

# 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: Connecting 28<sup>th</sup>/24<sup>th</sup> Avenue South (S 200<sup>th</sup> Street to S 216<sup>th</sup> Street)</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#: 192</b></p> <p>The project also supports Transportation 2040 ID#2525 (Sound Transit Station at S 200th Street) and will be forward compatible with Transportation ID #1613 (SR 509 Project).</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 Des Moines</p> <p>b. Co-sponsor(s) if applicable: City of SeaTac</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> <p style="padding-left: 20px;">N/A</p>	
<b>4</b>	<p><b>Project contact person:</b> Dan Brewer, City of Des Moines</p> <p>Address:                    21650 11th Ave S, Des Moines WA 98198</p> <p>Phone:                    (206)870-6581</p> <p>Email:                    dbrewer@desmoineswa.gov</p>	<p>Susan Sanderson, City of SeaTac</p> <p>4800 S. 188<sup>th</sup> Street, SeaTac WA 98188</p> <p>(206)973-4247</p> <p>ssanderson@ci.seatac.wa.us</p>

5	<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>This regionally significant corridor improvement, will complete a new five lane principal arterial, including bicycle lanes, curb, gutter, sidewalk, storm drainage collection and treatment facilities, street lighting, signalization, channelization, landscaping, utilities, and undergrounding of aerial utilities. The project provides a vital connection between the City of SeaTac Regional Growth Center, the City of Des Moines, the Seattle-Tacoma International Airport, the pending Sound Transit Link Light Rail Station at South 200th Street, adjacent developable properties, and will be forward compatible with the future extension of SR 509. The project creates a parallel alternative to the congested SR-99 corridor. The grant request is intended to advance the 2<sup>nd</sup> and 3<sup>rd</sup> phases of this 3 phase project through construction and final design as follows:</p> <ul style="list-style-type: none"> <li>• Phase 1 (S 188th to S 200th Street) has been completed.</li> <li>• Phase 2 (City of Des Moines) is requesting construction funds for obligation in 2013.</li> <li>• Phase 3 (City of SeaTac) is requesting PE/ED funds for obligation in 2013.</li> </ul> <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>To support motorized and non-motorized needs for anticipated future development and support freight access within and beyond the SeaTac Regional Center. Development of the vacant Port properties, along with other property primed for redevelopment, and proximity to light rail will result in over 23,000 jobs &amp; increased demand for non-motorized facilities and freight mobility.</p>
6	<p><b>Project location:</b> 28<sup>th</sup>/24<sup>th</sup> Avenue S within the City of Des Moines and City of SeaTac</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): 24<sup>th</sup> Avenue S at S 216<sup>th</sup> Street</p> <p>c. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): 26<sup>th</sup> Avenue S at S 200<sup>th</sup> Street</p>
7	<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>
8	<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>

**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](http://www.psrc.org/growth/planreview) or contact Jeff Storrar at (206) 587-4817 or [jstorrar@psrc.org](mailto: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/](http://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:  
Phase 2 and Phase 3 are identified in the City of Des Moines Comprehensive Transportation Plan (CTP), Adopted June 11, 2009, Ordinance No. 1458. See Table 4-5 (page 4-29), page 4-55, Table 4-14 (page 4-56), and Figures 4-18 (page 4-60), 5-2 (page 5-6), Figure 5-3 (page 5-8), and Figure 5-6 (page 5-16). The CTP can be viewed at: [http://www.desmoineswa.gov/dept/pub\\_works/project\\_TransCP.html](http://www.desmoineswa.gov/dept/pub_works/project_TransCP.html).  
  
The project supports Des Moines Comprehensive Plan Goals TR 1, TR 2, TR 3, TR 5. The Comprehensive Plan can be viewed at: <http://www.desmoinesmail.com/WebPDF/CommDev/PDF/CompPlan/Plan/03.Transportation.pdf>.  
  
Phase 3 is identified on page 1 of SeaTac's 2012-2021 Transportation Improvement Program which is included by reference in the Transportation Element of the City's Comprehensive Plan on page 3-21. The project is also included on pages 84 and 85 of SeaTac's 2012-2017 Capital Improvement Program.
- 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](http://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](http://www.psrc.org/growth/centers) for more information.)

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.

### BENEFITS TO HOUSING AND EMPLOYMENT DEVELOPMENT

Sea-Tac International Airport is the economic driver of the SeaTac Regional Center, providing goods and services for travelers and supporting over \$15 billion in enplaned cargo distribution throughout the world on an annual basis. The existing SR 99 arterial route does not have sufficient capacity to support continued development of the air cargo freight mission of the center over the long term. Completion of the parallel 28th/24th Avenue South corridor provides the transportation capacity needed to support the development of adjacent vacant and underdeveloped land, due in large part to the 1980 Port of Seattle Noise Mitigation buyout. Recent development proposals which would be served by the project include:

- 1,345,000 SF of Logistics/Warehouse/Industrial
- 4,380,000 SF of Office and Retail
- 1,600 Residential Units and several Hotels

According to an Economic Impact Analysis prepared by Kidder Mathews (September 7, 2011), the Link Light Rail extension from the airport to South 200th Station will likely spur significant development of vacant and underdeveloped properties within ½ mile of the new regional transit station. Their analysis concluded that this inevitable development has the potential to generate \$1.7 billion in one-time construction related impacts and more than 11,000 construction related jobs state wide. What’s even more impressive is that this development potential has the ability to generate nearly \$2 billion and 12,667 jobs on an annual basis. The construction of the 28th/24th Avenue Corridor is essential to unlock this economic potential by providing the necessary access to these nearby properties.

### BENEFITS TO TRAVEL MODES FOR USERS

The 28th/24th Avenue South corridor will provide 5 vehicular travel lanes with continuous bike lanes and sidewalks to improve service for all travel modes. In addition to the development, job creation, and long term freight needs fulfilled by its completion, 28th/24th Avenue South provides excellent access to regional amenities, including:

- S. 200th Street Link Light Rail Station at 28<sup>th</sup> Avenue South, including 1,100 new parking stalls, is scheduled for completion in 2016. This project provides a direct connection between regional transit and family wage jobs for vehicles, pedestrians and bicyclists.
- King County Metro Rapid Ride A Line provides regional transit service along SR 99 and is readily accessible to the 28th /24th Avenue South corridor via South 216th Street, South 208<sup>th</sup> Street, and South 200th Street.
- Sea-Tac International Airport access will be improved for travelers, commuters, and freight vehicles with a parallel arterial route alternative to congested SR 99.
- Sound Transit’s development plans include construction of a direct trail connection from the S 200th St Station to the regional Lake to Sound trail system to the west on S 200th St, which will interconnect with bicycle and pedestrian facilities on the 28<sup>th</sup>/24<sup>th</sup> corridor.
- The project will include ADA sidewalks on both sides of the street, with landscaped buffer strips between the travel lane and the sidewalk. This will provide pedestrians a safe and comfortable place to walk, encouraging active and healthy lifestyles within the community by providing a “complete street” which considers all users.

## BENEFITTED USER GROUPS

The transportation capacity and easy access to public transit for all travel modes provided by the 28th/24th Avenue South corridor is projected to result in development of vacant land and infill redevelopment to support over 23,300 new family wage jobs. The Cities of SeaTac and Des Moines have a relatively high percentage of low income and minority residents that will benefit directly from the jobs creation and accessibility to transit, pedestrian facilities, bicycle lanes, and improved traffic capacity provided by the 28th/24th Avenue South corridor. These same facilities provide similar benefit to commuters from around the region, local and international airport customers, and recreational users of the regional Lake to Sound Trail System. Additionally, the Federal Detention Center (FDC) and South Correctional Entity Multijurisdictional Misdemeanor Jail (SCORE) are located in close proximity to the project. The new corridor will provide the families members of inmates, as well as the administrative and law enforcement staff, additional access to transit and alternate modes of travel to and from these nearby facilities.

## ECONOMIC PROSPERITY AND FAMILY WAGE JOBS

This project directly improves the regional economy by providing temporary and permanent jobs within and around the center. It improves the regional movement of freight with a direct connection into Sea-Tac Airport. ProLogis – a leading global distribution company, the Port of Seattle’s Des Moines Creek Business Park, Grakon, Pac Stainless, and a number of other freight related industries are located along this corridor. It directly serves both domestic and international markets in facilitating the movement of air cargo between SeaTac Airport and the surrounding industrial and manufacturing centers in the City of SeaTac, Des Moines, Kent, and Auburn. Critical in this tough economic period, this project would support the growth of over 23,300 jobs by providing transportation capacity for development of properties along the 28th/24th Avenue South corridor. These family wage jobs would be a mixture of office, commercial/retail, warehouse/industrial, and hotel land uses.

### **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.

## LONG TERM STRATEGY

The project’s new roadway connection to Sea-Tac International Airport supports not only the Puget Sound Region, but the State of Washington’s competitiveness with other west coast markets that are investing in more efficient Port-related connections. The project directly improves access to Sea-Tac Airport, which currently carries 320,000 tons of freight annually. The Sea-Tac Airport is the 19th largest air cargo facility in the nation serving nonstop freighter services and belly cargo flights to the 11 largest Asian and European cities. PSRC forecasts that by 2040, the airport will annually carry up to 475,000 tons – about a 50% increase from today – ensuring it will continue to be a vital domestic and international gateway to the Asian and European markets. Completion of 28th/24th Avenue South provides the necessary traffic capacity and non-motorized access to over 23,300 jobs with the development of vacant and underdeveloped properties along the corridor. These jobs would result from a mixture of office, commercial/retail, warehouse/industrial and hotel land uses.

## A LOGICAL SEGMENT

This project completes a direct vehicular connection to the Sea-Tac International Airport. This will create more efficient transportation of freight into and out of the SeaTac Regional Growth Center from the regional highway system and areas such as the Kent Manufacturing Industrial Center.

This project creates over 23,300 jobs by providing the necessary traffic capacity to spur development of vacant port property resulting from the 1980 noise mitigation buyout as well as other underdeveloped properties within and adjacent to the center.

This project provides sidewalks and bicycle lanes for non-motorized access to nearby regional transit. The King County Metro Rapid Ride A Line is currently in service on SR 99 and the South 200th Street Sound Transit Link Light

Rail Station, including an 1,100 stall Park and Ride, is scheduled for completion in 2016. It provides continuous bicycle lanes for commuting between the SeaTac manufacturing center and the City of Des Moines, including access to the airport.

The first phase of this regionally significant corridor, from South 188th Street to South 200th Street, was completed approximately 10 years ago. The remaining phase, from South 200th Street to South 216th Street, is the remaining segment of the corridor. For some time it has been envisioned that the construction of a significant portion of this remaining segment would be facilitated along with the construction of the State's SR 509 project. Funding for the construction of SR 509 has not materialized as planned, and this area of South King County is hurting because of the lack of ability of the State to construct the extension of SR 509 to Interstate-5. This proposed joint project by the City of Des Moines and the City of SeaTac is the next logical segment to be constructed. It will provide direct access to the Sea-Tac international airport and will provide access for vacant land-locked properties. Given that the design of the SR 509 project is completed, the 28th/24th Corridor will be constructed to be forward compatible with the planned SR 509 interchange.

#### ELIMINATES BOTTLENECKS

The capacity of SR 99 has been greatly improved with recent investments by Federal Way, Kent, Des Moines, SeaTac, and Tukwila; however, the daily commerce in and around the SeaTac Regional Center results in a great deal of congestion. Providing a new, parallel corridor with direct access to the airport, will reduce congestion and vehicle delays at intersections along existing SR 99.

A second bottleneck that will be greatly improved with the project is improved access between the southern terminus of SR 509 at South 188th Street and the Kent Manufacturing Industrial Center. The planned WSDOT extension of SR 509 remains unfunded and the additional capacity provided by the completion of the 28th/24th Avenue South corridor is essential to maintaining a competitive air cargo industry in the near term. The roadway design will be forward compatible with the future SR 509 extension at the time these construction funds become available.

#### SAFETY AND ACTIVE TRANSPORTATION OPPORTUNITY

Currently, SR 99 has an accident rate more than double the statewide collision rate for similar arterials and has been identified as a Concentrated Accident Location (CAL). With less volume and congestion on SR 99 as a result of the completion of the 28th/24th Avenue South corridor, the number of accidents on SR 99 will likely reduce; improving safety along the corridor. Clear delineation of access points and a two-way left turn lane along 28th/24th will enhance traffic operations and improve safety as adjacent properties along the corridor develop.

The project also provides much needed north-south bicycle lanes that improve safety for cyclists, connect the regional growth center with nearby residential areas and regional Light Rail at South 200th Street and Bus Rapid Transit service on SR 99. The inclusion of sidewalks along the corridor increases pedestrian safety, expands the pedestrian network along SR 99, and improves access to and within the regional growth center.

## 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.

#### ROADWAY CAPACITY

The project will reduce vehicle emissions and fine particulates from diesel exhaust by adding 2 general purpose lanes in each direction for the length of this 1 mile corridor to accommodate over 20,000 vehicle trips per day. As a new, parallel roadway corridor, the increased capacity provides a direct benefit to existing congestion and improves the LOS on SR 99.

The project will lead to significant reduction in emissions and fine particulates from diesel exhaust by reducing travel time for freight vehicles. A travel time analysis was done for SeaTac's 2011 FMSIB grant application based on year 2024 traffic projections. A complete trip between the Kent Manufacturing Industrial Area and Sea-Tac Airport, which is about 5 miles, would take approximately 18 minutes along SR 99 without the project. With the project, the travel time was reduced to 14 minutes, for a savings of 4 minutes or approximately 25 percent.

#### TRANSIT

New sidewalks and bicycle lanes being built as part of the project will significantly improve connectivity to regional transit. The King County Metro Rapid Ride A Line provides frequent bus rapid transit service to SR 99 that is immediately accessible to the 28th/24th Avenue South corridor via South 216th Street, South 208<sup>th</sup> Street, and South 200th Street. The South 200th Street Link Light Rail Station at 28th Avenue South will be completed and open for service in 2016. The light rail station will also include a 1,100 stall Park and Ride facility.

#### BICYCLE AND/OR PEDESTRIAN FACILITIES

6' sidewalks with a landscaped planter buffer between the sidewalk and roadway will be provided on both sides of the roadway to expand safe pedestrian connectivity between the SeaTac Regional Center, residential areas to the south,

existing commercial and transit along SR 99 and new employment centers that are anticipated along the corridor. Dedicated bicycle lanes will also be installed in each direction to provide a continuous north-south connection for commuters and recreational users of the nearby Lake to Sound regional trail system.

**SIGNALIZATION**

Providing a new, parallel corridor will reduce congestion and vehicle idling at intersections along existing SR 99. All four signalized intersections on SR 99 between South 216th Street and South 188th Street will have an improved LOS with this project. Three of these intersections are expected to fall below Agency LOS standards and operate at LOS F without the project. With the 20,000 daily vehicle capacity provided by the project, these intersections will operate at an acceptable LOS E or better. This congestion relief will greatly improve the mobility of diesel engine freight vehicles that use the corridor due to the close proximity to Sea-Tac International Airport, the Kent Manufacturing Industrial Center, and the southern terminus of SR 509 at South 188th Street.

**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 polices 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	<b>\$3,000,000.00</b>	2013 (for City of Des Moines , S 208 <sup>th</sup> to 216 <sup>th</sup> )
PE/Design	<b>\$1,000,000.00</b>	2013 (for City of SeaTac, S 200 <sup>th</sup> to 208 <sup>th</sup> )

[select phase]

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

Construction of Phase 2 within the City of Des Moines (S 208<sup>th</sup> to S 216<sup>th</sup>) will be fully completed with the request. PE/Design for Phase 3 within the City of SeaTac (S 200<sup>th</sup> to S 208<sup>th</sup>) will be fully completed with the request. SeaTac intends to fund right-of-way acquisition with local funds, and acquisition will be completed on the same schedule as PE/Design.

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? Yes
- 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. Yes. NEPA was approved on 10/13/2010.
  - 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. No additional milestones.

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

- How many parcels do you need? 0
- What is the zoning in the project area (e.g., commercial, residential, etc.)? Business Park/Commercial
- 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? Work was completed by Certified Land Services under subcontract to KPG.
- 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	Completed (Phase 2)
○ Right of Way Plans (stamped)	Completed (Phase 2)
○ Relocation Plan (if applicable)	N/A (Phase 2)
○ Right of Way Certification	Completed (Phase 2)
○ Right of Way Acquisition	Completed (Phase 2)
○ Certification Audit by WSDOT Right of Way Analyst	Completed March, 2012 (Phase 2)
○ Relocation Certification, if applicable	N/A (Phase 2)

**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. Yes, copy is attached.
- Identify the environmental permits needed for the project and when they are scheduled to be acquired. NPDES Construction Stormwater General Permit will be acquired near time of project advertisement.
- Is PS&E approved? Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval. Design is complete. Specifications will be updated to reflect funding requirements once funding source is identified. Anticipate 2<sup>nd</sup> or 3<sup>rd</sup> quarter 2012.
- When is the project scheduled to go to ad? November 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.

New illumination and signal infrastructure will utilize state-of-the-art LED technologies to reduce energy consumption, reduce maintenance costs, and provide extended life and performance compared to traditional options. It is also anticipated that the bus stops/shelters provided by Metro will contain solar lighting. The project specifications allow the contractor(s) to submit requests for approval to reuse any materials, on-site and off-site, which meet WSDOT guidelines. The Citys also encourage recycled materials as a provision of the Contract.

**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>	Dan Brewer, City of Des Moines
<b>Project Co-Sponsor</b>	Susan Sanderson, City of SeaTac
<b>Project Title:</b>	<b>Connecting 28th/24th Avenue South (S 200th Street to S 216th Street)</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.

#### CITY OF DES MOINES CONSTRUCTION FUND REQUEST - S 208TH STREET TO S 216TH STREET

Phase	Funding Source(s)	Secured / Unsecured	Amount	Schedule
Planning	N/A	N/A	N/A	Estimated Phase Completion Date: <b>N/A</b>
<b>Planning TOTAL:</b>			<b>\$ -</b>	
Preliminary Engineering / Design	City of Des Moines	Secured	\$ 171,195	Estimated Phase Completion Date: <b>Completed</b>
Preliminary Engineering / Design	Private Sector (Prologis)	Secured	\$ 820,000	
<b>Preliminary Engineering / Design TOTAL:</b>			<b>\$ 991,195</b>	
Right of Way	City of Des Moines	Secured	\$ 605,702	Estimated Phase Completion Date: <b>Completed</b>
Right of Way	Private Sector (Prologis)	Secured	\$ 208,390	
Right of Way	Port of Seattle Dev. Agr.	Secured	\$ 488,370	
<b>Right of Way TOTAL:</b>			<b>\$ 1,302,462</b>	
Construction	City of Des Moines	Secured	\$ 281,233	Estimated Phase Completion Date: <b>February 2015</b>
Construction	King County Metro	Secured	\$ 20,000	
Construction	Utilities	Secured	\$ 975,099	
Construction	Port of Seattle Dev. Agr.	Reasonably Expected to be Secured	\$ 3,000,000	
Construction	FHWA	Request	\$ 3,000,000	
<b>Construction TOTAL</b>			<b>\$ 7,276,332</b>	
Other	N/A	N/A	N/A	Estimated Phase Completion Date: <b>N/A</b>
<b>Other TOTAL:</b>			<b>\$ -</b>	
<b>CITY OF DES MOINES TOTAL Estimated Project Cost, All Phases:</b>			<b>\$ 9,569,989</b>	<b>February 2015</b>

**CITY OF SEATAC PE/DESIGN FUND REQUEST - S 200TH STREET TO S 208TH STREET**

Phase	Funding Source(s)	Secured / Unsecured	Amount
Planning	N/A	N/A	N/A

**Planning TOTAL: \$ -**

Schedule
Estimated Phase Completion Date: <b>N/A</b>

Preliminary Engineering / Design	City of SeaTac	Secured	\$ 1,100,000
Preliminary Engineering / Design	FHWA	Request	\$ 1,000,000

**Preliminary Engineering / Design TOTAL: \$ 2,100,000**

Estimated Phase Completion Date: <b>September 2014</b>
---

Right of Way	City of SeaTac	Secured	\$ 700,000
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**Right of Way TOTAL: \$ 700,000**

Estimated Phase Completion Date: <b>September 2014</b>
---

Construction	City of SeaTac	Secured	\$ 2,900,000
Construction	FMSIB	Secured	\$ 2,500,000
Construction	EDA	Unsecured	\$ 3,000,000
Construction	Direct Appropriation	Unsecured	\$ 1,500,000
Construction	TIB	Unsecured	\$ 4,500,000
Construction	Private Sector (TIF)	Secured	\$ 1,000,000

**Construction TOTAL \$ 15,400,000**

Estimated Phase Completion Date: <b>February 2015</b>
--

Other	N/A	N/A	N/A
-------	-----	-----	-----

**Other TOTAL: \$ -**

Estimated Phase Completion Date: <b>N/A</b>
--

<b>CITY OF SEATAC TOTAL Estimated Project Cost, All Phases: \$</b>			<b>18,200,000</b>
--	--	--	-------------------

Estimated Project Completion Date: <b>August 2016</b>
--

**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)

City of Des Moines and City of SeaTac Capital Improvement Program Budgets are attached. The City of SeaTac segment from S 200th Street to S 208th Street has been recommended for funding by FMSIB. The FMSIB recommended projects list can be viewed at <http://www.fmsib.wa.gov/projects.cfm>.

The "Reasonably Expected to be Secured" funds indicated in the Phase 2 budget are addressed in a development agreement with the Port of Seattle, where the Port or its developer, will be responsible for their share of the project cost. This is further supported by a 2011 letter of intent from Benaroya, who intends to break ground on the Des Moines Creek Business Park in June 2012, three months from now. Final financial details are currently being coordinated with the Port.

**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)

SeaTac will apply for construction funding in the amount of \$4,500,000 from the TIB in 2013 and obligate those funds in early 2014. SeaTac is applying for construction funding from the Economic Development Administration (EDA) in 2012, and would obligate those funds in early 2014. SeaTac will be requesting a direct appropriation in the amount of \$1,500,000 through its Congressional Delegation in 2013 which would be obligated in early 2014.



**2012 - 2017 CAPITAL IMPROVEMENT PLAN  
Transportation CIP Fund**

**CAPITAL IMPROVEMENT PLAN  
REQUEST FORM**

<b>CATEGORY</b>	Transportation	<b>PROJECT NO.</b>	319.131-01
<b>PROGRAM</b>	Des Moines Transportation Gateway	<b>Project Type:</b>	Capacity
<b>PROJECT</b>	24th Avenue South Improvement Project	<b>Council Goals met:</b>	1, 2, 3
		<b>Council Objectives met:</b>	
		<b>Project Status</b>	Adopted

**LOCATION** 24th Avenue South - South 216th Street to South 208th Street

**DESCRIPTION:** Reconstruct roadway to five-lane cross section.

EXPENDITURE SCHEDULE												
COST ELEMENTS	TOTAL*	FY 09 Act	FY 10 Act	FY 11 Est	FY 11 Amend	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	
ADMIN (CITY STAFF)	\$ 141,459	\$ 12,624	\$ 28,835	\$ 25,000	\$ 25,000	\$ 35,000	\$ 40,000					
CIP PROJ MANAGEMENT	15,000	0	0	0	0	10,000	5,000					
DESIGN / ENGINEERING	944,736	271,036	396,845	256,855	256,855	20,000						
LAND	408,053			408,053	386,393							
LAND - Prologis	208,390		208,390									
LAND - Port of Seattle	488,370			488,370	488,370							
ROW SERVICES	142,519	56	17,267	125,196	201,986							
IMPROVEMENTS	5,818,124					4,072,686	1,745,438					
INSPECTION	875,000					525,000	350,000					
CONTINGENCY	715,000			40,000	100,000	235,000	440,000					
Underground PSE Utilities	159,519					127,615	31,904					
Comcast	64,936					51,948	12,988					
Qwest	79,189					63,351	15,838					
Midway Sewer	294,116					294,116						
Highline Water District	421,575					421,575						
<b>TOTAL</b>	<b>\$ 10,775,986</b>	<b>\$ 283,716</b>	<b>\$ 651,337</b>	<b>\$ 1,343,474</b>	<b>\$ 1,458,604</b>	<b>\$ 5,856,291</b>	<b>\$ 2,641,168</b>					

FUNDING SOURCES	TOTAL*	FY 09 Act	FY 10 Act	FY 11 Est	FY 11 Amend	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17
PWTF Loan (Confirmed)	\$ 330,000	\$ 247,500	\$ 82,500	\$ -	\$ -	\$ -	\$ -				
EDA (Unconfirmed)	-										
IN-LIEU FEES (Unconfirmed)	1,800,000					1,800,000					
IN-LIEU FEES (Unconfirmed)	525,000						525,000				
POS ROW Agreement	488,370			488,370	488,370						
ROW In-Lieu - Prologis (Received)	208,390		208,390								
IN-LIEU FEES - Prologis (Received)	820,000	36,216	360,447	423,337	423,337						
TIB (Unconfirmed)	5,000,000										
Traffic Impact Fees	90,000			30,000	30,000	30,000	2,000,000				
King County Metro (Confirmed)	20,000					30,000	30,000				
Comcast	108,219					86,575	21,644				
CenturyLink (Qwest)	79,189					63,351	15,838				
PSE Gas	74,787			8,820		65,967					
Midway Sewer District	324,116					324,116					
Highline Water District	463,575					463,575					
Transportation CIP Fund	444,340			392,947	516,897	22,707	28,686				
<b>TOTAL</b>	<b>\$ 10,775,986</b>	<b>\$ 283,716</b>	<b>\$ 651,337</b>	<b>\$ 1,343,474</b>	<b>\$ 1,458,604</b>	<b>\$ 5,856,291</b>	<b>\$ 2,641,168</b>				

\*Excludes FY 11 Amend

**SECOND ADDENDUM TO THE FIRST DEVELOPMENT AGREEMENT  
REGARDING COMPENSATION FOR DEDICATED AND DEEDED RIGHTS OF  
WAY AND PURCHASE OF RIGHT OF WAY FRONTAGE**

**WHEREAS**, this Second Addendum to the First Development Agreement Regarding Compensation for Dedicated and Deeded Rights of Way" (hereinafter "Second Addendum") is entered into between the City of Des Moines (hereafter "City") and the Port of Seattle (hereafter "Port") to amend the terms and conditions under which the Port will acquire from the City the surplus rights of way within the Des Moines Creek Business Park site (hereafter "DMCBP") and the City will acquire from the Port the land needed to complete expansion of 24<sup>th</sup> Avenue South and South 216<sup>th</sup> Street fronting the DMCBP; and

**WHEREAS**, the City and the Port entered into the "First Development Agreement – City of Des Moines and Port of Seattle – Development of the Des Moines Creek Business Park Property" (hereinafter the "First Development Agreement") on July 11, 2005; and

**WHEREAS**, the following section of the First Development Agreement and First Addendum to the First Development Agreement is superseded by this Second Addendum for purposes of this Agreement:

**"Step 3. Street Vacation Process.**

(1) **Street vacation will be requested.** The parties recognize that the Port will request that certain city streets located on the property be vacated before beginning work. The parties recognize that the work to be performed by the Port, including but not limited to rough and final grading, utility installation or removal, surface water facilities, street and road construction, and building construction, will be more difficult and costly if the streets are not vacated. The parties agree that the street vacations shall be reviewed in concert with review of the Second Development Agreement - Conceptual Master Plan. The parties agree that no decision on the street vacations shall occur prior to a decision on the Second Development Agreement - Conceptual Master Plan."

**WHEREAS**, the City Council adopted Resolution 1049 on July 5, 2007, which proposed to modify the sequence of approvals and agreements for street vacation approval by the City as set forth in the First Development Agreement in part by completing vacation of the Dedicated Streets and conveyance to the Port of the Deeded Streets *prior* to final developer selection and completion of the Second Development Agreement; and

the Easement at no cost to the City. In addition, the Port agrees to grant the Construction License to the City at no cost.

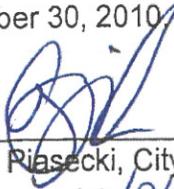
- D. **Payment.** The Port shall pay the City at Closing the net payment as described in paragraph III(C)(ii) above from funds currently in escrow as a result of the First Addendum, and in accordance with the Escrow Agreement to be provided..
- E. **Closing; Closing Costs.** Closing shall occur within thirty (30) days of the Port's receipt of the FAA's approval of the Right of Way Acquisition. The parties agree each will pay one-half of the escrow fee and recording fees.
- F. **Closing Documents.**
- a. Port's Documents. At Closing, the Port shall deliver the following documents:
    - i. Executed original Statutory Warranty Deed reflecting the Right of Way Acquisition;
    - ii. Executed original Slope and Utility Easement;
    - iii. Executed original Construction License; and
    - iv. Such other documents as the escrow agent requires for Closing.
  - b. City's Documents. At Closing, the City shall deliver the following documents:
    - i. City of Des Moines Ordinances Nos. 10-069 and 10-070.
    - ii. Executed original Statutory Warranty Deed reflecting the Deeded Street Sale
    - iii. Such other documents as the escrow agent requires for Closing.
- G. **Second Development Agreement.** The City and the Port agree that a Second Development Agreement shall provide for City cost reimbursement for the Port's proportionate share of the design, right of way and construction costs related to the Roadway Improvements, future transportation impact fees and other project related improvements.

Exhibit IV – Slope and Utility Easement

Exhibit V – Temporary Construction License

CITY OF DES MOINES

At the direction of the Des Moines City Council taken at an open public meeting on September 30, 2010

  
\_\_\_\_\_  
Anthony A. Piasecki, City Manager

Date: 12/8/10

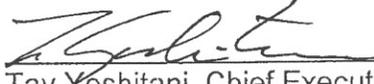
APPROVED AS TO FORM

  
\_\_\_\_\_  
Pat Bosmans, City Attorney  
City of Des Moines

Date: \_\_\_\_\_

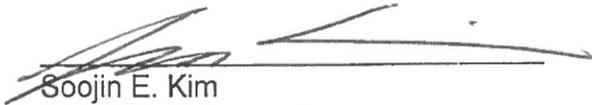
PORT OF SEATTLE

At the direction of the Port Commission of the Port of Seattle taken at an open public meeting on \_\_\_\_\_

  
\_\_\_\_\_  
Tay Yoshitani, Chief Executive Officer

Date: 12/10/10

APPROVED AS TO FORM

  
\_\_\_\_\_  
Soojin E. Kim  
Senior Port Counsel  
Port of Seattle

Date: 12/9/2010

Benaroya Companies

3600 136th Place SE, Suite 250

Bellevue, Washington 98006

Telephone: (425) 440-6700

Facsimile: (425) 440-6730

www.benaroya.com



COPY

November 8, 2011

Honorable James Irish, Chair  
Washington State Transportation Improvement Board  
P.O. Box 40901  
Olympia, WA 98504-0901

Subject: Des Moines Transportation Gateway Project Grant Application

Dear Chair Irish:

We are writing in support of the City of Des Moines' Transportation Gateway Project grant application.

Our company was hired in September by a large regional company to develop a 30 acre portion of the 89 acre Port of Seattle-owned Des Moines Creek Business Park (DMCBP) in the City of Des Moines for their long term occupancy. Regrettably, we were not yet under contract with the project and therefore could not acknowledge our financial commitment when the City submitted its TIB application in late August. But now that we are under contract, we would like to commit that: subject to the final approvals, and the proposed project going forward, we are on board to pay our financial share of this project.

The City's Gateway Project fronts the DMCBP on two sides. Its construction is essential to the construction of our project, and Benaroya Capital Company, together with our tenant is prepared to accept financial responsibility for its reasonable and pro rata share of the 24<sup>th</sup> Avenue South portion of the overall Gateway project cost. Although we have not yet finalized our negotiations with the city, we have been advised by the city that our share of these costs will be approximately \$1.8 million.

We have been impressed with the City's design efforts and right of way acquisition efforts to date and we are confident that the City will be able to advertise the project for construction this winter if TIB construction funds are available.



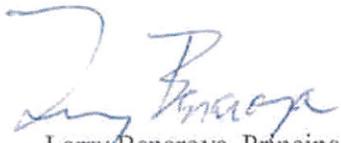
We support the design concept and appreciate the City's effort to minimize impacts on developed properties by carefully selecting the alignment to widen the roadway and provide the capacity to serve the significant commercial business growth that the City anticipates in this area. The pedestrian, bicycle and transit stop improvements will enhance the mix of transportation choices for our tenants, their employees and other travelers.

Thank you for considering this letter of support on behalf of Des Moines' grant request.

Sincerely yours,

BENAROYA CAPITAL COMPANY, LLC

  
Joseph S. Alhadeff, Project Manager

  
Larry Benaroya, Principal

Cc: Steve Gorcester, Executive Director  
Mayor Bob Sheckler, Des Moines  
Tony Piasecki, Des Moines City Manager

# CITY OF SEATAC

## 2012 - 2017 CAPITAL IMPROVEMENT PROGRAM

### PROJECT STATUS (Check all that apply):

Conceptual Est	<input checked="" type="checkbox"/>	P.S.E. Complete	<input type="checkbox"/>
Design	<input type="checkbox"/>	Construction	<input type="checkbox"/>

### PROJECT TITLE: 28th/24th Ave S Extension

**LOCATION:** S 202nd Street to S 208th Street

**DESCRIPTION:** Project extends new roadway and non-motorized impr on the 28th/24th corridor from S 202nd St to the existing intersection of 24th Ave S and S 208th St and connects to Des Moines impr to S 216th St. Completes the gap in the 28th/24th corridor and provides an alternate north/south arterial to SR 99. Mitigates congestion and improves access around S 200th St LRT Station by completing transportation link in lieu of widening existing links. Creates non-motorized link to S 200th St Station area (bicycle/pedestrian). Provides opportunity for regional partnership among City, ST, Port, WSDOT and DM. Access will enable dev of adjacent properties to their highest & best use.

**BARS NO.:** 307.000.11.595.30.63.057

**PROJECT NUMBER:** ST-131

Department	Public Works
Program	Roadway
Prepared By	Susan Sanderson
Department Priority	6 of 17
City Priority	of



### EXPENDITURE SCHEDULE

Capital Costs	Total Prior Years	2012	2013	2014	2015	2016	2017	2012-2017 TOTAL	Total Future Years	Total Project
Plng/Design/Eng	-	800,000	1,000,000	300,000	-	-	-	2,100,000	-	2,100,000
Land Acquis/Impr	-	-	350,000	350,000	-	-	-	700,000	-	700,000
Construction/Impr	-	-	-	5,000,000	6,363,636	2,636,363	-	14,000,000	-	14,000,000
Other/Equipment	-	-	-	-	-	-	-	-	-	-
Sales Tax (9.5%)	-	-	-	-	-	-	-	-	-	-
Contingency (10%)	-	-	-	500,000	636,364	263,636	-	1,400,000	-	1,400,000
<b>Total Capital</b>	-	800,000	1,350,000	6,150,000	7,000,000	2,900,000	-	18,200,000	-	18,200,000
Operating Costs/Revenue Adjustments										
Salaries/Benefits	-	-	-	-	-	-	2,500	2,500	-	2,500
Supplies	-	-	-	-	-	-	-	-	-	-
Utilities	-	-	-	-	-	-	3,800	3,800	-	3,800
Equipment	-	-	-	-	-	-	-	-	-	-
Other: _____	-	-	-	-	-	-	-	-	-	-
Chg in Revenues	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)
<b>Total Op/Rev Adj</b>	-	-	-	-	-	-	6,300	6,300	-	6,300
<b>New FTE's</b>	-	-	-	-	-	-	-	-	-	-

### FINANCING SCHEDULE

Funding Source	Total Prior Years	2012	2013	2014	2015	2016	2017	2012-2017 TOTAL	Total Future Years	Total Project
Asset Sales	-	-	-	-	-	-	-	-	-	-
GMA Impact Fees	-	-	-	300,000	400,000	300,000	-	1,000,000	-	1,000,000
Parking Taxes	-	800,000	850,000	1,850,000	1,100,000	100,000	-	4,700,000	-	4,700,000
REET - 1st Qtr %	-	-	-	-	-	-	-	-	-	-
REET - 2nd Qtr %	-	-	-	-	-	-	-	-	-	-
Sales Taxes	-	-	-	-	-	-	-	-	-	-
GO Bonds	-	-	-	-	-	-	-	-	-	-
Fed Grt: STP	-	-	500,000	500,000	-	-	-	1,000,000	-	1,000,000
St Grt: TIB	-	-	-	1,000,000	2,500,000	1,000,000	-	4,500,000	-	4,500,000
Fed Grt: EDA	-	-	-	1,000,000	1,000,000	1,000,000	-	3,000,000	-	3,000,000
Fed Grt: Direct App.	-	-	-	500,000	500,000	500,000	-	1,500,000	-	1,500,000
FB #105 Com Relief	-	-	-	-	-	-	-	-	-	-
Interest	-	-	-	-	-	-	-	-	-	-
FMSIB - St Grant	-	-	-	1,000,000	1,500,000	-	-	2,500,000	-	2,500,000
<b>Total Funding</b>	-	800,000	1,350,000	6,150,000	7,000,000	2,900,000	-	18,200,000	-	18,200,000

**POLICY BASIS:** *Comprehensive Plan:* Goal 3.1, Goal 3.3, Policy 3.2E, 3.2L, 3.3A, 3.3B, 3.3C, 6.2G, 8.1A, 8.1O, 8.1E, 8.2I, 9.3D.  
*Transportation Improvement Plan:* Priority # 8 in 2012 - 2021.

CRITERIA	PROJECT IMPACTS	CRITERIA RANKING (Check One)
<b>Health &amp; Safety</b>	Project includes four to five travel lanes, bike lanes, curb, gutter, sidewalk, storm drainage, street lighting, signalization, channelization, and landscaping. These improvements will complete the gap between the existing non-motorized improvements on 28th Ave S north of S 202nd St and the sidewalks and 6-foot bike lanes proposed by the City of Des Moines on 24th Ave S south of S 208th Street. The improvements will provide non-motorized alternatives for commuters and recreational opportunities for local residents.	<input checked="" type="checkbox"/> High <input type="checkbox"/> Medium <input type="checkbox"/> Low
<b>Benefit to Residents</b>	Improves traffic flow, access, and circulation around the new Light Rail Station at S 200th St/28th Ave S and provides non-motorized access which will reduce vehicle congestion at the Station. This project will provide sidewalks, bike lanes, and travel lanes for use by citywide residents. This important connection completes the 28th/24th corridor. The project will relieve vehicle congestion on International Blvd, and improve arterial network performance; thereby reducing cut-through traffic in neighborhoods. It is anticipated that these improvements will positively impact community identity and pride.	<input checked="" type="checkbox"/> High <input type="checkbox"/> Medium <input type="checkbox"/> Low
<b>Benefit to Businesses and/or Visitors</b>	Access would be improved to the Sound Transit Light Rail Station and Sea-Tac International Airport and Airport related facilities and businesses.	<input checked="" type="checkbox"/> High <input type="checkbox"/> Medium <input type="checkbox"/> Low
<b>Economic Development</b>	This arterial roadway extension project would provide access, which will catalyze adjacent property owners to make subsequent change or upgrades to their current land uses. Construction of new roadway would improve the development potential. The project would complete frontage improvements and extend utilities which would provide service to properties developed in the future. Provides access to 28.7 AC parcel that could be developed into 500k sq ft floor area. Enhances access to over 15 AC that could encourage redevelopment.	<input checked="" type="checkbox"/> High <input type="checkbox"/> Medium <input type="checkbox"/> Low
<b>LEVEL OF SERVICE IMPACT (Check all that apply)</b>	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 5 lanes, bike lanes, sidewalks <input checked="" type="checkbox"/> Project assists in meeting /maintaining adopted level of service. <input checked="" type="checkbox"/> Project required to meet concurrency standards.	

#### CONSTRAINTS / ASSUMPTIONS

Starting this project is entirely dependant on contributions from other stakeholders and grant opportunities. If the funding is not received, the project will be postponed beyond the 2016 horizon.

#### TRIGGERS (Project Prerequisites)

Link Light Rail Extension and Station at S 200th Street, completion of the land trade between the Port of Seattle and WSDOT, and acquisition of an air space lease from WSDOT. The Port and WSDOT indicate their support for the project and their willingness to cooperate.

#### ADDITIONAL PROJECT INFORMATION/JUSTIFICATION (As Needed)

New Project in 2012.

Project included in 2011 CIP.



## Connecting 28th/24th Avenue South



### Phase 2 - 24th Avenue South (S 208th Street to S 216th Street)

Engineers Estimate of Probable Construction Cost  
March 2012

No.	Sect.	Item	Qty	Unit	Unit Cost	Total
<b>SCHEDULE A - ROADWAY IMPROVEMENTS</b>						
1	1-04	Minor Change	1	FA	\$ 45,000.00	\$ 45,000.00
2	1-05	Roadway Surveying	1	LS	\$ 85,000.00	\$ 85,000.00
3	1-07	Spill Prevention Control, and Countermeasures Plan	1	LS	\$ 5,000.00	\$ 5,000.00
4	1-08	Type B Progress Schedule (Minimum Bid \$5,000)	1	LS	\$ 5,000.00	\$ 5,000.00
5	1-09	Mobilization	1	LS	\$ 435,000.00	\$ 435,000.00
6	1-10	Pedestrian Control and Protection	1	LS	\$ 15,000.00	\$ 15,000.00
7	1-10	Project Temporary Traffic Control	1	LS	\$ 330,000.00	\$ 330,000.00
8	1-10	Uniformed Police Officer	960	HR	\$ 70.00	\$ 67,200.00
9	1-10	Portable Changeable Message Sign	4,800	HR	\$ 5.00	\$ 24,000.00
10	1-10	Sequential Arrow Sign	4,800	HR	\$ 4.00	\$ 19,200.00
11	2-01	Clearing and Grubbing	1	LS	\$ 35,000.00	\$ 35,000.00
12	2-01	Roadside Cleanup	1	FA	\$ 5,000.00	\$ 5,000.00
13	2-02	Removal of Structures and Obstructions	1	LS	\$ 63,000.00	\$ 63,000.00
14	2-02	Remove Miscellaneous Traffic Item	1	LS	\$ 5,400.00	\$ 5,400.00
15	2-03	Roadway Excavation Incl. Haul	4,029	CY	\$ 15.00	\$ 60,435.00
16	2-03	Unsuitable Foundation Excavation Incl. Haul	403	CY	\$ 20.00	\$ 8,060.00
17	2-03	Gravel Borrow Incl. Haul	12,202	TON	\$ 18.00	\$ 219,636.00
18	2-09	Structure Excavation Class B	3,519	CY	\$ 15.00	\$ 52,785.00
19	2-09	Unsuitable Foundation Excavation Incl. Haul for Structure Excavation Class B	106	CY	\$ 20.00	\$ 2,120.00
20	2-09	Shoring or Extra Excavation Class B	1	LS	\$ 30,816.00	\$ 30,816.00
21	2-11	Trimming and Cleanup	1	LS	\$ 5,000.00	\$ 5,000.00
22	4-04	Crushed Surfacing Base Course	4,809	TON	\$ 20.00	\$ 96,180.00
23	4-04	Crushed Surfacing Top Course	7,382	TON	\$ 25.00	\$ 184,550.00
24	5-04	HMA Cl. 1/2" PG 64-22	8,423	TON	\$ 65.00	\$ 547,495.00
25	5-04	Planing Bituminous Pavement	1,635	SY	\$ 4.00	\$ 6,540.00
26	5-04	Pavement Repair Excavation Incl. Haul	0	SY	\$ 15.00	\$ -
27	6-10	Temporary Concrete Barrier	2,600	LF	\$ 15.00	\$ 39,000.00
28	7-01	Cleanout	5	EA	\$ 350.00	\$ 1,750.00
29	7-01	Underdrain Pipe, 6-In. Diameter	142	LF	\$ 15.00	\$ 2,130.00
30	7-04	Storm Sewer Pipe, 8-In. Diameter	17	LF	\$ 35.00	\$ 595.00
31	7-04	Ductile Iron Storm Sewer Pipe, 8-In. Diameter	31	LF	\$ 55.00	\$ 1,705.00



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### Phase 2 - 24th Avenue South (S 208th Street to S 216th Street)

Engineers Estimate of Probable Construction Cost  
March 2012

No.	Sect.	Item	Qty	Unit	Unit Cost	Total
32	7-04	Storm Sewer Pipe, 12-In. Diameter	3,351	LF	\$ 40.00	\$ 134,040.00
33	7-04	Ductile Iron Storm Sewer Pipe, 12-In. Diameter	687	LF	\$ 65.00	\$ 44,655.00
34	7-04	Storm Sewer Pipe, 18-In. Diameter	175	LF	\$ 60.00	\$ 10,500.00
35	7-04	Storm Sewer Pipe, 24-In. Diameter	91	LF	\$ 85.00	\$ 7,735.00
36	7-05	Concrete Inlet	4	EA	\$ 1,000.00	\$ 4,000.00
37	7-05	Catch Basin Type 1	26	EA	\$ 1,200.00	\$ 31,200.00
38	7-05	Catch Basin Type 1-L	3	EA	\$ 1,400.00	\$ 4,200.00
39	7-05	Catch Basin Type 2, 48-In. Diameter	9	EA	\$ 2,200.00	\$ 19,800.00
40	7-05	Catch Basin Type 2, 60-In. Diameter	1	EA	\$ 4,500.00	\$ 4,500.00
41	7-05	Water Quality Vault (6' X 12')	1	LS	\$ 60,000.00	\$ 60,000.00
42	7-05	Water Quality Vault (8' X 16')	1	LS	\$ 126,000.00	\$ 126,000.00
43	7-05	Detention Vault (16' X 180')	1	LS	\$ 490,000.00	\$ 490,000.00
44	7-05	Detention Vault (10' X 120')	1	LS	\$ 315,000.00	\$ 315,000.00
45	7-05	Adjust Catch Basin	0	EA	\$ 400.00	\$ -
46	7-05	Connect Drainage Structure to Existing Pipe	0	EA	\$ 1,200.00	\$ -
47	7-05	Spill Separator	2	EA	\$ 2,500.00	\$ 5,000.00
48	7-05	Oil Control Catch Basin Filter	0	EA	\$ 1,500.00	\$ -
49	7-05	Adjust Sanitary Sewer Manhole to Grade	6	EA	\$ 500.00	\$ 3,000.00
50	8-01	ESC Lead	200	DAY	\$ 100.00	\$ 20,000.00
51	8-01	Erosion / Water Pollution Control	1	LS	\$ 50,000.00	\$ 50,000.00
52	8-01	Temporary Erosion / Water Pollution Control Plan	1	LS	\$ 2,000.00	\$ 2,000.00
53	8-01	Silt Fence	4,130	LF	\$ 5.00	\$ 20,650.00
54	8-01	Inlet Protection	54	EA	\$ 75.00	\$ 4,050.00
55	8-02	Seeded Lawn Installation	7,732	SY	\$ 2.00	\$ 15,464.00
56	8-02	Topsoil Type A	1,003	CY	\$ 35.00	\$ 35,105.00
57	8-02	Bark Mulch	121	CY	\$ 35.00	\$ 4,235.00
58	8-02	PSIPE Acer platanoides 'Crimson Sentry'/ Crimson Sentry Maple, 2 1/2" Cal., 12'-14' Ht.	40	EA	\$ 350.00	\$ 14,000.00
59	8-02	PSIPE Fraxinus americana 'Empire'/ Empire Ash, 2 1/2" Cal., 12'-14' Ht.	22	EA	\$ 350.00	\$ 7,700.00
60	8-02	PSIPE Cornus 'Eddie's White Wonder'/ Eddie's White Wonder Dogwood, 2 1/2" Cal., 10'-12' Ht.	29	EA	\$ 325.00	\$ 9,425.00



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Engineers Estimate of Probable Construction Cost

March 2012

No.	Sect.	Item	Qty	Unit	Unit Cost	Total
61	8-02	PSIPE Berberis thunbergii 'Crimson Pygmy'/ Dwarf Japanese Barberry, 2 Gal. Cont.	499	EA	\$ 22.00	\$ 10,978.00
62	8-02	PSIPE Cornus stolonifera 'Kelsey'/ Dwarf Redtwig Dogwood, 2 Gal. Cont.	180	EA	\$ 22.00	\$ 3,960.00
63	8-02	PSIPE Deutzia gracilis 'Nikko'/ Nikko Slender Deutzia, 2 Gal. Cont.	281	EA	\$ 18.00	\$ 5,058.00
64	8-02	PSIPE Spiraea x japonica 'Goldflame'/ Goldflame Spiraea	618	EA	\$ 18.00	\$ 11,124.00
65	8-02	PSIPE Helictotrichon sempervirens/ Blue Oat Grass, 1 Gal. Cont.	468	EA	\$ 9.00	\$ 4,212.00
66	8-02	PSIPE Nassella tenuissima/ Mexican Feathergrass, 1 Gal. Cont.	460	EA	\$ 9.00	\$ 4,140.00
67	8-02	PSIPE Panicum virgatum 'Rotstrahbusch'/ Red Switch Grass, 1 Gal. Cont.	357	EA	\$ 9.00	\$ 3,213.00
68	8-02	PSIPE Cotoneaster dammeri 'Coral Beauty'/ Coral Beauty Cotoneaster, 1 Gal. Cont.	655	EA	\$ 10.00	\$ 6,550.00
69	8-02	PSIPE Nandina domestica 'Harbor Dwarf'/ Dwarf Heavenly Bamboo, 1 Gal. Cont.	420	EA	\$ 10.00	\$ 4,200.00
70	8-02	PSIPE Fragaria 'Lipstick'/ Ornamental Strawberry, 1 Gal. Cont.	230	EA	\$ 8.00	\$ 1,840.00
71	8-02	PSIPE Rubus Calycinoides 'Emerald Carpet'/ Creeping Bramble, 1 Gal. Cont.	430	EA	\$ 8.00	\$ 3,440.00
72	8-02	PSIPE Helianthemum nummularium 'Raspberry Ripple'/ Sun Rose, 1 Gal. Cont.	20	SF	\$ 8.00	\$ 160.00
73	8-02	Property Restoration	1	FA	\$ 20,000.00	\$ 20,000.00
74	8-03	Automatic Irrigation System Complete	1	LS	\$ 90,000.00	\$ 90,000.00
75	8-04	Cement Conc. Traffic Curb and Gutter	6,070	LF	\$ 12.00	\$ 72,840.00
76	8-04	Cement Conc. Traffic Curb	1,569	LF	\$ 20.00	\$ 31,380.00
77	8-04	Cement Concrete Extruded Curb	447	LF	\$ 6.00	\$ 2,682.00
78	8-05	Miscellaneous Work	1	FA	\$ 50,000.00	\$ 50,000.00
79	8-05	Potholing	1	FA	\$ 5,000.00	\$ 5,000.00
80	8-06	Cement Conc. Driveway Entrance Type 1	510	SY	\$ 50.00	\$ 25,500.00
81	8-06	Cement Conc. Driveway Entrance Type 1 Modified	206	SY	\$ 50.00	\$ 10,300.00
82	8-09	Raised Pavement Marker Type 1	29	HUND	\$ 300.00	\$ 8,700.00
83	8-09	Raised Pavement Marker Type 2	5	HUND	\$ 500.00	\$ 2,500.00
84	8-10	Tubular Flexible Guide Post	6	EA	\$ 200.00	\$ 1,200.00
85	8-12	Coated Chain Link Fence	3,345	LF	\$ 25.00	\$ 83,625.00
86	8-12	Wood Fence	125	LF	\$ 35.00	\$ 4,375.00
87	8-12	Temporary Chain Link Fence	1,470	LF	\$ 10.00	\$ 14,700.00
88	8-13	Monument Case and Cover	2	EA	\$ 600.00	\$ 1,200.00
89	8-14	Cement Conc. Sidewalk	3,794	SY	\$ 35.00	\$ 132,790.00



## Connecting 28th/24th Avenue South



### Phase 2 - 24th Avenue South (S 208th Street to S 216th Street)

Engineers Estimate of Probable Construction Cost  
March 2012

No.	Sect.	Item	Qty	Unit	Unit Cost	Total
90	8-14	Cement Conc. Curb Ramp, Type Perpendicular A	0	EA	\$ 1,200.00	\$ -
91	8-14	Cement Conc. Curb Ramp, Type Single Direction A	0	EA	\$ 1,200.00	\$ -
92	8-14	Sidewalk Transition Ramp	2	EA	\$ 1,200.00	\$ 2,400.00
93	8-14	Concrete Stair Reconstruction	1	LS	\$ 8,000.00	\$ 8,000.00
94	8-18	Mailbox Support	18	EA	\$ 400.00	\$ 7,200.00
95	8-20	Illumination System Complete	1	LS	\$ 425,000.00	\$ 425,000.00
96	8-20	Traffic Signal System Complete (24th Ave S & S 216th St)	1	LS	\$ -	\$ -
97	8-21	Permanent Signing	1	LS	\$ 5,700.00	\$ 5,700.00
98	8-21	Business Access Signs	4	EA	\$ 300.00	\$ 1,200.00
99	8-22	Paint Line	8,874	LF	\$ 0.50	\$ 4,437.00
100	8-22	Plastic Stop Line	191	LF	\$ 12.00	\$ 2,292.00
101	8-22	Plastic Crosswalk Line	737	SF	\$ 10.00	\$ 7,370.00
102	8-22	Plastic Traffic Arrow	18	EA	\$ 200.00	\$ 3,600.00
103	8-22	Plastic Traffic Letter	8	EA	\$ 100.00	\$ 800.00
104	8-22	Plastic Bicycle Lane Symbol	21	EA	\$ 125.00	\$ 2,625.00
105	8-22	Plastic Bicycle Lane Symbol for Loop Detection	0	EA	\$ 100.00	\$ -
106	8-22	Removing Pavement Markings	6,600	LF	\$ 0.25	\$ 1,650.00
107	8-23	Temporary Pavement Markings	9,810	LF	\$ 0.25	\$ 2,452.50
108	8-23	Removing Temporary Pavement Markings	9,810	LF	\$ 0.25	\$ 2,452.50
109	8-26	HMA For Trench Patching Class 1/2" PG 64-22, for Aerial Utility Conversion	111	TON	\$ 80.00	\$ 8,880.00
110	8-26	Franchise Utility Excavation, Inc. Haul	3,227	CY	\$ 35.00	\$ 112,945.00
111	8-26	Franchise Utility Trench Bedding, Sand	883	CY	\$ 25.00	\$ 22,075.00
112	8-26	Franchise Utility Bedding and Backfill, CDF	581	CY	\$ 100.00	\$ 58,100.00
113	8-26	Franchise Utility Trench and Structure Backfill, Crushed Surfacing Top Course	2,837	TON	\$ 25.00	\$ 70,925.00
114	8-26	Shoring or Extra Excavation Class B for Aerial Utility Conversion	1	LS	\$ 29,790.00	\$ 29,790.00
115	8-26	Secondary Electrical Service Connections (16 EA)	1	FA	\$ 80,000.00	\$ 80,000.00
116	8-30	Metal Bench Type A	0	EA	\$ 2,500.00	\$ -



## Connecting 28th/24th Avenue South



### Phase 2 - 24th Avenue South (S 208th Street to S 216th Street)

Engineers Estimate of Probable Construction Cost  
March 2012

No.	Sect.	Item	Qty	Unit	Unit Cost	Total
117	8-31	Recycle/Trash Receptacle	0	EA	\$ 2,300.00	\$ -
118	8-32	CIP Decorative Wall	1	LS	\$ -	\$ -
119	8-33	Private Sign Relocation	1	FA	\$ 22,000.00	\$ 22,000.00

Note: Franchise Utilities assumed to be constructed prior to new roadway pavement.  
HMA for franchise utility trench patching only estimated within existing pavement area.

Subtotal \$ 5,337,417

**TOTAL ESTIMATED CONSTRUCTION COST - SCHEDULE A \$ 5,337,417**

### SCHEDULE B - HIGHLINE WATER IMPROVEMENTS

1	1-04	Minor Change	1	FA	\$ 15,000.00	\$ 15,000.00
2	7-12	Adust Water Valve Box	2	EA	\$ 400.00	\$ 800.00
3		Highline Water District Improvements	1	LS	\$ 638,000.00	\$ 638,000.00

Subtotal \$ 653,800.00  
Sales Tax (9.5%) \$ 62,111.00

**TOTAL ESTIMATED CONSTRUCTION COST - SCHEDULE B \$ 715,911**

### SCHEDULE C - PSE UNDERGROUNDING

1	1-04	Minor Change	1	FA	\$ 15,000.00	\$ 15,000.00
2	8-26	Install Conduit 2" - DB 120	1,267	LF	\$ 2.00	\$ 2,534.00
3	8-26	Install Conduit 3" - DB 120	1,632	LF	\$ 3.00	\$ 4,896.00
4	8-26	Install Conduit 4" - DB 120	10,199	LF	\$ 3.00	\$ 30,597.00
5	8-26	Install Conduit 6" - DB 120	9,665	LF	\$ 5.00	\$ 48,325.00
6	8-26	Install Conduit 3" - FO	909	LF	\$ 3.00	\$ 2,727.00
7	8-26	Install Franchise Utility Structure - Junction Box 4'8"x7"x5'8"	5	EA	\$ 1,500.00	\$ 7,500.00
8	8-26	Install Franchise Utility Structure - Secondary Handhole 2'6"x2'6"x2'	8	EA	\$ 800.00	\$ 6,400.00



## Connecting 28th/24th Avenue South

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### Phase 2 - 24th Avenue South (S 208th Street to S 216th Street)

Engineers Estimate of Probable Construction Cost  
March 2012

No.	Sect.	Item	Qty	Unit	Unit Cost	Total
9	8-26	Install Franchise Utility Structure - Switch Vault 6'4"x11'10"x8'2"	2	EA	\$ 2,000.00	\$ 4,000.00
10	8-26	Install Franchise Utility Structure - Pull Vault 6'4"x11'10"x8'2"	3	EA	\$ 2,000.00	\$ 6,000.00
11	8-26	Install Franchise Utility Structure - Minipad Transformer Vault 42"x48"x38"	6	EA	\$ 800.00	\$ 4,800.00
12	8-26	Install Franchise Utility Structure - Communication Vault 2'x3'x5'	1	EA	\$ 900.00	\$ 900.00
13	8-26	Install Franchise Utility Structure - Pole Riser	8	EA	\$ 1,500.00	\$ 12,000.00

Subtotal \$ 145,679.00  
Sales Tax (9.5%) \$ 13,839.51

**TOTAL ESTIMATED CONSTRUCTION COST - SCHEDULE C \$ 159,519**

### SCHEDULE D - COMCAST UNDERGROUNDING

1	1-04	Minor Change	1	FA	\$ 15,000.00	\$ 15,000.00
2	8-26	Install Conduit 2-Inch	2,263	LF	\$ 2.00	\$ 4,526.00
3	8-26	Install Conduit 3-Inch	9,392	LF	\$ 3.00	\$ 28,176.00
4	8-26	Install Franchise Utility Structure - Handhole 17"x30"	6	EA	\$ 800.00	\$ 4,800.00
5	8-26	Install Franchise Utility Structure - Handhole 24"x30"	1	EA	\$ 900.00	\$ 900.00
6	8-26	Install Franchise Utility Structure - Vault 24"X36"	5	EA	\$ 700.00	\$ 3,500.00
7	8-26	Install Franchise Utility Structure - Pedestal 14"x32"	6	EA	\$ 400.00	\$ 2,400.00

Subtotal \$ 59,302.00  
Sales Tax (9.5%) \$ 5,633.69

**TOTAL ESTIMATED CONSTRUCTION COST - SCHEDULE D \$ 64,936**



# Connecting 28th/24th Avenue South



## Phase 2 - 24th Avenue South (S 208th Street to S 216th Street)

Engineers Estimate of Probable Construction Cost  
March 2012

No.	Sect.	Item	Qty	Unit	Unit Cost	Total
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### SCHEDULE E - QWEST UNDERGROUNDING

1	1-04	Minor Change	1	FA	\$ 15,000.00	\$ 15,000.00
2	8-26	Install Conduit 4"	16,306	LF	\$ 3.00	\$ 48,918.00
3	8-26	Install Franchise Utility Structure - Vault 4484 TA	7	EA	\$ 700.00	\$ 4,900.00
4	8-26	Install Franchise Utility Structure - Handhole 264TA	7	EA	\$ 500.00	\$ 3,500.00

Subtotal \$ 72,318.00  
Sales Tax (9.5%) \$ 6,870.21

Note: Qwest design not available - Cost based on assumed improvements

<b>TOTAL ESTIMATED CONSTRUCTION COST - SCHEDULE E \$ 79,188</b>					
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### SCHEDULE F - MIDWAY SEWER IMPROVEMENTS

1	1-04	Minor Change	1	FA	\$ 15,000.00	\$ 15,000.00
2	7-17	Midway Cost Estimate Inc. Administration	1	LS	\$ 253,599.00	\$ 253,599.00

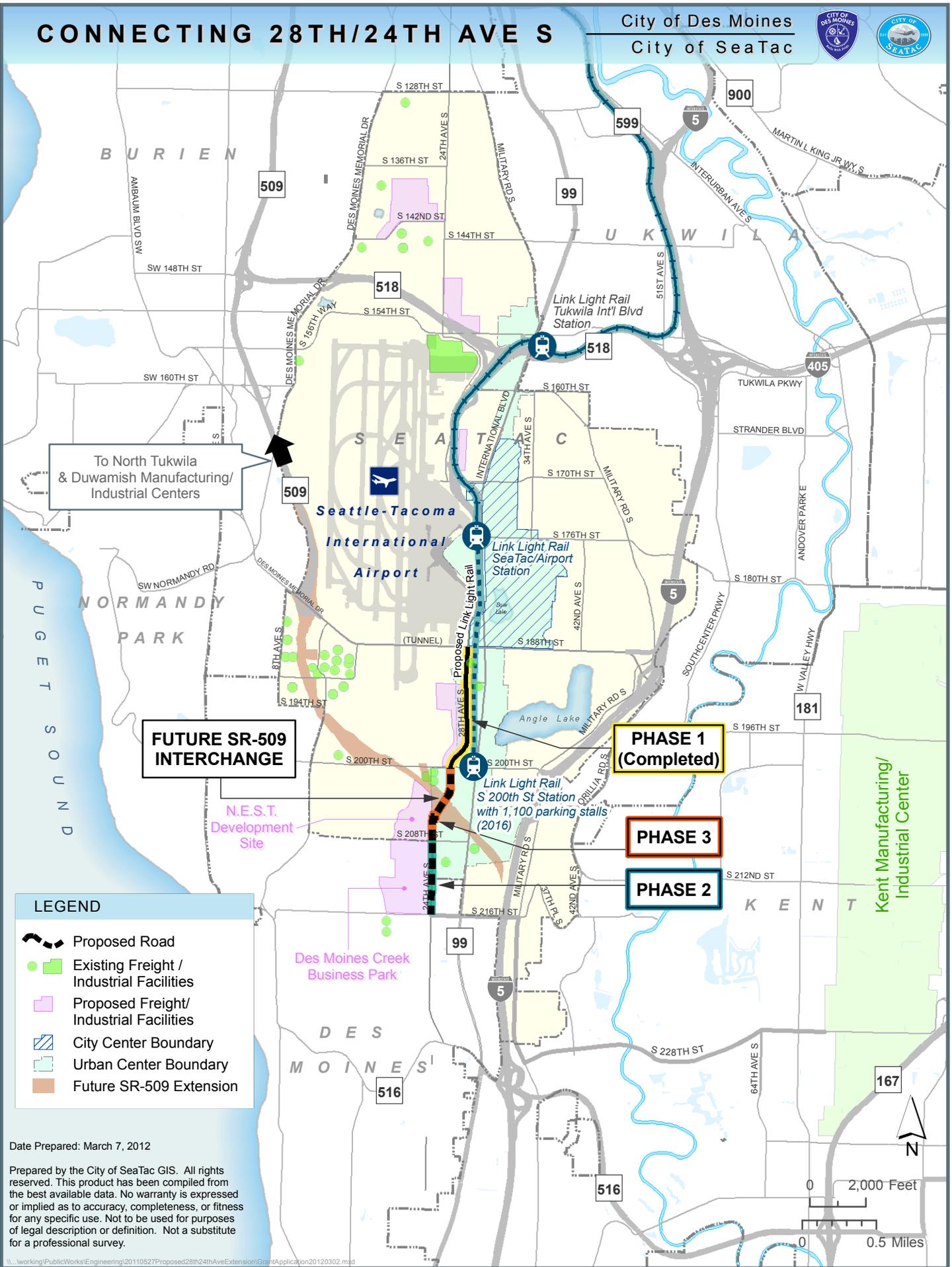
Subtotal \$ 268,599.00  
Sales Tax (9.5%) \$ 25,516.91

<b>TOTAL ESTIMATED CONSTRUCTION COST - SCHEDULE F \$ 294,116</b>					
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<b>TOTAL ESTIMATED PROJECT COST \$ 6,651,086</b>					
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# CONNECTING 28TH/24TH AVE S

City of Des Moines  
City of SeaTac



To North Tukwila & Duwamish Manufacturing/Industrial Centers

**FUTURE SR-509 INTERCHANGE**

**PHASE 1 (Completed)**

**PHASE 3**

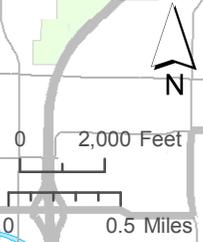
**PHASE 2**

**LEGEND**

- Proposed Road
- Existing Freight / Industrial Facilities
- Proposed Freight/Industrial Facilities
- City Center Boundary
- Urban Center Boundary
- Future SR-509 Extension

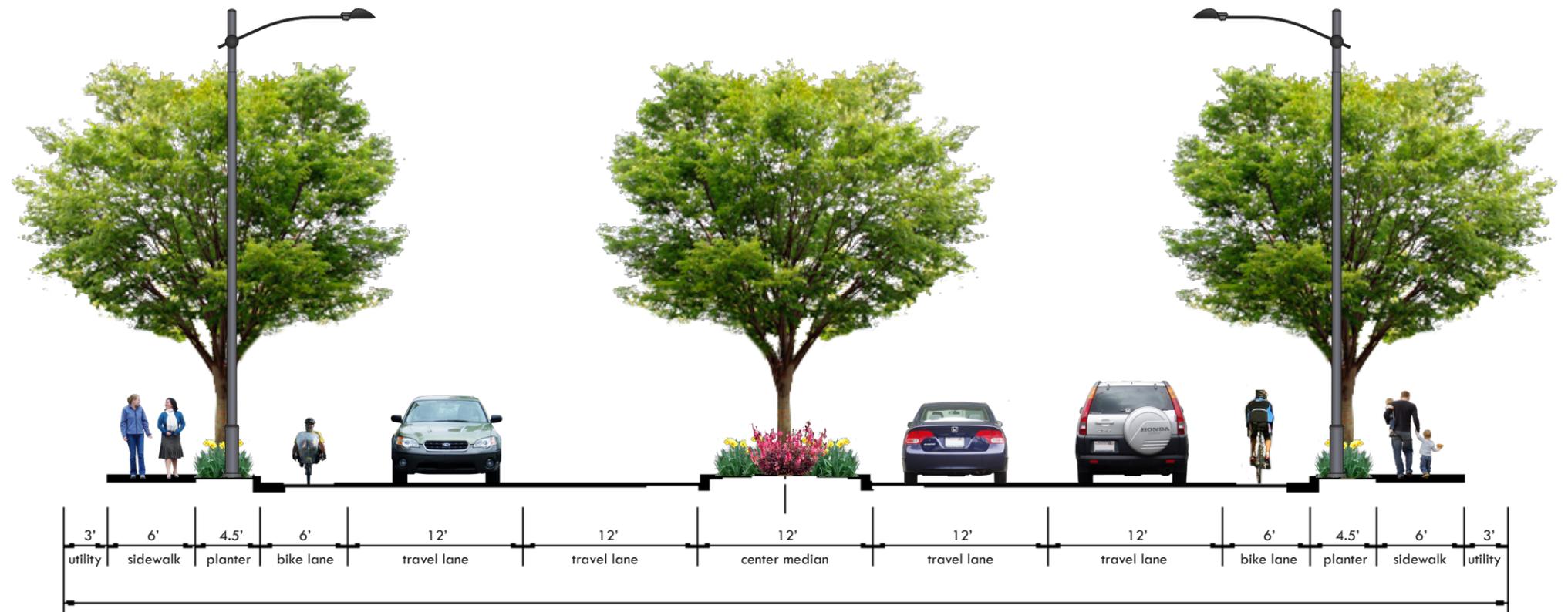
Date Prepared: March 7, 2012

Prepared by the City of SeaTac GIS. All rights reserved. This product has been compiled from the best available data. No warranty is expressed or implied as to accuracy, completeness, or fitness for any specific use. Not to be used for purposes of legal description or definition. Not a substitute for a professional survey.





Median Treatment Examples/Arterial Corridor Landscaping



Illustrative Plan

- Support vehicular access to the surrounding land uses
- Establish pedestrian facilities to support circulation along the corridor



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

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Connecting 28<sup>th</sup>/24<sup>th</sup> Avenue South (S 200<sup>th</sup> Street to S 216<sup>th</sup> Street)

Letters of Endorsement



**Washington State  
Department of Transportation**  
Paula J. Hammond, P.E.  
Secretary of Transportation

Strategic Planning and Programming  
Urban Planning Office  
401 Second Avenue, South, Suite 300  
206-464-1260 / FAX 206-464-1286  
TTY: 1-800-833-6388  
[www.wsdot.wa.gov](http://www.wsdot.wa.gov)

March 12, 2012

Mr. Peter Heffernan, Chair  
King County Project Evaluation Committee  
KSC-TR-0814  
201 South Jackson Street  
Seattle, WA 98104-3855

Re: Letter of support for the 28<sup>th</sup>/24<sup>th</sup> Avenue South Corridor (South 200<sup>th</sup> Street to South 216<sup>th</sup> Street) Improvements – Transportation 2040 ID# 192

Dear Mr. Heffernan:

On behalf of the Washington State Department of Transportation it is my pleasure to write this letter of support for the 28th/24<sup>th</sup> Avenue South Corridor (South 200<sup>th</sup> Street to South 216<sup>th</sup> Street) Improvements project and the grant application by the cities of Des Moines and SeaTac.

Improvements to this corridor are part of the Master Plan of the I-5/SR 509 Corridor Completion and Freight Improvement Project (also known as the SR 509 Extension project). This project fills a missing link in the local roadway network and provides an additional alternative access to SeaTac International Airport, in turn helping to achieve the goals and objectives of the SR 509 Extension project.

These important improvements are also included in the SR 509 Phase 1 scope recently endorsed by all of the partners and stakeholders involved in the SR 509 Extension project.

If I can be of any further assistance please don't hesitate to contact me at 206-464-1278.

Sincerely,

A handwritten signature in blue ink that reads "Stacy Trussler".

Stacy Trussler, Director  
Urban Planning Office



March 19, 2012

Tom Gut, Public Works Director  
City of SeaTac  
4800 S 188<sup>th</sup> Street  
SeaTac WA, 98188-8605

**Subject: 28<sup>th</sup>/24<sup>th</sup> Ave South Corridor Improvements from South 200<sup>th</sup> Street to South 216<sup>th</sup> Street Support for Grant Funding Opportunities**

Dear Mr. Gut:

Sound Transit is currently designing an extension of the Link Light Rail system from the Seattle-Tacoma International Airport to the intersection of 28<sup>th</sup> Avenue South and South 200<sup>th</sup> Street. The schedule for the light rail extension to South 200<sup>th</sup> Street will coincide with the opening of light rail from downtown Seattle to Capitol Hill and the University of Washington in 2016, resulting in a system that is over 20 miles, creates over 2,000 jobs, and acting as a catalyst for private development in communities south of the airport. Approximately 1,100 parking spaces will be added at the South 200<sup>th</sup> Street Station. The light rail extension will result in the need for improved access to this regional growth center.

I am writing to express Sound Transit's support for upgrading and completing the gap in the 28<sup>th</sup>/24<sup>th</sup> Ave South Corridor from South 200<sup>th</sup> Street to South 216<sup>th</sup> Street. I understand that SeaTac's phase of the improvements is from South 200<sup>th</sup> Street to South 208<sup>th</sup> Street, and that Des Moines' phase of the improvements is from South 208<sup>th</sup> Street to South 216<sup>th</sup> Street. The 28<sup>th</sup>/24<sup>th</sup> Ave South Corridor improvements will enhance motorized, pedestrian, and bicycle access in the area near the South 200<sup>th</sup> Street Station. Sound Transit will contribute to station area access improvements by constructing roadway and non-motorized improvements on South 200<sup>th</sup> Street that will link to the 28<sup>th</sup>/24<sup>th</sup> Avenue South corridor. Improving public access to the future South 200<sup>th</sup> Station by 2016 is critical to Sound Transit's mission.

Sound Transit fully supports the City of SeaTac and the City of Des Moines in their efforts to fund and construct the 28<sup>th</sup>/24<sup>th</sup> Ave South Corridor Improvements. Please contact Lisa Wolterink at (206) 689-3359 if you have any questions.

Sincerely,

Joni Earl  
Chief Executive Officer

CC: Grant Fredricks, Public Works Director, City of Des Moines

**CHAIR**

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*Pierce County Executive*

**VICE CHAIRS**

**Julia Patterson**  
*King County Councilmember*

**Aaron Reardon**  
*Snohomish County Executive*

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*King County Executive*

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**Jake Fey**  
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*King County Councilmember*

**CHIEF EXECUTIVE OFFICER**

**Joni Earl**



November 3, 2011

Karen Schmidt, Executive Director  
Freight Mobility Strategic Investment Board  
PO Box 40965  
Olympia, WA 98504-0965

RE: SeaTac's Connecting 28<sup>th</sup> / 24<sup>th</sup> Avenue S. Project

Dear Ms. Schmidt:

As the Managing Director of Seattle-Tacoma International Airport, I wish to express the Port's solid support for SeaTac's Connecting 28<sup>th</sup> / 24<sup>th</sup> Avenue S. Project.

The Port of Seattle relies heavily on the air cargo business to fulfill its mission of supporting and enhancing regional economic vitality. Over the long term, air cargo traffic has grown at an annual rate of six percent while the air freight market has historically doubled in size every ten years. Sea-Tac is the fifth largest air cargo facility on the West Coast with the total annual value of air freight exported from Sea-Tac estimated at more than \$15 billion. More than 160,000 jobs state-wide are related to Sea-Tac's air cargo operations.

Good airport access is essential to providing efficient and cost effective freight mobility for track dependent air cargo businesses. The City of SeaTac's Connecting 28<sup>th</sup> / 24<sup>th</sup> Project will assist air cargo freight mobility at the south end of the airport by providing an alternative to the often congested State Route 99/International Boulevard. This project also creates opportunities for the development of new air cargo logistic facilities and related businesses along the 28<sup>th</sup> / 24<sup>th</sup> Avenue S. corridor in the cities of SeaTac and Des Moines which includes a total of 120 acres of developable Port-owned property.

Given the time sensitivity of airline operations, I would also acknowledge that the Connecting 28<sup>th</sup> / 24<sup>th</sup> Project creates another north-south arterial for the airport area, providing system resiliency should other arterials become blocked or obstructed.

I am proud of the Port and City of SeaTac's long-standing commitment to facilitate responsible, airport compatible development of Port-owned property. As part of that commitment, the Port has agreed to contribute to the Connecting 28<sup>th</sup> / 24<sup>th</sup> Project by initiating negotiations with WSDOT to obtain use of Port-owned land for the project and the eventual State Route 509 interchange once it is extended.

November 3, 2011

I respectfully ask you to give the City of SeaTac's Connecting 28<sup>th</sup> / 24<sup>th</sup> Project, which enhances opportunities for air cargo development, your full consideration.

Sincerely,



Mark M. Reis  
Managing Director  
Seattle-Tacoma International Airport

Cc: Todd Cutts, City of SeaTac  
Geri Poor, Port of Seattle  
Diane Summerhays, Port of Seattle



Seattle-Tacoma  
International Airport  
P.O. Box 68727  
Seattle, WA 98168

Tel: (206) 787-5388  
Fax: (206) 787-5912

[www.portseattle.org](http://www.portseattle.org)

August 30, 2011

Mr. Tony Piasecki, City Manager  
City of Des Moines  
21630 11th Avenue South  
Des Moines, WA 98198

RE: City of Des Moines' 24<sup>th</sup> Avenue South Improvement Project

Dear Tony:

The Port of Seattle strongly supports the City of Des Moines' request for TIB Urban Corridor Funding to widen 24<sup>th</sup> Avenue South between South 216<sup>th</sup> and South 208<sup>th</sup> Streets.

The funding request will improve roadway capacity directly adjacent to the Port's 89-acre Des Moines Creek Business Park site. The site, which the Port is working closely with Des Moines to redevelop, is comprised of former residential properties that the Port, using FAA and airport funds, acquired because of impacts connected to aircraft noise. The vision for the site, shared by the Port and the City, foresees a thriving center for economic activity that generates long-term revenue for both entities.

The Port is nearing the conclusion of negotiations with a major tenant to develop 30 acres of property within the site. Per a second development agreement we expect to execute with the City of Des Moines, the tenant would be responsible for a share of the frontage improvement costs on 24<sup>th</sup> Avenue South.

The Port of Seattle looks forward to continuing to work closely with Des Moines on the critical infrastructure necessary to support economic revitalization of the Des Moines Creek Business Park site, a major element of the area collectively described as the City's Transportation Gateway Project.

Sincerely

A handwritten signature in black ink, appearing to read "Mark M. Reis".

Mark M. Reis  
Managing Director  
Seattle-Tacoma International Airport

Benaroya Companies

3600 136th Place SE, Suite 250  
Bellevue, Washington 98006  
Telephone: (425) 440-6700  
Facsimile: (425) 440-6730  
www.benaroya.com



COPY

November 8, 2011

Honorable James Irish, Chair  
Washington State Transportation Improvement Board  
P.O. Box 40901  
Olympia, WA 98504-0901

Subject: Des Moines Transportation Gateway Project Grant Application

Dear Chair Irish:

We are writing in support of the City of Des Moines' Transportation Gateway Project grant application.

Our company was hired in September by a large regional company to develop a 30 acre portion of the 89 acre Port of Seattle-owned Des Moines Creek Business Park (DMCBP) in the City of Des Moines for their long term occupancy. Regrettably, we were not yet under contract with the project and therefore could not acknowledge our financial commitment when the City submitted its TIB application in late August. But now that we are under contract, we would like to commit that: subject to the final approvals, and the proposed project going forward, we are on board to pay our financial share of this project.

The City's Gateway Project fronts the DMCBP on two sides. Its construction is essential to the construction of our project, and Benaroya Capital Company, together with our tenant is prepared to accept financial responsibility for its reasonable and pro rata share of the 24<sup>th</sup> Avenue South portion of the overall Gateway project cost. Although we have not yet finalized our negotiations with the city, we have been advised by the city that our share of these costs will be approximately \$1.8 million.

We have been impressed with the City's design efforts and right of way acquisition efforts to date and we are confident that the City will be able to advertise the project for construction this winter if TIB construction funds are available.

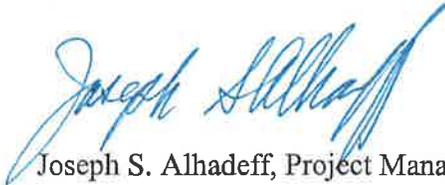


We support the design concept and appreciate the City's effort to minimize impacts on developed properties by carefully selecting the alignment to widen the roadway and provide the capacity to serve the significant commercial business growth that the City anticipates in this area. The pedestrian, bicycle and transit stop improvements will enhance the mix of transportation choices for our tenants, their employees and other travelers.

Thank you for considering this letter of support on behalf of Des Moines' grant request.

Sincerely yours,

BENAROYA CAPITAL COMPANY, LLC

  
Joseph S. Alhadeff, Project Manager

  
Larry Benaroya, Principal

Cc: Steve Gorcester, Executive Director  
Mayor Bob Sheckler, Des Moines  
Tony Piasecki, Des Moines City Manager

March 19, 2012

Tom Gut, P.E., Public Works Director  
City of SeaTac  
4800 South 188<sup>th</sup> Street  
SeaTac, WA 98188

**Subject: 28<sup>th</sup>/24<sup>th</sup> Ave S Corridor Improvements from S 200<sup>th</sup> St to S 216<sup>th</sup> St  
Support for Grant Funding Opportunities**

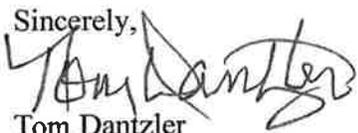
Dear Mr. Gut:

On behalf of South 200<sup>th</sup> Street Station, LLC., I am writing to express my strongest support for the City of SeaTac and the City of Des Moines in their efforts to fund and construct the completion of 28<sup>th</sup>/24<sup>th</sup> Ave S Corridor Improvements from S 200<sup>th</sup> St to S 216<sup>th</sup> St. South 200<sup>th</sup> Street Station LLC owns property adjacent to the Corridor at S 200<sup>th</sup> St. The land use of the property is currently used for surface parking. Future plans for the property include High density Transit Oriented development such as office, retail, High-rise hotels and other related uses.

The completion of the 28<sup>th</sup>/24<sup>th</sup> Avenue S corridor will provide improved access to the property, which is critical to its redevelopment to the highest and best use. It provides an alternative to the congested SR 99 for access. The new roadway will create a direct connection from the property to the Seattle-Tacoma International Airport. The corridor improvements, in conjunction with the Light Rail Extension to S 200<sup>th</sup> St will catalyze, and provide the traffic capacity for, redevelopment within this regional growth center. Redevelopment will attract and retain jobs and businesses.

South 200<sup>th</sup> Street Station LLC has demonstrated its commitment to the improvement of this critical connection through its investment in the Local Improvement District for Phase I of the Corridor Improvements from S 188<sup>th</sup> St to 202<sup>nd</sup> Ave S.

Please contact me (253) 826-1212 if you have any questions.

Sincerely,  
  
Tom Dantzler  
President  
South 200<sup>th</sup> Street Station LLC

Copy to: Grant Fredricks, Public Works Director, City of Des Moines



Karen Schmidt, Executive Director  
Freight Mobility Strategic Investment Board  
PO BOX 4965  
Olympia WA 98504-0965

November 4, 2011

Dear Ms. Schmidt:

On behalf of Prologis, Inc., the largest owner and operator of industrial distribution facilities in the world, I am writing in support of the proposed freight mobility project to reduce travel time into and out of the SeaTac International airport and surrounding areas. The company's 500+ million square feet of modern distribution space is strategically located in global markets and regions across the Americas, Europe and Asia. These properties have been built for speed of access and are located near key destinations, such as the SeaTac International Airport and major freeway interchanges. Our 245,000 square feet located in the City of SeaTac meets all of the company's locational criteria and has proven to be an ideal location for light industry and freight forwarding. This facility currently includes eight tenants, that include local, regional, national and international firms.

We believe the proposed freight mobility project would greatly improve the intermodal movement of local, national and international freight between State Routes 99, 516, 509 and the Sea-Tac International Airport. Truck freight moving along this roadway would bypass significant congestion along SR 99 and would reduce travel time into and out of the airport and beyond. As currently designed, the operation of our facility would be compatible with WSDOT's planned SR 509 connection to I-5, which our company sees as a valuable linkage for the movement of freight within the state of Washington. We believe the planned 28<sup>th</sup> – 24<sup>th</sup> Avenue extensions, and the SR 509 connection, both have the potential to create incentives for economic development in the region to help spur additional development and the creation of jobs.

Prologis has demonstrated its commitment to the improvement of this critical connection through our investment in the improvements to 24<sup>th</sup> Avenue South that were completed as part of the development of our current SeaTac facility. In support of further proposed projects in the area, the company has previously provided (a) payments in lieu of construction to the City of Des Moines in the amount of \$820,000, (b) eighteen feet of right-of-way along our frontage to the City with a value of approximately \$208,400, and (c) access improvements related to 24<sup>th</sup> Avenue South.



Please assist this important freight mobility project by moving this initiative forward. Thank you for your time and consideration.

Sincerely,

Richard R. Kolpa  
Vice President, Market Officer

# Rontra

March 19, 2012

Tom Gut, P.E., Public Works Director  
City of SeaTac  
4800 South 188<sup>th</sup> Street  
SeaTac, WA 98188

21086 24th Avenue South  
SeaTac, WA 98198  
(206) 241-2353  
(206) 248-2342 FAX

**Subject: 28<sup>th</sup>/24<sup>th</sup> Ave S Corridor Improvements from S 200<sup>th</sup> St to S 216<sup>th</sup> Street  
Support for Grant Funding Opportunities**

Dear Mr. Gut:

As the owner of Rontra Freight, I am writing to express my strong support for the City of SeaTac and the City of Des Moines in their efforts to fund and construct the 28<sup>th</sup>/24<sup>th</sup> Ave S Corridor Improvements from S 200<sup>th</sup> St to S 216<sup>th</sup> Street. Rontra Freight has been in continuous operation in SeaTac since 1979 and is located along the stretch of roadway that would be improved by the proposed project. We are a Customs Approved Container Freight Station and an "In Bond" Facility and have military base security clearance to all regional bases. We employ dozens of people including office, warehouse, and delivery drivers. The company completes multiple airport recoveries daily.

The completion of the 28<sup>th</sup>/24<sup>th</sup> Avenue S corridor will assist Rontra and numerous other freight and logistics companies, including our neighboring tenants in the 250,000 square foot SeaTac ProLogis facility that abuts the proposed corridor improvements. The new roadway will create a direct connection to the Seattle-Tacoma International Airport. There will be a more direct and efficient inter-modal movement of goods locally, and nationally, and internationally. Freight movement using State Routes 99, 509, 516, I-5 and I-405 to and from the airport and Seattle sea port – as well as from surrounding industrial areas – will be able to bypass significant vehicle congestion now experienced along SR 99. This will greatly reduce travel time and provide freight traffic with a dedicated truck route. It will help to both retain current jobs and businesses and make it easier to attract others as well.

Rontra Freight fully supports the City of SeaTac and the City of Des Moines in their efforts to fund and construct the 28<sup>th</sup>/24<sup>th</sup> Ave S Corridor Improvements. Please contact me (206) 241-2353 if you have any questions.

Sincerely,



Art Stipan  
Owner

Copy to: Grant Fredricks, Public Works Director, City of Des Moines



**PAC STAINLESS, LTD.**

P.O. BOX 13510 Des Moines, WA 98198  
Tel \* 206-824-7780 \* Fax \* 206-878-2475

November 2<sup>nd</sup>, 2010

Honorable Bob Sheckler, Mayor  
City of Des Moines  
21630 11th Avenue South, Suite A  
Des Moines, WA 98198

Subject: Des Moines Transportation Gateway Project

Dear Mayor Sheckler:

I reviewed the final design details for the above reference project on October 28, 2010 with Len Madsen, Special Project Manager. I deeply appreciate the responsiveness of the City in evaluating alternatives and moving forward with a design that converts this roadway into a complete street that serves all modes of travel, including freight movements into and out of our facility.

We support the design concept and appreciate the City's effort to minimize impacts on developed properties by carefully selecting the alignment to widen the roadway and provide the capacity to serve the significant growth commercial businesses that the City anticipates in this area. Growth of traffic at the intersection of 20<sup>th</sup> Avenue S. is steadily increasing and introduction of a traffic signal at this location will improve traffic operations from our perspective. The pedestrian, bicycle and transit stop improvements will enhance the mix of transportation choices for our employees and other travelers.

Our facility is one of six distribution centers we operate serving industrial markets in the USA, Canada, Mexico, South America and the world. Maintenance and improvement of freight mobility as well as employment and customer access to our facility is very important in this competitive business climate.

Again, I appreciate the City's responsiveness to our concerns and support the City's effort to move forward with final design and construction as depicted in the plans.

Sincerely yours,

A handwritten signature in blue ink, appearing to read 'Gary Ohrt', is written over a light blue circular stamp.

Gary Ohrt  
President  
PAC Stainless LTD

Cc: Tony Piasecki, City Manager  
Grant Fredricks, Planning, Building, Public Works Director  
Leonard Madsen, Special Project Manager



## G3 HOLDINGS, LLC

P.O. Box 98984 • Seattle, WA 98198 • TEL: 206-824-6000 • FAX: 206-824-6098

March 15, 2012

Honorable Dave Kaplan, Mayor  
City of Des Moines  
21630 11th Avenue South - Suite A  
Des Moines, WA 98198

Subject: Des Moines Transportation Gateway Project: 24<sup>th</sup> Avenue S. & S. 216<sup>th</sup> Street Improvements

Dear Mayor Kaplan:

I participated in the public open houses to review the final design details for the above reference project. I appreciate the responsiveness of the City in evaluating alternatives and moving forward with a design that converts this roadway into a complete street that serves all modes of travel, including freight movements into and out of our facility.

We support the design concept and appreciate the City's effort to minimize impacts on developed properties by selecting the alignment to widen the roadway and provide the capacity to serve the significant growth in commercial business that the City anticipates in this area. Growth of traffic along S. 216<sup>th</sup> Street is steadily increasing and introduction of a traffic signal at 20<sup>th</sup> Avenue South will improve traffic operations from our perspective. When the 24<sup>th</sup> Avenue South Corridor is completed, it will provide a needed connection directly to Sea-Tac International Airport as a viable alternative to congested SR99. The pedestrian, bicycle and transit stop improvements will enhance the mix of transportation choices for our employees and other travelers.

Grakon LLC, a global leader in the design and manufacture of advanced vehicle lighting systems in the City of Des Moines, is an international corporation serving industrial markets in the USA, Canada, Mexico, Asia, Europe, South America and the around the world. Maintenance and improvement of regional freight mobility as well as employment and customer access to and from this facility is very important in this competitive business climate.

I fully support the City's effort to further the final design and construction as depicted in the plans.

Sincerely yours,

Justin Graham  
G3 Holdings, LLC – Principle  
Grakon Holdings, LLC – Board Member and Shareholder

Copy: Tony Piasecki, City Manager  
Grant Fredricks, Planning, Building, Public Works Director  
Leonard Madsen, Special Project Manager  
Drew Graham, G3 Holdings, LLC  
Steve Brown, G3 Holdings, LLC  
Dave Paborsky, CEO, Grakon  
Gary Ohrt, CEO, PAC Stainless