

Section V.d. 2014 King County Countywide Competition Application for PSRC's FHWA Funds (STP/CMAQ)

❖ Nonmotorized Program

This application is available on the King County Department of Transportation website at:
<http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2014KCountywideCFP.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. Attach your completed application to an email and send it to kcgrantcompetition@kingcounty.gov. All applications must be submitted by **11:59 p.m. Wednesday, May 7, 2014**.

Please note: the project budget spreadsheet is a required attachment, the budget spreadsheet can be downloaded from the following website:

<http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2014KCountywideCFP.aspx>

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. **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 206-477-3814 or peter.heffernan@kingcounty.gov

Section VI.c. 2014 King County Countywide STP/CMAQ Non-Motorized Application

This application is available on the King County Web site at
<http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2014KCountywideCFP.aspx>

PROJECT DESCRIPTION INFORMATION

1	Project Title: F Street SE Non-Motorized Improvements <i>(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)</i>
2	Sponsoring Agency: Auburn Also identify any co-sponsor(s):
3	Project Contact Person: James Webb Address: 25 W Main St, Auburn, WA 98001 Phone: 253-804-5040 Fax: 253-931-3053 E-Mail: jwebb@auburnwa.gov

****Please read all of the text in this section before completing this application.****

<p>4</p>	<p>Project description. Please distinguish between the scope of the project and the justification and/or need for the project.</p> <p>a. Project scope: Please describe clearly and concisely the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? For example, if this is part of a larger project, please be specific as to what portion on which the grant funds will be used.</p> <p>This grant request will allow the City to complete the design and right-of-way phases of this innovative non-motorized gap project connecting the Les Gove Community Campus to Auburn's Designated Regional Growth Center. The individual elements of this project include pavement rehabilitation, construction of curb & gutter, sidewalks, ADA accessibility improvements, bike lanes, wayfinding signage, "Bicycle Boulevard" markings and signage, utility undergrounding, streetscaping improvements, safety improvements, traffic signal interconnect, and minor right of way acquisition needed to accommodate new ADA ramps at corners. Additionally this project would fund the implementation of a City Bikeshare program for City Staff to travel between the various city facilities within the Downtown area including the Maintenance and Operation's facility, City Hall, Police Department, and Les Gove Park campus.</p> <p>b. Project justification, need or purpose: Please explain the intent, need or purpose of this project. What is the goal or desired outcome?</p> <p>This project is located in Auburn's downtown area and will directly serve an under-represented low-income neighborhood by providing improved non-motorized facilities connecting to key city services including the Auburn Senior Activity Center, the Auburn Parks & Recreation Facility at Les Gove Park, Auburn Library, the Auburn Police Department and Municipal Court, Washington Elementary and Auburn High School, Community Health Clinics, Auburn Youth Resources, and Auburn City Hall. This project is needed in order to complete the pedestrian and bicycle connections between Auburn's downtown core and the Les Gove Community Campus. This section of roadway is currently rural in nature with gravel shoulders, no sidewalks, poor lighting, and no bicycle facilities. The goal of this investment is to improve the safety and non-motorized connectivity between two major city activity nodes encouraging an under served area to become engaged and active in the community.</p>	
<p>5</p>	<p>Project Location: F Street SE</p> <p>Answer the following questions if applicable:</p> <p>b. Crossroad/landmark nearest to beginning of project: 4th Street SE <i>(Identify landmark if no crossroad)</i></p> <p>c. Crossroad/landmark nearest to end of project: Auburn Way South <i>(Identify landmark if no crossroad)</i></p>	
<p>6</p>	<p>Map: Include an 8½" x 11" legible vicinity map (if applicable) with completed application form. <i>If unable to send map electronically, provide separately by fax or mail.</i></p>	
<p>7</p>	<p>Federal Functional Classification Code <i>(Select only one)</i></p> <p><i>Assistance in determining the functional classification of a project is available by calling Stephanie Rossi at 206-971-3054.</i></p>	
	<p><u>Rural Functional Classifications</u> <u>("under 5,000 population")</u> (Outside the federal-aid urbanized and federal-aid</p>	<p><u>Urban Functional Classifications</u> <u>("over 5,000 population")</u> (Inside the federal-aid urbanized and federal-aid</p>

urban areas)	urban areas)
<input type="checkbox"/> 00 Exception <input type="checkbox"/> 01 Principal Arterial - Interstate <input type="checkbox"/> 02 Principal Arterial <input type="checkbox"/> 06 Minor Arterial <input type="checkbox"/> 07 Major Collector <input type="checkbox"/> 08 Minor Collector <input type="checkbox"/> 09 Local Access <input type="checkbox"/> 21 Proposed Principal Arterial – Interstate <input type="checkbox"/> 22 Proposed Principal Arterial <input type="checkbox"/> 26 Proposed Minor Arterial <input type="checkbox"/> 27 Proposed Major Collector <input type="checkbox"/> 28 Proposed Minor Collector <input type="checkbox"/> 29 Proposed Local Access	<input type="checkbox"/> 00 Exception <input type="checkbox"/> 11 Principal Arterial – Interstate <input type="checkbox"/> 12 Principal Arterial – Expressway <input type="checkbox"/> 14 Principal Arterial <input type="checkbox"/> 16 Minor Arterial <input checked="" type="checkbox"/> 17 Collector <input type="checkbox"/> 19 Local Access <input type="checkbox"/> 31 Proposed Principal Arterial – Interstate <input type="checkbox"/> 32 Proposed Principal Arterial – Expressway <input type="checkbox"/> 34 Proposed Principal Arterial <input type="checkbox"/> 36 Proposed Minor Arterial <input type="checkbox"/> 37 Proposed Collector <input type="checkbox"/> 39 Proposed Local Access
<p>NOTE: <u><i>Federally Funded Projects.</i></u> 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 which are 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>Examples of Exceptions:</p> <ul style="list-style-type: none"> • Any bicycle and/or pedestrian project. • Projects <u>not</u> on a roadway and using CMAQ or other funds • Any transit project, including equipment purchase and park-and-ride lot projects. 	

Important notice: 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 funding may be compromised if the application is found to have omissions or inaccuracies. In addition, sponsors of projects recommended for funding as a result of the competition should be aware that their application could be used in the future to evaluate the status of a project if it fails to comply with the requirements of the Puget Sound Regional Council’s (PSRC) Project Tracking program.

Projects receiving funding as a result of this competition: Funding distributed as a result of the 2014 STP/CMAQ King County Countywide Programs is awarded to projects, not to the sponsoring agency itself. Sponsors of projects that receive funds from this competition will be required to submit a more detailed TIPMOD or TIPNEW application, which will be due to the PSRC on July 7, 2014. Please note that these sponsors will also be asked to certify that they will comply with the conditions of the PSRC’s Project Tracking Program, as a condition of accepting funding. Failing to comply with this condition, and/or with the conditions established in the PSRC’s Project Tracking Program, may eventually result in the loss and/or transfer of funds to another countywide project.

Application length: Please be as brief as possible but provide sufficient information on your project, plus map(s) and/or other required supporting documents.

E-mail submissions are preferred: Attach your completed application to an e-mail and send to kcgrantcompetition@kingcounty.gov. Please name the file "(Agency): (Project title)" and in the e-mail subject line identify which Countywide program the application is being submitted (Small Jurisdiction, Large Jurisdiction, All Other, Preservation, Non-motorized). All applications will be posted to the King County Web site. All applications must be submitted by 11:59 p.m., Wednesday, May 7, 2014.

PROJECT EVALUATION INFORMATION

IMPORTANT INSTRUCTIONS: Projects will be evaluated and scored based on the information provided in Parts 1 and 2 that follow. Refer to Section IVb, Evaluation Criteria for Countywide Grant Programs, Non-Motorized Projects for information on how the projects will be evaluated.

- **Part 1:** Choose one of the two project categories that best fits your proposed project and complete Section A or B
- **Part 2:** Complete all Sections C through F

PROJECT EVALUATION: PART 1

Choose which of the two Centers categories your project falls under:

- Project is located within a Center
> *NOTE: Complete Section A, then proceed to Sections C through F in Part 2*
- Connecting Corridors
> *NOTE: Complete Section B, then proceed to Sections C through F in Part 2*

SECTION A: CENTERS

Complete this section if your project is a “Centers” project, then proceed to Part 2

A. Please explain how your project addresses the following:

• Center Development

- Describe how the project will advance or support non-motorized modes within the center.
- Describe how the project or program will enhance or support the potential for increased housing/employment densities in the center.
- Describe how the project furthers the objectives and aims of existing adopted policies and plans for the center.
- Describe the level of public access to the project (for example, current and future land use in the vicinity of the facility such as schools, residences, commercial, retail, tourist areas, etc. that would be expected to provide utilization of the facility).

• Project's Benefit to the Center

- Describe how the project remedies a current or anticipated problem for non-motorized modes within the center or reduces modal conflicts involving pedestrians and/or bicyclists?
- Describe the user groups who will benefit from this project (residents, commuters, employees, students, customers, tourists, seniors, people with disabilities, and those identified in the President’s Order for Environmental Justice¹) and how it provides users with non-motorized option for travel.
- Describe how the project or program will improve: (address each relevant area)
 - Bicycle facilities
 - Walkability
 - Public transit access
 - Landscape and/or streetscape

• Circulation and Safety within the Center

- Describe how the project improves access to major destinations or improves circulation within the center (home/work/school/other).
- Describe how the project or program completes a physical gap or completes an essential link in the non-motorized transportation network.
- Describe how the project improves safety or resolves an existing safety problem.
- Describe how the project extends or completes a regional or local bicycle or pedestrian system, and/or adds facilities to an existing bicycle and pedestrian system or network.

¹ The President’s Order for Environmental Justice states “each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority populations and low-income populations.”

SECTION B: CONNECTING CORRIDORS

Complete this section if your project is a “Connecting Corridors” project, then proceed to Part 2.

A. Please explain how your project addresses the following:

• **Benefit to Center**

- Describe how the project provides users traveling to/from the center(s) with non-motorized options for travel.
- Describe how the project furthers the objectives and aims of adopted policies and plans for the center(s).
- Describe how this project will benefit or enhance support the development of the center(s). Does it support multiple centers?

This project will complete a gap in the non-motorized network by constructing sidewalks and bike lanes. This segment connects the major employment, human and community services centers at Les Gove Community Campus and the Designated Auburn Regional Growth Center.

This project furthers the objectives of PSRC Transportation 2040 policies and City of Auburn adopted policies by maintaining pavement in good repair, improving service to a low income and underserved neighborhood, provides safety improvements, improves traffic flow, reduces emissions, and encourages mode shift to non-motorized modes of travel.

This project will directly benefit the development occurring in the designated center improving connections to adjacent residential, employment and activity centers. This will encourage more retail and recreation trips to connect between the centers. As Auburn's downtown continues to densify non-motorized demands will continue to increase and utilize these new facilities.

• **System Continuity, Circulation and Safety**

- Describe how this project or program provides a "logical segment" that links to a center
- Describe how the project fills in a missing link or removes barriers to a center, and how the project extends or completes a regional or local bicycle or pedestrian system, and/or adds facilities to an existing bicycle and pedestrian system or network
- .Describe how the project improves safety and/or reduces modal conflict.

This project completes a key missing link that removes barriers to a direct connection between the Designated Regional Growth center and the employment, human services, and activity centers at the Les Gove Community Campus.

This project improves safety and removes modal conflicts between bikes, pedestrians, and vehicles by providing barrier curbs between the roadway and pedestrian facility, adding designated bicycle lanes, street lighting, and improved guide signage.

• **Sustainability**

- Describe how this project or program supports a long-term strategy to maximize the efficiency of the corridor and/or the bicycle or pedestrian network.
- Describe the user groups who will benefit from this project over time (residents, commuters, employees, students, customers, tourists, seniors, people with disabilities, and those identified in the President's Order for Environmental Justice) and how it provides users with non-motorized options for travel.

This project will be very effective in supporting a long-term strategy to maximize the efficiency and safety of the corridor for all travel modes and providing incentives and encouragement for transportation users to choose non-motorized modes. By removing barriers and completing the infrastructure to improve access between key activity centers the community will be engaged and encouraged to utilize those facilities more frequently. By committing to the Bikeshare program, City staff will be setting an example and creating a critical mass improving the perception of non-motorized travel and encouraging other users.

PROJECT EVALUATION: PART 2

SECTION C: PROJECT READINESS/FINACIAL PLAN

Once Section A or B in Part 1 has been completed, complete all of Part 2, Sections C through G.

2. Financial Plan

In this section, sponsors will address questions regarding the 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. 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. 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.

2.1. Select only one funding source below, STP or CMAQ.

STP

CMAQ

2.2. Identify the amount requested by phase, and identify the estimated year of obligation (2015, 2016 or 2017).

<u>Phase</u>	<u>Amount</u>	<u>Estimated Year of Obligation</u>
PE/Design	\$480,000.00	2015
Right of Way	\$40,000.00	2016
[select phase]		

2.3 Identify the project phases that will be fully completed if requested funding is obtained:

Design and Right of Way phases will be fully completed with the requested funding.

2.4 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 following King County website:
<http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2014KCountywideCFP.aspx>

Attach the completed spreadsheet, along with this application, and submit via email to kcgrantcompetition@kingcounty.gov, by the deadline of 11:59 p.m. May 7, 2014. The Project Budget and Schedule spreadsheet form may be downloaded at:
<http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2014KCountywideCFP.aspx>

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.

3. If funds are requested for Right of Way:

3.1 What is the status of Preliminary Engineering/Design?

- Is the PE/Design phase complete? No
- If not, identify all relevant milestones, including the current status and estimated completion date of each. For example:
 - What is the level of environmental documentation under the National Environmental Policy Act (NEPA) for this project?
 - Environmental Impact Statement (EIS)
 - Environmental Assessment (EA)

- Documented Categorical Exclusion (DCE)
 - Categorical Exclusion (CE)
- Has the NEPA documentation been approved? Please provide the date of approval, or the anticipated date of completion. 11/2015
- At what stage of completion is your design?
 - Have Preliminary Plans been submitted to WSDOT for approval? No
 - If not, when is this milestone scheduled to be complete? 8/2016
 - When are Preliminary Plans expected to be approved? 9/2016
- Are there any other PE/Design milestones not listed above? Please identify and provide estimates dates of completion.

3.2 What is the status of Right of Way?

- How many parcels do you need? 16
- What is the zoning in the project area (e.g., commercial, residential, etc.)? Residential
- Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this. Condemnation is not anticipated as all of the parcel needs are minor corner acquisitions to accommodate ADA curb ramps. However, the schedule has been planned to account for potential condemnation.
- 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? While City staff does have experience with all types of property acquisitions, this effort will be included in the consultant design scope and completed by a sub-consultant selected with the project design team. We expect to have the design team under contract by April 2015.
- Identify all relevant right of way milestones, including the current status and estimated completion date of each. For example:
 - True cost estimate of Right of Way 3/2016
 - Right of Way Plans (stamped) 4/2016
 - Relocation Plan (if applicable) N/A
 - Right of Way Certification 5/2016
 - Right of Way Acquisition 6/2016
 - Certification Audit by WSDOT Right of Way Analyst 10/2016
 - Relocation Certification, if applicable N/A

4. If funds are requested for Construction:

4.1 Complete sections 3.1 and 3.2 above.

4.2 What is the status of the milestones for the construction phase?

- Do you have an Engineer's Estimate? Please provide a copy if available.
- Identify the environmental permits needed for the project and when they are scheduled to be acquired.
- Is PS&E approved? Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval.
- When is the project scheduled to go to ad?

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.

SECTION D: COMMUNITY SUPPORT/ENVIRONMENTAL JUSTICE/PLANNING

4. Please explain how your project addresses the following:

- Has the project been developed through a collaborative and inclusive planning process? Please describe. (If not, please describe how developed.)
- Is this project or program specifically identified in a local plan, transit plan, or regional plan. If not, is the project or program consistent with plan policies? Please provide citation of the corresponding policies and/or specific project references in the identified plan.
- Is this an important opportunity--if we fund this project or program now, what other benefits will result?
- Will an opportunity be missed if the project is not funded in this competition?

City Administration and staff have conducted several neighborhood meetings over the past two years to reach out to the Les Gove Community Campus and greater downtown area. All the project components proposed specifically address needs identified by the community in those forums. During the design process staff will keep the community engaged to ensure projects details and progress are communicated effectively.

This project is TIP #10 in the adopted Six Year Transportation Improvement Plan and implements the final missing segments of the pedestrian and bicycling networks as identified in the adopted Bicycle Master Plan and Sidewalk Master Plan.

SECTION E: MODE SHIFT

5. Please explain how your project addresses the following:

- Describe how the project eliminates SOV trips and induces a mode shift..
- Discuss the potential for non-motorized use. For example, use counts and/or user survey data from existing similar facilities combined with data on the population in the surrounding area to estimate the potential number of users of the proposed facility (more, less and why)
- Describe how the project connects to other non-motorized facilities.

This project result in a significant reduction in SOV trips by providing safe and convenient non-motorized connections to adjacent transit stops and to the Auburn Regional Transit Center, and by improving non-motorized access to local schools, major employment centers, and activity centers. Additionally the implementation of the City of Auburn Bikeshare program will directly lead to quantifiable reductions in SOV trips currently occurring between city facilities and within the downtown core.

This project has great potential to increase non-motorized trips since it completes a critical gap along a key route in the heart of downtown Auburn connecting dense residential neighborhoods to parks, schools, medical and retail centers, and civic institutions. Surveying

Auburn staff we estimate that over 100 daily trips would be shifted to bicycles vs. SOV trips for the Auburn staff trips alone. Since the major infrastructure improvements are occurring in a heavily low income and transit dependant population that there will be a significant benefit to the community resulting in increased transit ridership and usage of the non-motorized facilities.

The bike lanes and Bicycle Boulevard components of this project will complete bicycle connections to existing shared bicycle facilities on E Main St, dedicated bicycle lanes on W Main St, and the Interurban Trail. The sidewalk improvements will complete the pedestrian network along the corridors connecting this community to the rest of downtown including the Regional Growth Center.

SECTION F: AIR QUALITY

NOTE: While project sponsors are not requested to provide detailed quantitative analyses at this time, those projects that are selected for CMAQ funds will be asked to assist staff in quantifying the benefits of their projects prior to TIP submittal.

6. Describe how your project will reduce emissions. Include discussion of the population served by the project – who will benefit, where and over what time period. Be as specific as possible and include examples. Answers will vary depending on the type of project, for example:

- Describe how your project will reduce VMT, either by eliminating or shortening vehicle trips;
- Describe how your project will result in a mode shift from SOVs to transit, carpool or nonmotorized;
- Describe how your project will result in an increase in transit ridership, either through new transit service or greater accessibility to transit;
- Describe how your project will improve the flow of traffic and reduce the amount of idling vehicles - how will this project relieve an existing problem;
- Describe how your project will reduce emissions through alternative fuels or vehicles.

This project will reduce VMT in the Regional Growth Center by encouraging mode shifts from SOV trips to walking, cycling, and transit.

By removing safety and accessibility barriers to pedestrian and cycling modes this project will improve access to key destinations such as the retail, civic and regional transit uses in the Designated Regional Growth Center. Additionally, these improvements will encourage more students to walk and bike to the several nearby school rather than being dropped off or taking a school bus. Improved access to the Regional Transit Center would result in increased transit ridership (bus and rail).

With the addition of the traffic signal interconnection and a two-way center left-turn lane traffic flow and emissions will be improved by reducing the amount of braking and idling caused by turning and queuing vehicles.

Section V.e. Total Estimated Project Cost and Schedule

Please fill in as many rows as needed in the tables below, to fully and accurately reflect your

Project Sponsor	City of Auburn
Project Title	F Street SE Non-Motorized Improvements

Phase	Funding Source(s) (i.e. PSRC, state, local, etc.)	Secured / Reasonably Expected / or Unsecured*	Amount
Planning Planning Planning			

Planning TOTAL: \$ -

Estimated Planning Completion Date (month and year): _____

Phase	Funding Source(s) (i.e. PSRC, state, local, etc.)	Secured / Reasonably Expected / or Unsecured*	Amount
PE/Design	Local Funds	Secured	\$ 120,000
PE/Design	FHWA STP	Unsecured	\$ 480,000
PE/Design			

Preliminary Engineering / Design TOTAL: \$ 600,000

Estimated PE/Design Completion Date (month and year): 9/1/2016

Phase	Funding Source(s) (i.e. PSRC, state, local, etc.)	Secured / Reasonably Expected / or Unsecured*	Amount
Right of Way	Local Funds	Secured	\$ 10,000
Right of Way	FHWA STP	Unsecured	\$ 40,000
Right of Way			

Right of Way TOTAL: \$ 50,000

Estimated ROW Completion Date (month and year): 6/1/2016

Phase	Funding Source(s) (i.e. PSRC, state, local, etc.)	Secured / Reasonably Expected / or Unsecured*	Amount
Construction	Local Funds	Secured	\$ 360,000
Construction	TBD	Unsecured	\$ 1,440,000
Construction			

Construction TOTAL \$ 1,800,000

Estimated Construction Completion Date (month and year): 11/1/2017

Phase	Funding Source(s) (i.e. PSRC, state, local, etc.)	Secured / Reasonably Expected / or Unsecured*	Amount
Other			
Other			

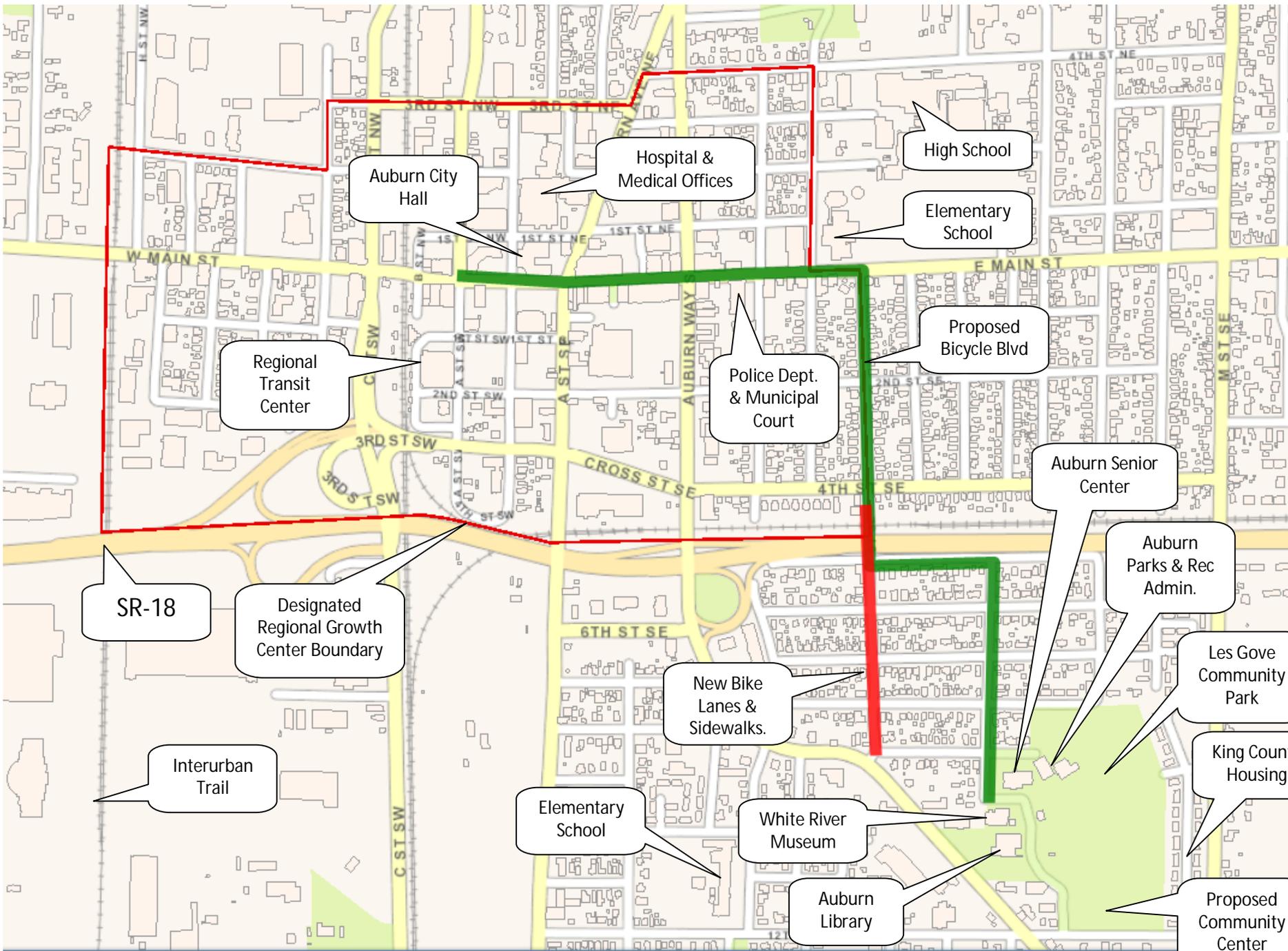
Other TOTAL: \$ -

Estimated Other Completion Date (month and year): _____

TOTAL Estimated Project Cost, All Phases: \$ 2,450,000

Estimated Project Completion Date (month and year): 12/1/2017

* Additional information on these categories may be found at
<http://www.psrc.org/assets/11214/FinancialConstraintGuidance.pdf>.



Auburn City Hall

Hospital & Medical Offices

High School

Elementary School

Regional Transit Center

Police Dept. & Municipal Court

Proposed Bicycle Blvd

SR-18

Designated Regional Growth Center Boundary

Interurban Trail

Auburn Senior Center

Auburn Parks & Rec Admin.

New Bike Lanes & Sidewalks.

Les Gove Community Park

King County Housing

Elementary School

White River Museum

Auburn Library

Proposed Community Center