2006 STP/CMAQ Regional Competition Application

This application is available on the PSRC Web site at http://www.psrc.org/projects/tip/index.htm.

Puget Sound Regional Council

****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 regional 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 2006 STP/CMAQ Regional Competition is awarded to projects of regional priority, 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 21 2006. 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 regional 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 regional priority project.

CMS requirements: Per revisions to the PSRC's Congestion Management System [in accordance with Title 23, Section 134,(i)(3) USC – Highways], sponsors of projects that receive funds as a result of this competition will be required to document the purpose and need for any project that provides general purpose capacity expansion on minor arterials or major/minor collectors (urban or rural).

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 TIPRPEC@psrc.org. Please name the file "(Agency): (Project tile)". 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 PSRC's Web site. Mailed materials should be sent to: Larry Burris, Puget Sound Regional Council, 1011 Western Avenue Ste 500, Seattle, WA 98104-1035 and/or faxed to 206-587-4825, Attn: Larry Burris. For questions or to confirm receipt of your application, contact Larry Burris at 206-464-5301 or lburris@psrc.org. All applications must be submitted by **May 1, 2006.**

Definition of a project: For the purposes of this competition, a project must be clearly defined by geographic limits and/or functionality. If the project contains multiple components, the sponsor must clearly indicate how they are logically connected to one another. A project with multiple geographic locations must demonstrate their functional relationship (for example, signal coordination work in various locations tied together through a traffic control center). **Note: a project may request only one funding source – either STP or CMAQ, but not both.** If you have questions please contact Kelly McGourty at 206-464-7892 or kmcgourty@psrc.org.

PROJECT DESCRIPTION INFORMATION	
1	**Project title:** NE 3rd-4th Corridor Improvements (Monterey Ave NE to Edmonds Ave NE) 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#:** 9999 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 Kaori Fujisawa at 206-587-5063 or kfujisawa@psrc.org.

3	a. **Sponsoring agency:** City of Renton 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? ☒ Yes ☐ No d. If not, which agency will serve as your CA sponsor?
4	**Project contact person:** Sharon Griffin Address: 1055 S Grady Way, Renton, WA 98055 Phone: (425) 430-7232 Fax: (425) 430-7376 E-Mail: sgriffin@ci.renton.wa.us
5	**Project description.** Please be as clear and concise as possible. Include a description of the project, the need for the project, and the project purpose. This project will add to this principal arterial a center median, streetscaping, bicycle facilities, south-side sidewalk, uphill disabled vehicle refuge, eastbound uphill right-turn lane, and revise a high-accident side-street access location. The purpose of the project is to improve the corridor's traffic flow, access management, pedestrian/bicycle facilities, and aesthetics/streetscape. This segment is the westernmost "gateway" segment to the NE 3rd-4th Street corridor.
6	**Project location:** City of Renton, NE 3rd Street from Monterey Ave NE to Edmonds Ave NE a. County(ies) in which project is located: King **Answer the following questions if applicable:** b. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad): Monterey Ave NE c. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): Edmonds Ave NE
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 206-587-5118 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.

Rural Functional Classifications "Under 5,000 population" (Outside federal-aid urbanized and federal-aid urban areas)	Urban Functional Classifications "Over 5,000 population" (Inside federal-aid urbanized and federal-aid urban areas)
☐ **00** Exception	☐ **00** Exception
☐ **01** Principal Arterial - Interstate	☐ **11** Principal Arterial – Interstate
☐ **02** Principal Arterial	☐ **12** Principal Arterial – Expressway
☐ **06** Minor Arterial	☒ **14** Principal Arterial
☐ **07** Major Collector	☐ **16** Minor Arterial
☐ **08** Minor Collector	☐ **17** Collector
☐ **09** Local Access	☐ **19** Local Access
☐ **21** Proposed Principal Arterial – Interstate	☐ **31** Proposed Principal Arterial – Interstate
☐ **22** Proposed Principal Arterial	☐ **32** Proposed Principal Arterial – Expressway
☐ **26** Proposed Minor Arterial	☐ **34** Proposed Principal Arterial
☐ **27** Proposed Major Collector	☐ **36** Proposed Minor Arterial
☐ **28** Proposed Minor Collector	☐ **37** Proposed Collector
☐ **29** Proposed Local Access	☐ **39** Proposed Local Access

PLAN CONSISTENCY INFORMATION

Note: Cities, towns, and counties seeking federal funds managed by the PSRC may submit an application only if their comprehensive plan has been certified by the PSRC. All other agencies (e.g., transit agencies, WSDOT, tribal nations, etc.) must show that their project is consistent with the applicable city and/or county comprehensive plan(s), and with *VISION 2020* and *Destination 2030*, the central Puget Sound region's Metropolitan Transportation Plan. For questions on consistency and certification, contact Rocky Piro at 206-464-6360 or rpiro@psrc.org. For questions regarding centers, contact Ben Bakkenta at 206-464-5372 or bbakkenta@psrc.org.

9 Consistency with adopted *VISION 2020* and *Destination 2030* (Metropolitan Transportation Plan)

Note: The questions in this section must be answered by all applicants. If you need assistance, please contact staff at the local jurisdiction in which the project is located. Information on the current certification status of a local plan is available on the PSRC's Web site at www.psrc.org/projects/planreview/ppr_status.htm. To obtain copies of the adopted *VISION 2020* or *Destination 2030* documents, please contact the PSRC's Information Center at 206-464-7532 or infoctr@psrc.org.

a. Indicate the current certification status of the local comprehensive plan's transportation element. Note: Select only one from the drop down box below and provide the most recent date of certification action. If you select "Not Certified," leave the date field blank.

- Certification Status: Certified
- Date of certification action (mm/dd/yy): 11/24/03

b. Please check all boxes that apply to the project's location. If portions of the project are located in more than one of the locations listed, please check all appropriate boxes.

☐ The project is located outside the designated urban growth area. (Refer to http://www.psrc.org/projects/tip/applications/reference.htm for more information.)

X☐ The project is located within the designated urban growth area.

☐ The project is located within a formally designated regional growth center. (Please identify the regional growth and/or manufacturing/industrial center in the space below; refer to http://www.psrc.org/projects/monitoring/rgc.htm for more information.)

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

☒ Yes. Indicate the (1) plan name, (2) relevant section(s), and (3) page number where it can be found:
(1) City of Renton Comprehensive Plan (2) Transportation Element (3) XI-18, XI-24, XI-68

☐ No. Describe how the project is consistent with the applicable local comprehensive plan, citing specific local policies and provisions the project supports. Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page number.

REGIONAL PROJECT EVALUATION

Important: Projects will be evaluated and scored based on the information provided in Parts 1 and 2 that follow. Refer to the "Regional Project Evaluation Criteria" (Section 3 of the STP/CMAQ Regional Competition Call for Projects) 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 (50 Points)

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

☐ Designated Urban 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: Please refer to Attachment 6 of the Policy Framework (Section 2 of the STP/CMAQ Regional Competition Call for Projects) for a map of designated urban and manufacturing/industrial centers. An updated map is also available on the PSRC website at http://www.psrc.org/projects/tip/index.htm. For questions regarding the designation of a specific center, contact Ben Bakkenta at 206-464-5372 or bbakkenta@psrc.org. Information on the 2005 adopted Regional Economic Strategy and the five 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 Jeff Raker at 206-464-6179 or jraker@psrc.org.

A. Designated Urban Centers (50 Points)

Instructions: Complete this section if you selected "Designated Urban Centers" in question 10, and then proceed directly to Part 2 (questions 14-17). Do not complete questions 12 or 13.

11. Please explain how your project addresses the following:
- How will the project help the Urban Center to develop in a manner consistent with adopted policies or comprehensive plans? Describe how the project will support activity in the Urban Center, implement any development plans for the center, and enhance the Center's sense of place. Please provide a citation and copy of the appropriate page(s) from the plan or policies with your application.
- Will the project create, sustain or provide benefits to a targeted industry cluster business within a designated urban center? Please describe the business(es) that will benefit from the project; descriptions should indicate the scale and nature of the business(es), as well as its market and workforce transportation needs. Benefits could be demonstrated through access and travel time improvements for employees, customers and freight movement.
- Describe the impact the project will have on the Urban Center. Will the project remedy an existing or anticipated problem (e.g., congestion, incomplete sidewalk system, inadequate transit service or facilities, etc.)? Will the project benefit a large number or wide variety of users (including commuters, residents, commercial users, those groups identified in the presidential Executive Orders for Environmental Justice[1] and/or areas experiencing high levels of unemployment or chronic underemployment)?

[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." For more information, refer to the PSRC's 2003 Environmental Justice Demographic

- Will the project provide access to a major destination or significantly improve circulation within the Urban Center? For projects with a parking component, describe how it will be compatible with a pedestrian-oriented environment.

B. Manufacturing/Industrial Centers (50 Points)

Instructions: Complete this section if you selected "Manufacturing/Industrial Centers" in question 10, and then proceed directly to Part 2 (questions 14-17). Do not complete questions 11 or 13.

12. Please explain how your project addresses the following:

- How does the project result in time savings for moving freight and goods?
- Indicate whether the project focuses on addressing a physical gap or removing a barrier that is problematic for freight and goods movement.
- How does the project contribute to achieving a more "seamless" system of moving freight and goods by reducing modal conflicts, such as between freight trains and trucks, in a safe and efficient manner?
- How does the project help to improve the circulation and movement of people and goods to various buildings and/or employment sites?
- Does the project or program contribute to transportation demand management and commute trip reduction opportunities? Please describe.
- Describe how the investment results in more reliable travel for various user groups (including employees, customers, modal carriers, those identified in the presidential Executive Orders for Environmental Justice[2] and/or areas experiencing high levels of unemployment or chronic underemployment).?
- Will the project create, sustain or provide benefits to a targeted industry cluster business within a designated manufacturing/industrial center? Please describe the business(es) that will benefit from the project; descriptions should indicate the scale and nature of the business(es), as well as its market and workforce transportation needs. Benefits could be demonstrated through access and travel time improvements for employees, customers and freight movement.

C. Connecting Corridors (50 Points)

Instructions: Complete this section if you selected "Connecting Corridors" in question 10, and then proceed directly to Part 2 (questions 14-17). Do not complete questions 11 or 12.

13. Please explain how your project addresses the following:

- Describe how the investment in the corridor improves access or directly benefits a center(s) by providing a range of travel modes and by serving multiple user groups (including commuters, residents, commercial users, those groups identified in the presidential Executive Orders for Environmental Justice[3] and/or areas experiencing high levels of unemployment or chronic underemployment).
- Will the project create, sustain or provide benefits to a targeted industry cluster business within a designated urban or manufacturing/industrial center? Please describe the business(es) that will benefit from the project; descriptions should indicate the scale and nature of the business(es), as well as its market and workforce transportation needs. Benefits could be demonstrated through access and travel time improvements for employees, customers and freight movement.
- Describe how the project improves a corridor in logical segments, thereby preventing missing links or gaps.
- Describe how the project creates more reliable and efficient travel flows along the corridor by filling missing links or removing barriers.
- Describe how the improvements create long-term sustainable solutions and improve the system as a whole.
- Describe how this project improves safety and/or reduces modal conflict.

Profile available on the PSRC website at http://www.psrc.org/datapubs/ej/index.htm, or contact the PSRC Information Center at 206-464-7532 or infoctr@psrc.org.

[2] see footnote above

[3] see footnote above

The proposed project, NE 3rd-4th Corridor Improvements from Monterey Ave NE to Edmonds Ave NE -

· Improves a principal arterial serving one of the fastest developing areas in the Puget Sound Region. This corridor provides direct access from the East Renton Plateau to the Renton Urban Center. Commuters, residents, commerce, bicyclists and pedestrians utilize this corridor.
· Improves a corridor that serves high-density multi-family developments, a regional technical college, a city-recognized commercial district, and numerous single-family developments.
· Enhances one of the few major east-west connections to I-405 south of I-90. The proposed project is a long term sustainable solution because it complements the planned WSDOT I-405 improvements, which include NE 3rd Street as half of a split-diamond interchange with frontage roads.
· Provides multi-modal connectivity between the rapidly developing East Renton Plateau and downtown Renton. NE 3rd Street has higher traffic volume (40,200 ADT) than Sunset Blvd (SR 900) to the north.
· Begins with the most logical segment by beginning immediately east of the planned I-405 interchange, and proceeding east up the hill into the Highlands. The Renton City Council adopted the NE 3rd-4th Corridor Improvements study in May 2005 as the long-range transportation plan for this corridor. The study's implementation plan includes 8 segments. The Monterey Ave NE to Edmonds Ave NE segment has the highest volume of traffic.
· Improves safety for motorized travel (average 23 accidents per year) by introducing a center median to eliminate crossover accidents, and eliminating left turns from an inside downhill through lane.
· Improves safety for non-motorized travel and fills a missing link by introducing bicycle facilities and a south-side sidewalk, thus reducing modal conflict.
· Improves corridor aesthetics and builds community.

PART 2: QUESTIONS FOR ALL PROJECTS (50 Points)

Instructions: Once Section A, B, or C in Part 1 has been completed, complete all of Part 2 (questions 14-17).

D. Project Readiness/Financial Plan (30 Points STP, 10 Points CMAQ)

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) sections below. The primary objective of the evaluation is to determine if 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.
- If 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.

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14. 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 for a Preliminary Engineering phase need not answer question #14.

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 these 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 14A below, select one of the three options from the drop down list for all items that apply 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 14B, including the estimated schedule for completion.

14A. 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 yet completed - Section 106 Concurrence.
Not yet completed - FHWA/FTA Environmental Classification Summary Checklist (or EA or EIS).
Not yet completed b. True Cost Estimate for Right of Way.
Not needed c. Right of Way Plans (stamped).
Not needed d. Relocation Plan (if applicable).
Not needed e. Right of way certification.
Not needed f. Certification Audit by WSDOT R/W Analyst.
Not needed g. Relocation Certification, if applicable.
(select one) - Certification Audit by WSDOT of Relocation Process, if applicable.
Not yet completed h. Engineer's Estimate.
Not yet completed i. All environmental permits obtained such as Army Corps of Engineers Permit, HPA, etc.

14B. 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.

A programmatic SEPA checklist will be prepared for the corridor study. The NE 3rd-4th Corridor Improvements from Monterey Ave NE to Edmonds Ave NE project has not performed any environmental requirements. An estimated schedule to conduct environmental and prepare engineering plans is spring 2008 completion.

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15. Financial plan: Please fill out Tables A-D below and corresponding questions E-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 funds (Table C) 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.

<u>Required Match:</u> 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 Regional 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
Design	2/28/07	STP	$514,300
Right-of-Way	6/30/07	STP	$85,700
Construction	1/31/08	STP	$4,200,000
		Totals:	$4,800,000

Table B: Existing Secured Funding

Phase	Estimated Obligation* date by Phase (mm/dd/yy)	Source	Amount
Design	2/28/07	City of Renton	$85,700
Right-of-Way	6/30/07	City of Renton	$14,300
Construction	1/31/08	City of Renton	$700,000
			$
			$
		TOTAL:	$800,000

*For tables B or 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
N/A			$0
			$
			$
			$
			$
		TOTAL:	$

*For tables B or 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 D: Total Project Cost (Please provide the total estimated cost and scheduled completed date for each phase of the project.)

Phase	Total estimated cost	Phase	Scheduled completion date (mm/dd/yy)
Planning:	$	Planning:	05/23/2005
Preliminary Engineering/Design:	$600,000	Preliminary Engineering/Design:	12/31/07
Right of Way:	$100,000	Right of Way:	12/31/07
Construction:	$4,900,000	Construction:	10/31/08
Other (Specify) :	$	Other (specify) :	
Total Project Cost:	$5,600,000	Estimated date of completion (i.e. open for use)	10/31/08

E. Identify the project phases (PE, ROW, CN, etc.) that will be fully completed if requested funding is obtained:
Preliminary Engineering/Design, Right of Way, Construction

F. If unable to completely fill out Table D (Total Project Cost): Use the space below to explain the nature of any project for which the total project cost 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.

E. Air Quality (20 Points STP, 40 Points CMAQ)

16. 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, how much fuel is consumed annually, where they are used 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, population surrounding the project).
- Signalization, other ITS improvements: describe the existing conditions in the area (i.e., level of service, average daily traffic, etc.); 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 proposed project completes a missing link in sidewalk on NE 3rd Street. The project also provides separation between pedestrians, bicyclists, and vehicles.

The project is the first step toward completing bicycle facilities between downtown Renton (Renton Community Center and the Cedar River Trail); and the East Renton Plateau (bicycle lanes on NE 4th Street east of Duvall Ave NE toward Issaquah and on Duvall Ave NE toward Newcastle).

The proposed project will add an eastbound (uphill) right-turn lane at Edmonds Ave NE. Currently, right turns at this intersection cause delays in the right lane headed uphill. Especially impacted are trucks and buses, which have significant emissions once delayed on the steep uphill.

The steep uphill causes a spike in disabled vehicles (mechanical or out-of-gas) that subsequently block the eastbound right lane. The proposed project will introduce a disabled vehicle refuge in order to clear the travel lane.

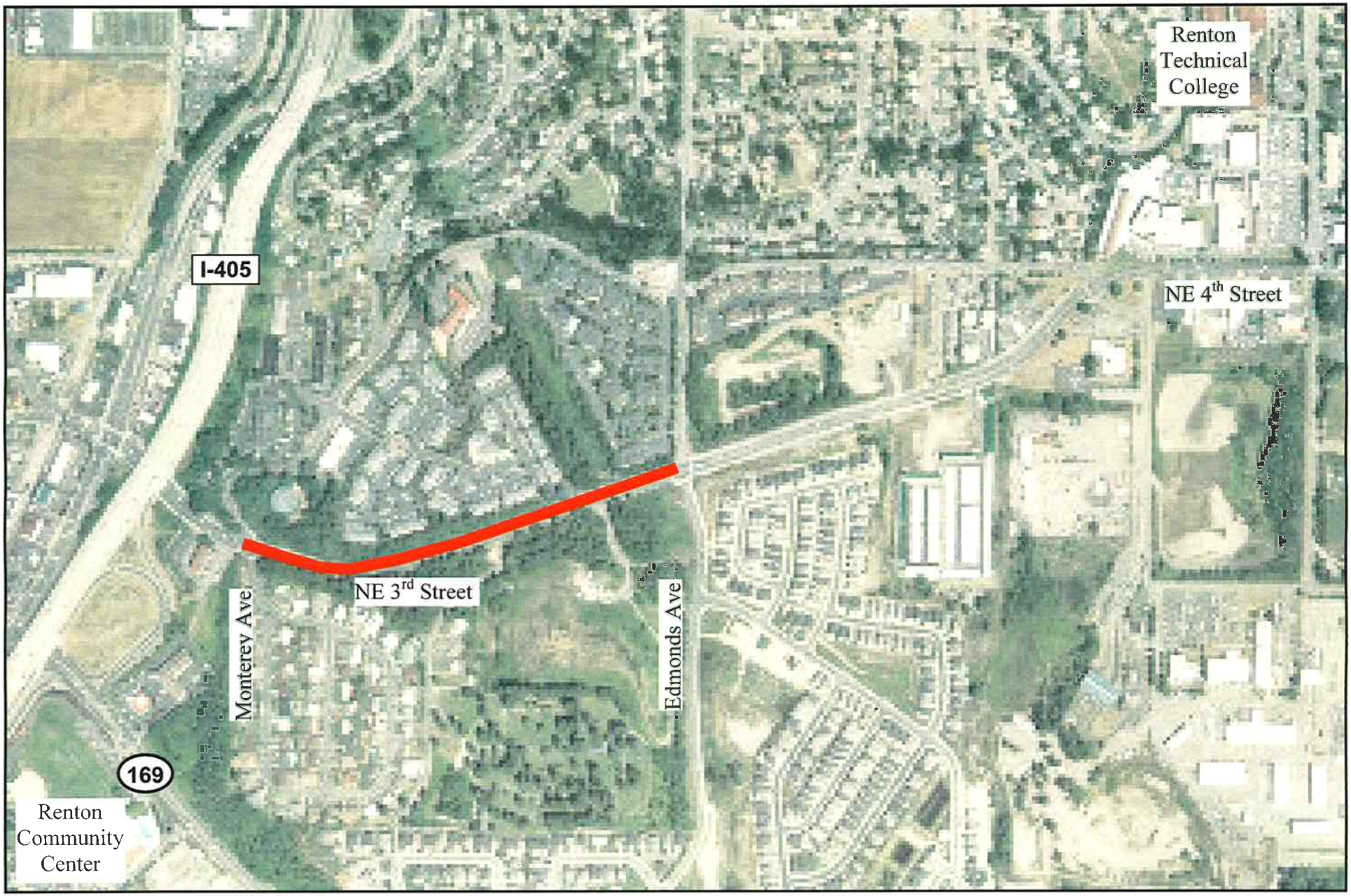
F. Other Considerations (No Points)

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

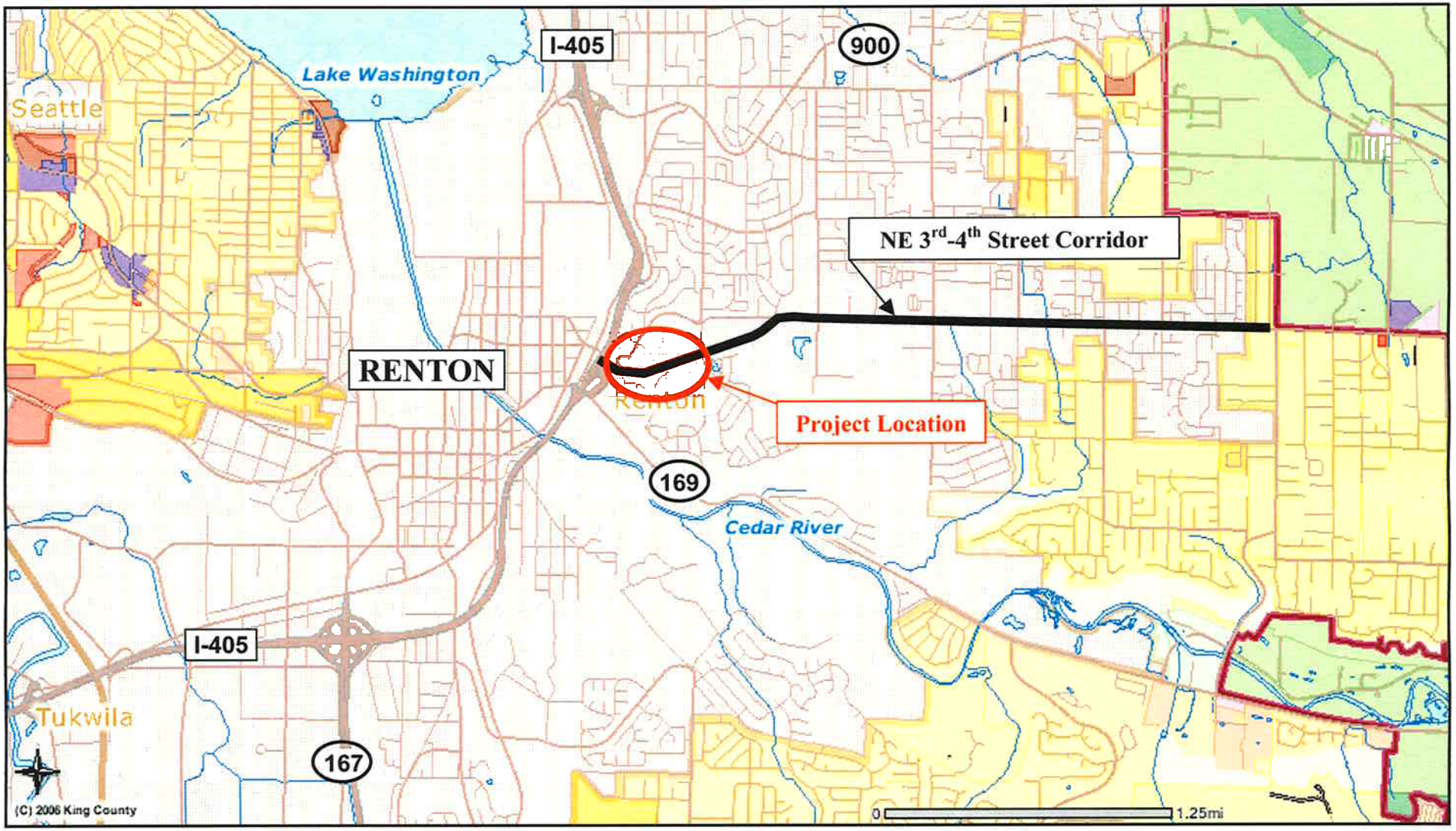
The NE 3rd-4th Street corridor is one of the fastest developing areas in the Puget Sound Region. Since 2000, approximately 2,500 new homes have been built in the expanding NE 3rd-4th Street corridor.

Endorsement of the proposed project by the Mayor and City Council is evident by their adoption via motion in May 2005 of the NE 3rd-4th Corridor Improvements Study Final Report as the long range transportation plan for this corridor.

Project Map


Renton Technical College
I-405
NE 4th Street
NE 3rd Street
Monterey Ave
Edmonds Ave
169
Renton Community Center

Vicinity Map



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Puget Sound Regional Council

****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 regional 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 2006 STP/CMAQ Regional Competition is awarded to projects of regional priority, 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 21 2006. 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 regional 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 regional priority project.

CMS requirements: Per revisions to the PSRC's Congestion Management System [in accordance with Title 23, Section 134,(i)(3) USC – Highways], sponsors of projects that receive funds as a result of this competition will be required to document the purpose and need for any project that provides general purpose capacity expansion on minor arterials or major/minor collectors (urban or rural).

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 TIPRPEC@psrc.org. Please name the file "(Agency): (Project tile)". 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 PSRC's Web site. Mailed materials should be sent to: Larry Burris, Puget Sound Regional Council, 1011 Western Avenue Ste 500, Seattle, WA 98104-1035 and/or faxed to 206-587-4825, Attn: Larry Burris. For questions or to confirm receipt of your application, contact Larry Burris at 206-464-5301 or lburris@psrc.org. All applications must be submitted by **May 1, 2006.**

Definition of a project: For the purposes of this competition, a project must be clearly defined by geographic limits and/or functionality. If the project contains multiple components, the sponsor must clearly indicate how they are logically connected to one another. A project with multiple geographic locations must demonstrate their functional relationship (for example, signal coordination work in various locations tied together through a traffic control center). **Note: a project may request only one funding source – either STP or CMAQ, but not both.** If you have questions please contact Kelly McGourty at 206-464-7892 or kmcgourty@psrc.org.

PROJECT DESCRIPTION INFORMATION	
1	**Project title:** SW 27th St./Strander Blvd. Connection (West Valley Highway to East Valley Road) 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#:** 2348 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 Kaori Fujisawa at 206-587-5063 or kfujisawa@psrc.org.

3	a. **Sponsoring agency:** City of Renton 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? ☒ Yes ☐ No d. If not, which agency will serve as your CA sponsor?
4	**Project contact person:** Sharon Griffin Address: 1055 S Grady Way, Renton, WA 98055 Phone: 425.430.7232 Fax: 425.430.7376 E-Mail: sgriffin@ci.renton.wa.us
5	**Project description.** Please be as clear and concise as possible. Include a description of the project, the need for the project, and the project purpose. Project Description: Construct the missing regional link from Renton to Tukwila along the SW 27th St./Strander Blvd. corridor. Construction of the first project segment (Ph. 1, Seg. 1) will be completed in May 2006 and will provide a new four/five-lane roadway along SW 27th St. from Oakesdale Ave. SW to the beginning of the proposed bridge structure. The City will start design of the railroad track relocation (Ph. 1, Seg. 2a) in June 2006 and start construction in March 2007. The design is fully funded and the construction is partially funded. The grant funding will allow the track relocation to be completely funded and constructed. The track relocation allows one structure to be built over the tracks. One structure is the only feasible option - without it, the western bridge approach is impossible. Project Response to Need: It improves access by connecting two types of designated centers, the Kent Manufacturing/Industrial Center (employment area) to the Tukwila Urban Center. It completes the missing regional link to establish an alternate route to I-405 between I-5 and SR 167 and provide reliable and efficient travel flow. It removes 55,000 vehicles from I-405 and SR 167 and remove 40% of the traffic from the parallel South 180th St. It improves mobility for the traveling public, freight, and businesses in a highly congested area. Project Purpose: The track relocation prepares the site for design and construction of the bridge structure. The completed project provides a critical four/five lane arterial that will serve as a connector from I-5 to SR 167. It will improve access and benefits to centers, serve a range of travel modes, serve multiple user groups, and create more effective and efficient travel flows by filling missing links. It will serve the mulit-modal/intermodal Tukwila Transit Center for buses, intercity and commuter rail, Amtrak and bicycle/pedestrians. It will construct HOV bypasses and trail connections.
6	**Project location:** SW 27th Street (Renton) / Strander Boulevard (Tukwila) a. County(ies) in which project is located: King **Answer the following questions if applicable:** b. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad): SR 181 (West Valley Highway) c. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): East Valley Road near SR 167
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 206-587-5118 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.

Rural Functional Classifications "Under 5,000 population" (Outside federal-aid urbanized and federal-aid urban areas)	Urban Functional Classifications "Over 5,000 population" (Inside federal-aid urbanized and federal-aid urban areas)
☐ **00** Exception	☐ **00** Exception
☐ **01** Principal Arterial - Interstate	☐ **11** Principal Arterial – Interstate
☐ **02** Principal Arterial	☐ **12** Principal Arterial – Expressway
☐ **06** Minor Arterial	☒ **14** Principal Arterial
☐ **07** Major Collector	☐ **16** Minor Arterial
☐ **08** Minor Collector	☐ **17** Collector
☐ **09** Local Access	☐ **19** Local Access
☐ **21** Proposed Principal Arterial – Interstate	☐ **31** Proposed Principal Arterial – Interstate
☐ **22** Proposed Principal Arterial	☐ **32** Proposed Principal Arterial – Expressway
☐ **26** Proposed Minor Arterial	☐ **34** Proposed Principal Arterial
☐ **27** Proposed Major Collector	☐ **36** Proposed Minor Arterial
☐ **28** Proposed Minor Collector	☐ **37** Proposed Collector
☐ **29** Proposed Local Access	☐ **39** Proposed Local Access

PLAN CONSISTENCY INFORMATION

Note: Cities, towns, and counties seeking federal funds managed by the PSRC may submit an application only if their comprehensive plan has been certified by the PSRC. All other agencies (e.g., transit agencies, WSDOT, tribal nations, etc.) must show that their project is consistent with the applicable city and/or county comprehensive plan(s), and with *VISION 2020* and *Destination 2030*, the central Puget Sound region's Metropolitan Transportation Plan. For questions on consistency and certification, contact Rocky Piro at 206-464-6360 or rpiro@psrc.org. For questions regarding centers, contact Ben Bakkenta at 206-464-5372 or bbakkenta@psrc.org.

9 **Consistency with adopted *VISION 2020* and *Destination 2030* (Metropolitan Transportation Plan)**

Note: The questions in this section must be answered by all applicants. If you need assistance, please contact staff at the local jurisdiction in which the project is located. Information on the current certification status of a local plan is available on the PSRC's Web site at www.psrc.org/projects/planreview/ppr_status.htm. To obtain copies of the adopted *VISION 2020* or *Destination 2030* documents, please contact the PSRC's Information Center at 206-464-7532 or infoctr@psrc.org.

a. Indicate the current certification status of the local comprehensive plan's transportation element. Note: Select only one from the drop down box below and provide the most recent date of certification action. If you select "Not Certified," leave the date field blank.

- Certification Status: Certified
- Date of certification action (mm/dd/yy): 11/24/03

b. Please check all boxes that apply to the project's location. If portions of the project are located in more than one of the locations listed, please check all appropriate boxes.

☐ The project is located outside the designated urban growth area. (Refer to http://www.psrc.org/projects/tip/applications/reference.htm for more information.)

X The project is located within the designated urban growth area.

X The project is located within a formally designated regional growth center. (Please identify the regional growth and/or manufacturing/industrial center in the space below; refer to http://www.psrc.org/projects/monitoring/rgc.htm for more information.)

Regional Growth Center: Tukwila

Regional Manufacturing/Industrial Center: Kent

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

☒ Yes. Indicate the (1) plan name, (2) relevant section(s), and (3) page number where it can be found:
(1) City of Renton Comprehensive Plan, Transportation Element, (2) Arterial Plan, Transit and HOV, and Non-Motorized Facilities lists, and (3) II-36, II-88 and II-51, and II-65.

☐ No. Describe how the project is consistent with the applicable local comprehensive plan, citing specific local policies and provisions the project supports. Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page number.

REGIONAL PROJECT EVALUATION

Important: Projects will be evaluated and scored based on the information provided in Parts 1 and 2 that follow. Refer to the "Regional Project Evaluation Criteria" (Section 3 of the STP/CMAQ Regional Competition Call for Projects) 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 (50 Points)

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

☐ Designated Urban 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: Please refer to Attachment 6 of the Policy Framework (Section 2 of the STP/CMAQ Regional Competition Call for Projects) for a map of designated urban and manufacturing/industrial centers. An updated map is also available on the PSRC website at http://www.psrc.org/projects/tip/index.htm. For questions regarding the designation of a specific center, contact Ben Bakkenta at 206-464-5372 or bbakkenta@psrc.org. Information on the 2005 adopted Regional Economic Strategy and the five 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 Jeff Raker at 206-464-6179 or jraker@psrc.org.

A. Designated Urban Centers (50 Points)

Instructions: Complete this section if you selected "Designated Urban Centers" in question 10, and then proceed directly to Part 2 (questions 14-17). Do not complete questions 12 or 13.

11. Please explain how your project addresses the following:
- How will the project help the Urban Center to develop in a manner consistent with adopted policies or comprehensive plans? Describe how the project will support activity in the Urban Center, implement any development plans for the center, and enhance the Center's sense of place. Please provide a citation and copy of the appropriate page(s) from the plan or policies with your application.
- Will the project create, sustain or provide benefits to a targeted industry cluster business within a designated urban center? Please describe the business(es) that will benefit from the project; descriptions should indicate the scale and nature of the business(es), as well as its market and workforce transportation needs. Benefits could be demonstrated through access and travel time improvements for employees, customers and freight movement.
- Describe the impact the project will have on the Urban Center. Will the project remedy an existing or anticipated problem (e.g., congestion, incomplete sidewalk system, inadequate transit service or facilities, etc.)? Will the project benefit a large number or wide variety of users (including commuters, residents, commercial users, those groups identified in the presidential Executive Orders for Environmental Justice[1] and/or areas experiencing high levels of unemployment or chronic underemployment)?

[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." For more information, refer to the PSRC's 2003 Environmental Justice Demographic

- Will the project provide access to a major destination or significantly improve circulation within the Urban Center? For projects with a parking component, describe how it will be compatible with a pedestrian-oriented environment.

N/A

B. Manufacturing/Industrial Centers (50 Points)

Instructions: Complete this section if you selected "Manufacturing/Industrial Centers" in question 10, and then proceed directly to Part 2 (questions 14-17). Do not complete questions 11 or 13.

12. Please explain how your project addresses the following:

- How does the project result in time savings for moving freight and goods?
- Indicate whether the project focuses on addressing a physical gap or removing a barrier that is problematic for freight and goods movement.
- How does the project contribute to achieving a more "seamless" system of moving freight and goods by reducing modal conflicts, such as between freight trains and trucks, in a safe and efficient manner?
- How does the project help to improve the circulation and movement of people and goods to various buildings and/or employment sites?
- Does the project or program contribute to transportation demand management and commute trip reduction opportunities? Please describe.
- Describe how the investment results in more reliable travel for various user groups (including employees, customers, modal carriers, those identified in the presidential Executive Orders for Environmental Justice[2] and/or areas experiencing high levels of unemployment or chronic underemployment).?
- Will the project create, sustain or provide benefits to a targeted industry cluster business within a designated manufacturing/industrial center? Please describe the business(es) that will benefit from the project; descriptions should indicate the scale and nature of the business(es), as well as its market and workforce transportation needs. Benefits could be demonstrated through access and travel time improvements for employees, customers and freight movement.

N/A

C. Connecting Corridors (50 Points)

Instructions: Complete this section if you selected "Connecting Corridors" in question 10, and then proceed directly to Part 2 (questions 14-17). Do not complete questions 11 or 12.

13. Please explain how your project addresses the following:

- Describe how the investment in the corridor improves access or directly benefits a center(s) by providing a range of travel modes and by serving multiple user groups (including commuters, residents, commercial users, those groups identified in the presidential Executive Orders for Environmental Justice[3] and/or areas experiencing high levels of unemployment or chronic underemployment).
- Will the project create, sustain or provide benefits to a targeted industry cluster business within a designated urban or manufacturing/industrial center? Please describe the business(es) that will benefit from the project; descriptions should indicate the scale and nature of the business(es), as well as its market and workforce transportation needs. Benefits could be demonstrated through access and travel time improvements for employees, customers and freight movement.
- Describe how the project improves a corridor in logical segments, thereby preventing missing links or gaps.
- Describe how the project creates more reliable and efficient travel flows along the corridor by filling missing links or removing barriers.
- Describe how the improvements create long-term sustainable solutions and improve the system as a whole.
- Describe how this project improves safety and/or reduces modal conflict.

Profile available on the PSRC website at http://www.psrc.org/datapubs/ej/index.htm, or contact the PSRC Information Center at 206-464-7532 or infoctr@psrc.org.

[2] see footnote above

[3] see footnote above

Benefits Centers - Range of Travel Modes and Multiple User Groups:

The project improves access to the Tukwila Urban Center, the Kent Industrial/Manufacturing Center, the Tukwila Longacres Station (Sound Transit and Metro), multiple regional trails, freight movement in the Green River Valley and cross-valley, and multiple user groups (unemployed and under-employed) in the area directly east of SR 167 at SW 27th Street, south of Interstate-405.

The project addresses a wide range of travel modes and serves multiple user groups. The travel modes include the multi-modal/intermodal Tukwila Longacres Station for buses, intercity and commuter rail, Amtrak, bicyclists and pedestrians. The Station serves Sound Transit express and Metro King County buses, intercity rail, Sound Transit Commuter rail (Everett to Tacoma, with 400 daily boardings in Tukwila) and Amtrak. Two trails cross the project. The Interurban Bike Trail provides a continuous trail between Seattle and Auburn for commuter and recreational travel. The Springbrook Creek Trail would provide a connection to the Interurban Trail. The Green River Trail is due west of the project 1/2 block from West Valley Highway. The project will construct HOV queue jumps at key intersections.

Environmental Justice Access
This project will provide access for minority, low-income, and other protected classes through pedestrian and trail improvements and transit services. There is a sizable block of "20% of persons below poverty level" beginning at the east end of this segment of the project. The block of this protected class lies south of the I-405 and east of SR 167. Connecting the corridor will provide a direct route to employment centers, and improving the access to the Tukwila Longacres Station will provide a direct route to further transportation options. A larger block of Low Income (50% of the Regional Median Income) encompasses the same area as previously defined, as well as north of I-405. The same improvements noted before, as well as reducing congestion and adding HOV lanes, will assist those at the 50% income category better access jobs. There is "15% to 29% of minority population" throughout both segments of the project. It covers most of the area within and surrounding the project segments.

Industry Clusters:

Designated Urban Center - The Tukwila Urban Center has 176 total firms that fall within the Prosperity Partnership's targeted industry clusters, and include over 2,800 jobs. The top three categories are Logistics & International Trade (93 firms; 1,432 employees), Information Technology (56 firms; 1,016 employees), and Aerospace (21 firms; 348 employees). The remaining six firms are evenly divided between Clean Technology (24 employees) and Life Sciences (16 employees). There are approximately 22,000 employees in the Urban Center. Roughly a third of all traffic in the Central Business District (CBD) passes through the South 180th Street intersection. The SW 27th St./Strander Blvd. project provides an alternate route to S 180th St. It will provide more reliable travel to key employment areas such as the Tukwila Urban Center, the Boeing Company Longacres site, and Valley Medical Center.

In the first half of this decade, more people moved to Renton than any other city in King County, other than Seattle. Renton's Urban Center North is growing dramatically with the addition of the Lakeshore Landing project.

Manufacturing/Industrial Center - Two major local Renton businesses operate on a global scale -- PACCAR and Boeing. PACCAR has added 900 jobs over the past two years and is producing nearly 40 Kenworth trucks each day in its plant in Renton. PACCAR has been in business 100 years, and recently won the National Medal of Technology, the nation's highest honor for technological innovation.

As the largest employer in the region with 70,000 employees, Boeing is the most influential member of the region's economy. The resurgence of Boeing over the past year is absolutely remarkable. The aerospace industry is alive and well in Renton with more than 1,000 new Boeing jobs added in 2005. The City is now home to three of Boeing's six major business units -- Commercial Airplanes, Boeing Capital and the Shared Services Group. Production at the Renton Plant is outpacing everything seen in years. Two hundred and twelve Boeing 737s were assembled and took their maiden flights from Renton last year. In 2007, Boeing will begin assembly of the U.S. Navy's new Multi-mission Maritime Aircraft, while it continues to roll out 1,000 more 737s on contract.

The Boeing Company has been approved to add 3 million square feet of office space and approximately 12,000 new employees to the redeveloped Longacres site. This will put more pressure on SW 27th St/Strander Blvd. corridor. The new businesses will likely encompass many new cluster businesses. Other industrial-area companies include IKEA in its fifth expansion since coming to Renton (international trade), Far West Steel, and the Federal Aviation Administration (FAA) Regional headquarters (800 employees).

Renton's portion of the Green River Valley industrial area includes 328 total businesses and 6,340 jobs. Fifty-one percent of all south King County businesses had international sales in 2004. Thirty-four percent of businesses got up to 26% in international sales. Ten percent of businesses got from 26% to 50% of international sales. Another seven percent of businesses got from 51% to 75% in international sales.

A recent survey confirmed the state's place as the most dependent in the nation on export/import traffic. The Green River Valley warehouses and distribution centers are vital to moving goods throughout the state and internationally. The health of the state's economy is tied to the ability to move freight and people. Congestion strangles businesses whose competitive edge depends on their ability to deliver goods and services efficiently. The Puget Sound and regional/international trade drives the State's economy. Improving access to these facilities ensures that freight movements stay on time and are economically competitive with other, less congested areas. All of the rail freight moving south out of and north into Seattle will pass through this location. The Green River Valley has one of the largest warehousing districts on the West Coast and in the nation.

Logical Segment Improvements:

This project improves the corridor by completing a missing link. Construction of the new four/five-lane roadway from Oakesdale Ave. SW to the beginning of the bridge structure (Phase 1, Segment 1) will be complete in May 2006.

Design of the railroad track relocation (Phase 1, Segment 2a) will begin in June 2006 and start construction in March 2007. The track relocation allows one structure to be built over the tracks. One structure is the only feasible option - without it, the western bridge approach is impossible. The cost of the grading/embankment and track relocation is $9,900,000. A minimum of $5,300,000 of is committed to this construction, leaving $4,600,000 as the needed grant funding request.

The wetland construction, estimated to cost $1,577,500 is replaced by City-owned credits from the Washington State Department of Transportation (WSDOT/City of Renton Springbrook Wetland Mitigation Bank. The bridge structure (Phase 1, Segment 2b) design and construction cost estimate is $26,620,200.

Reliable and Efficient Travel Flow:

Existing levels of service range from level of service (LOS) D to E for intersections in the project vicinity. Under a no-build scenario, LOS will increase to F for most major intersections in the project vicinity by 2010. The project will greatly improve travel times by increasing speeds (by 12.4% on east-west corridors) and eliminating existing circuitous routing. Additionally, much needed capacity will be added for east-west travel. The expected volumes show that 28% more vehicle traffic will be accomodated along east-west connections than under existing conditions. However, vehicle volumes will decrease on each of the heavily congested existing links because of the project. As a result, level-of-service on these corridors can be expected to benefit.

The project provides a missing major east-west arterial link that runs through the east side of Tukwila's Urban Growth Boundary. It ultimately connects to I-5 to SR 167. East-West travel between Tukwila and Renton is severely constrained by a lack of arterial connection. The only two routes linking the Tukwila Urban Center and the Renton Valley are SW Grady Way and SW 43rd St./S 180th St. These two arterials are separated by 1.8 miles. SW 16th St. provides local access to the Boeing Longacres development only.

Long-term Sustainable Solutions:

Moving freight in and out of the Green River Valley is crucial to the regional economy. The warehouse and distribution centers in the Valley house hundreds of millions of dollars worth of goods that flow out of, or are destined for, regional or international businesses via the Ports of Seattle and Tacoma. The SW 27th Street/Strander Boulevard Connection would provide a missing link to east-west travel, reducing travel times and improving freight movement throughout the region.

The project remedies numerous existing problems including congestion, sidewalk and trail system continuity, transit service, and more. Congestion is a major problem on this corridor which is surrounded by an interstate highway and two state routes. The traffic study for the Project Definition Report (February 2002) reveals an increase in traffic volumes along the corridors that identify this planning area (South 180th Street/SW 43rd Street to the south, SW Grady Way to the north, SR 167 to the east, and West Valley Highway to the west). The study concludes that this corridor

extension and improvements provide a needed balance of traffic for S 180th Street/SW 43rd Street, SW Grady Way, and I-405 between SR 167 and West Valley Highway. An analysis of the number of lanes to be provided along the existing corridor suggests that four/five lanes are sufficient. Any more lanes would defeat the purpose of balancing traffic along the existing corridors and the new corridor. It is further noted in this study that this corridor is necessary in order to adequately service the project traffic volumes expected to the year 2020.

Improves Safety:

The project will add a new continuous arterial connection. The grade separation will alleviate a potential conflict between rail and truck traffic, as well as commuters by roadway and trails. One of the areas that is heavily congested is the intersection at S 180th and W. Valley Highway, as well as the congested route along S 180th corridor. Another is backed-up traffic on I-405 and slowdowns at the I-405/SR 167 interchange. Adding another east-west arterial will ease this congestion and provide safer travel. Tukwila's traffic includes a large amount of truck traffic, especially along West Valley Highway. Truck traffic is generated by the Burlington Northern Regional Distribution yard in Allentown, Inco and Becker Trucking firms, and the warehousing/industry in Tukwila. Principal arterials carry up to 20% truck traffic.

Valley Medical Center is located less than one mile south and east of the project. This project would provide an alternate east-west emergency route from the northern section of the Green River Valley to the hospital. The City of Renton and the City of Tukwila have mutual aid agreements with their respective Fire and Police Departments, so this project would mutually benefit both cities. A mutual aid agreement entails an automatic response (dispatch) for accidents in areas outside each City's city limits, but in the vicinity of the response team.

PART 2: QUESTIONS FOR ALL PROJECTS (50 Points)

Instructions: Once Section A, B, or C in Part 1 has been completed, complete all of Part 2 (questions 14-17).

D. Project Readiness/Financial Plan (30 Points STP, 10 Points CMAQ)

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) sections below. The primary objective of the evaluation is to determine if 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.
- If 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.

14. 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 for a Preliminary Engineering phase need not answer question #14.

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 these 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 14A below, select one of the three options from the drop down list for all items that apply 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 14B, including the estimated schedule for completion.

14A. Check all items that apply below. Note: if no ROW is required for the project, select "not needed" for sections b through g.

(select one) a. Final FHWA or FTA approval of environmental documents including:
(select one) - BA Concurrence: NMFS, U.S. Fish & Wildlife, WSDOT.
(select one) - Section 106 Concurrence.
(select one) - FHWA/FTA Environmental Classification Summary Checklist (or EA or EIS).
Not needed b. True Cost Estimate for Right of Way.
Not needed c. Right of Way Plans (stamped).
Not needed d. Relocation Plan (if applicable).
Not needed e. Right of way certification.
Not needed f. Certification Audit by WSDOT R/W Analyst.
Not needed g. Relocation Certification, if applicable.
(select one) - Certification Audit by WSDOT of Relocation Process, if applicable.
Already completed h. Engineer's Estimate.
Not needed i. All environmental permits obtained such as Army Corps of Engineers Permit, HPA, etc.

14B. 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.

N/A

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15. Financial plan: Please fill out Tables A-D below and corresponding questions E-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 funds (Table C) 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 Regional 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	12/31/06	STP	$4,600,000
			$
			$
		Totals:	$4,600,000

Table B: Existing Secured Funding

Phase	Estimated Obligation* date by Phase (mm/dd/yy)	Source	Amount
Construction	12/31/06	Federal High Priority	$684,000
Construction	12/31/06	Freight Mobility State Investment Board (FMSIB)	$4,000,000
Construction	12/31/06	City of Renton	$616,000
			$
			$
		TOTAL:	$5,300,000

*For tables B or 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
		N/A	$0
			$
			$
			$
			$
		TOTAL:	$0

*For tables B or 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 D: Total Project Cost (Please provide the total estimated cost and scheduled completed date for each phase of the project.)

Phase	Total estimated cost	Phase	Scheduled completion date (mm/dd/yy)
Planning:	$	Planning:	02/28/02
Preliminary Engineering/Design:	$	Preliminary Engineering/Design:	12/31/06
Right of Way:	$	Right of Way:	N/A
Construction:	$9,900,000	Construction:	12/31/08
Other (Specify) :	$	Other (specify) :	
Total Project Cost:	$9,900,000	Estimated date of completion (i.e. open for use)	12/31/08

E. Identify the project phases (PE, ROW, CN, etc.) that will be fully completed if requested funding is obtained:
Construction of Phase 1, Segment 2a, relocation of the railroad tracks will be fully completed.

F. If unable to completely fill out Table D (Total Project Cost): Use the space below to explain the nature of any project for which the total project cost 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.
Design is fully funded ($789,000) through Federal Discretionary funding and City of Renton Transportation funds.

E. Air Quality (20 Points STP, 40 Points CMAQ)

16. 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, how much fuel is consumed annually, where they are used 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, population surrounding the project).
- Signalization, other ITS improvements: describe the existing conditions in the area (i.e., level of service, average daily traffic, etc.); 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.

1. Vehicle Mile Travel (VMT) will be reduced by intercepting traffic at the proposed commuter rail station and the parking facility. This project is providing the main access to Tukwila Transit Center. Commuters will have the opportunity to take express buses or trains to their final destinations. This project also provides another east-west connection that is an alternate route for commuters. For example, some of trips from SW Grady Way, West Valley Highway, and South 180th St/SW 43rd Street will be shifted and depending on the final destinations of those trips, there could be a reduction in VMTs.

2. Mode shift from SOV to transit, carpool, or non-motorized:
This project provides the main access to a regional transit facility. This facility will encourage commuters to park their vehicle at the park & ride and use express buses or train services. Also the proposed improvements to the east of this project (HOV direct access when it is funded) will carry substantial HOV movements. The existing regional Inter-urban Trail will be grade-separated and will have a direct connection to Strander and the station. Strander roadway will have wide lanes to accommodate bicycle movements as well as sidewalks.

3. This project will result in an increase in transit ridership by providing an access point to Tukwila Transit Center via a new arterial that will have preferential treatments for transit services. These transit improvements along the new Strander Boulevard will improve the transit travel time.

4. This new arterial will provide an alternative route to the existing parallel routes. This new route would eliminate many left and right turns at several key intersections. Therefore, stoppage at these locations will be eliminated. Also, coordinated traffic signals will be installed along the corridor which will reduce the number of stops significantly.

5. This project does not include alternative fuels or vehicles.

F. Other Considerations (No Points)

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

The project vicinity and surrounding area is currently experiencing growth and is ripe for further development. A new four/five-lane roadway is under construction along SW 27th St from Oakesdale Ave. SW to the beginning of the bridge structure (Ph. 1, Seg. 1) and will be completed in May 2006. The Federal Reserve Bank of San Francisco is now under construction with its new Branch Headquarters on the former Boeing Longacres site. This state-of-the art facility will open next year. IKEA, located just south of the project, "has broken ground on its fifth expansion since coming to Renton eleven years ago. This is the highest-grossing IKEA store in all of North America. After the current expansion is completed this fall, it will be the largest single-story IKEA on the planet." ("State of the City, Renton Mayor Kathy Keolker, March 1, 2006.)

The City of Renton will soon start construction of new roadway sections in the Urban Center North in preparation for the Lakeshore Landing development project on northern Renton land formerly owned by The Boeing Company. The development will be open by late summer or fall of 2007 and will be the first large-scale, outdoor shopping center and mixed-use urban development to what was once strictly an industrial area.

Strander Blvd / SW 27th Street Connection, Phase 1

STRANDER BOULEVARD EXTENSION

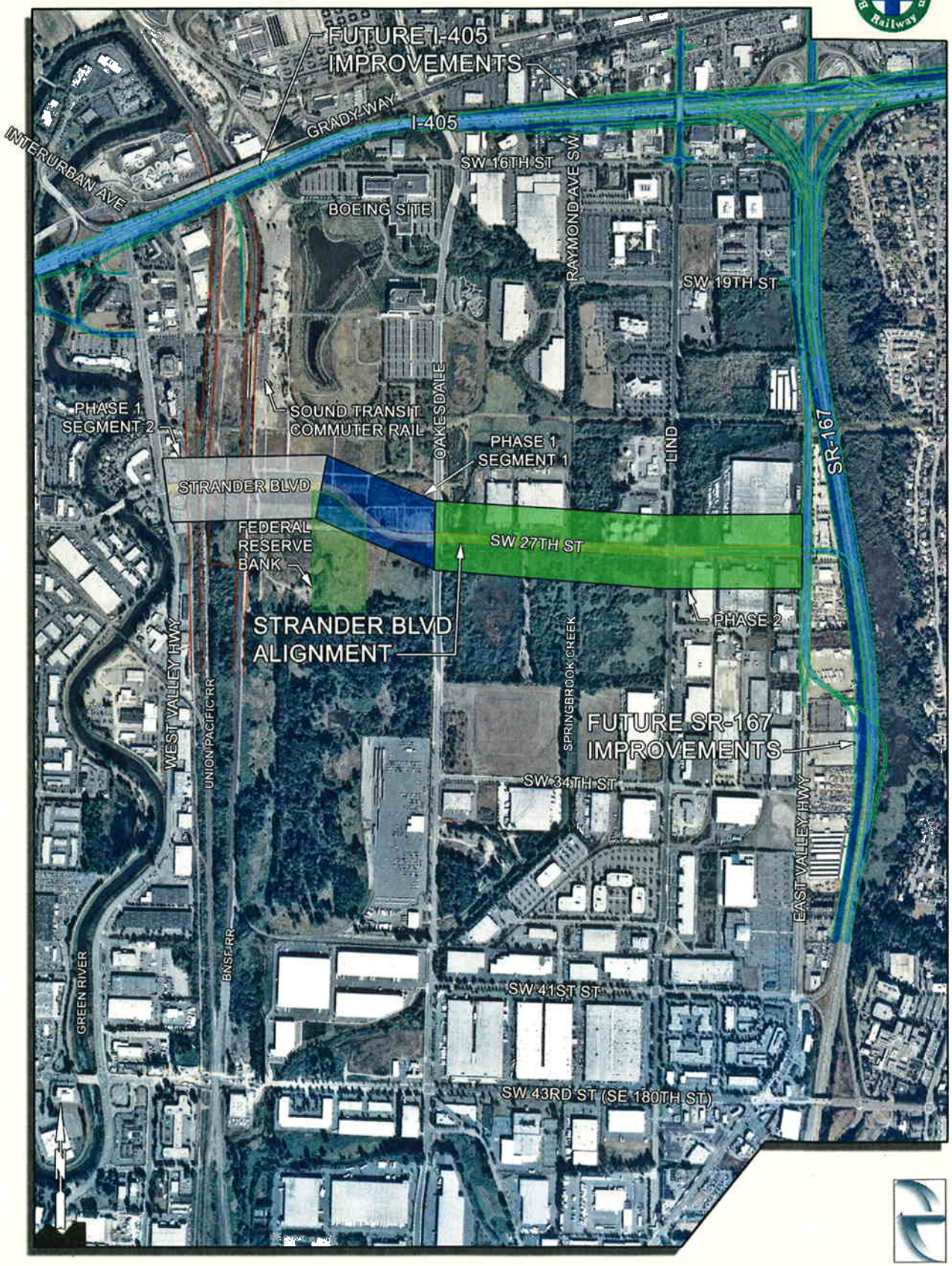
RENTON
AHEAD OF THE CURVE

BOEING

SOUNDTRANSIT

UNION PACIFIC

BNSF
Burlington Northern Santa Fe Railway



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