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/kcdot/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. 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 15th, 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	
1	**Project title:** 1st Avenue South Phase 2 (SW 140th Street to SW 146th Street 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).
2	**Destination 2030 ID#:** 1995 In order to be eligible for federal funding, a project must be in, or consistent with, *Destination 2030*, the region's Metropolitan Transportation Plan (MTP). To confirm if your project is specifically listed in *Destination 2030*, refer to Appendix 9 of *Destination 2030* at http://www.psrc.org/projects/mtp/d2030plan.htm. For assistance or questions regarding these issues, contact Kimberly Scrivner at 206-971-3281 or kscrivner@psrc.org.
3	a. **Sponsoring agency:** City of Burien b. Co-sponsor(s) if applicable: **Important:** 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? X Yes ☐ 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: http://www.wsdot.wa.gov/ta/operations/lag/LAG13.pdf
4	**Project contact person:** Douglas R. Lamothe Address: 400 SW 152nd St., Suite 300, Burien, WA 98166 Phone: 206.439.3159 Fax:206.248.5539 E-Mail: dougl@burienwa.gov

5	**Project description.** Please distinguish between the scope of the project and the justification and/or need for the project. a. **Project scope:** Please describe clearly and concisely the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? For example, if this is part of a larger project, please be specific as to what portion on which the grant funds will be used. The project is the second phase of the 1st Avenue South Improvement Project, a current TIB-funded corridor project. In order to relieve traffic congestion and restore the corridor to concurrency, the project extension between SW 140th Street and SW 146th Street will construct additional left-turn storage and three new 8-phase, interconnected traffic signals, with transit priority. The high accident level will be reduced by controlling access, adding a continuous left-turn lane, providing illumination and interconnecting signals to improve operation. Pedestrian safety, access and mobility will be enhanced by providing 7-foot wide ADA compliant sidewalks and ramps on both sides of the street. In order to support transit and freight trucks, the roadway base will be restored and a new asphalt surface provided. In addition, landscaping and urban streetscape amenities will be provided to enhance the character of the streetscape in the Burien Regional Growth Center. Construction funding (CN) is requested for this project. b. **Project justification, need or purpose:** Please explain the intent, need or purpose of this project. What is the goal or desired outcome? 1st Avenue South is a principal arterial that serves the Burien Regional Growth Center. The average daily traffic is approximately 32,000 vehicles and presently experiences the highest accident rate in the City (i.e. 81 accidents and 38 injuries in the past three years) due to roadway obstacles encroaching into the clear-zone, on-street parking and too many driveway approaches, as well as the lack of street lights, sidewalks and protected turn pockets. Traffic congestion is significant, with three existing intersections operating at LOS E/F. In addition the roadway base has failed due, in part, to transit and freight truck useage, noting that the corridor is a T3 Freight Route.
6	**Project location:** 1st Avenue South, Burien, WA a. County(ies) in which project is located: King County **Answer the following questions if applicable:** b. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad): SW 146th Street c. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): SW 140th Street
7	**Map:** 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"). **Note:** If unable to send the map electronically, mail a copy on diskette and provide a paper copy by fax or mail.

8	**Federal functional classification code** (Please select only one code using the table below) For assistance determining functional classification, contact Stephanie Rossi at 206-971-3054 or srossi@psrc.org. **Important:** A roadway must be approved 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". Examples of exceptions: • Any bicycle and/or pedestrian project. • Projects not on a roadway and using CMAQ or other funds • Any transit project, including equipment purchase and park-and-ride lot projects.	
9.	Rural Functional Classifications "Under 5,000 population" (Outside federal-aid urbanized and federal-aid urban areas) ☐ **00** Exception ☐ **01** Principal Arterial - Interstate ☐ **02** Principal Arterial ☐ **06** Minor Arterial ☐ **07** Major Collector ☐ **08** Minor Collector ☐ **09** Local Access ☐ **21** Proposed Principal Arterial – Interstate ☐ **22** Proposed Principal Arterial ☐ **26** Proposed Minor Arterial ☐ **27** Proposed Major Collector ☐ **28** Proposed Minor Collector ☐ **29** Proposed Local Access	**Urban Functional Classifications** **"Over 5,000 population"** (Inside federal-aid urbanized and federal-aid urban areas) ☐ **00** Exception ☐ **11** Principal Arterial – Interstate ☐ **12** Principal Arterial – Expressway X **14** Principal Arterial ☐ **16** Minor Arterial ☐ **17** Collector ☐ **19** Local Access ☐ **31** Proposed Principal Arterial – Interstate ☐ **32** Proposed Principal Arterial – Expressway ☐ **34** Proposed Principal Arterial ☐ **36** Proposed Minor Arterial ☐ **37** Proposed Collector ☐ **39** Proposed Local Access

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:

X 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

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.

Growth:

As a major commercial corridor, the improvement of 1st Avenue South is critical to the revitalization of the Burien Regional Growth Center. Identified in the Downtown Burien Economic Enhancement Strategy (1998) and Burien Comprehensive Plan (2007), 1st Avenue South is the major entry point to our community, shaping the impression of the City's identity. Improvements to 1st Avenue South play a large role in the community's commitment to enhancing the vitality and livability of the downtown area, including (1) upgrading the commercial/retail district's physical appeal, (2) strengthening retail offerings, and (3) improving the transportation/access system, including access to the new King County Metro Transit Center located at SW 148th Street and 2nd Avenue SW. This project is required in order to restore 1st Avenue South to concurrent LOS standards, necessary to support existing and future commercial and residential development, and enhance residential and employment densities in downtown Burien.

Plans & Policies:

The 1st Avenue South Phase 2 project will advance the City's Comprehensive Plan objectives of a transit-supportive, pedestrian-friendly and well-designed center by providing sidewalks and enhanced pedestrian and visual elements, as well as improving roadway safety, reducing congestion and enhancing access to transit (see attached policies).

Regional Economic Strategy:

The City of Burien is an active participant in the Prosperity Partnership. Efforts to date are focussing on the establishment of Burien as a Life Science cluster. The improvements to 1st

Avenue South will enhance multi-modal access to existing and future life science facilities, and re-establish traffic operations to concurrent standards, which are a prerequisite to expanding and infilling the Burien Regional Growth Center with Life Science based businesses and activities.

12. <u>Project's Benefit to the Center</u>. Please address the following

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

Long-Term Benefit:

The project benefits are: (1) relieving traffic congestion and restoring the corridor to concurrency (from LOS E/F to C for the design year of 2030); (2) reducing accidents and improving pedestrian safety by controlling access and enhancing illumination; (3) enhancing pedestrian safety and access by providing 7-foot wide sidewalks and planter strips on both sides of the street to enhance pedestrian mobility and acess to transit facilities, including the new King County Metro Transit Center; (4) providing more efficient operation by interconnecting existing signals and coordinating the progression of traffic to reduce delay and queuing; and (5) improving the experience of people entering the Burien center by providing landscaping and urban amenities.

User Groups Supported:

The adopted plan and zoning, and development regulations, support residential densities in the Burien Regional Growth Center up to 24 units per acre and mixed-use commercial and retail businesses. The plan also establishes land uses on 1st Avenue South for regional commercial activity, including retail and big box uses that require large sites, and for wholesale and automobile-related sales and services. Restoring 1st Avenue South to concurrency is required to support additional residential and non-residential development in the Burien Regional Growth Center.

The construction of new ADA-compliant facilities will support transit users and enhance mobility for pedestrians and persons with disabilities.

13. <u>Circulation within the Center</u>. Please address the following.

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

[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."

- 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.

Safety & Convenience:

The accident rate of 1st Avenue South is the highest in the City (i.e. 81 accidents and 38 injuries in the past three years). Traffic congestion is significant, with corridor operations at LOS "F". The roadway sub-base and pavement condition have deteriorated due to heavy vehicular and truck traffic (estimated at 5%). Presently the corridor lacks sidewalks.

The project will impove safety and convenience by: 1) relieving traffic congestion and restoring the corridor to concurrency by constructing a continuous center turn lane, protected left-turn lanes and three new traffic signals; (2) reducing accidents and improving pedestrian safety by controlling access and enhancing illumination; (3) enhancing pedestrian safety and access by providing 7-foot wide sidewalks and planter strips on both sides of the street; and, (4) providing more efficient operation by interconnecting existing signals and coordinating queuing lengths.

Intermodal Opportunities & Connections

1st Avenue South connects the City of Seattle to the Burien Regional Growth Center. It is also a primary transit route and T3 freight corridor. This project will improve corridor safety and operation and reduce congestion, thereby improving transit operations and access to the Burien Transit Center, and enhancing freight mobility on this T3 corridor that is adjacent to SR 509. The construction of ADA-compliant sidewalks and ramps will enhance pedestrian mobility and access to transit stops and the Burien Transit Center.

Travel Choices

1st Avenue South currently lacks sidewalks. The project will provide 7-foot wide ADA-compliant sidewalks and planter strips on both sides of the street, and will enhance pedestrian mobility and access to transit stops and King County Metro's new Burien Transit Center. Metro daily ridership in Burien is approximately 10,000, i.e. 5,000 off and 5,000 on.

System Continuity

This project is the second phase of a TIB-funded corridor project. Phase 1, completed in 2009, improved 1st Avenue South between SW 146th Street and SW 163rd Place.

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.

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.

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.

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.

Roadway Capacity: The project does not add any general purpose lanes, but will add a northbound, left-turn lane at 1st Avenue South/SW 140th Street, and a southbound, left-turn lane at 1st Avenue South/South 140th Street. Currently, there is little to no delineation of access points within the corridor. The project will improve traffic operations and safety by delineating access points, adding 2-way, left-turn lanes between SW 142nd Street and SW 140th Street, and restricting access to/from the 2-way, left-turn lane. These improvements will enhance traffic operations and are expected to reduce accidents and improve the vehicular capacity of 1st Avenue South.

Transit: The new sidewalks being built as part of the project will significantly improve connectivity to transit stops along 1st Avenue South and SW 146th Street, as well as to the Burien Transit Center. Route 131 operates along 1st Avenue South, with service between 6:00 a.m. and midnight, with headways from 30 minutes to 1 hour. Route 132 operates along SW 146th Street, with service between 5:00 a.m. and 2:00 a.m. The Burien Transit Center/Park & Ride, currently under reconstruction, is located approximately three blocks from the south end of the project area, along 4th Avenue SW at SW 148th Street. This is a major transit hub that serves 11 transit routes, and

the adjacent Park & Ride lot currently has 260 stalls. The existing daily transit ridership in Burien is approximately 10,000. The new, ADA-compliant sidewalks and curb ramps will improve connectivity for disabled residents who must often access transit. Enhanced Metro transit stops/shelters will be built on both sides of 1st Avenue South at SW 140th Street and SW 143rd Street. These improvements will both enhance connectivity for existing transit riders, and encourage transit use for potential new riders.

Bicycle/Pedestrian Facilities: The project will significantly improve pedestrian connectivity along 1st Avenue South and within the surrounding project area. The current facility lacks a pedestrian facility along the west side of the road, and significant portions along the east side of the road. New sidewalks will be constructed along both sides of the road, for a total of .80 miles (includes both sides of street). The new facility will include a 7-foot wide sidewalk with a 5-foot minimum landscape strip. The new sidewalks will provide a safe environment for residents, students, employees and customers to access adjacent land uses and transit, while also helping to promote/encourage walking as a mode choice, thereby having a positive impact on the environment. New lighting and landscaping/buffers will help to improve pedestrian safety. The sidewalks will also improve connections/links to nearby activity zones, including the new Burien Town Center. Adjacent or nearby land uses include John F Kennedy Memorial High School (1st Avenue South/South 140th Street), Burien Park/library (3 blocks west on SW 146th Street), Fred Meyer Department Store (1st Avenue South/South 143rd Street), a major retail center located at 1st Avenue South/SW 148th Street, and other commercial uses along 1st Avenue South.

Single family and multi-family residential uses are located one block to the west of 1st Avenue South, and cross-streets provide connectivity between residential uses and commercial uses along 1st Avenue South. The roadway and sidewalk improvements are within the Burien Regional Growth Center boundary. Regional growth centers, as designated by Puget Sound Regional Council (PSRC), are areas that are targeted for population, housing and employment growth, as well as transportation funds. Regional Growth Centers are designed to encourage compact growth, mixed uses, connectivity, transit, and pedestrian and bicycle connectivity. The Burien Regional Growth Center is expected to grow in population and employment. The number of households is expected to increase from approximately 1,500 units today to 6,294 units. The number of employees is expected to grow from approximately 4,000 employees today to 18,028 employees. The improvements along 1st Avenue South support the goals of the Regional Growth Center and will ultimately support the expected higher density demands.

Signalization and Other ITS Improvements: Existing, out-dated traffic signals within the corridor will be reconstructed with new, fully-activated, video-detection enabled signal systems. All signals within the project limits will be interconnected and coordinated. This will facilitate the efficient progression of the 32,000 ADT, and nearly 2,000 trucks anticipated to use 1st Avenue South each day by the year 2030. The proposed project improvements are estimated to reduce travel times by 11,600 hours, reduce fuel consumption by over 18,000 gallons, and improve air quality by eliminating 2,900 pounds of CO, 600 pounds of NOx and 700 pounds of VOC over the 20-year life of the project. First Avenue South is currently a T3 truck route, carrying between 300,000 and 4,000,000 tons of freight annually. This volume of freight traffic is anticipated to increase over the 20-year project life. The project will widen the north curb returns at SW 146th Street to facilitate the movement of freight trucks and in anticipation of a future WSDOT project connecting to SR 509.

Reduction of Emissions: The project will add left-turn channelization, and upgrade and interconnect all existing traffic signals within the project limits. This will improve the efficiency of traffic movement within the corridor and reduce delay and associated auto emissions. It is estimated that over the 20-year life of the project, these improvements will save 11,600 hours of

travel time and 18,200 gallons of fuel. The proposed project improvements will reduce the amount of vehicular stop-and-go traffic and idling. This will improve air quality and eliminate approximately 2,900 pounds of CO, 600 pounds of NOx and 700 pounds of VOC over the 20-year life of the proejct.

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 <u>all items</u> that apply below. Note: if no ROW is required for the project, select "not needed" for sections b through g.

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

Not yet completed - BA Concurrence: NMFS, U.S. Fish & Wildlife, WSDOT.

Not needed - Section 106 Concurrence.

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

Not needed b. True Cost Estimate for Right of Way.

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

Not needed d. Relocation Plan (if applicable).

Not yet completed e. Right-of-way Certification.

Not yet completed f. Certification Audit by WSDOT R/W Analyst.

Not needed g. Relocation Certification, if applicable.

Not needed - WSDOT Certification Audit of Relocation Process, if applicable.

Already completed h. Engineer's Estimate.

Not needed 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.).

NEPA - Preliminary environmental planning tasks, including the preparation of an Environmental Justice Assessment and coordination with WSDOT H&LP staff has been completed and submitted to WSDOT H&LP for review and approval. The project is pursuing a DCE.

BA - Preliminary indications from WSDOT H&LP is that the project willl be a No-Effect. Section 106 - WSDOT H&LP Archeologist has determined the the project is exempt from further Section 106 review under B-6 and B-12 of FHWA's programmatic agreement.

ECS - Completion of the ECS and no-effect letter are anticipated by mid- April 2009.

True Cost Estimate for Right-of-Way Acquision areas is minimal. Because the estimated value of acquisions is less than $25,000/parcel, a PFE will not be required.

Right-of-way plans will be completed by July 2009. No relocations are required.

An Engineer's Estimate was completed on March 11, 2009.

No Army Corps of Engineers, or HPA environmental permits are anticipated.

<u>20. Financial plan:</u> 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 <u>ALL</u> other sources of secured (Table B) and unsecured (Table C) funds needed to complete the project.

<u>Guidelines:</u>

- 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
CN	01/31/10	STP	$2,500,000
			$
			$
	Totals:		$2,500,000

Table B: Existing Secured Funding

Phase	Estimated Obligation date by Phase* (mm/dd/yy)	Source	Amount
PL	01/01/07	Local	$100,000
PE	01/01/08	Local	$810,500
ROW	01/01/08	Local	$180,000
CN	01/01/09	Local	$4,609,500
			$
		TOTAL:	$5,700,000

*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
			$
			$
			$
			$
			$
		TOTAL:	$

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)
Planning:	$100,000	Planning:	12/31/07
Preliminary Engineering/Design:	$810,500	Preliminary Engineering/Design:	12/31/09
Right of Way:	$180,000	Right of Way:	12/31/09
Construction:	$7,109,500	Construction:	10/31/10
Other (Specify) :	$	Other (specify) :	
Total Project Cost:	$8,200,000	Estimated date of completion (i.e. open for use)	11/30/10

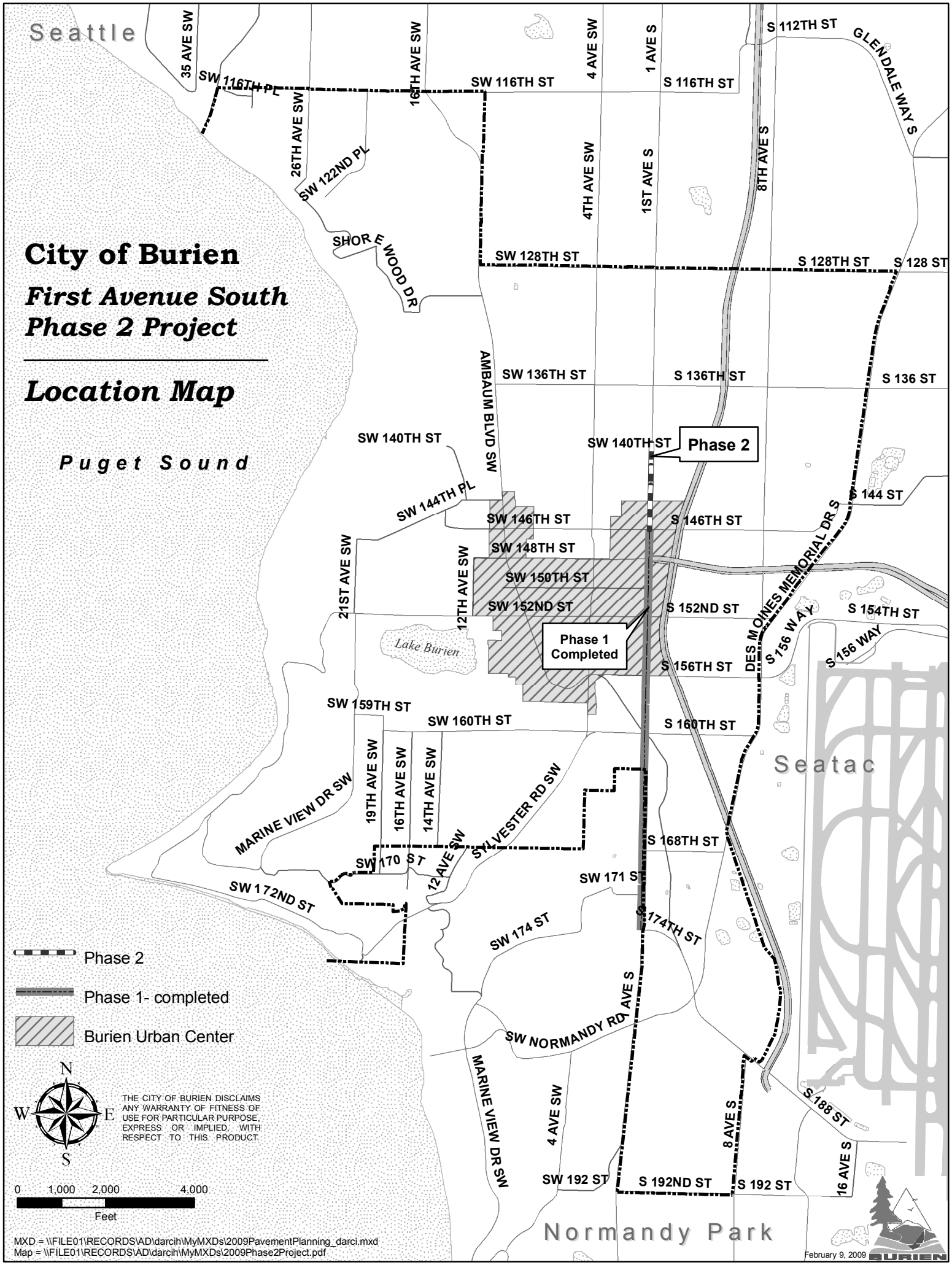
E. Identify the project phases (PE, ROW, CN, etc.) that will be <u>fully completed</u> if requested funding is obtained:

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 <u>additional</u> 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.


Seattle
City of Burien
First Avenue South
Phase 2 Project
Location Map
Puget Sound
35 AVE SW
SW 116TH PL
16TH AVE SW
SW 116TH ST
4 AVE SW
1 AVE S
S 116TH ST
S 112TH ST
GLENDALE WAY S
26TH AVE SW
SW 122ND PL
4TH AVE SW
1ST AVE S
8TH AVE S
SHOR E WOOD DR
SW 128TH ST
S 128TH ST
S 128 ST
AMBAUM BLVD SW
SW 136TH ST
S 136TH ST
S 136 ST
SW 140TH ST
SW 140TH ST
Phase 2
SW 144TH PL
S 144 ST
SW 146TH ST
S 146TH ST
21ST AVE SW
12TH AVE SW
SW 148TH ST
SW 150TH ST
SW 152ND ST
S 152ND ST
DES MOINES MEMORIAL DR S
S 154TH ST
S 156 WAY
Lake Burien
Phase 1 Completed
S 156TH ST
S 156 WAY
SW 159TH ST
SW 160TH ST
S 160TH ST
Seatac
19TH AVE SW
16TH AVE SW
14TH AVE SW
MARINE VIEW DR SW
SYLVESTER RD SW
S 168TH ST
SW 170 ST
12 AVE SW
SW 171 ST
SW 172ND ST
SW 174 ST
S 174TH ST
SW NORMANDY RD
MARINE VIEW DR SW
4 AVE SW
8 AVE S
S 188 ST
16 AVE S
SW 192 ST
S 192ND ST
S 192 ST
Normandy Park
Phase 2
Phase 1- completed
Burien Urban Center
N
W
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S
THE CITY OF BURIEN DISCLAIMS ANY WARRANTY OF FITNESS OF USE FOR PARTICULAR PURPOSE, EXPRESS OR IMPLIED, WITH RESPECT TO THIS PRODUCT.
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Map = \\FILE01\RECORDS\AD\darcih\MyMXDs\2009Phase2Project.pdf
February 9, 2009
BURIEN