

Section VI.a. 2012 King County Countywide Competition Application for PSRC's FHWA Funds (STP/CMAQ)

- ❖ Smaller Jurisdictions Program
- ❖ Larger Jurisdiction Program
- ❖ All Other Agency Program
 - ❖ Rural Area Program
 - ❖ Preservation Program

This application is available on the King County Department of Transportation website at <http://www.kingcounty.gov/transportation/kcdot/PlanningandPolicy/RegionalTransportationPlanning/2012KCountywideCF.P.aspx>

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

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

Submitting Applications

There is no set page limit for applications submitted to the countywide 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 27d.

Attach your completed application to an email and send it to 2012KCGrantCompetition@KingCounty.gov. All applications must be submitted by **5:00 p.m. Friday, May 11, 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 Peter Heffernan at 206-684-1812 or peter.heffernan@kingcounty.gov

PROJECT DESCRIPTION INFORMATION

1	<p>Project title: Connecting 28th/24th Avenue South (S 200th Street to S 216th Street)</p> <p>For roadway project titles: list facility name, limits, and any other identifying words, e.g., SR-520 HOV (104th Ave NE to 124th Ave NE).</p>												
2	<p>Transportation 2040 ID#: 192</p> <p>Project # 192 supports the SeaTac Regional Growth Center. The project also supports Transportation 2040 ID#2525 (Sound Transit Link Light Rail 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 www.psrc.org/assets/4889/T2040_AppendixM_FINAL.pdf. Some TIP projects may be connected to more than one Transportation 2040 project; if this is the case, sponsors may add additional ID #s. Some projects may be below the threshold for requiring a Transportation 2040 ID (please refer to www.psrc.org/transportation/t2040/candidate-to-approval-process/ for more information); if this is the case, please indicate “n/a” in the ID # field.</p> <p>For assistance or questions regarding these issues, contact Kimberly Scrivner at (206) 971-3281 or kscrivner@psrc.org.</p>												
3	<p>a. Sponsoring agency: City of Des Moines</p> <p>b. Co-sponsor(s) if applicable: City of SeaTac</p> <p>For the purposes of this application and competition, “co-sponsor” refers to any agency that would receive a portion of the funding if the requested grant were to be awarded.</p> <p>c. Does sponsoring agency have “Certification Acceptance” status from WSDOT? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>d. If not, which agency will serve as your CA sponsor? For more information on Certification Acceptance and to find a listing of current CA agencies, please refer to www.wsdot.wa.gov/LocalPrograms/LAG/CA.htm</p> <p>N/A</p>												
4	<table border="0"> <tr> <td>Project contact person:</td> <td>Dan Brewer, City of Des Moines</td> <td>Susan Sanderson, City of SeaTac</td> </tr> <tr> <td>Address:</td> <td>21650 11th Ave S, Des Moines, 98198</td> <td>4800 S 188th St, SeaTac, 98188</td> </tr> <tr> <td>Phone:</td> <td>(206)870-6581</td> <td>(206)973-4247</td> </tr> <tr> <td>Email:</td> <td>dbrewer@desmoineswa.gov</td> <td>ssanderson@ci.seatac.wa.us</td> </tr> </table>	Project contact person:	Dan Brewer, City of Des Moines	Susan Sanderson, City of SeaTac	Address:	21650 11th Ave S, Des Moines, 98198	4800 S 188th St, SeaTac, 98188	Phone:	(206)870-6581	(206)973-4247	Email:	dbrewer@desmoineswa.gov	ssanderson@ci.seatac.wa.us
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5 Project description. Please distinguish between the scope of the project and the justification and/or need for the project.

a. **Project scope:** Please describe clearly and concisely the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? For example, if this is part of a larger project, please be specific as to what portion on which the grant funds will be used.

Connecting 28th/24th Avenue South is a significant transportation corridor improvement, within the SeaTac Regional Growth Center. The project will complete a five lane principal arterial corridor. The improvements include bicycle lanes, curb, gutter, sidewalks, storm drainage collection and treatment facilities, street lighting, signalization, channelization, landscaping, utilities, and undergrounding of aerial utilities. The project provides a vital connection within and between the City of SeaTac's Regional Growth Center, the City of Des Moines, the Port of Seattle's Sea-Tac International Airport, Sound Transit's 200th St Link Light Rail Station / park and ride facility , and adjacent developable properties. The project will be forward compatible with the future extension of SR 509. The project creates a parallel alternative to SR 99 for aviation support freight vehicles. The grant request is intended to advance the remaining segments through construction in order to complete the corridor.

- The City of SeaTac completed the initial segment between S 188th Street and S 200th Street.
- Construction funds are requested for completion of the segment between S. 208th Street and S. 216th Street within the City of Des Moines (2013 Construction fund obligation).
- Construction funds are requested for completion of the segment between S. 200th Street and S. 208th Street within the City of SeaTac (2014 Construction fund obligation).

b. **Project justification, need or purpose:** Please explain the intent, need or purpose of this project. What is the goal or desired outcome?

There is a very strong commitment from the private sector (\$5 million in contributions) to assist in completing this project which is dependent upon local and regional government leadership for completion. The first phase of this regionally significant corridor, from South 188th Street to South 200th Street, was completed approximately 10 years ago. The Cities of SeaTac and Des Moines are partnering to construct the remaining segment from South 200th Street to South 216th Street by 2016.

This project will foster the creation of over 23,300 permanent and temporary jobs by providing the access and traffic capacity necessary for redevelopment of nearly 200 acres of vacant Port of Seattle property resulting from the 1980 noise mitigation buyout along the west side of the corridor. In addition there are 31 acres of other vacant and underdeveloped properties along the east side of the corridor. These infrastructure improvements are essential to open up and un-lock the only viable areas in SeaTac and Des Moines for economic development that support aerospace, international trade, and enhance the Port's air cargo mission.

Development of the vacant property and resulting job creation are forecast to generate an average daily traffic (ADT) volume of 13,000 vehicles per day. This demand rises to nearly 20,000 vehicles per day with completion of SR 509. The project is necessary to support this growth and provide a 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.

The 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 from Tukwila to Federal Way. The Sound Transit South 200th Street Link Light Rail Station, including an 1,100 stall Park and Ride facility, is scheduled for completion in 2016. The Project provides continuous bicycle lanes for commuting between the SeaTac regional growth center and the City of Des Moines, including access to the Sea-Tac international airport.

6	<p>Project location: 28th/24th Avenue S from S 200th Street to S 216th Street</p> <p>Answer the following questions if applicable:</p> <p>a. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad): 24th Avenue S at S 216th Street</p> <p>b. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): 26th Avenue S at S 200th Street</p>				
7	<p>Map: Please include a legible project and vicinity map, if available. Maps may be attached to the email and submitted along with the application.</p>				
8	<p>Federal functional classification code (Please select <u>only one</u> code using the table below)</p> <p>For assistance determining functional classification, contact Stephanie Rossi at (206) 971-3054 or srossi@psrc.org.</p> <p>Important: A roadway must be <u>approved</u> on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities). Projects on a roadway with a functional classification of 09, 19, 29, or 39 are not eligible to use federal transportation funds unless they are one of the exceptions listed below. If your project is an exception, identify its functional class code as "00".</p> <p><u>Examples of exceptions:</u></p> <ul style="list-style-type: none"> • Any bicycle and/or pedestrian project. • Projects not on a roadway and using CMAQ or other funds • Any transit project, including equipment purchase and park-and-ride lot projects. <p>For more information on functional classification, please refer to www.wsdot.wa.gov/mapsdata/travel/hpms/functionalclass.htm</p>				
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PLAN CONSISTENCY INFORMATION

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

- 9 The questions in this section must be answered by all applicants. Information on the current certification status of a local plan is available on the PSRC's web site at www.psrc.org/growth/planreview/statusreportppr/.

- a. Is the project specifically identified in a local comprehensive plan?

- Yes. Indicate (1) plan name, (2) relevant section(s), and (3) page number where it can be found:

The Des Moines and SeaTac segments of the project 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.

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>

The project is identified on page 1 of SeaTac's 2012-2021 Transportation Improvement Program (TIP) which can be viewed at www.ci.seatac.wa.us/Modules/ShowDocument.aspx?documentid=39. The TIP is included by reference in the Transportation Element of the City's Comprehensive Plan on page 3-21, which can be viewed at www.ci.seatac.wa.us/Modules/ShowDocument.aspx?documentid=37. The project is also included on pages 84 and 85 of SeaTac's 2012-2017 Capital Improvement Program, which can be viewed at www.ci.seatac.wa.us/Modules/ShowDocument.aspx?documentid=42

- 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/fedaidthmap.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 or see Section VII for a copy of the PSRC regional centers map).
- SeaTac Regional Growth Center

COUNTYWIDE PROJECT EVALUATION

Projects will be evaluated and scored based on the information provided in Parts 1 and 2 which follow. Refer to the “2012 Countywide Project Evaluation Criteria for PSRC’s FHWA Funds” (Section IV.a. of the Call for Projects) for guidance, examples, and details on scoring before completing these sections of the application. Note that “Centers” are those identified in local jurisdiction/agency comprehensive plans and transit agency plans.

Instructions:

- Part 1: Choose the one project category that best fits your project and complete the corresponding section A, B, C or D.
- Part 2: For all projects except Preservation Projects, complete all three sections in Part 2 (sections E, F, and G). For Preservation Projects, complete sections F and G in Part 2.

Part 1: Category Specific Questions

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

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

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.

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 centers.

Preservation Project: Complete section D and proceed directly to Part 2.

A. Designated Centers

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

11. Regional or Locally Designated Center Development. Please address the following:

- Describe how the project will support the existing and planned housing/employment densities in the 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.

BENEFITS TO HOUSING AND EMPLOYMENT DEVELOPMENT

This project is essential to provide access to and traffic capacity for development, redevelopment and creation of family wage jobs within walking distance and adjacent to areas of higher unemployment, higher levels of poverty and poorer health compared to overall King County. Sea-Tac Airport alone has 15,000 employees which will be served by the direct bicycle and pedestrian access to Terminal A. The high employment density, high parking costs and completed transportation link supports a latent demand for improved non-motorized access to the airport.

Approximately 200 acres of publicly owned vacant land is available for redevelopment due in large part to the 1980 Port of Seattle Noise Mitigation buyout. Prospective development initiatives 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

By fostering job creation in close proximity to planned high density housing in Des Moines, regional public transit, and regional growth centers in SeaTac, Burien, Kent and Tukwila, the project promotes a better job to housing balance by providing opportunities for people to live close to their workplace.

SUPPORT REDEVELOPMENT

This project is required to support development of the SeaTac Regional Growth Center, a major component of the adopted PSRC 2040 plan to stimulate economic growth and job development in the region. (see <http://psrc.org/assets/289/seatac.pdf>) The 24th/28th Avenue Connection is the top ranked 2012 project for the PSRC Economic Development District (see attachment).

Resolutions 1043 of the Des Moines City Council and Resolution 07-012 of SeaTac City Council were adopted to partner on transportation improvements and land use efforts along the 28th/24th Avenue South Corridor and seeking financing to fully fund these street improvements.

The cities of Des Moines (Des Moines) and SeaTac (SeaTac) recognize the significant regional transportation and economic benefits of completing the 24th/28th Avenue freight and mobility corridor connection between S. 188th Street and S. 216th Street. The project is within and adjacent to the designated PSRC Regional Growth Center as well as the evolving King County Aerospace Alliance, a new cluster for the region. This roadway corridor has been identified as a key regional facility within PSRC Transportation 2040 Plan. The Comprehensive Plans of both cities mutually support the completion of the 28th/24th Corridor between S. 188th Street and S. 216th Street as a principal arterial. Sound Transit,

under a design/build contract, expects to complete construction of the light rail transit (LRT) extension to South 200th Street, along with a station and park and ride facilities. This station will be a major interim terminal to the Link LRT for S. King County, with service beginning in 2016. Time is of the essence for the cities to coordinate and phase design and construction of this corridor to meet planned land use and transportation system changes to accommodate growth in jobs, pedestrian, bicycle, automobile, and freight movements.

Supporting Goals and Policies from the City of SeaTac Comprehensive Plan (updated and adopted by the SeaTac City Council on November 22, 2011) are: GOAL 3.1; GOAL 3.2; Policy 3.2B; Policy 3.2C; Policy 3.2E; Policy 3.2E; Policy 3.2L; GOAL 3.3; Policy 3.3A; Policy 3.3B; Policy 3.3C; Policy 3.3E; Policy 6.2C; Policy 9.3E. These policies are supportive of planned transit oriented development changes around the Link Light Rail station. The project is identified as an important component of the City of SeaTac Comprehensive Plan.

The project implements the Des Moines Comprehensive plan and would directly support development and redevelopment in the Des Moines' existing business districts located in the North Central, Pacific Ridge and Marina District Neighborhoods. Redevelopment of blighted lands adjacent to 24th Avenue South is a top priority for the City Council. These areas are planned to accommodate nearly all of Des Moines future growth in jobs and housing as articulated by the following Comprehensive Plan goals, policies and strategies: Land Use Element (LUE) Policy 2-03-05; LUE Policy 2-03-08; North Central Element (NCE) Strategy 9-04-02; NCE Strategy 9-04-03; Pacific Ridge Element (PRE) Goal 11-01-01; PRE Policy 11-03-02; PRE Policy 11-03-07; PRE Policy 11-03-08; PRE Policy 11-03-10. The project is identified as high priority transportation improvement in the City of Des Moines 2012-2031 Transportation Improvement Program TIF 2.0.

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 the SeaTac Regional Growth Center. Benaroya Company has begun land clearing efforts to develop industrial warehousing, shops and offices, which are scheduled to open in 2014. ProLogis – a leading global distribution and logistics company, Grakon, Pac Stainless, and a number of other freight related industries will be served by this corridor.

The project directly serves both domestic and international markets in improving freight mobility between SeaTac Airport and the surrounding industrial and manufacturing centers in the City of SeaTac, Des Moines, Kent, and Auburn. 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. Of the 23,000 total jobs, 12,667 are family wage jobs. The employment will be associated with office, commercial/retail, warehouse/industrial, and hotel land uses.

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 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.

This development potential has the ability to generate nearly \$2 billion in annual tax revenues, 12,667 family wage jobs and \$671 million in annual wages in an area of high economic distress. The construction of the 28th/24th Avenue Corridor is essential to unlock the economic potential and connect the SeaTac Regional Growth Center with key non motorized and vehicle improvements.

In order to make these jobs a reality, investment in this project is necessary to provide access, to developable property, improved freight mobility, and general mobility for businesses, residences, and international tourism that passes through Sea-Tac International Airport.

12. Project's Benefit to the Regional or Locally Identified 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).

REMEDY CURRENT OR ANTICIPATED PROBLEM

This project is essential to encourage infilling and development of the SeaTac Regional Center. It provides a complete street as an arterial with sidewalks and bicycle lanes for non-motorized access to regional transit services and existing low income housing. The project provides direct non motorized connections for employees commuting within and to the SeaTac Regional Growth center including direct access to the Sea-Tac airport main terminal and the Link LRT S. 200th Station. The route will act as a catalyst for redevelopment of the area to it’s highest and best use.

This route is critically important to the surrounding area because it provides additional travel modes and capacity, and provides an alternative to the parallel SR-99 corridor. It creates direct and efficient inter-modal movement of local, national, and international freight between State Routes 99, 516, 509, and the Sea-Tac Airport.

BENEFITTED USER GROUPS

The increased traffic capacity and improved access to public transit 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 jobs as well as improved access for the nearly 15,000 existing jobs at Sea-Tac airport. There are significantly higher unemployment levels, lower income levels, and less availability of health care among the residents of Des Moines and SeaTac. Based on a 2010 Census analysis by the Kirwan institute reveals that:

- Area residents have a 16% higher unemployment rate than the King County average.
- There are 19% more individuals below the poverty level than the King County average.
- 1 in 4 adults are without health insurance, almost twice the King County level.
- Infant mortality is 27% higher than the King County average.
- Birth rates among 15-17 year old women is 50% higher than the King County average.
- 60% of children have applied for free and reduced lunches.
- Temporary Assistance for Needy Families is twice the King County rate.

The project will 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 Multi-jurisdictional Misdemeanant Jail (SCORE) are located in close proximity to the project and will have improved non-motorized North/South Connections.

All of the projects stakeholders are benefitted user groups. Attached to this application are letters of support from freight users, public transit agencies, private developers, the Port of Seattle, and the State of Washington. Each of the projects stakeholders stands to gain considerable benefit, as described in this application, from the project.

13. Circulation within the Regional or Locally Identified 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.

The project’s new roadway improves circulation within the SeaTac Regional Growth Center and provides direct connection to Sea-Tac International Airport. This linkage supports not only the Puget Sound Region’s, but the State of Washington’s competitiveness with other west coast markets that are heavily investing in Port-related infrastructure. Specifically:

- The project improves employee and freight 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 providing nonstop freighter service and belly cargo flights to the 11 largest Asian and European cities.
- PSRC forecasts that by 2040, the airport will carry up to 475,000 tons annually – about a 50% increase from today – ensuring it will continue to be a vital domestic and international gateway to the Asian and European markets.
- 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 within and around the regional growth center. In addition to the development, job creation, and long term freight needs are fulfilled by its completion. The Connecting 28th/24th Avenue South project provides excellent access to regional amenities, including:
 - S. 200th Street Link Light Rail Station at 28th Avenue South , including an 1,100 stall Park and Ride. The project provides a direct connection to regional transit for motorists, pedestrians and bicyclists.
 - King County Metro Rapid Ride A Line: The regional bus transit service along SR 99 is within ¼ mile walking distance of the 28th /24th Avenue South corridor via South 216th Street, South 208th Street, and South 200th Street,.
 - Sound Transit’s development plans include construction of a direct trail connection from the S 200th St Station, which is on the 28th/24th Ave S alignment, west on S 200th St to the regional Lake to Sound trail system. This provides a direct connection between the bike lanes on 28th/24th Ave S to the Lake to Sound Trail.
 - Sea-Tac International Airport and SeaTac Regional Growth Center
- The project will include ADA compliant sidewalks on both sides of the street. Landscaped buffer strips will separate the travel lane from the sidewalk. The resulting complete street will provide pedestrians with a safe and accessible place to walk, encouraging physical active and healthy lifestyles.
- The project provides north-south bicycle lanes that improve safety for, and, connect cyclists with the regional growth center, Light Rail, and bus service. The 24th/28th Avenue South bicycle lanes and relatively modest terrain, creates a superior alternative north south bike route to SR99 which has high speeds, HOV lane conflicts and multiple driveway accesses.
- Freight access to Sea-Tac International Airport will be improved on this parallel alternative to SR 99. The project support freight mobility to and from Sea-Tac International Airport, which strengthens the competitiveness of the Puget Sound Region, and the State of Washington

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, C or D.

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, B or D.

16. Benefit to Center. Please address the following:

- Describe how this project will benefit or support the housing and employment development in a Regional or Locally Designated 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.

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.

D. Preservation Project

Instructions: Complete this section (questions 18-25) if you selected “Preservation Project” in question 10, and then proceed directly to Part 2. Do not complete Sections A, B or C.

Transportation 2040 commits, as a top priority, to funding the maintenance, preservation and operation of existing infrastructure in a safe and usable state. These highly cost-effective investments help to ensure that current assets continue to function properly to sustain mobility for both people and goods. Pavement represents one of the largest capital investments by local governments. Investing in arterial preservation programs at the appropriate time in an asset’s lifecycle prevents more costly rehabilitation and reconstruction projects in the future.

The PSRC’s Transportation Policy and Executive Boards recognized the importance of preservation and recommended that 25% of the total estimated amount of STP funds be set aside for preservation grant program. The Boards directed that these funds be distributed through the countywide processes. The purpose of this preservation set-aside is to address emergent issues of declining revenue for local jurisdictions and increased project costs. The recommendation includes regional guiding principles to be followed by each countywide process, to address among other things maintenance of effort and fairness. The impact of this new preservation set aside will be reviewed by the PSRC for its effectiveness and its impact on the overall pavement conditions of the region’s arterials.

A total of \$13.5 million is available in King County for the Preservation program. Agencies are limited to three proposals per agency and a maximum request size of \$1.5 million per proposal.

Projects will be evaluated and scored based on the information provided by the project sponsor to the following questions

Level of Effort

18. Level of Effort. Each agency that chooses to submit a proposal into the Preservation Program must provide information on its “Level of Effort” to maintain and improve its system wide Pavement Condition Index (PCI) scores¹. The information to be provided by a project sponsor will be based on the averaging of project sponsor’s

¹ The average city PCI information is derived from three *Washington’s City Arterials Condition Reports* published in 2006, 2008, and 2010. The Washington State Department of Transportation (WSDOT) Highways and Local Programs Division publishes this report on a biennial basis. RCW 46.68.113 requires cities and towns to report to the state, city arterial preservation rating information on a Section VI. 2012 King County Countywide Competition Application Forms Page 12 of 23

reported PCI for 2006, 2008, and 2010.

The PCI Table shows the average PCI scores for the jurisdictions in King County and groups the scores into three categories:

- A system-wide average PCI score of 70 – 100 indicates the overall arterial system is in good condition
- A system-wide average PCI score of 50 to 69 indicates the overall arterial system in a average condition
- A system-wide average PCI score of 49 or less indicates an overall arterial system in poor condition

Using the PCI table below, select the category your agency’s system-wide PCI falls within and provide the requested information.

- 1) If your jurisdiction’s average PCI score is between 70 – 100, your overall arterial system is in good condition and you are not required to provide any documentation on your “level of effort” in maintaining your arterial system.
- 2) If your jurisdiction’s average PCI score is in the range of 50 – 69, your overall arterial systems is in average condition and you are required to provide a short narrative (2 page maximum) on your agency’s efforts to maintain or improve your jurisdiction’s average PCI. Examples of information to be included are:
 - A short narrative on your jurisdiction’s preservation efforts.
 - Existing and forecasted preservation budget information.
 - Policy support for your city’s preservation program.
 - If you have a pavement management program², please provide a short description of your program. If you use a pavement management software package, please provide a name of the software package you use.
- 3) If your jurisdiction’s average PCI score is 49 or less, it is an indication that the overall condition of your arterial system is in poor condition and you are required to provide a short narrative (2 page maximum) on how you will improve your jurisdiction’s average PCI. Examples of information to be included are:
 - A short narrative on your jurisdiction’s preservation efforts.
 - Existing and forecasted preservation budget information.
 - Policy support for your city’s preservation program.
 - If you have a pavement management program, please provide a short description of your program. If you use a pavement management software package please provide a name of the software package you use.

biennial basis.

² A pavement management program is a set of defined procedures for collecting, analyzing, maintaining, and reporting pavement data, to assist the decision makers in finding optimum strategies for maintaining pavements in serviceable condition over a given period of time for the least cost.

King County PCI Scores By Jurisdiction

Jurisdiction	2006, 2008, 2010 Average PCI	
Hunts Point	91	Average or 2010 PCI = 70 to 100
Duvall	81	
Beaux Arts Village	81	
Kent	80	
Federal Way	80	
Sammamish	79	
Redmond	79	
Kenmore	78	
SeaTac	78	
Medina	77	
Bellevue	77	
Mercer Island	76	
Des Moines	74	
King County	74	
Maple Valley	73	
Bothell	72	
Clyde Hill	71	Average or 2010 PCI = 50 to 69
Auburn	69	
Shoreline	69	
Issaquah	69	
Burien	69	
Seattle	68	
Normandy Park	64	
Tukwila	64	
Algona	63	
Kirkland	62	
Renton	62	
Lake Forest Park	61	
Yarrow Point	61	
Black Diamond	61	
Covington	60	
Newcastle	59	
Woodinville	57	
Enumclaw	55	
Skykomish	37	Average or 2010 PCI = 49 or Less
North Bend	49	
Snoqualmie	47	
Milton	45	
Pacific	44	
Carnation	none available	

Missing data for 1 or more years

Weighted PCI 70 - 100

Weighted PCI 50 - 69

Weighted PCI 0 - 49

1. Cities' Arterial PCI data from 2006, 2008, and 2010 *Washingtons City Arterials Condition Reports*
2. County Data from CRAB report submissions for 2007, 2008, and 2010

Roadway Characteristics

19. Pavement Condition Index (PCI): Select the PCI range for the specific roadway segment for which you are requesting funds. Please use the most recent information available to you. **Clarification: if the project has more than one PCI score along the length of the segment, please provide the weighted PCI average for the total project segment. The weighted average formula is show below. Please use the 'Weighted PCI Calculator' at the following link to calculate the weighted PCI of multiple segments, and include the completed calculator worksheet with your application.**

<http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2012KCountywideCFP.aspx>

$$\frac{(\text{Segment A length} \times \text{Segment A PCI}) + (\text{Segment B length} \times \text{Segment B PCI}) + \text{etc.}}{\text{Total Length of all Segments}}$$

- PCI 70 to 100
- PCI 60 to 69
- PCI 50 to 59
- PCI 40 to 49
- PCI 39 to 0
- Don't know

20. Truck route Classification: The Washington State Freight and Goods Transportation System (FGTS) is a classification of state highways, county roads, and city streets according to the average annual gross truck tonnage they carry. The FGTS provides an estimate of the highways and roadways most heavily used by trucks. WSDOT's most recent update of the FGTS occurred in 2009.

Select the FGTS classifications for the roadway segment for which you are requesting funds. If the roadway segment has more than one FGTS classification, please use the FGTS Classification that has most lane miles. The following link will take you to the current FGTS maps <http://www.wsdot.wa.gov/Freight/FGTS/Maps.htm>.

- T-1 – More than 10 million tons per year
- T-2 – 4 million to 10 million tons per year
- T-3 – 300,000 to 4 million tons per year.
- T-4 – 100,000 to 300,000 tons per year.
- T-5 – at least 20,000 tons in 60 days.
- Not classified

21. Transit Service Characteristics: Number of daily weekday transit trips on the roadway segment for which funds are being requested (one direction).

Select the category based on the number of daily weekday transit trips on the specific roadway segment where funding is being requested.

- High transit service - \geq 85 daily trips per weekday
- Medium transit service – 20-84 trips per weekday
- Low transit service – 8-19 trips per weekday
- None

If you need assistance on determining the transit trips on the specific roadway segment where funding is being requested, please contact Paul Takamine at paul.takamine@kingcounty.gov or at (206) 684-1417.

22. Support for Centers: Since 2002, the adopted policy guidance has been to direct PSRC funds to support centers and the corridors that serve them. VISION 2040, adopted in 2008, reaffirms this policy guidance of supporting centers with PSRC’s federal funds. The PSRC Executive Board elected to maintain the policy focus of support for centers and the corridors that serve them. The countywide processes definition of centers is defined as regional growth and manufacturing/industrial centers, and town centers and other locally identified centers. (See Section VII. for the regional growth and manufacturing/industrial centers map)

Select one of the following categories that best fits your project.

- Within or connecting to a designated Regional Growth Center/ Manufacturing/Industrial Center. Refer to the PSRC Regional Centers Map in Section VII.
- Within or connecting to a designated local center as identified in your adopted local comprehensive plan.

23. Jurisdiction’s Pavement Preservation Level of Effort:

- a. Does your agency have a pavement management program? Yes No
 - If yes, provide a short description (two page maximum) of your jurisdiction’s pavement management program.
 - A pavement management program is a set of defined procedures for collecting, analyzing, maintaining, and reporting pavement data, to assist decision makers in finding optimum strategies for maintaining pavement in serviceable conditions over a given period of time for the least cost.
 - If you use a pavement management software package to support your pavement management program, please provide the name of the software package you use.

- b. Using the PCI Table provided in the Level of Effort section, select the Systemwide Pavement Condition Index category for your jurisdiction

- Systemwide PCI greater than 70
- Systemwide PCI of 65 - 69
- Systemwide PCI of 60 - 64
- Systemwide PCI of 63 - 51
- Systemwide PCI of 50 - 0

c. Check below if your agency has dedicated revenues for pavement and maintenance projects in your jurisdiction.

24. Local Match Percentage: Select the local match percentage category that matches the local contribution for specific project for which funds are being requested. The minimum local match required is 13.5%.

- Local match - 13.5% to 18%
- Local match - 19% to 24%
- Local match - 25% to 30%
- Local match - 31% to 35%
- Local match - 36% to 40%
- Local match - 41% to 44%
- Local match - 45% to 49%
- Local match \geq 50%

25. Incentive/Innovation - Project sponsors are encouraged to provide information in this application if their projects include any incentives or innovative elements. The Incentive/Innovation section will not receive any points but information may be used during the evaluation process. Examples of incentives and innovation include:

- Beyond standard practice
- Economies of scale
- Cutting edge technology/state of the art
- Asset Management Plan
- Fund swap (federal for local dollars)

PART 2: QUESTIONS FOR ALL PROJECTS

Instructions: Once Section A, B, C, or D in Part 1 has been completed, complete all of Part 2 (questions 26-30). For Preservation Projects, do not complete Section E.

E. Air Quality and Climate Change

26. 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 and future congestion along SR 99. The City of Des Moines Comprehensive Plan identifies the following level of service (LOS) forecasts at the intersection of S 216th Street with 24th Avenue South:

- 2008 Existing LOS, PM Peak Hour LOS B
- 2030 without improvements, PM Peak Hour LOS E, 70 seconds/vehicle delay
- 2030 with improvements (without SR 509), PM Peak hour LOS C, 27.5 seconds/vehicle delay.

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 successful FMSIB grant award 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. Travel time was estimated to be 14 minutes using the proposed 28th/24th Ave S corridor. This is a reduction of minutes, for a savings of approximately 25 percent.

TRANSIT

New sidewalks and bicycle lanes will significantly improve connectivity to regional transit. The King County Metro Rapid Ride A Line provides frequent bus rapid transit service on SR 99 that is immediately accessible to the 28th/24th Avenue South corridor via South 216th Street, South 208th 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.

NON-MOTORIZED ACCESS AND CONNECTIONS

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 within and between the SeaTac Regional Growth center, Sea-Tac Airport Main Terminal, residential areas to the south, existing commercial properties, transit facilities, 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, and connect via S 200th Street to the nearby Lake to Sound regional trail system.

SIGNALIZATION

Providing a new, parallel corridor will reduce congestion and vehicle idling at intersections along the 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 vehicle per day alternate capacity provided by the project, the SR 99 intersections will operate at an acceptable LOS E or better. This congestion relief will greatly improve the mobility of 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.

F. Project Readiness/Financial Plan

There are two parts to this section, with specific questions for each part identified below: the project's financial plan and readiness to obligate PSRC funds. The primary objective of the evaluation is to determine whether a sponsor has assembled all of the funding needed to complete the project or phase(s), and when the sponsor will be ready to obligate the requested regional funding. All questions must be completely and accurately filled out in order for this information to be properly assessed. The information will be used to determine:

- When the sponsor can complete all prerequisites needed to obligate the requested PSRC funding.
- When the sponsor plans to obligate requested PSRC funding.
- The amount and source of secured funding for the project.
- The amount and source of reasonably expected but unsecured funding for the project.
- Whether PSRC's federal funds will complete the project or a phase of the project.

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

27. Financial Plan

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

Required Match: A minimum of 13.5% match is required for both STP and CMAQ funds. Sponsors of projects awarded funds through this competition will be required to provide information on these matching funds at a later date.

27a. Select only one funding source below, STP or CMAQ.

STP

CMAQ

27b. Identify the amount requested by phase, and identify the estimated year of obligation (2013 or 2014).

<u>Phase</u>	<u>Amount</u>	<u>Estimated Year of Obligation</u>
Construction	\$3,000,000	2013 (City of Des Moines, S 208th to 216th)
Construction	\$2,000,000	2014 (City of SeaTac, S 200th to 208th)

[select phase]

27c. Identify the project phases that will be fully completed if requested funding is obtained:

The City of SeaTac has already completed the initial segment of this corridor between S 188th Street and S 200th Street. Construction for the remaining project segment within the City of Des Moines (S 208th to S 216th) will be fully completed with the request (2014). Construction for the remaining project segment with the City of SeaTac (S 200th to S 208th) will be fully completed with the request (2016). SeaTac intends to fund design, permitting and right-of-way acquisition with local funds in order to allow obligation of construction funds in 2014. This will complete the entire corridor between S 188th Street and S 216th Street (2016).

27d. Project Budget and Schedule

In this section you will be asked to 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 Project Budget and Schedule spreadsheet. Use as many rows per phase as necessary to reflect the financial plan for each phase. The required table to provide this information is a separate Excel spreadsheet which you will need to download from King County website.

Attach the completed spreadsheet, along with this application, and submit via email to 2012kcgrantcompetition@kingcounty.gov by the deadline of 5:00 p.m. May 11, 2012. The Project Budget and Schedule spreadsheet form may be downloaded at <http://www.kingcounty.gov/transportation/kcdot/PlanningandPolicy/RegionalTransportationPlanning/2012KCountywideCFP.aspx>

28. 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.

28A. If funds are requested for Right of Way:

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

- Is the PE/Design phase complete? The City of Des Moines segment is complete. SeaTac will complete PE/ED with City funds in 2012-2013.
- 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. NEPA was approved for the Des Moines segment on 10/13/2010. The SeaTac Segment is anticipated for completion in August 2013.
 - At what stage of completion is your design?
 - Have Preliminary Plans been submitted to WSDOT for approval? Only for the City of Des Moines segment. Preliminary Plans for the SeaTac Segment will be completed in April 2013.
 - 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.

28A-2: What is the status of Right of Way?

- How many parcels do you need? The City of Des Moines segment is complete. SeaTac will complete Right of Way on with City funds in 2013-2014.
- What is the zoning in the project area (e.g., commercial, residential, etc.)? Business Park/Commercial and Aviation Business
- Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this. The schedule has sufficient time to pursue condemnation; however, the majority of SeaTac’s right of way will be obtained through an air space lease with WSDOT. Several partial takes are anticipated from private property owners. No relocations or condemnation are anticipated.
- Does your agency have experience in conducting right of way acquisitions of similar size and complexity? Yes.
- If not, when do you expect a consultant to be selected, under contract, and ready to start? A right-of-way acquisition consultant will be subcontracted in 2012 as part of the SeaTac segment design contract. Actual acquisition will begin in 2013.
- Identify all relevant right of way milestones, including the current status and estimated completion date of each. For example: Right of Way is complete and certified for the Des Moines segment. Milestones for the SeaTac segment are as follows:

○ True cost estimate of Right of Way	January 2013
○ Right of Way Plans (stamped)	March 2013
○ Relocation Plan (if applicable)	N/A
○ Right of Way Certification	September 2014
○ Right of Way Acquisition	August 2014
○ Certification Audit by WSDOT Right of Way Analyst	October 2014
○ Relocation Certification, if applicable	N/A

29. If funds are requested for Construction:

Complete sections 28A-1 and 28A-2 above.

29B-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. A copy of the Des Moines segment Engineers Estimate 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 for each segment.
- 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 for the Des Moines segment. Specification will be updated to reflect funding requirements once funding source is identified. Anticipate 3rd Quarter, 2012. SeaTac’s PS&E approval date is anticipated to be October 2014.
- When is the project scheduled to go to ad? The Des Moines segment is scheduled to go on ad in November 2013. The SeaTac Segment is scheduled to go on ad in November 2014.

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

G. Other Considerations

30. Please describe any additional aspects of your project not previously addressed in the application that could be relevant to the final project recommendation and decision-making process. In addition, please describe any innovative components included in your project: these could include design elements, cost saving measures, or other innovations. Per PSRC Board direction, we are conducting research into innovative programs and concepts in the region and throughout the country, and will report back to the Board for potential ideas for an Innovations Program in our region in the future.

- The Des Moines segment of this project is currently at the top of the current STP Countywide contingency list.
- Des Moines has fully completed design, environmental documentation, and right of way acquisition in the 3 years since being selected for this contingency list and is ready for advertisement once funding is available.
- Freight Mobility Strategic Investment Board (FMSIB) recently awarded SeaTac a \$2.5 Million construction grant as a strategic freight corridor.
- This project is an essential, off airport, element of the SR 509 project. This \$27.8 million dollar project, sponsored by two local agencies, help move the SR 509 one step closer to State funding.
- The PSRC Economic Development District has recommended this project as its number one priority to the Federal Economic Development Administration (EDA) for the Regionwide competition due to its benefit to job creation and economic development.
- A portion of Des Moines' local match for construction (approximately 50%) will be provided by the Port of Seattle. These funds are secure via a master plan Development Agreement with the Port of Seattle.

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

Project Budget and Schedule

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

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

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

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

Phase	Funding Source(s)	Secured / Unsecured	Amount	Schedule
Planning	N/A	N/A	N/A	Estimated Phase Completion Date: N/A
Planning TOTAL:			\$ -	
Preliminary Engineering / Design	City of SeaTac	Secured	\$ 2,100,000	Estimated Phase Completion Date: October 2014
Preliminary Engineering / Design TOTAL:			\$ 2,100,000	
Right of Way	City of SeaTac	Secured	\$ 700,000	Estimated Phase Completion Date: October 2014
Right of Way TOTAL:			\$ 700,000	
Construction	City of SeaTac	Secured	\$ 900,000	Estimated Phase Completion Date: August 2016
Construction	FMSIB	Secured	\$ 2,500,000	
Construction	EDA	Unsecured	\$ 3,000,000	
Construction	Sound Transit	Reasonably Expected to be Secured	\$ 3,000,000	
Construction	TIB	Unsecured	\$ 3,000,000	
Construction	Private Sector (TIF)	Secured	\$ 1,000,000	
Construction	FHWA	Unsecured	\$ 2,000,000	
Construction TOTAL			\$ 15,400,000	
Other	N/A	N/A	N/A	Estimated Phase Completion Date: N/A
Other TOTAL:			\$ -	
CITY OF SEATAC TOTAL Estimated Project Cost, All Phases:			\$ 18,200,000	Estimated Project Completion Date: August 2016

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

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

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

The City of Des Moines and the City of SeaTac's local secured funding is shown on their Capital Improvement Program budgets which are attached. Also attached are the pages from each City's Transportation Improvement Program which include the project. SeaTac's 2012 annual budget includes \$800,000 for design of the project. SeaTac's Street and Transportation Funds currently have budget reserves sufficient to fund the remaining local funding for this project through year 2016. SeaTac has received an award of \$2.5 million in construction funds from FMSIB. The award letter is attached. The SeaTac Private Sector funding is from Transportation Impact Fees which have been collected from private developers.

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

SeaTac will apply for construction funding in the amount of \$3,000,000 from the TIB in 2013 and obligate those funds in late 2014. SeaTac is applying for construction funding from the Economic Development Administration (EDA) in 2012, and would obligate those funds in late 2014. SeaTac is currently negotiating a Development Agreement with Sound Transit which could result in as much as a \$3,000,000 contribution from Sound Transit for traffic mitigation. That funding would be dedicated to the Connecting 28th/24th Ave S project and is reasonable expected to be secured.

The "Reasonably Expected to be Secured" funds indicated in the City of Des Moines 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 July ,2012. The Development Agreement is scheduled for Adoption by the Port on June 5, 2012, and by the City of Des Moines on June 14, 2012.



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
SCHEDULE A - ROADWAY IMPROVEMENTS						
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



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
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



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
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

TOTAL ESTIMATED CONSTRUCTION COST - SCHEDULE E \$ 79,188					
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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

TOTAL ESTIMATED CONSTRUCTION COST - SCHEDULE F \$ 294,116					
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TOTAL ESTIMATED PROJECT COST \$ 6,651,086					
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Exhibit A

D - DESIGN R/W - RIGHT OF WAY
S - STUDY C - CONSTRUCTION

2012 - 2021 Transportation Improvement Program

Project No.
and
Priority

RES 11 - 003

	Project Title and Description	2012	2013	2014	2015-2017	2018-2021
MP-034	Commute Trip Reduction Annual Element					
1	Provide for review, approval and monitoring of the CTR programs for major employers within the City including the implementation of the City's CTR program.	(\$27,000 WSDOT)	(\$27,000 WSDOT)	(\$27,000 WSDOT)	(\$81,000 WSDOT)	(\$108,000 WSDOT)
ST-130	S 154th St Improvements (24th Ave S to 32nd Ave S)	\$1,050,000				
2	Reconstruct and widen roadway as necessary to include storm drainage, bicycle lanes, landscaping, street lighting, channelization, paving, undergrounding of utility lines, curbs, gutters and sidewalks.	C \$2,500,000 (TIB \$850,000, FED \$600,000)				
ST-828	2011/12 Neighborhood Pedestrian Improvements - S 164th Street Sidewalk Project (34th Ave S to Military Road)	\$1,311,000				
3	This is the 2011 Project in the Annual Pedestrian Improvement Program. Improvements include construction of approximately 0.7 mile of new sidewalk on both sides of the street, with curb and gutter, storm drainage improvements, retaining walls, and fencing.	C \$1,311,000				
ST-122	Military Road S Improvements (S 176th St to S 166th St)	\$450,000	\$1,950,000	\$2,118,260		
4	Reconstruct roadway to include curb, gutter, sidewalk, bicycle lanes, storm drainage, landscaping, street lighting, traffic signal, channelization, paving and undergrounding utility lines.	D \$600,000 (TIB \$300,000)	D \$150,000 C \$3,000,000 (TIB \$1,200,000)	C \$3,500,000 (TIB \$1,381,740)		
ST-829	2012/13 Neighborhood Pedestrian Improvements - S 166th/S 168 Street Sidewalk Project	\$250,000	\$1,342,000			
5	This is the proposed 2012 Project in the Annual Pedestrian Improvement Program. Improvements include construction of approximately 0.9 miles of new sidewalk on both sides of the street, with curb and gutter, storm drainage improvements, retaining walls, and fencing.	D \$250,000	C \$1,342,000			
ST-882	2012 Annual Street Overlays	\$400,000				
6	Maintain and preserve the integrity of the City's existing roadway surfaces through a combination of repair to major pavement failures, crack sealing of existing pavements to extend their usable life and overlay pavements that are structurally declining.					
ST-125	Military Road S (S 152th St to S 150nd St)	\$900,000	\$2,100,000			
7	Widen existing roadway and construct sidewalks, pavement overlay, street lighting, undergrounding aerial utilities, landscaping, and storm drainage. Provide access and circulation improvements for vehicle and pedestrian movements in support of redevelopment of the S 154th Street Station Area.	D \$400,000 ROW \$500,000	C \$2,100,000			
ST-131	28th/24th Ave S Extension (S 202nd St to S 208th St)		\$2,300,000	\$4,900,000		
8	To improve connections to SR 509, construct a four to five lane arterial including bicycle lanes, curb, gutter, sidewalk, storm drainage, street lighting, signalization, channelization, landscaping, utilities, undergrounding of utility lines and paving. Funded by the adjacent property development or LID	D \$1,000,000 ROW \$350,000 (ST \$1,350,000)	D \$300,000 ROW \$350,000 C \$5,500,000 (ST \$2,850,000 TIB \$1,000,000)	C \$9,900,000 (Fed \$2,000,000 TIB \$3,000,000)		

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 NUMBER: **ST-131**

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

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 trans- portation 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

EXPENDITURE SCHEDULE

Capital Costs	Total Prior Years	2012	2013	2014	2015	2016	2017	2012-2017 TOTAL	Total Future Years	Total Project
Plng/Design/Eng	-	500,000	1,000,000	600,000	-	-	-	2,100,000	-	2,100,000
Land Acquis/Impr	-	-	350,000	350,000	-	-	-	700,000	-	700,000
Construction/Impr	-	-	-	4,000,000	6,363,636	3,636,363	-	14,000,000	-	14,000,000
Other/Equipment	-	-	-	-	-	-	-	-	-	-
Sales Tax (9.5%)	-	-	-	-	-	-	-	-	-	-
Contingency (10%)	-	-	-	400,000	636,364	363,636	-	1,400,000	-	1,400,000
Total Capital	-	500,000	1,350,000	5,350,000	7,000,000	4,000,000	-	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)
Total Op/Rev Adj	-	-	-	-	-	-	6,300	6,300	-	6,300
New FTE's	-	-	-	-	-	-	-	-	-	-

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	-	-	700,000	-	700,000
Parking Taxes	-	500,000	1,350,000	650,000	1,500,000	-	-	4,000,000	-	4,000,000
REET - 1st Qtr %	-	-	-	-	-	-	-	-	-	-
REET - 2nd Qtr %	-	-	-	-	-	-	-	-	-	-
Sales Taxes	-	-	-	-	-	-	-	-	-	-
GO Bonds	-	-	-	-	-	-	-	-	-	-
Fed Grt: STP	-	-	-	500,000	1,000,000	500,000	-	2,000,000	-	2,000,000
St Grt: TIB	-	-	-	900,000	1,100,000	1,000,000	-	3,000,000	-	3,000,000
Fed Grt: EDA	-	-	-	1,000,000	1,000,000	1,000,000	-	3,000,000	-	3,000,000
Fund Balance # 307	-	-	-	-	-	-	-	-	-	-
FB #105 Com Relief	-	-	-	-	-	-	-	-	-	-
Sound Transit	-	-	-	1,000,000	1,000,000	1,000,000	-	3,000,000	-	3,000,000
FMSIB - St Grant	-	-	-	1,000,000	1,000,000	500,000	-	2,500,000	-	2,500,000
Total Funding	-	500,000	1,350,000	5,350,000	7,000,000	4,000,000	-	18,200,000	-	18,200,000

13,500,000

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

PROJECT NUMBER:

ST-131

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)
Health & Safety	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
Benefit to Residents	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
Benefit to Businesses and/or Visitors	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
Economic Development	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
LEVEL OF SERVICE IMPACT (Check all that apply)	<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

Project begins design in 2012. Construction funding is pending 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)

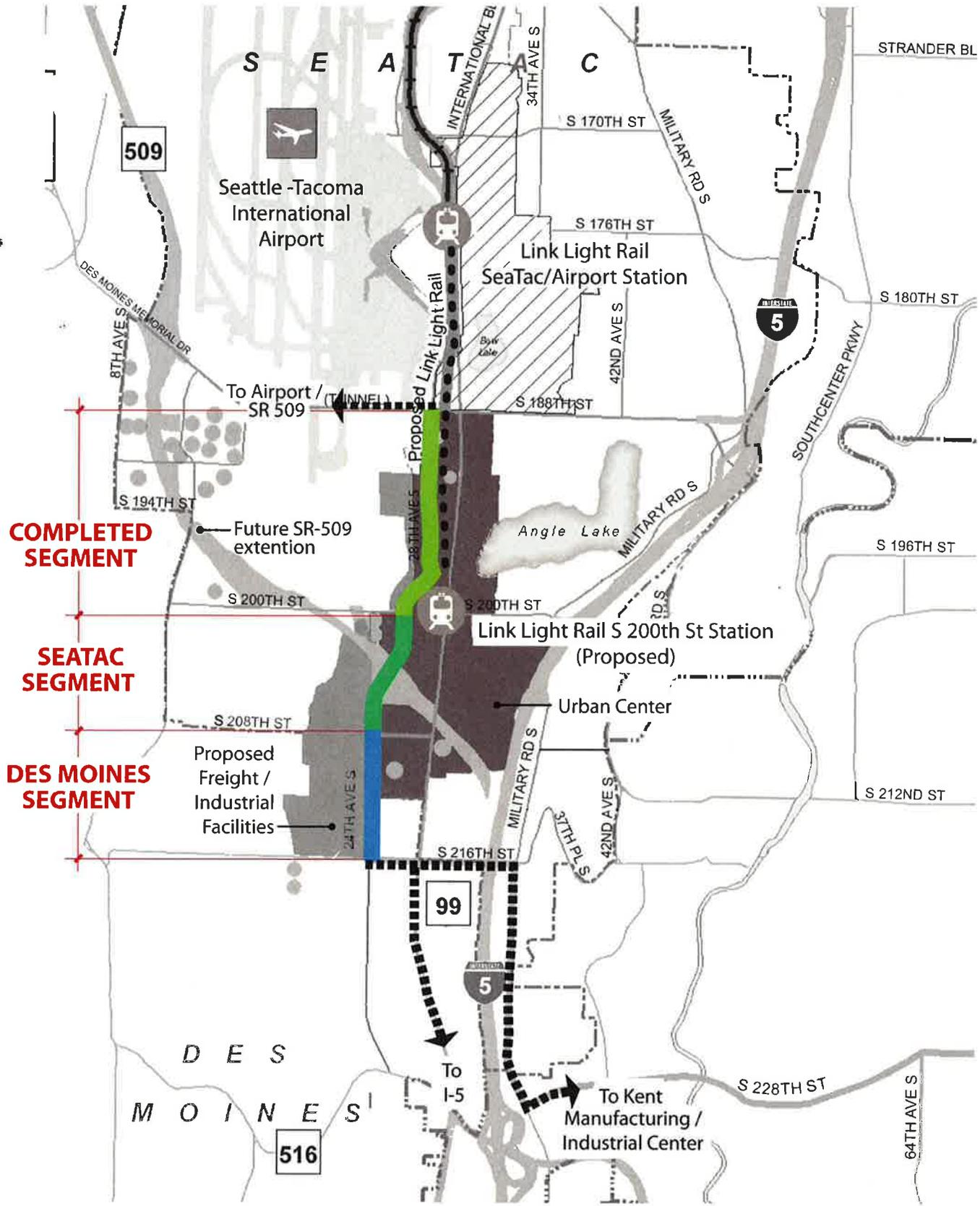
Link Light Rail Extension and Station at S 200th Street, completion of the land trade between the Port of Seattle and WSDOT, and acquisition of an air space lease from WSDOT.

ADDITIONAL PROJECT INFORMATION/JUSTIFICATION (As Needed)

Project included in 2011 CIP.

CONNECTING 28TH/24TH AVE S

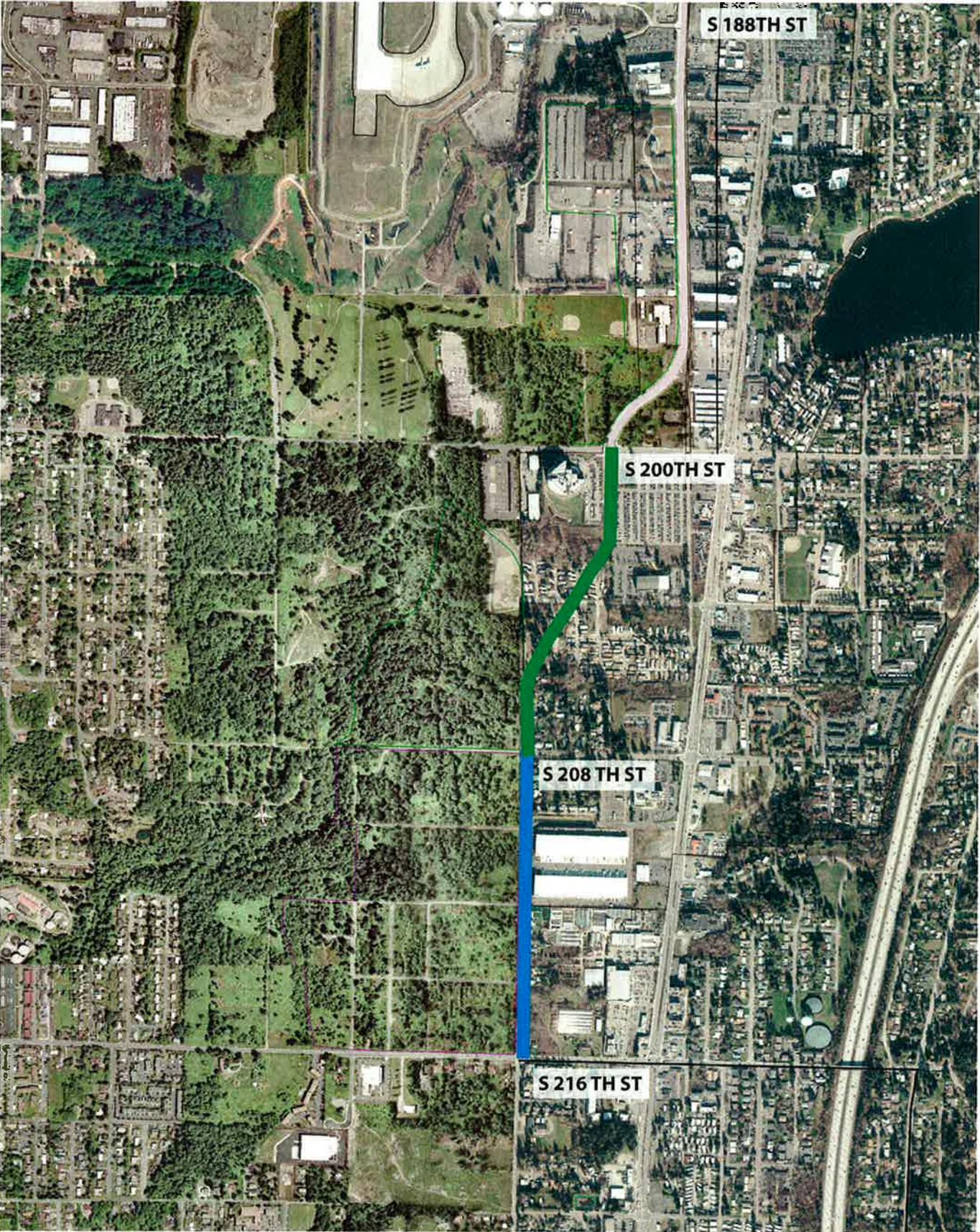
City of Des Moines
City of SeaTac



A complete street serving industrial traffic and non-motorized commuters

CONNECTING 28TH/24TH AVE S

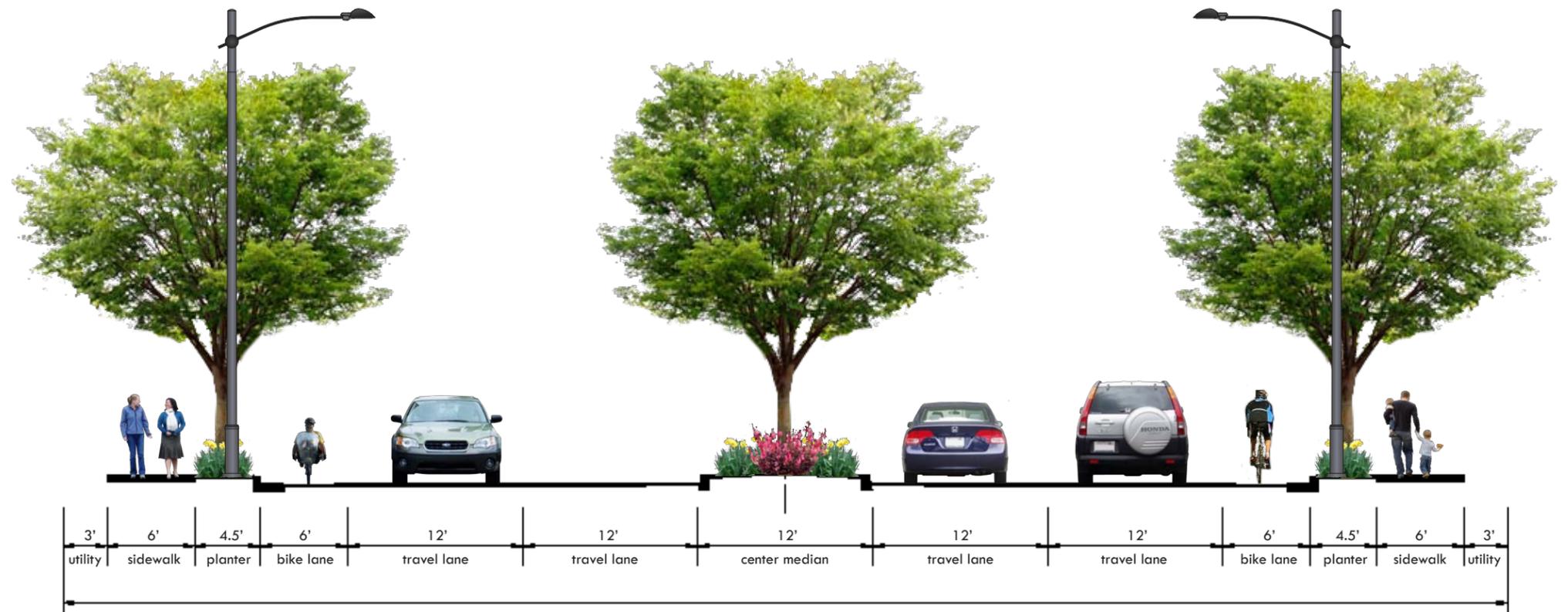
City of Des Moines
City of SeaTac



A complete street serving industrial traffic
and non-motorized commuters



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 King County Countywide Competition
Application for PSRC's FHWA Funds (STP/CMAQ)

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

Letters of Endorsement



Central Puget Sound Economic Development District

1011 Western Avenue, Suite 500 • Seattle, WA 98104 • Tel: (206) 464-7090 • Fax: (206) 587-4825
E-mail: economicdevelopment@psrc.org • Website: www.psrc.org

May 3, 2012

A. Leonard Smith, Director
Seattle Regional Office, U.S. Economic Development Administration
Jackson Federal Building
915 Second Avenue
Seattle, WA 98174

Dear Mr. Smith:

We are pleased to inform you of the results of the Central Puget Sound Economic Development District's (EDD) annual Public Works Prioritization Process. We received three submissions seeking our ranking with regard to EDA's FY2012 Public Works Program, and we have prioritized them as follows:

1. City of SeaTac/City of Des Moines - Connecting 28th/24th Avenue South (S 200th Street to S 216th Street)
2. City of Tacoma - Puyallup River Bridge Replacement Project
3. City of Tacoma - Pacific Avenue/Hood Corridor Streetscape Project

This list of projects is the result of a competitive prioritization process conducted by the EDD. Applications were solicited from all of the four-county region's local jurisdictions locations, and the EDD Board reviewed these projects at its board meeting on May 2, 2012. The projects were evaluated on a number of criteria, including readiness to proceed, benefit to residents of a distressed community, level of private investment and contribution to significant job growth in the region, particularly in terms of job creation in the industry clusters identified in our region's Comprehensive Economic Development Strategy.

We have instructed interested project sponsors to work directly with the EDA in this process. If you have any questions, please contact Jason Thibedeau at (206) 389-2879 or jthibedeau@psrc.org. We look forward to your favorable consideration of our region's investment opportunities.

Sincerely,

Councilmember Dave Gossett, Snohomish County
President
Central Puget Sound Economic Development District

Bob Drewel
Executive Director
Central Puget Sound Economic Development District

CC: Richard Manwaring, EDA



King County

Julia Patterson

Councilmember, District 5

Metropolitan King County Council

May 1, 2012

Grant Fredricks, Planning, Building and Public Works Director
City of Des Moines
21650 11th Avenue South
Des Moines, WA 98198

Subject: Support for 28th/24th Avenue South Connection

Dear Mr. Fredricks:

As a representative of South King County, I am writing to express my support for the City of Des Moines' and the City of SeaTac's efforts to fund and construct the *28th/24th Avenue S Connection* between South 200th Street and South 216th Street.

The project provides a vital connection between SeaTac's Regional Growth Center, the City of Des Moines, the Seattle-Tacoma International Airport, the future Sound Transit Link Light Rail Station at South 200th Street, adjacent developable properties and is forward compatible with the extension of SR 509. A primary goal of the project is to enable new private development that will facilitate the creation of well-paying jobs, expand local tax bases and increase personal income for the surrounding community. New development would support two of the Puget Sound Regional Council's identified Regional Economic Strategy priority clusters, the Aerospace cluster and Logistics and International Trade cluster. The project also supports the Port of Seattle's air cargo mission and the King County Aerospace Alliance.

In the near-term, the project will facilitate development of the Port of Seattle's 89-acre Des Moines Creek Business Park. The Port has worked with the City of Des Moines to transform this vacant property into a vibrant employment center that will provide increased trade opportunities for the Puget Sound region and provide of family wage jobs, which the cities of Des Moines and SeaTac intends to target for local community members. The Port is finalizing negotiations with a developer to develop 30 acres of the site fronting 24th Avenue S. Construction is anticipated to begin in the summer of 2012 with tenant occupancy by late 2013.

I support the City of Des Moines and the City of SeaTac in their efforts to fund and construct the 28th/24th Avenue Improvements. Please contact my office at (206) 296-1005 if you have any questions.

Sincerely,

King County Councilmember Julia Patterson, District 5

cc: Tom Gut, Public Works Director, City of SeaTac



November 3, 2011

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

RE: SeaTac's Connecting 28th / 24th 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 28th / 24th 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 28th / 24th 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 28th / 24th 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 28th / 24th 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 28th / 24th 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 28th / 24th 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

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' 24th 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 24th Avenue South between South 216th and South 208th 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 24th 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



March 19, 2012

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

Subject: 28th/24th Ave South Corridor Improvements from South 200th Street to South 216th 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 28th Avenue South and South 200th Street. The schedule for the light rail extension to South 200th 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 200th 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 28th/24th Ave South Corridor from South 200th Street to South 216th Street. I understand that SeaTac's phase of the improvements is from South 200th Street to South 208th Street, and that Des Moines' phase of the improvements is from South 208th Street to South 216th Street. The 28th/24th Ave South Corridor improvements will enhance motorized, pedestrian, and bicycle access in the area near the South 200th Street Station. Sound Transit will contribute to station area access improvements by constructing roadway and non-motorized improvements on South 200th Street that will link to the 28th/24th Avenue South corridor. Improving public access to the future South 200th 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 28th/24th 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

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Pierce County Executive

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King County Councilmember

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Everett Councilmember

Peter von Reichbauer
King County Councilmember

CHIEF EXECUTIVE OFFICER

Joni Earl



**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

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 28th/24th Avenue South Corridor (South 200th Street to South 216th 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/24th Avenue South Corridor (South 200th Street to South 216th 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

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 24th 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.

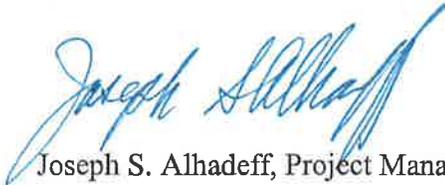


We support the design concept and appreciate the City's effort to minimize impacts on developed properties by carefully selecting the alignment to widen the roadway and provide the capacity to serve the significant commercial business growth that the City anticipates in this area. The pedestrian, bicycle 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



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 28th – 24th 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 24th 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 24th 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

March 19, 2012

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

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

Dear Mr. Gut:

On behalf of South 200th 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 28th/24th Ave S Corridor Improvements from S 200th St to S 216th St. South 200th Street Station LLC owns property adjacent to the Corridor at S 200th 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 28th/24th 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 200th St will catalyze, and provide the traffic capacity for, redevelopment within this regional growth center. Redevelopment will attract and retain jobs and businesses.

South 200th 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 188th St to 202nd Ave S.

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

Sincerely,



Tom Dantzer
President
South 200th Street Station LLC

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

Rontra

March 19, 2012

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

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

**Subject: 28th/24th Ave S Corridor Improvements from S 200th St to S 216th 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 28th/24th Ave S Corridor Improvements from S 200th St to S 216th 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 28th/24th 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 28th/24th 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 2nd, 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 20th 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: 24th Avenue S. & S. 216th 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. 216th Street is steadily increasing and introduction of a traffic signal at 20th Avenue South will improve traffic operations from our perspective. When the 24th 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

RESOLUTION NO. 1188

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DES MOINES, WASHINGTON, supporting a partnership with the City of SeaTac to coordinate transportation and land use efforts along the 28th/24th Avenue South Corridor Connection and seeking financing to fully fund these street improvements.

WHEREAS, the Cities of Des Moines (Des Moines) and SeaTac (SeaTac) recognize the significant regional transportation and economic benefits of completing a freight and mobility corridor connection between S. 188th Street and S. 216th Street within and adjacent to the designated PSRC Regional Growth Center, as well as the evolving King County Aerospace Alliance, a new cluster for the region, and

WHEREAS, this roadway corridor has been identified as a key regional facility within PSRC Transportation 2040 Plan, and

WHEREAS, the Comprehensive Plans of both cities mutually support the completion of the 28th/24th Corridor between S. 188th Street and S. 216th Street as a principal arterial, and

WHEREAS, Sound Transit expects to complete construction of the light rail transit (LRT) extension to South 200th Street, along with a station and park and ride lot which will be an interim terminal to the Link LRT, with service beginning in 2016, and

WHEREAS, SeaTac completed Phase One of the corridor between South 188th Street and South 200th Street approximately ten (10) years ago, and

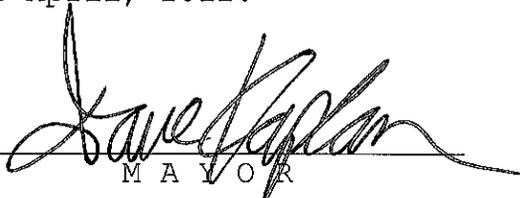
WHEREAS, the remaining section of the corridor is split between the two cities, with the portion of the segment between South 200th Street and South 208th Street within SeaTac, and the portion of the segment from South 208th Street to South 216th Street within Des Moines, and

WHEREAS, the portion of the corridor within Des Moines is ready for construction having completed engineering and design, right-of-way acquisition, and permitting, and

WHEREAS, the portion of the corridor within SeaTac is in the preliminary design phase, and SeaTac has adopted a CIP to

Sec. 3. Des Moines shall continue to work collaboratively with the SeaTac to find other funding sources and partnerships that will allow completion of this important transportation and economic development corridor.

ADOPTED BY the City Council of the City of Des Moines, Washington this 26th day of April, 2012 and signed in authentication thereof this 26th day of April, 2012.


MAYOR

APPROVED AS TO FORM:


Assistant City Attorney

ATTEST:


City Clerk