

## Section V - 2009 King Countywide STP/CMAQ Competition Application

To be used for projects submitted for the following Countywide Programs:

- ❖ Small Jurisdictions Program
- ❖ Larger Jurisdiction Program
- ❖ All Other Agency Program
- ❖ Rural Area Program

This application is available on the King County Web site at

<http://www.kingcounty.gov/transportation/kcdo/PlanningAndPolicy/RegionalTransportationPlanning/2009KCCtywideComp.aspx>

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

**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 2009 STP/CMAQ King 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, 2009. 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.

**14-page limit:** You may use additional pages if necessary; however, please be as brief as possible and limit your application to a total of fourteen (14) pages, 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 [peter.heffernan@kingcounty.gov](mailto:peter.heffernan@kingcounty.gov). Please name the file "(Agency): (Project tile)" and in the e-mail subject line identify which Countywide program the application is being submitted (Small Jurisdiction, Large Jurisdiction, All Other, Non-motorized). If you are unable to e-mail the application, please mail a copy of the electronic file on diskette, and fax or mail a corresponding paper copy. Electronic copies of all applications are required, as they will be posted to the King County Web site. Mailed materials should be sent to: Peter Heffernan, King County Department of Transportation, M.S. KSC-TR -0814, 201 South Jackson Street, Seattle, WA 98104-3856 and/or faxed to 206-684-1812, Attn: Peter Heffernan. All applications must be submitted by **5pm May 15<sup>th</sup>, 2009**.

**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.**

**PROJECT DESCRIPTION INFORMATION**

<p><b>1</b></p>	<p><b>Project title:</b> A Street NW Extension (A/B Corridor)          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>
<p><b>2</b></p>	<p><b>Destination 2030 ID#:</b> 975          In order to be eligible for federal funding, a project must be in, or consistent with, <i>Destination 2030</i>, the region’s Metropolitan Transportation Plan (MTP). To confirm if your project is specifically listed in <i>Destination 2030</i>, refer to Appendix 9 of <i>Destination 2030</i> at <a href="http://www.psrc.org/projects/mtp/d2030plan.htm">http://www.psrc.org/projects/mtp/d2030plan.htm</a>. For assistance or questions regarding these issues, contact Kimberly Scrivner at 206-971-3281 or <a href="mailto:kscrivner@psrc.org">kscrivner@psrc.org</a>.</p>
<p><b>3</b></p>	<p>a. <b>Sponsoring agency:</b> City of Auburn          b. Co-sponsor(s) if applicable:              <b>Important:</b> 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.          c. Does sponsoring agency have “Certification Acceptance” status from WSDOT?   <input checked="" type="checkbox"/> Yes   <input type="checkbox"/> No          d. If not, which agency will serve as your CA sponsor? (refer to WSDOT’s Local Agency Guidelines Manual for information on CA status: <a href="http://www.wsdot.wa.gov/ta/operations/lag/LAG13.pdf">http://www.wsdot.wa.gov/ta/operations/lag/LAG13.pdf</a>)</p>
<p><b>4</b></p>	<p><b>Project contact person:</b> Chris Hankins, Transportation Planner/Grants Manager          Address: 25 West Main Street, Auburn WA 98001          Phone: (253) 804-5040                      Fax:(253) 931-3053              E-Mail: <a href="mailto:chankins@auburnwa.gov">chankins@auburnwa.gov</a></p>

<p><b>5</b></p>	<p><b>Project description.</b> Please distinguish between the scope of the project and the justification and/or need for the project.</p> <p><b>a. Project scope:</b> Please describe clearly and concisely the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? For example, if this is part of a larger project, please be specific as to what portion on which the grant funds will be used.</p> <p>This project will construct a missing 1.47 mile link in an overall 3.5 mile North/South corridor beginning at the Auburn Station and terminating at S. 277<sup>th</sup> St. on the northern city limits. The project will consist of a new 3-lane and 5-lane street with sidewalks constructed between 3<sup>rd</sup> St. NW and 14<sup>th</sup> St. NW. It will align with the existing B St. NW and A St. NW on its northern and southern termini, respectively. At this time, the City is close to finalizing the engineering, permitting and environmental mitigation for the entire project. The additional funding provided through this grant combined with current secured project funds, will provide the funding necessary for the construction of the final leg of the new arterial from 8th St. NW to 14th St. NW. Construction funding for the 3<sup>rd</sup> St. NW to 8<sup>th</sup> St. NW segment is secured.</p> <p><b>b. Project justification, need or purpose:</b> Please explain the intent, need or purpose of this project. What is the goal or desired outcome?</p> <p>The purpose of this project is to relieve congestion to/from the Auburn Urban Center, increase safety along the corridor, facilitate economic growth by increasing development activity in the Downtown Urban Center, link the Downtown Urban Center to major intermodal travel, facilitate access to other centers in the region, establish three grade separated arterials from the northern City limits to the Auburn Station, increase the movement of freight to/from several million square feet of warehouse/industrial space in Auburn to the Ports of Seattle and Tacoma and other destinations. It also intended to increase accessibility for emergency responders, services, and visitors to the south King County's only Level 3 Trauma Center - Auburn Regional Medical Center.</p>
<p><b>6</b></p>	<p><b>Project location:</b> City of Auburn</p> <p>a. County(ies) in which project is located: King</p> <p><b>Answer the following questions if applicable:</b></p> <p>b. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad): 3<sup>rd</sup> St. NW</p> <p>c. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): 14<sup>th</sup> St. NW</p>
<p><b>7</b></p>	<p><b>Map:</b> 1. Include a legible 8½” x 11” project map with the completed application form. 2. Include a legible vicinity map with the completed application form (can be smaller than 8½” x 11”).</p> <p><b>Note:</b> If unable to send the map electronically, mail a copy on diskette and provide a paper copy by fax or mail.</p>

<p><b>8</b></p>	<p><b>Federal functional classification code</b> (Please select <u>only one</u> code using the table below)</p> <p>For assistance determining functional classification, contact Stephanie Rossi at 206-971-3054 or <a href="mailto:srossi@psrc.org">srossi@psrc.org</a>.</p> <p><b>Important:</b> A roadway must be <u>approved</u> on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities). Projects on a roadway with a functional classification of 09, 19, 29, or 39 are not eligible to use federal transportation funds unless they are one of the exceptions listed below. If your project is an exception, identify its functional class code as "00".</p> <p><u>Examples of exceptions:</u></p> <ul style="list-style-type: none"> <li>• Any bicycle and/or pedestrian project.</li> <li>• Projects not on a roadway and using CMAQ or other funds</li> <li>• Any transit project, including equipment purchase and park-and-ride lot projects.</li> </ul>	
<p><b>9.</b></p>	<p style="text-align: center;"><b>Rural Functional Classifications</b> "Under 5,000 population"  (Outside federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> <b>00</b> Exception</p> <p><input type="checkbox"/> <b>01</b> Principal Arterial - Interstate</p> <p><input type="checkbox"/> <b>02</b> Principal Arterial</p> <p><input type="checkbox"/> <b>06</b> Minor Arterial</p> <p><input type="checkbox"/> <b>07</b> Major Collector</p> <p><input type="checkbox"/> <b>08</b> Minor Collector</p> <p><input type="checkbox"/> <b>09</b> Local Access</p> <p><input type="checkbox"/> <b>21</b> Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> <b>22</b> Proposed Principal Arterial</p> <p><input type="checkbox"/> <b>26</b> Proposed Minor Arterial</p> <p><input type="checkbox"/> <b>27</b> Proposed Major Collector</p> <p><input type="checkbox"/> <b>28</b> Proposed Minor Collector</p> <p><input type="checkbox"/> <b>29</b> Proposed Local Access</p>	<p style="text-align: center;"><b>Urban Functional Classifications</b> "Over 5,000 population"  (Inside federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> <b>00</b> Exception</p> <p><input type="checkbox"/> <b>11</b> Principal Arterial – Interstate</p> <p><input type="checkbox"/> <b>12</b> Principal Arterial – Expressway</p> <p><input type="checkbox"/> <b>14</b> Principal Arterial</p> <p><input type="checkbox"/> <b>16</b> Minor Arterial</p> <p><input type="checkbox"/> <b>17</b> Collector</p> <p><input type="checkbox"/> <b>19</b> Local Access</p> <p><input type="checkbox"/> <b>31</b> Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> <b>32</b> Proposed Principal Arterial – Expressway</p> <p><input type="checkbox"/> <b>34</b> Proposed Principal Arterial</p> <p><input checked="" type="checkbox"/> <b>36</b> Proposed Minor Arterial</p> <p><input type="checkbox"/> <b>37</b> Proposed Collector</p> <p><input type="checkbox"/> <b>39</b> Proposed Local Access</p>

**COUNTYWIDE PROJECT EVALUATION**

**Important:** *Projects will be evaluated and scored based on the information provided in Parts 1 and 2 that follow. Refer to the "2009 King County Countywide Project Evaluation Criteria" before completing these sections of the application for guidance, examples, and details on scoring.*

**Instructions:**

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

**Part 1: Category Specific Questions (70 Points STP, 50 Points CMAQ)**

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

- Designated Center: Complete section A (question 11) and proceed directly to Part 2 (questions 14-17).
- Manufacturing/Industrial Center: Complete section B (question 12) and proceed directly to Part 2 (questions 14-17).
- Connecting Corridors: Complete section C (question 13) and proceed directly to Part 2 (questions 14-17).

**Note:** Information on the 2005 adopted Regional Economic Strategy and the targeted industry clusters, including definitions and maps of the clusters, may be found on the Prosperity Partnership website at <http://www.prosperitypartnership.org/clusters/index.htm>. For questions regarding these topics, contact Chris Strow at 206-971-3051 or [cstrow@psrc.org](mailto:cstrow@psrc.org)

**A. Designated Regional Growth Centers**

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

**11. Center Development.** Please address the following:

- Growth. Describe how the project will support the potential for housing/employment densities in the center. Describe how the project will support the development/redevelopment plans and activities of the center.
- Plans and Policies. Describe how the project furthers the objectives and aims of existing policies for the center; please provide a citation and copy of the corresponding policies.
- Economic Strategy. Describe whether the project helps to create or sustain jobs in the targeted industry clusters within the center; these clusters are identified in the adopted 2005 Regional Economic Strategy.

**12. Project’s Benefit to the Center.** Please address the following

- Long-Term Benefit. 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.
- User Groups Supported. 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<sup>1</sup> and/or areas experiencing high levels of unemployment or chronic underemployment).

**13. Circulation within the Center.** Please address the following.

- Safety and Convenience. Describe how the project improves safe & convenient access to major destinations within the center.
- Intermodal Opportunities and Connections. 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.
- Travel Choices. Describe how the project provides users (e.g. employees, residents, customers) a range of travel modes or provides a “missing” mode.

<sup>1</sup> 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.”

- System Continuity. Describe how the project completes a physical gap or provides an essential link in the transportation network.
- Parking. If the project has a parking component, describe how it has been designed to be compatible with a pedestrian oriented environment, including any innovative parking management tools.

## B. Manufacturing/Industrial Centers

**Instructions:** Complete this section (question 14) if you selected “Manufacturing/Industrial Centers” in question 10, and then proceed directly to Part 2. Do not complete Sections A or C.

**14. Mobility and Accessibility.** Please address the following:

- Freight Movement. Describe how the project provides opportunities for freight movement.
- Growth Plans and Policies. Describe how the project will benefit or support the development of the manufacturing/industrial center.
- System Continuity. Does the project complete a physical gap, provide an essential link, or remove a barrier in the Freight & Goods component of the Metropolitan Transportation System (See Destination 2030, Technical Appendix 4)? Please describe.
- Safety. Describe how the project improves safety and reduces modal conflicts to help achieve a “seamless” system.
- Improved Commute Access. 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.
- Trip Reduction. How does the project promote Commute Trip Reduction (CTR) opportunities?
- User Groups Supported. 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.
- Economic Strategy. Describe how the project helps to create or sustain jobs in the targeted industry clusters within the center; these clusters are identified in the adopted 2005 Regional Economic Strategy.

## C. Connecting Corridors

**Instructions:** Complete this section (questions 15-17) if you selected “Corridors Serving Centers” in question 10, and then proceed directly to Part 2. Do not complete Sections A or B.

**15. Benefit to Centers or Manufacturing/Industrial Center.** Please address the following:

- Growth Plans and Policies. Describe how this project will benefit or support the housing and employment development of a regional growth and/or manufacturing/industrial center(s). Does it support multiple centers?
- Travel Choices. Describe how the project provides a range of travel modes to users traveling to centers, or if it provides a missing mode.
- User Groups Supported. 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).
- Economic Strategy. Describe whether the project helps to create or sustain jobs in the targeted industry clusters within a center; these clusters are identified in the adopted 2005 Regional Economic Strategy.

### Growth Plans and Policies

The need for the A/B Street NW Corridor was first identified more than a decade ago, during the development of the City of Auburn Comprehensive Transportation Plan, and was later modeled in subsequent studies of circulation patterns in Auburn. The City of Auburn's Comprehensive Plan and Auburn Downtown Plan support the centers & corridors concept and emphasize the importance of mixed use development in targeted areas that bring employment, shopping, and residential activities into a shared location. The purpose behind the Comprehensive Plan is to re-focus public investment in corridors serving the center, thereby spurring private investment through new development and revitalization. The expected result of this project is to support and further a dynamic, vibrant, and healthy urban center.

This project improves access to Auburn's Urban Center. The urban center contains the highest density and intensity of land use within the City. This project will assist the City of Auburn in meeting its development goals by helping to implement the following policies from the comprehensive plan:

- Emphasis is on providing additional housing opportunities and neighborhood services for downtown residents, in addition to enhancing economic, cultural, and social opportunities for the city (Chapter 3 Page 12 Policy LU-6 );
- Focus growth and development in the Auburn Downtown urban center to support economic development, complement transit oriented development, direct growth pressures away from residential neighborhoods, and implement regional growth management strategies (Chapter 3 Page 12 Policy LU-6A );
- An efficient transportation system seeks to spread vehicle movements over a series of planned streets. The goal of the system is to encourage connectivity while preventing unacceptably high traffic volumes on any one street. Ample alternatives should exist to accommodate access for emergency vehicles. For these reasons the City will continue to plan a series of collectors and arterials designed to national standards to provide efficient service to the community (Comprehensive Transportation Plan, Chapter 5 Page 2 Policy TR-5 );
- Use TSM strategies to more efficiently utilize the existing infrastructure to optimize traffic flow and relieve congestion including Intelligent Transportation Systems (Chapter 5 Page 6 Policy TR-32).
- Designate new arterials to serve developing areas concurrent with approval of such development. Arterials shall be spaced in compliance with good transportation network planning principles, and support the importance of overall system circulation (Chapter 5 Page 5 Policy TR-60 ).

Improvements to transportation infrastructure that serves communities with high concentrations of low income people which travel to and from education and employment centers is a high priority for the 2005 Regional Economic Strategy. Auburn contains significant concentrations of lower income residents above the regional threshold. Specifically this corridor will serve several minority and low-income census tracts immediately east of the project site. With the new corridor complete, it can be reasonably expected that these populations would equally benefit from the project in proportion to the population as a whole. Access and mobility for these populations will be enhanced with general purpose capacity improvements, sidewalks, and transit service.

### **Travel Choices**

The purpose of the A/B Street NW Corridor is to relieve congestion to/from the Auburn Urban Center, increase safety along the corridor, facilitate economic growth by increasing development activity in the Downtown Urban Center, link the Downtown Urban Center to major intermodal travel, facilitate access to other centers in the region, establish three grade separated arterials from the northern City limits to the Auburn Station, increase the movement of freight to/from several million square feet of

warehouse/industrial space in Auburn to the Ports of Seattle and Tacoma and other destinations. All populations will benefit by increased travel choices by utilizing the new corridor on a daily basis for access to employment centers, businesses, residences, and recreational activities in Auburn's Central Business District.

As referenced in the 2005 Regional Economic Strategy, projects are needed to enable freight to move more reliably and safely, and to serve our region's ports, and identification of funding for freight mobility improvements. This project has been identified as regional development that will enhance freight mobility, improve access to industrial lands, and improve access to job creation sites. This project is consistent with and implements the goals of the strategy.

### **User Groups Supported**

This project addresses a wide range of travel modes and serves multiple user groups. The project will serve the multi-modal Auburn Station Transit Center. Auburn Station is a service hub for Sound Transit express and Metro/King County buses, Sound Transit commuter rail (Everett to Tacoma, with 500 daily boardings in Auburn), and bicycle/pedestrians. It also facilitates connections to the regional Interurban Trail which currently provides a continuous trail between Seattle and Auburn for commute and recreational travel.

This project will also support emergency responders from the Valley Regional Fire Authority, and Auburn Police Department. Where typically avoided now due to back-ups from passing trains, upon completion of the grade separation project it will be an essential emergency vehicle access route.

### **Economic Strategy**

This 3.5 mile corridor from downtown Auburn to S. 277<sup>th</sup> Street accounts for 70% of Auburn's projected job growth and supports the growth of over 5,000 projected new jobs, for a total of 10,000 projected and existing jobs. It also supports the development of over 200 vacant and underdeveloped parcels along the corridor and in the downtown core.

The A Street NW corridor will establish a major "inter-modal connector" to the Puget Sound Region's freight system which is essential to the reliability and predictability of the transportation system. Without reliability and predictability shipping costs may increase, which can lead to reductions in productivity and competitiveness of U.S. businesses.

The A/B Street NW corridor provides a direct link between the designated Urban Centers of Auburn, Kent, and Federal Way. Upon completion, it will improve the movement of goods and people to and from these centers and locations along the corridor by increasing transit efficiency, freight movement and roadway capacity. As travel times and costs continue to grow, businesses in Auburn and the Puget Sound Region will increasingly find themselves at a competitive disadvantage and local businesses will either have to absorb the added costs and reduce their profits, or pass the costs on to consumers through higher prices. A four to five lane roadway is required to continue to move existing and projected freight transport safely and efficiently through the corridor. Failure to complete this corridor will continue to contribute to the deficiencies in the regional transportation system and is likely to result in the loss of jobs as existing businesses expand elsewhere or relocate to areas where the transport of freight and goods is more efficient.

The project will provide more reliable travel to key employment areas such as the Auburn Urban Center, and the Green River Valley Industrial Center. The Boeing Company, Safeway Distribution Center, Auburn Regional Medical Center, The SuperMall of the Great Northwest, Emerald Downs Race Track, Muckleshoot Casino, The Federal Aviation Administration, Green River Community College, Auburn

School District, and many other employers/businesses along Auburn Way North will all be supported by completion of this project.

Another significant economic benefit of this project is that it increases access to the Auburn Regional Medical Center (ARMC) in the heart of the urban center. This existing hospital currently has 149 beds and approximately 600 employees. ARMC is one of only three Level 3 trauma centers in King County. The nearest Level 2 Trauma Centers are each 10 miles away, one north on SR-167 and the other south on SR-512. In addition, the hospital has proceeded with expansion of the medical campus via construction of a new 3-story 292 stall parking garage, and a 28,000-square-foot cancer center. The new hospital complex, will offer medical oncology, radiation oncology and a community outreach and educational component all of which are intended to serve a million plus South Sound residents.

In addition to the ARMC, the project will allow for improved access to the Auburn Post Office, a regional mail distribution hub.

**16. System Continuity.** Please address the following:

- Serving Centers. Describe how this project provides a “logical segment” that links to a regional growth or manufacturing/industrial center.
- Missing Link. Describe how the project fills in a missing link or removes barriers to a center.
- Congestion Relief. 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.

**Serving Centers/Missing Link**

The A/B St. NW Corridor Connector project will not only connect downtown Auburn, it will also provide a segment connection to other regional corridors and centers. This project will construct a missing 1.47 mile link in an overall 3.5 mile North/South corridor in Auburn that connects the urban center with S. 277th St. on the northern city limits. This corridor connects trips with a broader geographical band including streets such as West Valley Highway and Auburn Way North, highways such as SR-167 and I-5, commuter & freight rail, pedestrian facilities, bicycle facilities, an international airport, and transit routes. The project will improve mobility, capacity, safety and other functional elements not only within Auburn's Urban Center but also to and from other designated regional centers.

The S. 277th corridor serves as a major east-west route between an area of rapid commercial, industrial and residential growth and the I-5 corridor. The Green River Valley has the second largest concentration of trucking distribution centers on the west coast. This regionally significant corridor connection from the urban center to S. 277th St. will connect with Kent, Federal Way, Burien, Tukwila, Renton, and Des Moines. It intersects with major north-south routes such as: State Route 99, Interstate 5, SR-167, Military Road South, West Valley Highway, East Valley Highway, Auburn Way/Central Way, and State Route 516. It will also associate Auburn with five other separate agencies that form the Trans-Valley Corridor. The Trans-Valley Corridor is a major east-west link between large residential areas and millions of square feet of manufacturing/industrial land uses as well as several designated urban centers.

**Congestion Relief**

This project will provide congestion relief for transit, freight and commuters to and from the designated Urban Center by providing; multi-modal options, improving traffic flow and increasing capacity along the corridor.

This project will improve congestion within the designated urban center by:

1. Improving traffic flow by coordinating signals and consolidating access;
2. Increasing capacity which will reduce congestion on other adjacent corridors and improve safety system wide;
3. Providing non-motorized transportation facilities and connections to both the Interurban Trail and Green River Trail;
4. Enhancing freight mobility by improving corridor capacity and turning movements at the 15th St. NW/ B St. NW interchange and the S. 277th St./B St. NW interchange;
5. Provide ITS infrastructure for the efficient movement of people and goods through enhanced data management using data stations to collect analyze, and optimize traffic flow, and adapt signal timing to traffic patterns.

By completion of this project, Auburn will be capable of connecting this corridor to the regional Trans Valley ITS infrastructure enabling the traffic signals of the region to talk to one another relieving local and regional congestion. Providing this communication between traffic signals throughout the region allows adjustments in signal timing to maximize vehicular throughput and minimize delay.

**17. Long-term Benefit/Sustainability.** Please address the following:

- Efficiency. 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.
- Safety. Describe how this project improves safety and/or reduces modal conflict, and provides opportunities for active transportation.

**Efficiency**

The improvements associated with the A/B St. NW project maximize the efficiency of the corridor by completing the non-existent 1.47 mile missing link of a 3.5 mile segment between 3rd St. NW and S. 277th Street. Once this 3.5 mile corridor is completed, three grade-separated arterials from the northern city limits to the urban center will link the Auburn Transit Center to major retailers, employers, and entertainment facilities.

With implementation of the corridor including construction of new 3 and 5 lane roadway sections with sidewalks and installation of necessary ITS infrastructure, the project will provide for the projected travel demand along the corridor and improve traffic on adjacent corridors such as Auburn Way North and C St. SW.

Currently adjacent corridors experience high levels of congestion during peak periods with several of the intersections operating a LOS of F. This project will create efficient traffic flow along this corridor and relieve congestion of adjacent corridors to and from the urban center.

Traffic flow through this corridor will be improved by:

1. Interconnecting signals and communication connections that will further reduce delay and travel time;
2. Enabling transit signal priority that will improve transit movement through this corridor and will encourage people to move from SOV's to transit;

3. As a result of these ITS and flow improvements, transit movement through this corridor will become more efficient and it will encourage people to shift from SOV's to transit;

### **Safety**

1. This project will improve safety for all users by improving signalization, illumination and access control and adding safe facilities for pedestrians. It also promotes safe, inter-modal travel by linking three grade separated arterials from the northern city limits to the Auburn Transit Station, a regional Sounder rail and bus hub.

## **PART 2: QUESTIONS FOR ALL PROJECTS**

**Instructions:** Once Section A, B, or C in Part 1 has been completed, complete all of Part 2 (questions 18-21).

### **D. Air Quality and Climate Change (20 Points STP, 40 Points CMAQ)**

**18. Describe how your project will reduce emissions.** Include a discussion of the population served by the project – who will benefit, where, and over what time period. Projects may have the potential to reduce emissions in a variety of ways, depending on the type of project. Please provide the requested information if your project contains the elements listed below:

- Diesel retrofits: Describe the types and numbers of vehicles, vessels, or equipment involved, 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. 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.

The A/B Street NW Corridor lowers emissions by reducing overall congestion and vehicle delay throughout the corridor. This project can be reasonably expected to result in a mode shift through increasing desirability of transit use along the corridor. The completion of this significant inter-modal connector will result in reducing long lines of idling trucks, improve air quality, and decrease consumption of energy. It also provides a parallel route to Auburn Way and SR 167, potentially reducing traffic congestion and improving multi-modal transportation.

## E. Project Readiness/Financial Plan (10 Points)

**Introduction:** Two primary tools will be used to obtain information needed to judge a project's ability to proceed: responses to the project readiness question (14) and financial plan question (15) below. 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 project's 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.

**Note:** The standard PSRC definitions will apply for determining when funding is "secured" or "reasonably expected to be secured." These definitions are included in Section 5 of the STP/CMAQ Regional Competition Call for Projects.

**19. Project Readiness:** Please fill out the questions below if your project is requesting funds for a Right-of-way (ROW) and/or Construction (CN) phase. Projects requesting funds only for a Preliminary Engineering phase need not answer question #19.

PSRC recognizes that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before STP and CMAQ funding is typically eligible to obligate. These questions are designed to identify those requirements and assist sponsors to:

- Identify which requirements apply to their specific project.
- Identify which requirements have already been satisfied at time of application.
- Provide an explanation and realistic completion date for all requirements not yet completed.

**Important instructions:** For question 19A below, select one of the three options from the drop-down list for each item that applies at the time of submission of this application. These items are based on the documentation requirements for obligation of federal funds. For any item where "Item not yet completed" is selected, and for any additional requirements pertaining to the project, provide details in question 19B, including the estimated schedule for completion.

**19A. Check all items that apply below.** Note: if no ROW is required for the project, select "not needed" for sections b through g.

Not completed a. Final FHWA or FTA approval of environmental documents including:

- BA Concurrence: NMFS, U.S. Fish & Wildlife, WSDOT.

Not completed- Section 106 Concurrence.

Not completed- FHWA/FTA Environmental Classification Summary Checklist (or EA or EIS).

Completed b. True Cost Estimate for Right of Way.

Not completed c. Right-of-way Plans (stamped).

Not required. d. Relocation Plan (if applicable).

- Not completed e. Right-of-way Certification.
- Not completed f. Certification Audit by WSDOT R/W Analyst.
- Not required g. Relocation Certification, if applicable.  
Not required- WSDOT Certification Audit of Relocation Process, if applicable.
- Completed h. Engineer's Estimate.
- Not completed. i. All environmental permits obtained (e.g., Army Corps of Engineers Permit, HPA, etc.)

**19B. Additional information:** Include details on any items above that are not yet completed and provide an estimated schedule. Please provide any additional information as appropriate (e.g., status of planning, environmental documentation, permits, design, etc.).

### **DESIGN PHASE**

- *Roadway Design:* Approximately 60% Complete
- *Roadway Issues to be Resolved:* Final Alignment at 3<sup>rd</sup> Street NW, Cross Section North of 10<sup>th</sup> Street NW.
- *Wetland Mitigation Area Design:* Approximately 50% Complete
- *Mitigation Area Issues to be Resolved:* Concurrence by Agencies for Final Configuration
- Design will be Finalized after Environmental Approval

### **ENVIRONMENTAL APPROVAL PHASE**

- *Section 106 (Historical):* No Historic Properties Finding issued by WA Dept of Archaeology and Tribes in February 2008.
- *ESA Section 7 (Biological Assessment):* NOAA and USFWS Concurrence Received June 2008
- *Clean Water Act (JARPA):* Submittal to USACOE in July 2008. Public comment period ended late January 2009. Comments were received from Muckleshoot Tribe and EPA. Responses to comments being developed at this time. Submittal to USACOE in 2 weeks.
- *Noise Impact Report:* Final Report development in process.
- *Visual Quality Impact Report:* Final Report development in process.
- *Environmental Justice Report:* Final Report development in process.
- All NEPA Documentation (Above Evaluations) anticipated to be submitted to WSDOT by April 2009. Review time anticipated to be 4 to 6 months.

### **RIGHT OF WAY PHASE**

- Cannot begin until Environmental Approval of ALL NEPA documents complete.

### **CONSTRUCTION PHASE**

- Cannot begin until ALL ROW acquisition complete and certified by WSDOT

**20. Financial plan:** Please fill out Tables A through D below and corresponding questions E through F. The purpose of the tables and questions is to allow sponsors to fully document their project's financial plan and schedule. Tables A, B, and C build upon one another to provide the estimated cost of each phase as well as a project's total cost (Table D). The tables require sponsors to list the federal funds being requested from the Regional Competition (Table A), as well as **ALL** other sources of secured (Table B) and unsecured (Table C) funds needed to complete the project.

### **Guidelines:**

- All requested information must be provided to earn maximum points.
- Provide financial information for all funding types in every applicable phase, and use a separate row for each funding source.
- Totals of federal and other funds listed in Tables A, B, and C should equal the total project cost in Table D.

- Funding commitment letters must be provided for all financial partners.

**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.

**Table A: Funding Requested from Countywide Competition**

Phase	Estimated Obligation Date by Phase (mm/dd/yy)	PSRC Federal Funding Source (enter either STP or CMAQ; choose only one)	PSRC Federal Funds Amount
Construction	12/31/2010	CMAQ	\$882,000
Right-of-Way	12/31/2010	CMAQ	\$1,550,000
Engineering	12/31/2010	CMAQ	\$271,351
<b>Totals:</b>			<b>\$2,703,539</b>

**Table B: Existing Secured Funding**

Phase	Estimated Obligation date by Phase* (mm/dd/yy)	Source	Amount
<b><u>Engineering</u></b>	12/31/2010	City Funds, Traffic Impact Fees	\$194,149
	12/31/2010	PSRC STP Funding	\$859,500
<b><u>Right-of-Way</u></b>	12/31/2010	City Purchase, City Funds, Private Funds, Impact Fees	\$1,093,555
	12/31/2010	PSRC STP Funding	\$41,112
	12/31/2010	Federal Legislative (FY05)	\$661,333
<b><u>Construction</u></b>	12/31/2010	City Funds, Developer Contributions	\$1,520,445
	12/31/2010	Federal Legislative Demonstration (FY05)	\$322,567
	12/31/2010	Federal Legislative Demonstration (FY06)	\$1,683,000
	12/31/2010	Federal Legislative Demonstration (FY08)	\$1,234,800
	12/31/2010	Federal Legislative Demonstration (FY09)	\$1,900,000
<b>TOTAL:</b>			<b>\$9,510,461</b>

\*For tables B and C, "obligation" may be defined as expenditure or other commitment of funds. For assistance, please refer to "Definitions for Secured and Reasonably Expected to be Secured Funding" in Section 5 of the Call for Projects.

**Table C: Needed Future Funding (Unsecured)** Note: do not include the grant funds requested in Table A

Phase	Estimated Obligation date by Phase (mm/dd/yy)	Source	Amount
Engineering	12/31/2010	Unknown	\$271,351
Right-of-Way	12/31/2010	Unknown	\$1,550,000
Construction	12/31/2010	2009 CMAQ/STP	\$882,188
<b>TOTAL:</b>			<b>\$2,703,539</b>

**Table D: Total Project Cost and Schedule** (Please provide the total estimated cost and scheduled completion date for each phase of the project.)

Total Estimated Project Cost		Scheduled Completion of Phases	
Phase	Total Estimated Cost	Phase	Scheduled Completion Date (mm/dd/yy)
Preliminary Engineering/Design:	\$1,325,000	Preliminary Engineering/Design:	12/31/2010
Right of Way:	\$3,346,000	Right of Way:	12/31/2010
Construction:	\$7,543,000	Construction:	12/31/2010
Total Project Cost:	\$12,214,000	Estimated date of completion (i.e. open for use)	12/31/2010

**E. Identify the project phases (PE, ROW, CN, etc.) that will be fully completed if requested funding is obtained:**

PE, ROW, CN

**F. If unable to completely fill out Table D (Total Project Cost and Schedule):** Use the space below to explain the nature of any project for which the total project cost and/or schedule is presently unknown. For example, a project may study the merits/costs of various routes or construction techniques and, consequently, the total project costs won't be determined until the study is complete.

**F. Other Considerations (No Points)**

**21. Please describe any additional aspects of your project** not previously addressed in the application that could be relevant to the final project recommendation and decision-making process, particularly those relating to the support of centers and connecting corridors. Note: no points will be given to this section.

# A Street NW Extension Project

