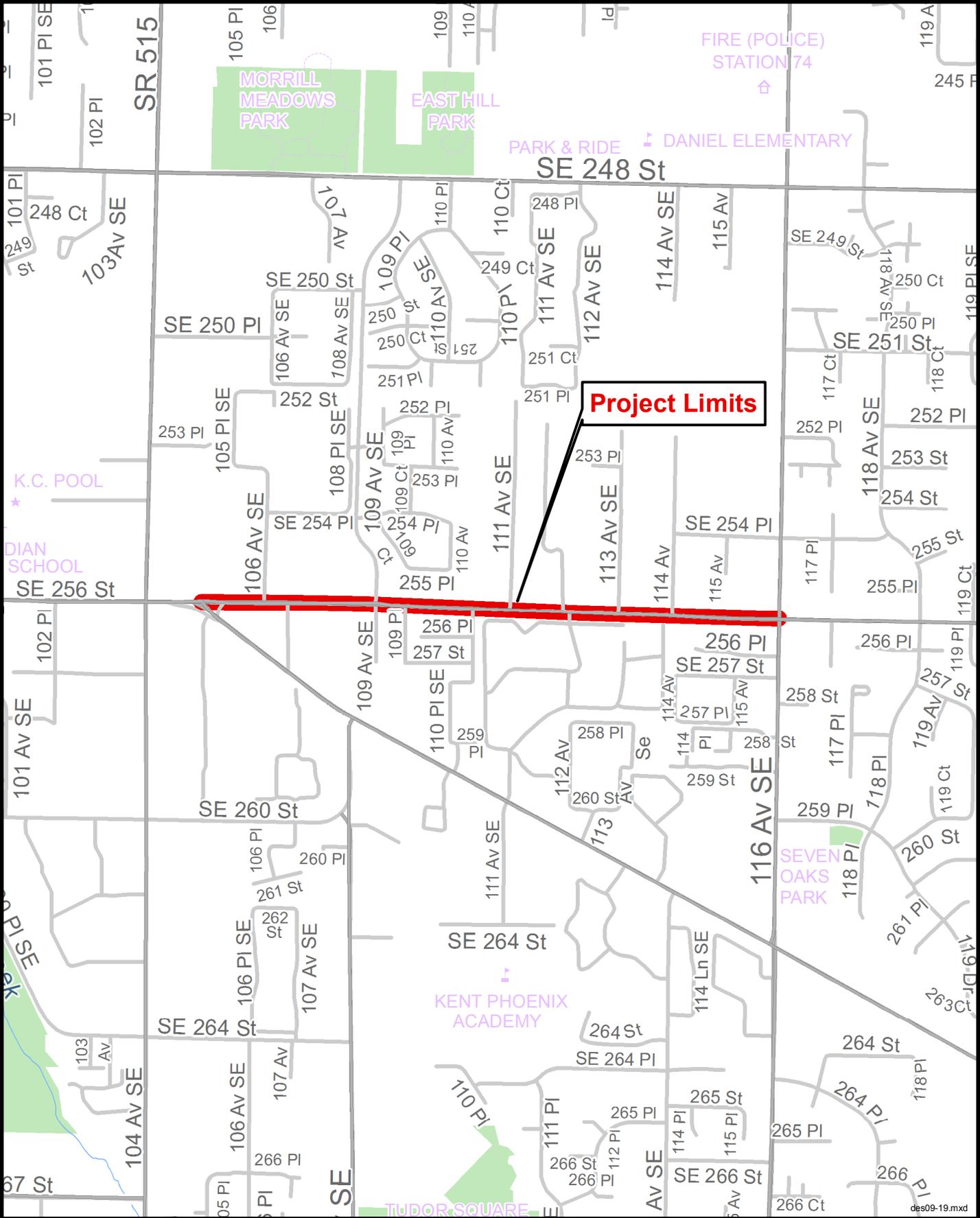
[www.psrc.org/assets/7911/Definitions\\_SecuredandUnsecuredFunding.pdf](http://www.psrc.org/assets/7911/Definitions_SecuredandUnsecuredFunding.pdf)

The City of Kent's Transportation Improvement Program is available at <http://www.kentwa.gov/content.aspx?id=1320&terms=transportation%20improvement>. The Southeast 256th Street project is listed at #3, with an anticipated start date in 2012. This start date reflects the fact that utility undergrounding would likely begin in 2012 if the City secured funding to allow a 2013 start date on the road construction. Documentation of the City's award from the Transportation Improvement Board is available at [http://www.tib.wa.gov/projects/ProjectDetail.cfm?npid=8-1-106\(029\)-1](http://www.tib.wa.gov/projects/ProjectDetail.cfm?npid=8-1-106(029)-1). The City has secured nearly \$200,000 in Transportation Impact Fees.

**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 :

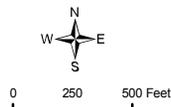
[www.psrc.org/assets/7911/Definitions\\_SecuredandUnsecuredFunding.pdf](http://www.psrc.org/assets/7911/Definitions_SecuredandUnsecuredFunding.pdf)

The City of Kent is proposing a Local Improvement District to supplement City funds. The City will send out a preliminary assessment roll in April and have a formation hearing before the City Council in May to proceed with this LID. If approved, the City could sell bonds by late 2012 or early 2013 to support the Southeast 256th Street project.



# Project Location Map

Printed 05-13-09



Scale: 1" = 800'