King Countywide 2014 FHWA Grant Program Application

Important: Please review the following information before beginning the application.

Definition of a project: For the purposes of this competition, a project must be clearly defined by geographic limits and/or functionality. If a 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).

Projects that include multiple components or sponsors are allowed to be submitted, but the scope of work, funding amounts and schedules for each individual agency and/or component must be clearly identified at the time of application. If awarded PSRC funds, these projects may be separated into their individual components or lead agency in the regional Transportation Improvement Program. Each individual TIP project will be subject to PSRC's project tracking policies and will be administered according to the scope of work and funding awarded for each. If you have questions please contact Kelly McGourty at (206) 971-3601 or kmcgourty@psrc.org.

Resources: A resource document has been developed to assist sponsors in completing this online application for the 2014 project selection process. The document summarizes information needed by sponsors to complete applications, as well as provides useful information on various topic areas such as financial constraint and project tracking requirements.

Submitting Applications: 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.

All applications must be submitted by **11:59p.m. May 7, 2014.**

Project Information

Project Title

S. 212th BNSF Railroad Grade Separation

Transportation 2040 ID#

1563

The current list of investments that are required to be on the Transportation 2040 Regional Capacity Project List and have a designated ID # can be accessed at Appendix N of the 2014 Transportation 2040 Update, here. If your project is exempt from this requirement, please enter "N/A." Helpful information on those exempt investments that are considered programmatic in nature or are on local facilities and therefore not required to be on the Project List can be found here.

For assistance or questions regarding these issues, contact Kimberly Scrivner at 206-971-3281 or kscrivner@psrc.org.

Sponsoring Agency

City of Kent

Co-Sponsoring Agency

-

Does sponsoring agency have "Certification Acceptance" (CA) status from WSDOT?

More information on certification acceptance and a listing of current CA agencies can be found here.

[X] Yes

[ ] No

If not, which agency will serve as your CA sponsor?

-

Contact Information

Project Contact Name

Mark Madfai

Project Contact Phone

253-856-5521

Project Contact Email

mmadfai@kentwa.gov

Project Description

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.

S. 212th Street is a 6-lane principal arterial that connects the manufacturing/industrial area of Kent with interstate 5 and State Route 167. This project will provide a grade separation between the Burlington Northern Sante Fe Railway tracks and S. 212th street via an over-crossing. Included in the project will new curb, gutter, sidewalk, streetlight sytem and stormwater detention and treatment.

Project Justification, Need, or Purpose

Please explain the intent, need or purpose of this project. For example, what is the goal or desired outcome?

This project supports both freight and commuter mobility in the Green River Valley. Approximately 25,000 vehicles per day travel on South 212th Street, including over 4,000 freight-bearing trucks. Truck traffic is anticipated to increase making this grade-separate project more critical.
The level of freight traffic on the BNSF mainline has been steadily increasing with an average gate closure of over 2 hours per day. This grade separation is critical for freight mobility and business productivity in the region.
Kent is located at “ground zero” for freight movement in the northwest: midway between two major seaports in Seattle and Tacoma (22 miles north and south), adjacent to an international airport in Seatac (directly west), and bisected by two major rail lines (the Union Pacific and the Burlington Northern/Santa Fe). Approximately one third of all seaport freight moves through the Kent valley’s warehousing and distribution centers. This also creates one of the northwest’s premier employment centers, with over 1,800 employers, 50,000 jobs, $2.8 billion annual payroll, and $8 billion in taxable revenue

Project Location

Project Location

For example, please include street, route or trail name, or other identifiable location.

S. 212th Street

Please identify the crossroad, milepost or landmark nearest the beginning and end of the project below, if applicable.

Crossroad/landmark nearest to the beginning of the project:

At the BNSF RR Tracks

Crossroad/landmark nearest to the end of the project:

At the BNSF RR Tracks

Please identify the center(s), regional and local, the project is located in or supports.

Refer to PSRC's centers page for more information on the regional centers.

Kent Regional Growth Center and Kent Manufacturing and Industrial Center

Federal Functional Classification

Roadways must be approved on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities), unless the project meets certain exceptions. Resources to identify a facility's functional classification or exceptions to this requirement may be found here.

Please select the appropriate project category (rural or urban) followed by the corresponding functional classification.

Urban Functional Classification (Population over 5,000)

You have selected Rural. If this is not the appropriate classification, please go back and change your selection.

Please select the appropriate rural classification.

-

You have selected Urban. If this is not the appropriate classification, please go back and change your selection.

Please select the appropriate urban classification.

14 Principal Arterial

Plan Consistency

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 PSRC's Plan Review page or contact Yorik Stevens-Wajda at 206-464-6179

Is the project specifically identified in a local comprehensive plan?

[X] Yes
[ ] No

If yes, indicate 1) plan name 2) relevant section 3) page number.

City of Kent's Comprehensive Plan, Chapter 9(Transportation Master Plan, Ordinance #3884), Project R-2 Page 9-55

If no, describe how the project is consistent with the applicable local comprehensive plan, including specific local policies and provisions the project supports.

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Category Specific Questions

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

Manufacturing/Industrial Center

NOTE: Once a selection is made, you will be taken to a new page to enter additional information based on the category selected.

Designated Regional or Local Center

You have selected Designation Regional or Local Center. If this is not the appropriate classification, please go back and change your selection. In the sections below, please provide complete but concise responses, addressing as many bullet points as possible. The evaluation and scoring of all submitted projects will be based on the answers provided by the sponsor. Refer to the 2014 King Countywide Project Evaluation Criteria for PSRC's FHWA Funds in the King Countywide Call for Projects for guidance, examples, and details on scoring for additional information.

A1. Regional or Local Center Development

Please address the following:

• Describe how the project will support the existing and planning housing/employment densities in the regional or local center.

• Describe how the project will support the development/redevelopment plans and activities of the center. Please provide a citation of the corresponding policies and/or specific project references in a subarea plan or in the comprehensive

plan.

• Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses including those in the industry clusters identified in the adopted Regional Economic Strategy.

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A2. Project's Benefit to the Regional or Local Center

Please address the following:

• Describe how the project remedies 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)?

• Describe the user groups that will benefit from the project. User groups may include commuters, residents, commercial users, those groups identified in the President's Order for Environmental Justice, seniors, people with disabilities, and/or areas experiencing high levels of unemployment or chronic underemployment.

-

A3. Circulation Within the Regional or Local Center

Please address the following:

• Describe how the project improves safe & convenient access to major destinations within the center, such as by completing a physical gap or providing an essential link in the transportation network for people and/or goods.

• Describe how the project will improve circulation and enhanced opportunities for active transportation within the center regarding (address each relevant area): walkability, public transit access, public transit speed and reliability, safety & security, bicycle mobility, bicycle facilities, streetscape improvements, traffic calming, etc.

• Describe how the project provides users (e.g. employees, residents, customers)

a range of travel modes or provides a "missing" mode.

• 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.

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Manufacturing/Industrial Center

You have selected Manufacturing/Industrial Center. If this is not the appropriate classification, please go back and change your selection. In the sections below,please provide complete but concise responses, addressing as many bullet points as possible. The evaluation and scoring of all submitted projects will be based on the answers provided by the sponsor. Refer to the 2014 King Countywide Project Evaluation Criteria for PSRC's FHWA Funds in the King Countywide Call for Projects for guidance, examples, and details on scoring for additional information.

B1. Development and Users Benefit

Please address the following:

• Describe how the project will benefit or support the development plans and activities of the manufacturing/industrial center. Please provide a citation of the corresponding policies and/or specific project references in a subarea plan or in the comprehensive plan.

• Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses, including those in the industry clusters identified in the adopted Regional Economic Strategy.

• Describe the user groups that will benefit from the project. User groups may include commuters, residents, commercial users, those groups identified in the President's Order for Environmental Justice, seniors, people with disabilities, and/or areas experiencing high levels of unemployment or chronic underemployment.

At-grade railroad crossings obligate trains to lower speed limits, which leads directly to delay costs for the railroads and their customers. Trains crossing the roadway equate to a road closure of approximately an hour and a half each day. With an ADT of approximately 14,000 and an average delay of over four minutes for vehicles that encounter a train crossing, that's an estimated vehicular delay of nearly 1,000

hours per day or 300,000 hours per year – with a monetary cost over a million dollars per year. These are additional operating costs borne largely by local freight-oriented businesses, and removing this delay will enhance the center as a smart and cost-effective place to do business.

Job creation follows the monetary savings described above. A project of this size is estimated to generate approximately 50 construction jobs, which leads to at least the same number of jobs in support services and increased spending in the community. While long-term job creation is more difficult to model, more attractive warehouse and manufacturing space in this center certainly produce a magnetic pull for employers.

Railroads, trucking businesses, warehouses, and light industrial businesses in the center, as well as blue-collar workers earning family-supportive wages, are expected to be the primary beneficiaries of this project

B2. Mobility and Accessibility Benefit

Please address the following:

• Describe how the project provides and/or enhances 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, including opportunities for active transportation.

• Describe how the project promotes Commute Trip Reduction (CTR) and other TDM opportunities.

The 228th/UPRR project will remove an intermittent road closure, as described above, on one of the center's busiest freight corridors. This chokepoint is the last problem spot in a corridor that's been designated by multiple agencies as a primary freight route for the region. This project is the third and final phase of improvements to South 228th Street, providing a seamless connection from the business district to the freeway system. The first phase, a mile-long roadway extension that connected the valley to I-5, was completed in 2006. The second phase, an overpass at the Burlington Northern/Santa Fe railroad tracks, opened in 2009. The Washington State Department of Transportation also is planning a $1.3 billion improvement of I-5 in this area – a project that would extend SR-509 to tie in with I-5 at the junction of I-5 and South 228th Street/South 231st Way.

In addition, the project enhances the safety and attractiveness of non-motorized modes by separating South 228th Street from the Interurban Trail. The Interurban Trail is the busiest non-motorized facility in

the area, attracting around 50,000 users per year on some of its more popular segments, according to recent counts from members of the Kent Bicycle Advisory Board. Approximately half of these trips are weekday users and likely commuters. Removing potentially hazardous street crossings along this route is expected to increase the number of people who would consider CTR and active transportation modes.

Corridor Serving Center(s)

You have selected Corridor Serving Center(s). If this is not the appropriate classification, please go back and change your selection. In the sections below, please provide complete but concise responses, addressing as many bullet points as possible. The evaluation and scoring of all submitted projects will be based on the answers provided by the sponsor. Refer to the 2014 King Countywide Project Evaluation Criteria for PSRC's FHWA Funds in the King Countywide Call for Projects for guidance, examples, and details on scoring for additional information.

C1. Benefit to Regional, Local, or Manufacturing/Industrial Center

Please address the following:

• Describe how this project will benefit or support the housing and employment development in a regional or local center(s) and/or employment growth in a manufacturing/industrial center(s). Does it support multiple centers? Please provide a citation of the relevant policies and/or specific project references in a subarea plan or in the comprehensive plan.

• Describe how the project provides or benefits a range of travel modes to users traveling to/from 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, seniors, people with disabilities and/or areas experiencing high levels of unemployment or chronic underemployment.

• Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses including those in the industry clusters identified in the adopted Regional Economic Strategy.

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C2. System Continuity/Long-Term Benefit and Sustainability

Please address the following:

• Describe how this project supports a long-term strategy to maximize the efficiency of the corridor, including TDM and TSM opportunities. Describe the problem and how this project will remedy it.

• Describe how this project provides a "logical segment" that links to a regional, local, or manufacturing/industrial center.

• Describe how the project fills in a missing link or removes barriers to/from a center.

• Describe how this project will relieve pressure or remove a bottleneck on the 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.

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Air Quality and Climate Change

You have not selected a category and these questions were skipped. Please go back and make your selection.

Additional guidance on the evaluation of air quality and climate change benefits is available here, in addition to the information contained in the 2014 King Countywide FHWA Project Evaluation Criteria.

Please 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). Specific questions have been prepared to assist you in responding to this criterion depending on the type of project.

Please select all of the elements in the list below that are included in the project's scope of work, and provide the requested information in the text box below.

☐ Diesel Particulate Emissions Reduction Projects (e.g. diesel engine retrofits)

- [X] Roadway Capacity (general purpose and high occupancy lanes)
- [ ] Transit
- [X] Bicycle/Pedestrian Facilities
- [ ] Intelligent Transportation Systems (signalization, etc.)
- [ ] Alternative Fuels or Vehicle Technology
- [ ] Other

- Diesel Particulate Emissions Reduction Projects: Describe the types of vehicles, vessels, engines, duty cycles, etc. being addressed. Describe the emissions vintage of the existing engines, and the number of vehicles to be addressed. Describe how often they are used, where they are used, how much fuel is consumed annually and when the benefits from this project will occur.

- Roadway Capacity (general purpose and high occupancy lanes): 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. Describe the transit routes currently using the facility and anticipated in the future. Does this project connect to or expand an existing high occupancy vehicle or business access transit lane system? What is the length of the project and the population served? What source of data indicates the expected conversion of single occupant vehicle trips to transit or carpool?

- Transit (park-and-ride lots, new or expanded transit service, transit amenities, etc.): Describe the current transit ridership in the project area. Describe the current transit routes serving the project area, including average trip length. 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. Describe the population served that will be expected to use the new/improved service. What source of data indicates the expected conversion of single occupant vehicle trips to transit?

- Bicycle/Pedestrian Facilities: Describe the length of the proposed facility, including 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). Does the facility connect to transit? What is the expected population served, and what source of data indicates the expected conversion of single occupant vehicle trips to this mode?

- Intelligent Transportation Systems: Describe the existing conditions in the area, including level of service, average daily traffic, average speed, etc. Describe how the project is expected to improve traffic flow through improved speeds, reducing idling, reducing accidents, etc. What is the percentage of heavy trucks using 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)? What are the

transit routes along the corridor, and will this project improve transit reliability on the corridor?

- Alternative Fuels or Vehicle Technology: 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.

Travel time savings translate directly to reduced air pollution. Specifically, 30,000 gallons of fuel and 1,500 tons of pollutants would be saved each year as vehicles no longer idle in queue at the train tracks.

Secondary benefits include a reduced risk of motor vehicle crashes, which often involve small fuel spills and wrecked vehicles. Worse yet is the risk of a crash involving either freight trucks or freight trains, which add the risk of large spills involving fuel or hazardous chemicals.

Increasing the attractiveness of the Interurban Trail, and active transportation modes in general, will also reap long-term environmental benefits. Finally, the project would improve water quality by adding storm water conveyance systems to a roadway that currently experiences untreated and uncontrolled surface water runoff.

Financial Plan & Project Readiness

In this section, sponsors will address questions regarding the PSRC funding request, the total estimated project cost and schedule, and the project’s readiness to obligate PSRC funds. Sponsors should be aware of the following information before completing this section:

Funding Request: Sponsors may request funding for any single project phase, but requests for multiple phases are limited to preliminary engineering plus the subsequent phase necessary. I.e, a sponsor may request funding for both preliminary engineering and right of way phases or preliminary engineering and construction phases, but not both right of way and construction phases.

Funding Requirements: A minimum of 13.5% of local matching funds is required for both Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding. The combination of the requested PSRC funds plus all other funding must be adequate to fully fund that phase. Requests that do not result in a phase being fully funded will be considered ineligible for PSRC funding.

Obligation Requirements: Per PSRC's project tracking policies, all project phases awarded PSRC funds must obligate by June 1st of the program year selected. For more information, see PSRC’s project tracking policies here.

PSRC Funding Request

Please identify the phase(s) for which PSRC funds are being requested, the funding source, the amount, and expected year of obligation. Confirm the total by pressing the calculate button.

Funding Source

[X] STP

[ ] CMAQ

Phase

Preliminary Engineering/Design

Year

2015

Amount Requested

$ 2,000,000

Total PSRC Funding Request:

$ 2,000,000

Total Estimated Project Cost and Schedule

In the table below, please provide the total estimated cost and schedule for all phases of the project, from start to finish, and indicate when each phase was, or is planned to be, completed. If a phase is not required for the project, indicate with N/A.

Please include all funding amounts and sources (including the requested PSRC funds) and identify whether they are secure, reasonably expected, or unsecure. **PSRC's definitions and guidance for determining secure and reasonably expected funds may be found here.**

NOTE: If you find that you need more rows than provided in the tables below, please fill out the supplemental project cost spreadsheet available here and upload in the area below.

-

Planning Phase

Please note, the planning phase of a capital project is considered to be part of the preliminary engineering phase. Complete this section only if this project is an independent planning study.

Funding Source	Funding Status	Funding Amount

Total Planning Phase Cost:

$ 0

Actual or estimated date of completion (month and year):

-

Preliminary Engineering/Design Phase

Funding Source	Funding Status	Funding Amount
Federal - STP	Unsecured	$ 2,000,000
Local City Funds	Reasonably Expected	$ 500,000

Total Preliminary Engineering/Design Phase Cost:

$ 2,500,000

Actual or estimated date of completion (month and year):

Dec 2015

Right of Way Phase

Funding Source	Funding Status	Funding Amount
Local City Funds	Unsecured	$ 4,000,000

Total Right of Way Phase Cost:

$ 4,000,000

Actual or estimated date of completion (month and year):

Feb 2016

Construction Phase

Funding Source	Funding Status	Funding Amount
FMSIB	Secured	$ 5,000,000
Port of Seattle	Reasonably Expected	$ 1,000,000
BNSFRR	Reasonably Expected	$ 2,200,000
LID	Unsecured	$ 12,500,000

Total Construction Phase Cost:

$ 20,700,000

Actual or estimated date of completion (month and year):

Dec 2017

Other Phase

Funding Source	Funding Status	Funding Amount

Total Other Phase Cost:

$ 0

Actual or estimated date of completion (month and year):

-

Project Summary

The calculated total project cost below is based on the entries completed above. Please review for accuracy before proceeding to ensure all funding is reflected.

Total Estimated Project Cost:

$ 27,200,000

Estimated Project Completion Date (month and year):

Dec 2017

Financial Documentation

Please provide supporting documentation using the upload function below to demonstrate that all additional funds for the phase(s) for which PSRC funds are being requested are secure or reasonably expected.

Morbpwui_S._212th_Matching_Funds.docx

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Please describe the secure or reasonably expected funds identified in the supporting documentation. For funds that are reasonably expected, an explanation of procedural steps with milestone dates for completion which will be taken to secure the funds for the project or program should also be included.

For more information, refer to PSRC's financial constraint guidance.

-

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 be obligated. The questions in this section 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 following section, sponsors will be asked a series of questions about the project. Based on these responses, sponsors will be directed to the appropriate set of subsequent questions addressing the project's readiness.

NOTE: Sponsors applying for funds for only planning studies or preliminary engineering/design phases are not required to provide further information for project readiness and will be directed to the next required set of questions.

Project Readiness

Are you requesting funds for ONLY a planning study or preliminary engineering?

[X] Yes
[ ] No

Is preliminary engineering for the project complete?

[ ] Yes
[ ] No

What was the date of completion (month and year)?

-

Have preliminary plans been submitted to WSDOT for approval?

[ ] Yes
[ ] No

When are preliminary plans expected to be complete and approved by WSDOT (month and year)?

-

Are there any other PE/Design milestones associated with the project? Please identify and provide dates of completion. You may also use this space to explain any dates above.

-

Project Readiness

What is the current or anticipated 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?

[ ] Yes
[ ] No

Please provide the date of NEPA approval, or the anticipated date of completion (month and year).

-

Project Readiness

Will right of way be required for the project?

[ ] Yes
[ ] No

How many parcels do you need?

-

What is the zoning in the project area?

-

Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.

-

Does your agency have experience in conducting right of way acquisitions of similar size and complexity?

☐ Yes

☐ No

If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?

-

In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each. For example, these might include:

• True cost estimate of right of way
• Right of way plans (stamped)
• Relocation plan
• Right of way certification
• Right of way acquisition
• Certification audit by Washington State Department of Transportation Right of Way Analyst
• Relocation certification, if applicable

-

Project Readiness

Are funds being requested for construction?

☐ Yes

☐ No

Do you have an engineer's estimate?

☐ Yes

☐ No

Please upload a copy of your engineer's estimate below.

-

Identify the environmental permits needed for the project and when they are scheduled to be acquired.

-

Are Plans, Specifications & Estimates (PS&E) approved?

☐ Yes

☐ No

Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year).

-

When is the project scheduled to go to ad (month and year)?

-

Other Considerations

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.

-

File Submission

Please provide any additional supporting documents, including maps, through the upload functions below.

-

-

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Final Review

Please review all application form questions to ensure you have completed all fields. An email containing a PDF version of the project application will be sent to the project contact upon submission.

NOTE: Sponsors may update and resubmit information included in the application until the May 7th deadline. After the deadline has passed, the form site will close and sponsors will not have access for revisions.

S. 212th Street BNSFRR Railroad Grade Separation

The City of Kent is requesting $2,000,000 in STP funds for the Design phase of this project.

For the project the City has secured $5,000,000 in funding from the Freight Mobility Strategic Investment Board and is pursuing a Local Improvement District to fill the remaining funding gap. The Local Improvement District funds or the City's Business and Occupation Tax funds could also be utilized for the matching funds for the design phase of this project.

Schedule

LID Preliminary Assessment Roll – September 2014

Local Improvement District Formation Hearing – October 2014