Puget Sound Regional Council

Funding Application

Competition	Regional FHWA
Application Type	Manufacturing/Industrial Centers
Status	submitted
Submitted:	April 8th, 2024 5:50 PM
Prepopulated with screening form?	Yes

Project Information

1. **Project Title**
   180th Street Connector
2. **Regional Transportation Plan ID**
   N.A.
3. **Sponsoring Agency**
   Arlington
4. **Cosponsors**
   N/A
5. **Does the sponsoring agency have "Certification Acceptance" status from WSDOT?**
   No
6. **If not, which agency will serve as your CA sponsor?**
   N/A

Contact Information

1. **Contact name**
   Jim Kelly
2. **Contact phone**
   360-403-3505
3. **Contact email**
   jkelly@arlingtonwa.gov

Project Description

1. **Project Scope**
   The west side of Arlington Airport has a single two lane N-S road, this road is Airport Blvd. connecting to SR-531 on the south and 188th St on the north. This project proposes to construct an E-W roadway, 180th St, that is midway along Airport Blvd. This 3,000-foot long connector will be a critical link bringing both freight and workers to a growing industrial center.

   The proposed 180th St road will be a two-lane road with a 12-foot wide multiuse trail on the north side and a 5-foot wide sidewalk on the south side. The east end of the road includes a connection to Airport Blvd with a roundabout, the west end will connect to Smokey Point Blvd

with a traditional stop controlled intersection. A roundabout will be installed at the Smokey Point Blvd and 180th St intersection in the future. The roadway will include water and sewer utilities and street/pedestrian lighting.

The multiuse trail will connect into the City's trail system and provide pedestrian/bike connectivity to transit on Smokey Point Blvd, and to the Smokey Point Transit center approximately 1,800 feet to the south.

The City started preliminary work in 2023 completing a survey and obtaining necessary right-of-way from the Airport. Approximately 2,400-feet of this road alignment is within the Arlington Airport and available. There is a single parcel to the west that is going through the City's development process and will dedicate ROW for this road as part of the development permit process.

The City received a PSRC grant for the design phase of this project and is in the process of bringing the selected consultant, SCJ Consultants, on board. Design will be completed in 2025.The area is generally flat with well-draining sandy soils. This is a new road section so pedestrian and traffic control will be minimal. Traffic and pedestrian control will be required during roadway endpoint intersection construction.

2. **Project Justification, Need, or Purpose**

   In 2019 PSRC identified the Cascade Industrial Center (CIC) as a Regional MIC, a key facility supporting the CIC is the Arlington Airport. Airport Blvd is a two-lane N-S road that crosses the entire 1.4-mile length of Airport's west side; there are currently no E-W connecting roads as the runways and flight line border the east side of Airport Blvd and the west side was undeveloped. The south end of Airport Blvd connects to SR-531, and the north end connects to 188th St. The 180th St Connector roadway will provide multimodal transportation into and out of this growing industrial center (see Figure 3).

   There has been significant industrial and manufacturing development in Arlington and Marysville since the PSRC designation of this area as a Regional MIC, see Figure 3 for Arlington CIC development. This industrial development is consistent with policies, goals and growth strategy contained in the PSRC Vision 2050 Plan (MPP-RGS-10) and in the CIC Subarea Plan.

   An integrated transportation network is needed to support the CIC development. The 180th St Connector project meets these policies and goals by providing surface transportation into and out of a regional MIC where jobs are located, by passing through planned high density residential zoned areas, and by providing non-motorized access to Community Transit bus routes and Smokey Point Transit Center.

   While Arlington continues to plan and develop the Cascade Industrial Center consistent with PSRC's Vision 2050 Plan, Arlington is also dedicated to making the CIC development be part of the Arlington community. The City has received a PSRC grant (ARL-17) and is currently engaged in the planning and design of the Smokey Point Blvd Corridor, a 1.6 mile corridor that will be the central community hub for Smokey Point residential housing center. The 180th St Connector project will join into this corridor.

Project Location

1. **Project Location**

   180th Street NE

2. **Please identify the county(ies) in which the project is located. (Select all that apply.)**

   Snohomish

3. **Crossroad/landmark nearest the beginning of the project**

   Airport Blvd

4. **Crossroad/landmark nearest the end of the project**

   Smokey Point Blvd

5. **Map and project graphics**

   Fig1_180th_Cross_Section.pdf, Fig2_180th_Vicinity_Map.pdf, Fig3_CICDevelopment8.5x11_22.pdf, Fig4_CICTransportationImprovements8.5x11_22.pdf, Fig5_CICNonMotorized8.5x11_22.pdf, Fig6_SeniorPopulation8.5x11_22.pdf, Fig7_LowIncome8.5x11_22.pdf, Fig8_SMARTCAP_Arlington_-_Phases_and_Road.pdf, Fig9_Center_for_Excellence.pdf

Local Plan Consistency

1. **Is the project specifically identified in a local comprehensive plan?**
   Yes
2. **If yes, please indicate the (1) plan name(s), (2) relevant section(s), and (3) page number(s) where the relevant information can be found.**
   The City of Arlington's Comprehensive Plan identified the Arlington-Marysville Manufacturing Center as not only being the jobs center for north Snohomish County, but it is in fact a part of the North Puget Sound Manufacturing Corridor which potentially targets the MIC area for up to 77,000 jobs. The Arlington portion of the MIC is comprised of 2287 acres and the Marysville portion contains 1732 acres.

   In 2019 PSRC identified the Arlington Marysville Manufacturing Industrial Center as a Regional MIC, this MIC was later named the Cascade Industrial Center and an MIC Subarea Plan developed for each city's jurisdictional area. The Arlington City Council adopted the Cascade Industrial Center Subarea Plan; this proposed transportation project is included in the Subarea Plan (see Transportation section).

   This project is also included in the City 6-year Transportation Improvement Plan (TIP) update, see Project #11.
3. **If no, please describe how the project is consistent with the applicable local comprehensive plan(s), including specific local policies and provisions the project supports. In addition, for a transit project please describe how the project is consistent with a transit agency plan or state plan.**
   N/A

Federal Functional Classification

1. **Functional class name**
   37 Proposed Collector

Support for Centers

1. **Describe the relationship of the project to the center(s) it is intended to support. Identify the designated regional growth or manufacturing/industrial center(s) and whether or not the project is located within the center or along a corridor connecting to the center(s).**
   The 180th St Connector project fully supports the current and continued growth of the Cascade Industrial Center, a PSRC Regional MIC. Approximately 75% of the 180th St Connector lies within the Cascade Industrial Center, the remaining 25% of this roadway passes through undeveloped property on the west side of the Arlington Airport that is zoned Horizontal Mixed Use.

   The east end of 180th St will connect to Airport Blvd and the west end will connect to Smokey Point Blvd. Airport Blvd is a 1.4 mile N-S roadway that is the only road on the west side of the Airport. This means there are only two points where vehicles and freight can depart the west side of the Airport, onto 188th St on the north and onto 172nd St (SR-531) on the south. The 180th St connector project will provide a third access point, from Smokey Point Blvd to the center of Airport Blvd.

   Airport Blvd also has a 12-foot wide grade separated multiuse trail that borders the entire 1.4 mile length, the 180th St Connector project will install a 12-foot wide grade separated multiuse trail that will connect to Airport Blvd trail. The 180th St Connector trail will enhance trail connectivity and non-motorized mobility for the west side of the Arlington Airport by providing 3,000 ft of additional trail that will connect to Smokey Point Blvd., a road that has multiple transit stops as well as the Smokey Point Transit Center – a future stop for Community Transit’s Gold Line.

Identification of Population Groups

1. **Using the resources provided in the Call for Projects, identify the equity populations (i.e. Equity Focus Areas (EFAs)) to be served by the project with supportive data. PSRC’s defined equity populations are: people of color, people with low incomes, older adults, youth, people with disabilities, and people with Limited English Proficiency.**

Using the PSRC Project Selection Resource Map, the following equity populations are in the immediate vicinity of this project and will be served by this project.

- People of Color: 20% of the total population in this census tract (2015-2019 ACS)
- People with Low Incomes: 25% of the total population in this census tract (2015-2019 ACS)
- Persons with Disabilities: 12% of the total population in this census tract (2015-2019 ACS)
- People with Limited English Proficiency: 5% of the total population in this census tract (2015-2019 ACS)
- Youth (Age 5-17): 16% of the total population in this census tract (2015-2019 ACS)
- Older Adults (Age 65+): 12% of the total population in this census tract (2015-2019 ACS)

2. **Further identify the MOST impacted or marginalized populations within the project area. For example, areas with a higher percentage of both people of color and people with low incomes, and/or other areas of intersectionality across equity populations. These intersections with equity populations may also include areas with low access to opportunity, areas disproportionately impacted by pollution, etc.**

   The Opportunity Index for the census tract in which this project is located is "moderate" based on the PSRC Project Selection Resource Map. There are three specific marginalized populations within this project census tract that are higher than the Regional Threshold, they are as follows:

   People with Low incomes in the census tract where this project is located is 15%, this is higher than the regional average of 20.7%.

   People with Disabilities in the census tract where this project is located is 12%, this is higher than the regional average of 11%.

   Young people (ages 5-17) in the census tract where this project is located is 16%, this is higher than the regional average of 15.4%.

Criteria: Development of Manufacturing/Industrial Center

1. **Describe how the project will support the existing and planned employment densities in the regional and countywide growth or manufacturing / industrial center.**

   By providing a multimodal roadway into the Cascade Industrial Center, this project is supporting the movement of freight (raw material and finished goods) as well as supporting workers commuting to and from their jobs. These two functions of the 180th Connector project are the main support for the planned employment densities in the manufacturing/industrial center.

2. **Describe how the project will support the development/redevelopment plans and activities of the center.**

   The 180th St Connector project fully supports the current and continued growth of the Cascade Industrial Center, a PSRC Regional MIC, by allowing more efficient access to the west side of the Cascade Industrial Center for employees and freight. Approximately 75% of the 180th St Connector lies within the Cascade Industrial Center, the remaining 25% of this roadway passes through undeveloped property on the west side of the Arlington Airport that is zoned Horizontal Mixed Use.

   The east end of 180th St will connect to Airport Blvd and the west end will connect to Smokey Point Blvd. Airport Blvd is a 1.4 mile N-S roadway that is the only road on the west side of the Airport. This means there are only two points where vehicles and freight can depart the west side of the Airport, onto 188th St on the north and onto 172nd St (SR-531) on the south. The 180th St connector project will provide a third access point, from Smokey Point Blvd to the center of Airport Blvd.

   Airport Blvd also has a 12-foot wide grade separated multiuse trail that borders the entire 1.4 mile length, the 180th St Connector project will install a 12-foot wide grade separated multiuse trail that will connect to Airport Blvd trail. The 180th St Connector trail will enhance trail connectivity and non-motorized mobility for the west side of the Arlington Airport by providing 3,000 ft of additional trail that will connect to Smokey Point Blvd., a road that has multiple transit stops as well as the Smokey Point Transit Center – a future stop for Community Transit’s Gold Line.

3. **Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses, including those in the industry clusters identified in the adopted regional economic strategy. In addition,**

describe how the project supports a diversity of business types and sizes within the community.

The 180th St Connector project will support the development of new jobs/business at the CIC, specifically in the Arlington Airport area of the CIC. Since this new road is 75% within the CIC and 25% outside the CIC, it will support industrial development in the CIC and it will also support new development of currently vacant land for the portion of roadway outside (west) of the CIC. The vacant land outside of the CIC is zoned Horizontal Mixed-use, meaning both commercial and residential development will occur.

4. **Describe how the project will benefit a variety of user groups, including commuters, residents, and/or commercial users and the movement of freight.**

   The 180th St Connector Project offers two travel modes, motorized and non-motorized. The motorized portion of this project will benefit CIC in bound and out bound freight movement as well as the CIC in bound and out bound movement of commuters. Since Airport Blvd/51st Ave is a major N-S roadway passing through both Arlington and Marysville portions of the CIC, connection to 180th St provides alternate travel routes and pathways for freight and commuters.

   The 180th St Connector project lies between two Arlington arterials, Airport Blvd and Smokey Point Blvd. Airport Blvd is a 1.4 mile long roadway with no side-street connectors; the only way for workers and freight to access the west side of the Arlington Airport is from 188th St or from SR-531 (172nd St).

   The 180th St Connector project will provide an alternate pathway to the center of the west Arlington Airport industrial area. Freight moving on the I-5 corridor will have quicker access to the west Arlington Airport industrial area via Smokey Point Blvd.

   The non-motorized portion of this project consists of sidewalk and a 12-foot wide multiuse trail. The trail will connect to the Airport Blvd trail, which connects to Arlington’s trail network and to the Centennial trail. The users that will benefit from this portion of the project are workers who live local and walk/bike to work, workers who walk to/from transit, and trail users who want the ability to walk to the various Arlington neighborhoods.

5. **Describe how the project will expand access to high, middle and/or living wage jobs for the Equity Focus Areas (EFAs) identified above.**

   Arlington has a great deal of industrial jobs. Industrial jobs are family wage-paying jobs that offer a higher income than traditional retail jobs. Construction of the 180th Connector roadway will open property for residential development for work-force housing, and support the continued development of the west side Arlington Airport's industrial area (part of the CIC)>

Criteria: Mobility and Accessibility

1. **Describe how the project provides and/or enhances opportunities for freight movement, for example by removing a barrier in the freight and goods system.**

   Point Blvd. Airport Blvd is a 1.4 mile long roadway with no side-street connectors; the only way for workers and freight to access the west side of the Arlington Airport is from 188th St or from SR-531 (172nd St).

   The 180th St Connector project will provide an alternate pathway to the center of the west Arlington Airport industrial area. Freight moving on the I-5 corridor will have quicker access to the west Arlington Airport industrial area via Smokey Point Blvd.

2. **Describe how the project improves access to major destinations within the center, such as completing a physical gap, providing an essential link in the transportation network for people and/or goods, or providing a range of travel modes or a missing mode.**

   The 180th St Connector project lies between two Arlington arterials, Airport Blvd and Smokey Point Blvd. Airport Blvd is a 1.4 mile long roadway with no side-street connectors; the only way for workers and freight to access the west side of the Arlington Airport is from 188th St or from SR-531 (172nd St).

   The 180th St Connector project will provide an alternate pathway to the center of the west Arlington Airport industrial area. Freight moving on the I-5 corridor will have quicker access to the west Arlington Airport industrial area via Smokey Point Blvd.

   180th Street is a local MIC roadway that will provide last-mile or first-mile service of freight to/from the CIC, it will not have a significant impact on the regional transportation system. It does provide quicker access to/from the west Arlington Airport industrial area to I-5, a regional freight transportation corridor.

3. **Describe how the project provides opportunities for active transportation that can lead to public health benefits.**

   The active transportation opportunities offered by this project is interconnectivity to an existing trail network that includes Arlington trails, Airport trails and the Centennial Trail. From the 180th Connector trail there will be access to medical facilities, to gyms and work out facilities, and to soccer and baseball fields on the east side of the Airport.

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

   This project offers pedestrian and bike access to Smokey Point Blvd, the location of two Community Transit bus routes and the location of the Smokey Point Transit Center – a future stop for the Community Transit bus rapid transit Gold Line. This project will promote commute reduction by offering walking and biking options and better access to transit facilities.

   And while there is not transit route along Airport Blvd or planned for the 180th St Connector, the location of existing routes at Smokey Point Blvd and at the north end of Airport Blvd will offer opportunity for Community Transit to offer new routes as the west Arlington Airport industrial area continues to develop.

5. **Identify the existing disparities or gaps in the transportation system or services for the Equity Focus Populations (EFAs) identified above that need to be addressed. Describe how the project is addressing those disparities or gaps and will provide benefits or positive impacts to these equity populations by improving their mobility.**

   The 180th St project will address the following existing disparities or gaps in the transportation system or services for the Equity Focus Populations:

   - Open up private property for future development of a commercial corridor and higher density housing.
   - Provides a multi-use trail for safe pedestrian and bike access.
   - Provide easy convenient access to high paying industrial jobs for neighboring residential community.

Criteria: Outreach and Displacement

1. **Describe the public outreach process that led to the development of the project.**

   The City of Arlington has been engaged on the Smokey Point Blvd Corridor project for the past four years, this project spans between 174th St on the south and 200th St on the north. The Smokey Point Blvd Corridor project will be installing a roundabout at 180th St, the 180th St connector project will connect to this new intersection.

   The City completed numerous outreach efforts with the local community discussing the Smokey Point Blvd Corridor project enhancements and improvements to the general transportation network in Smokey Point. One of those improvements included the 180th St Connector project. Outreach efforts include on-line meetings, four local town-hall type face-to-face meetings, three surveys, postcards, direct emails and weekly local e-Newsletters.

2. **Describe how this outreach influenced the development of the project.**

   One of the main points discovered from the Smokey Point Blvd Corridor outreach meetings is that the local residents want their Smokey Point identity to be separate from the “Old Town Arlington” identity. To keep their “Smokey Point” identity, local residents selected unique street lighting, street amenities, landscaping, and artwork that will be included on the 180th St Connector project.

3. **Using PSRC’s Housing Opportunities by Place (HOP) tool, identify the typology associated with the location of the project and identify the strategies the jurisdiction uses to reduce the risk of displacement that are aligned with those listed for the typology.**

   Based on PSRC’s Housing Opportunities by Place (HOP) tool, the type of typology associated with the location of the 180th St Connector project is “Promote Investment & Opportunity”. This project is being constructed on vacant land; 60% of the road lies within Arlington Airport and is restricted as to the type of construction allowed, and 40% of the road lies an land owned by a single developer.

   The portion of the 180th St Connector that is within the Arlington Airport boundary will have a 200-ft wide preserved forest area on the north side and existing houses on the south side. The Arlington Airport has restrictions that limit the type of development, which in turn limits applications of the Tools and Actions in the Regional Housing Strategy (Supply, Stability, and Subsidy).

The portion of the 180th St Connector that is on developer property was previously zoned for "Single Family Residential" development. The new 180th St roadway allowed the parcels to be rezoned to a higher housing density "Mixed Use" zoning classification, with the parcels immediately bordering 180th St being within a commercial corridor. A 12-foot wide multiuse trail will be on the north side of the 180th St Connector allowing safe non-motorized access to transit on Smokey Point Blvd and to the Smokey Point Transit Center approx. ¼ mile away.

Criteria: Safety and Security

1. **Describe how the project addresses safety and security. Identify if the project incorporates one or more of [FHWA's Proven Safety Countermeasures](), and specifically address the following:**

   This project increases safety and security by:
   - Use of a roundabout for greater vehicle safety and movement.
   - Use of rapid rectangular flashing beacons at roundabout pedestrian crossing.
   - Grade separated and landscape separated pedestrian pathways (sidewalk and 12-foot multiuse trail).
   - Use of pedestrian and street lights, lights will be LED and soft white (2700 kelvin)
   - The project will provide faster access to critical and under served communities from the Airport Blvd fire station

2. **Specific to the Equity Focus Areas (EFAs) identified above, describe how the project will improve safety and/or address safety issues currently being experienced by these communities.**

   For the identified Equity Focus Areas access to the west Arlington Airport industrial center. There are currently only two points of entry into and out of this industrial area - 188th St and SR-531.

   The west Arlington Airport industrial area is a fast growing section of the Cascade Industrial Center, as this area grows so will the need for freight and vehicle movement into and out of this area. The 180th St Connector project will alleviate some of the disparities in the transportation system by providing an alternate route/entry for freight and commuter movement. This project will add a third entry point to this growing industrial area.

   A benefit of this project outside of freight and commuter movement is the improved response time for Arlington Fire Department to respond to emergencies on the Smokey Point Blvd corridor. This area of Arlington has a high senior population and high low income population (see Figures 6 & 7); providing greater emergency access to this populations greatly enhances equity of emergency services.

3. **Does your agency have an adopted safety policy? How did the policy/policies inform the development of the project?**

   The City is in the process of developing a Local Road Safety Plan (LRSP), the LRSP that will also include a section for neighborhood traffic calming. While the Arlington LRSP is only in draft mode, specific safety items such as road narrowing, rapid rectangular flashing beacons at pedestrian crossings, high visibility lane striping and crosswalks, and street/pedestrian lights will be included on this project.

4. **(not scored) USDOT is developing a framework for assessing how projects align with the Safe System Approach, and PSRC is developing a Regional Safety Action Plan due in early 2025. Does your agency commit to adhering to the forthcoming guidance and continuing to work towards planning and implementation actions under a Safe System Approach to reduce fatalities and serious injuries?**

   Yes, the City of Arlington commits to adhering to the forthcoming USDOT and PSRC guidance and will work towards planning and implementation actions under a Safe System Approach to reduce fatalities and serious injuries.

Criteria: Air Quality and Climate Change

1. **Please select one or more elements in the list below that are included in the project's scope of work, and provide the requested information in the pages to follow.**

   Bicycle and Pedestrian Facilities

Air Quality and Climate Change: Bicycle and Pedestrian Facilities

1. **Describe the facilities being added or improved**
   The bicycle and pedestrian facilities being included with this project are sidewalks and a 12-foot wide multiuse trail, both will be grade separated and landscape separated.
2. **What is the length of the proposed facility?**
   3,000 feet
3. **Describe the connections to existing bicycle/pedestrian facilities and transit.**
   The trail will connect to an existing trail system on the east end of the project (Airport Blvd Trail), which interconnects to the Airport Trail system and Arlington Trail system. On the west end of the project we are in the planning and design stage for Smokey Point Blvd corridor improvements which will include both pedestrian and bicycle facilities.
4. **Describe the current bicycle/pedestrian usage in the project area. If known, provide information on the shift from single occupancy vehicles.**
   Utilize regional default data
5. **What is the expected increase in bicycle/pedestrian usage from the project? If known, provide information on the shift from single occupancy vehicles**
   Utilize regional default data
6. **What is the average bicycle trip length?**
   Utilize regional default data
7. **What is the average pedestrian trip length?**
   Utilize regional default data
8. **Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.)**
   Utilize regional default data

Total Estimated Project Cost and Schedule

1. **Estimated project completion date**
   Dec 2028
2. **Total project cost**
   $7,417,480.00

Funding Documentation

1. **Documents**
   LOU_City_of_Arlington_180th_Connector_(SIGNED_04-01-24).pdf, Finance_Ending___Revenue_Projections.pdf, Funding_Commitment__2_-_PSRC_180th_St_(03-06-2024).pdf
2. **Please enter your description of your financial documentation in the text box below.**
   This project is scheduled for 2028, four years out. We do not currently have a budget projected or approved for the year 2028. The City's match component of for the 180th Connector CN grant is $1,814,133 with the funding coming from the Transportation Improvement Fund and/or the Transportation Benefit District fund. The Traffic Mitigation fund is currently at $1,519,923.00 with average annual revenues of $547,141.00. The Transportation Benefit District fund is currently at $4,137,041.00 with average annual revenues of $2,070,928.00. If the grant is received, a notation will be made in the Arlington Finance budget notes that the City has a transportation grant obligation of $1,814,133 due in 2028. The City works on a biennium budget cycle, in 2027 we will start preparing the 2028/2029 budget and, if the grant is received, the full match component will be provided for at that budgeting cycle.

   See attached funding commitment letter and revenue and fund balance finance sheets.

Phase	Year	Alternate Year	Amount
construction	2027		$5,000,000.00

Total Request: $5,000,000.00

Project Readiness: PE

PE

Funding Source	Secured/Unsecured	Amount
Local	Secured	$120,669.00
STBG(PSRC)	Secured	$482,678.00
		$603,347.00

Expected year of completion for this phase: 2025

Construction

Funding Source	Secured/Unsecured	Amount
Local	Reasonably Expected	$1,814,133.00
STBG(PSRC)	Reasonably Expected	$5,000,000.00
		$6,814,133.00

Expected year of completion for this phase: 2028

Summary

1. **Are you requesting funds for ONLY a planning study or preliminary engineering?**
   No
2. **What is the actual or estimated start date for preliminary engineering/design?**
   05/01/2024
3. **Is preliminary engineering complete?**
   No
4. **What was the date of completion (month and year)?**
   N/A
5. **Have preliminary plans been submitted to WSDOT for approval?**
   No
6. **Are there any other PE/Design milestones associated with the project? Please identify and provide dates of completion. You may also use this space to explain any dates above.**
   Project Kick off - May 2024
   30% design -Oct 2024
   60% Design - Feb 2025
   NEPA CE Approved - Mar 2025
   ROW Certified - Apr 2025
   100% Complete - May 2025
7. **When are preliminary plans expected to be complete?**
   05/30/2025

Project Readiness: NEPA

1. **Documents**
   LOU_City_of_Arlington_180th_Connector_(SIGNED_04-01-24).pdf, Finance_Ending___Revenue_Projections.pdf, Funding_Commitment__2_-_PSRC_180th_St_(03-06-2024).pdf
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See attached funding commitment letter and revenue and fund balance finance sheets.

Project Readiness: Right of Way

1. **Will Right of Way be required for this project?**
   Yes
2. **What is the actual or estimated start date for right of way?**
   Sep 2024
3. **What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)?**
   Mar 2025
4. **Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits.**
   Approximately 75% of the project lies within the Arlington Airport and this road is consistent with the
   Airport's development plan, this right-of-way is secured. Right-of-way required from a single private property owner (developer) and that developer is currently proceeding through the City of Arlington's Land Use application, right-of-way will be dedicated as part of this permit approval process.
5. **What is the zoning in the project area?**
   Airport Business Park (inside Arlington Airport)

   Mixed Use Development (outside Arlington Airport)
6. **Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.**
   No condemnation is expected for this project.
7. **Does your agency have experience in conducting right of way acquisitions of similar size and complexity?**
   Yes
8. **If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?**
   N/A
9. **In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each.**
   1. Confirmation of updated Airport Master Plan with 180th Street roadway designated, Dec 2024.

   2. Land Use Permit for developer showing ROW dedication, Feb 2025.

Project Readiness: NEPA

1. **What is the current or anticipated level of environmental documentation under the National Environmental Policy Act (NEPA) for this project?**
   Categorical Exclusion (CE)
2. **Has the NEPA documentation been approved?**
   No

3. **Please provide the date of NEPA approval, or the anticipated date of completion (month and year).**
   Mar 2025

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   Sep 2024
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   Approximately 75% of the project lies within the Arlington Airport and this road is consistent with the
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6. **Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.**
   No condemnation is expected for this project.
7. **Does your agency have experience in conducting right of way acquisitions of similar size and complexity?**
   Yes
8. **If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?**
   N/A
9. **In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each.**
   1. Confirmation of updated Airport Master Plan with 180th Street roadway designated, Dec 2024.

   2. Land Use Permit for developer showing ROW dedication, Feb 2025.

Project Readiness: Construction

1. **Are funds being requested for construction?**
   Yes
2. **Do you have an engineer's estimate?**
   Yes
3. **Engineers estimate document**
   180th_St_Cost_Estimate_-_PRELIM_(02-07-2024).pdf
4. **Identify the environmental permits needed for the project and when they are scheduled to be acquired.**
   It is anticipated that this project will be a NEPA Categorical Exclusion.

   A formal NEPA kick-off meeting will be scheduled with WSDOT as part of the 180th Connector design phase, this formal kick-off meeting is still several months out. The west end of the

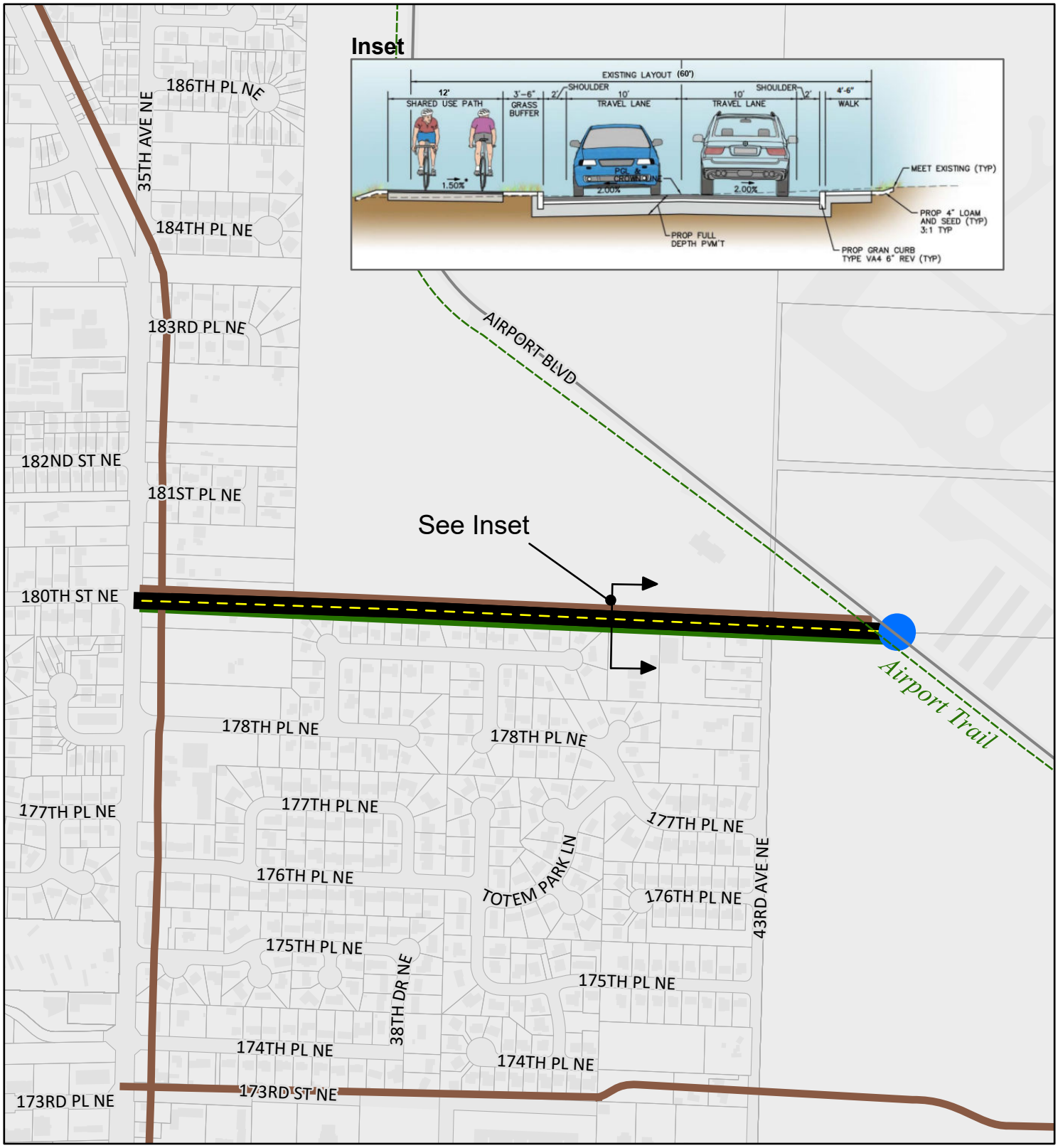
180th
Connector will connect to the Smokey Point Blvd Corridor project, a federal aid project currently in
design and with extremely similar natural and environmental conditions. The Smokey Point Blvd
Corridor project will be capable of infiltrating 100% of all stormwater runoff, alleviating the need for
formal ESA consultation. The 180th St Corridor design package will be processed as a NEPA Categorical Exclusion.

5. **Are Plans, Specifications & Estimates (PS&E) approved?**
   No
6. **Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year).**
   July 2025
7. **When is the project scheduled to go to ad (month and year)?**
   Dec 2026

City of Arlington 2/7/2024

180th St Connector (SPB to Airport Blvd)

ITEM DESCRIPTION	UNIT	UNIT PRICE	TOTAL QUANTITY	TOTAL
PREPARATION				
MOBILIZATION (8%)	L.S.	325000	1	$325,000.00
CLEARING AND GRUBBING	ACRE	40000	4.25	$170,000.00
REMOVAL OF STRUCTURES AND OBSTRUCTIONS	L.S.	100000	1	$100,000.00
ROADWAY SURVEYING	LS	50000	1	$50,000.00
				$645,000.00
GRADING				
ROADWAY EXCAVATION INCL. HAUL	C.Y.	27	7000	$189,000.00
GRAVEL BORROW INCL. HAUL	TON	27	8000	$216,000.00
CRUSHED SURFACING BASE COURSE	TON	40	6000	$240,000.00
				$645,000.00
UTILITIES				
WATER MAIN, 12" DI	LF	120	3100	$372,000.00
STORMWATER	LF	130	3100	$403,000.00
				$775,000.00
ROADWAY				
HMA CL. 1/2 IN. PG 58V-22	TON	125	3500	$437,500.00
STRIPING	LS	30000	1	$30,000.00
ADA FEATURES	LS	100000	1	$100,000.00
CEMENT CONC. TRAFFIC CURB AND GUTTER	LF	25	6200	$155,000.00
CEMENT CONC. SIDEWALK	SY	75	1800	$135,000.00
LANDSCAPING & IRRIGATION	LS	200000	1	$200,000.00
				$1,057,500.00
INTERSECTION IMPROVEMENTS				
ROUNDABOUT	LS	2100000	1	$2,100,000.00
				$2,100,000.00
TRAFFIC				
PERMANENT SIGNING	L.S.	15000	1	$15,000.00
ILLUMINATION SYSTEM	L.S.	300000	1	$300,000.00
PROJECT TEMPORARY TRAFFIC CONTROL	L.S.	75000	1	$75,000.00
				$390,000.00
	Subtotal Construction:			**$5,612,500.00**
	CONTINGENCY (12%)			$673,500.00
	TOTAL CONSTRUCTION:			**$6,286,000.00**
	CONSTRUCTION MANAGEMENT (8%)			$502,880.00
	TOTAL PROJECT COST			**$6,788,880.00**



Legend

- Trails
- Proposed Roundabout
- Proposed 180th Street
- Proposed Sidewalk
- Proposed Trail

N

Maps and GIS data are distributed "AS-IS" without warranties of any kind, either express or implied, including but not limited to warranties of suitability for a particular purpose or use. Map data are compiled from a variety of sources which may contain errors and users who rely upon the information do so at their own risk. Users agree to indemnify, defend, and hold harmless the City of Arlington for any and all liability of any nature arising out of or resulting from the lack of accuracy or correctness of the data, or the use of the data presented in the maps.

City of Arlington

180th St. Connector Project Detail Map

Scale:		File:
1:6,461		PSRC_GrantMaps_22/180th Cross Section
Date:	Cartographer:	Cartographer:
4/11/2022	akc/hmd	Figure 1

Legend

- Proposed 180th ST NE
- Cascade Industrial Center Boundary
- Roundabout

N

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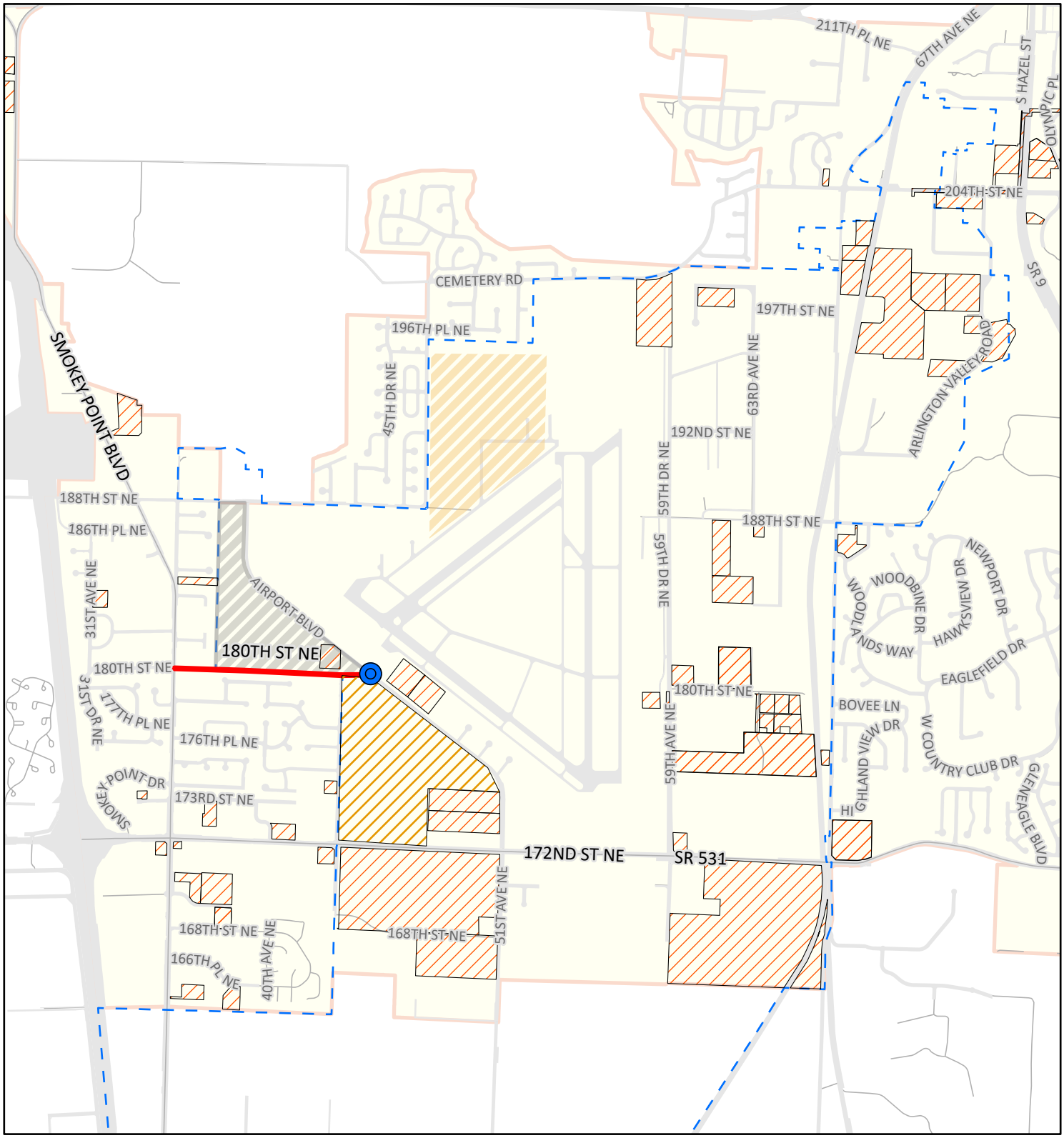
City of Arlington

180th St. ConnectorProject Vicinity Map

Scale:	File:
1:43,780	PSRC_GrantMaps_22/180th Vicinity Map

Date:	Cartographer:	
4/11/2022	akc/hmd	Figure 2



Legend

- Cascade Industrial Center Boundary
- Arlington Center of Excellence
- Future Airport Business Park
- Devloper Projects
- Proposed 180th ST NE
- Roundabout

N

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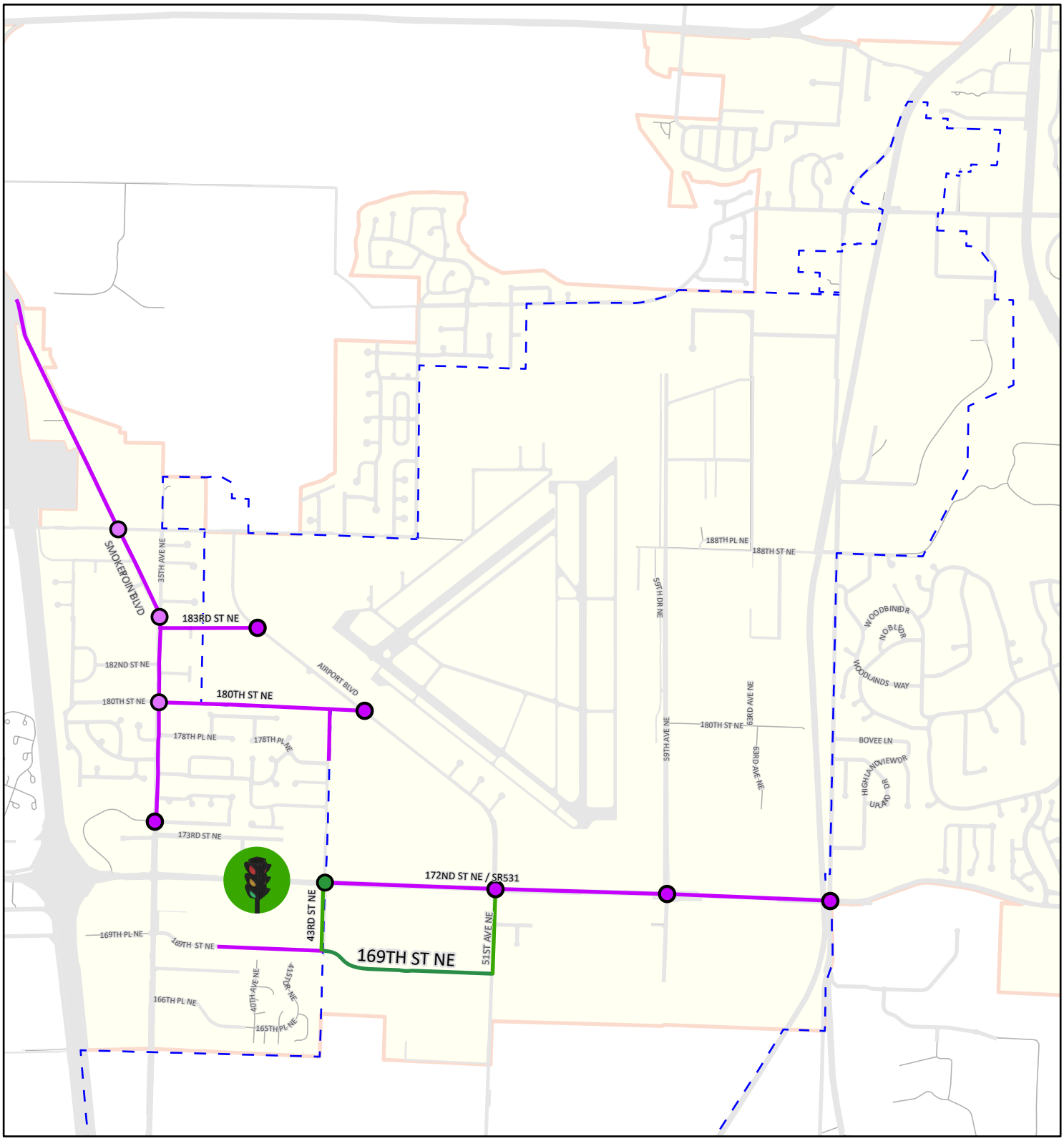
City of Arlington

CIC Development In Arlington

Scale:		File:
1:25,817		PSRC_GrantMaps_22/ CICDevelopment8.5x11_22
Date: 4/11/2022	Cartographer: akc/hmd	Figure 3



Legend

- Intersections in Construction
- Intersections in Planning
- Roads in Construction
- Roads in Planning
- Cascade Industrial Center

N

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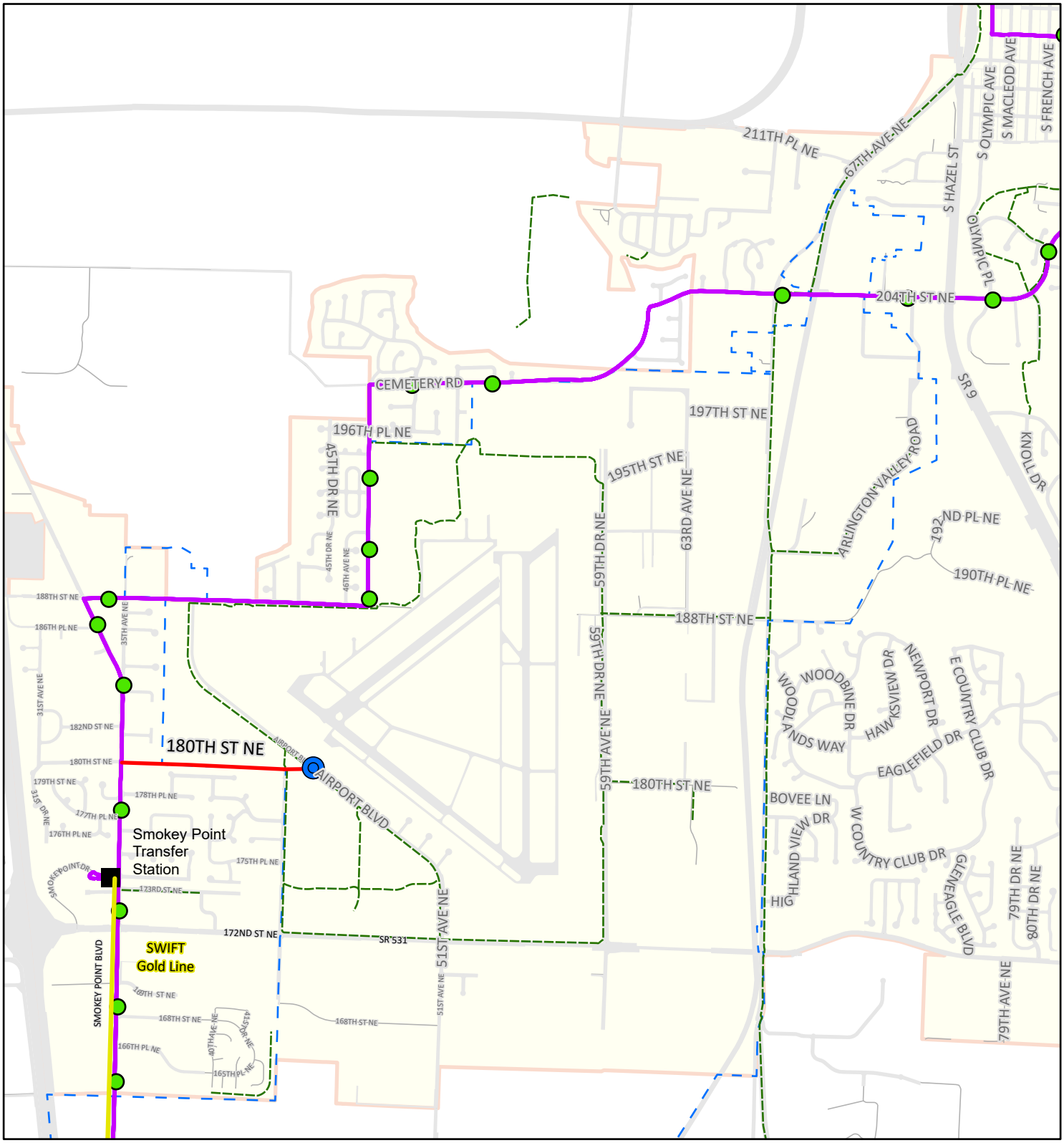
City of Arlington

CIC Transportation Improvements

Scale:	File:
1:25,240	PSRC_GrantMaps_22/ CICTransportationImprovements8.5x11_22

Date:	Cartographer:	
4/11/2022	akc/hmd	Figure 4



Legend

- Normal Stops
- Time Point Only
- Trails
- Cascade Industrial Center Boundary
- Proposed 180th ST NE
- Roundabout
- Bus Routes

N

City of Arlington

CIC Non-Motorized Transportation and Transit

Scale:		File:
1:26,492		PSRC_GrantMaps_22/ CICNonMotorized8.5x11_22
Date:	Cartographer:	Cartographer:
4/11/2022	akc/hmd	Figure 5

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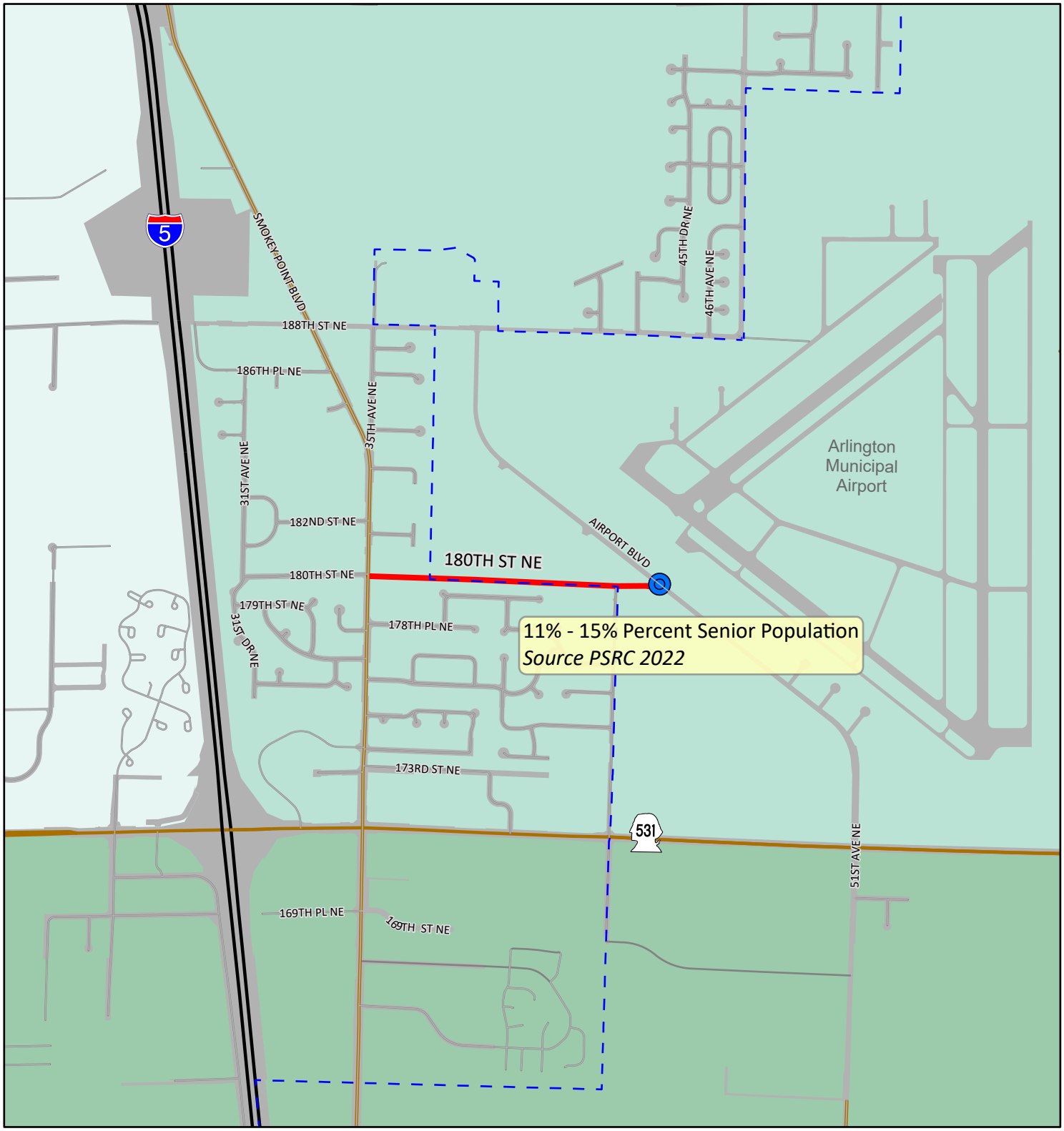

Legend

Percent Seniors
- 0% To 7%
- > 7% To 11%
- > 11% To 15%
- > 15% To 22%
- > 22% To 50%

- Proposed 180th ST NE
- Roundabout
- Cascade Industrial Center

N

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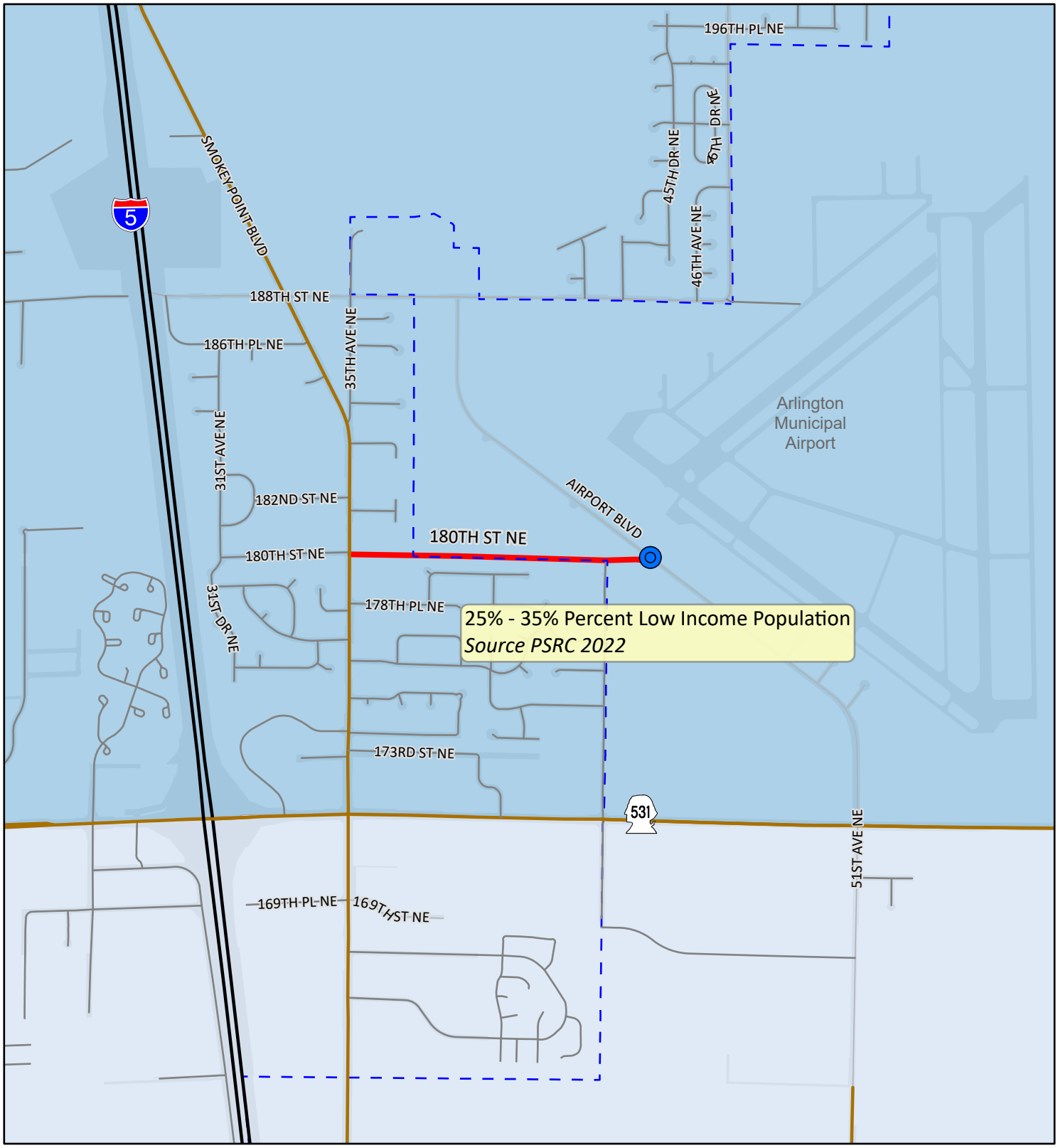
City of Arlington

Senior Population Surrounding 180th St. Project

Scale:	File:
1:17,417	PSRC_GrantMaps_22/ SeniorPopulation8.5x11_22

Date:	Cartographer:	
4/11/2022	akc/hmd	Figure 6



Legend

Percent Low Income
- 3% - 14%
- 15% - 24%
- 25% - 35%
- 36% - 49%
- 50% - 77%

Proposed 180th ST NE

Roundabout

Cascade Industrial Center

N

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City of Arlington

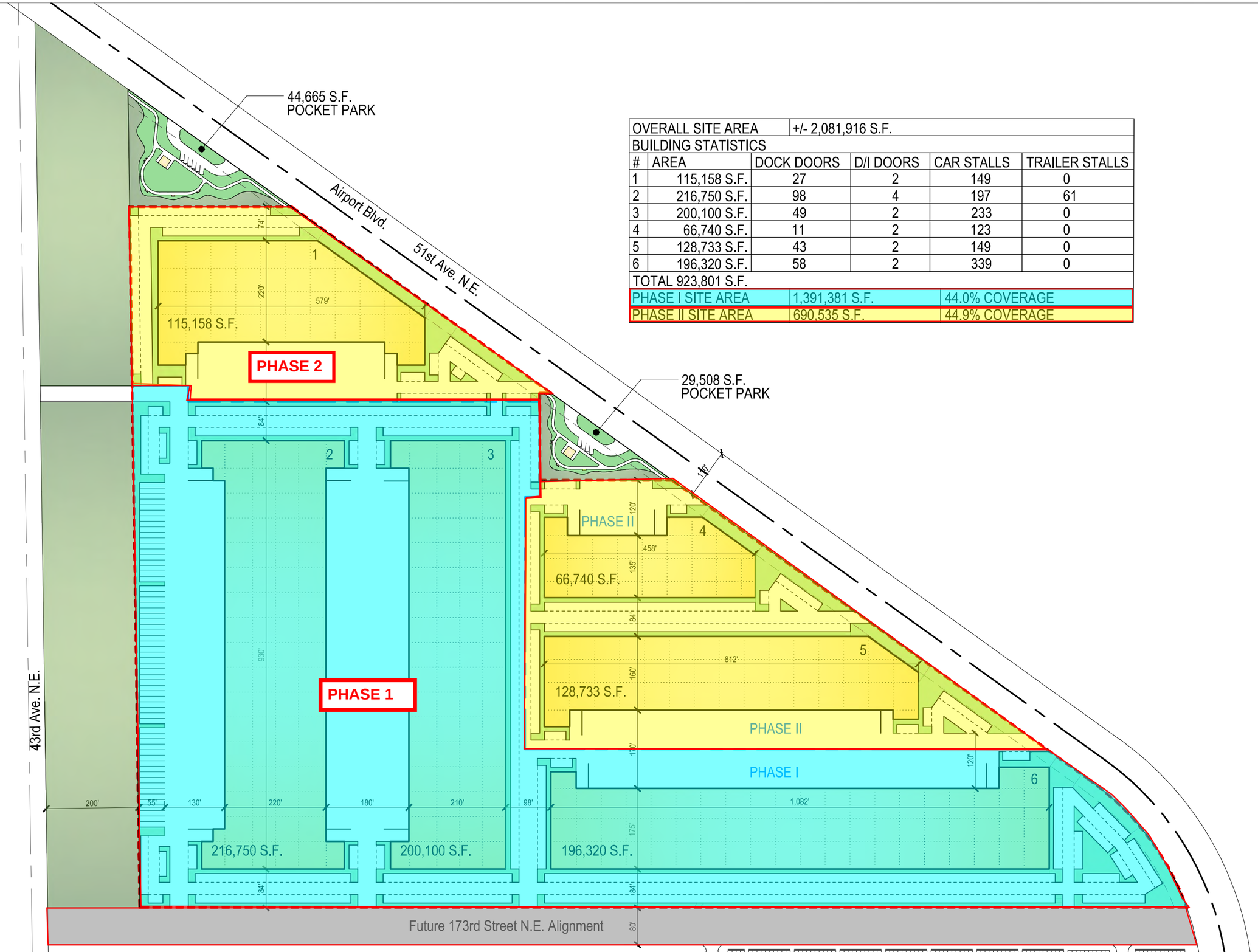
Low Income Population Surrounding 180th St. Project

Scale:	File:
1:16,787	PSRC_GrantMaps_22/ LowIncome8.5x11_22

Date:	Cartographer:	
4/11/2022	akc/hmd	Figure 7

12/6/2021

n:\dwgs\21015 aaip-iii, arlington\21015-sp-14.dwg



OVERALL SITE AREA	+/- 2,081,916 S.F.				
BUILDING STATISTICS					
#	AREA	DOCK DOORS	D/I DOORS	CAR STALLS	TRAILER STALLS
1	115,158 S.F.	27	2	149	0
2	216,750 S.F.	98	4	197	61
3	200,100 S.F.	49	2	233	0
4	66,740 S.F.	11	2	123	0
5	128,733 S.F.	43	2	149	0
6	196,320 S.F.	58	2	339	0
TOTAL 923,801 S.F.					
PHASE I SITE AREA	1,391,381 S.F.	44.0% COVERAGE			
PHASE II SITE AREA	690,535 S.F.	44.9% COVERAGE			

Arlington Air Industrial Park Phase 2 (Arlington Air building B)

1"=200'

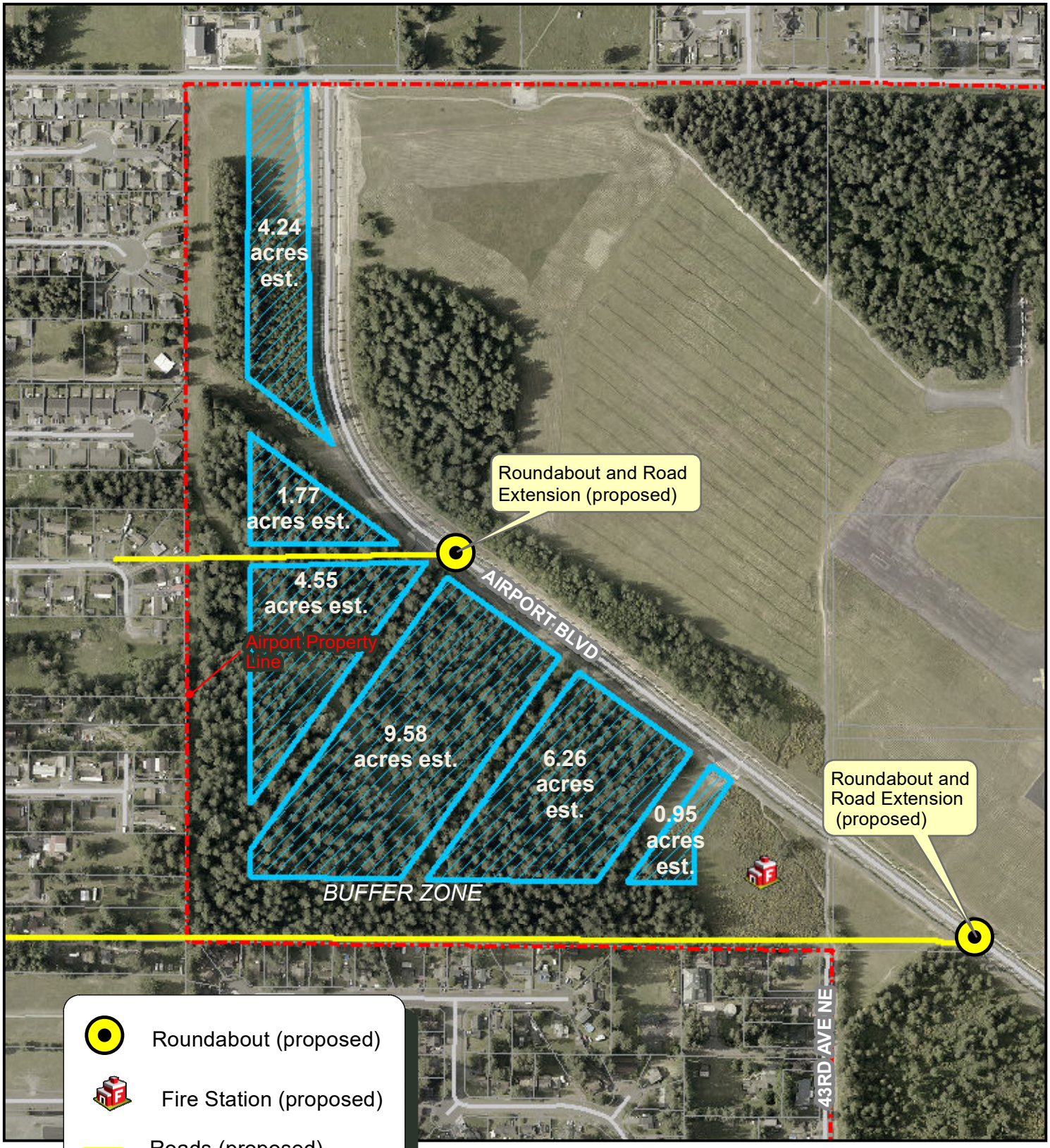
SP-14

Proposed Buildings for
Smarcap
Arlington Airport Industrial Park Norh
Arlington, WA

LANCE MUELLER & ASSOCIATES
ARCHITECTS AIA
1301 LAKESIDE • SUITE 250 • SEATTLE, WA 98122 • (206) 325-2953

SITE PLAN

JOB NO.
DRAWN HAROLD C.
CHECKED
DATE 12-3-21



Legend

- Roundabout (proposed)
- Fire Station (proposed)
- Roads (proposed)
- Lots (proposed)
- Airport Property
- Parcels (SnoCo)

N

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City of Arlington

Draft

Center For Excellence Future Development Area

Scale:	File:
1 inch = 417 feet	Airport_Acres.5x11portrait_20
Date:	**Cartographer:**
3/9/2020	akc

RESOLUTION NO. 2020-xxx

A RESOLUTION OF THE CITY OF ARLINGTON DESIGNATING AN AREA WITHIN THE AIRPORT BUSINESS PARK TO ESTABLISH A CENTER OF EXCELLENCE FOR THE DEVELOPMENT OF FACILITIES DEDICATED TO THE EDUCATION TRAINING INNOVATION AND SUPPORT OF THE ADVANCED MANUFACTURING INDUSTRY

WHEREAS, the City of Arlington is the owner of the Arlington Municipal Airport, situated within the Cascade Industrial Center. The Airport Business Park is an area zoned to allow uses such as high technology research and development, training/educational facilities, offices, and certain manufacturing and light industrial uses, within a park-like master-planned setting; and

WHEREAS, the City has determined that an area within the Airport Business Park be designated as a "Center of Excellence" to construct facilities dedicated to the education, training, research/development and long term support of advanced manufacturing industries, especially in the development of robotics, artificial intelligence, advanced materials, additive manufacturing, instrumentation and aerospace technologies ; and

WHEREAS, the City is committed to establishing a satellite campus, in partnership, with a state university as the cornerstone of the "Center of Excellence"; and

WHEREAS, the City will pursue partnerships, with other entities, as key stakeholders in both the development and longevity of the "Center of Excellence";

NOW, THEREFORE, the City Council of the City of Arlington Washington do hereby resolve as follows:

1. The Arlington City Council declares that real property described on Exhibit "A" hereto, situated at the northwest corner of the Airport Business Park, located on the Arlington Municipal Airport, be designated for the sole purpose of establishing the "Center of Excellence".

APPROVED by the Mayor and City Council of the City of Arlington this 18th day of October, 2021.

CITY OF ARLINGTON

_____
Barbara Tolbert, Mayor

ATTEST:

_____
Wendy Van Der Meersche, City Clerk

APPROVED AS TO FORM:

_____
Steven J. Peiffle, City Attorney

F	G	H	I	J	K	L	M	N
TOTAL	DATE SPENT	ON PROJECT	AMOUNT SPENT	REMAINING BALANCE		Trip Mitigation	Parks Mitigation	Tree Mitigation
107,572.00						53,680.00	53,892.00	
107,572.00						53,680.00	53,892.00	
1,800.00								1,800.00
1,662.00							1,662.00	
1,662.00							1,662.00	
150.00								150.00
1,662.00							1,662.00	
1,662.00							1,662.00	
1,662.00							1,662.00	
9,262.50								9,262.50
150.00								150.00
59,543.00						29,603.00	29,940.00	
20,689,339.91		Total Expenses	14,918,265.29	5,771,074.62		$ 1,519,923.11	$ 4,823,851.71	$254,607.36
						26%	49%	4%
		2/29/2024		5,771,074.61		$ 5,771,074.61		
		Growth Fund Balance 02/29/2024		5,771,074.61				

TRAFFIC MITIGATON BAL
FEB 2024

City of Arlington
Revenues with Comparison to Budget
For the 12 Months Ending December 31, 2023

Growth Management Fund

		Budget	Period Actual	YTD Actual	Unearned	Pcnt
	Beginnng Fund Balance					
107.308.10.01.07	Reserved Beginning Fund Bal	.00	.00	.00	.00	.0
107.308.31.00.01	Restricted Beginning Fund Bal.	4,500,000.00	5,528,438.48	5,528,438.48	(1,028,438.48)	122.9
	Total Beginnng Fund Balance	4,500,000.00	5,528,438.48	5,528,438.48	(1,028,438.48)	122.9
	Charges for Goods & Services					
107.345.85.00.00	Community Parks- Mitigation	15,000.00	145,858.00	145,858.00	(130,858.00)	972.4
107.345.85.00.01	Tree Impact Fees	2,500.00	6,055.00	6,055.00	3,555.00)	242.2
107.345.85.00.02	Traffic Mitigation Fees	300,000.00	302,028.56	302,028.56	(2,028.56)	100.7
107.345.85.00.03	PA CIC- SR531/ 43rd Ave & 67th	75,000.00	18,645.72	18,645.72	56,354.28	24.9
107.345.85.00.04	PA CIC-SR 531/ 67th & SR 9	70,000.00	25,725.48	25,725.48	44,274.52	36.8
107.345.85.00.05	PA CIC- 67th Ave/188th St	60,000.00	25,725.48	25,725.48	34,274.52	42.9
	Total Charges for Goods & Services	522,500.00	524,038.24	524,038.24	(1,538.24)	100.3
	Miscellaneous Revenues					
107.361.11.01.07	Investment Interest	25,000.00	68,313.46	68,313.46	(43,313.46)	273.3
107.361.40.26.00	Interest Rcvd - Ems Loan	.00	.00	.00	.00	.0
	Total Miscellaneous Revenues	25,000.00	68,313.46	68,313.46	(43,313.46)	273.3
	Other Increases in Fund Resour					
107.381.20.00.03	Loan Repay From Ems	.00	.00	.00	.00	.0
	Total Other Increases in Fund Resour	.00	.00	.00	.00	.0
	Other Financing Sources					
107.397.00.00.05	Transfer In -Trans Imp Fund	.00	.00	.00	.00	.0
107.397.76.00.02	Transfer In -Park Imp Fund	.00	.00	.00	.00	.0
	Total Other Financing Sources	.00	.00	.00	.00	.0
	Total Fund Revenue	5,047,500.00	6,120,790.18	6,120,790.18	(1,073,290.18)	121.3

AVG. TRAFFIC MITIGATION REVENUE 2021, 2022 & 2023

$547,141.00

City of Arlington
Revenues with Comparison to Budget
For the 12 Months Ending December 31, 2022

Growth Management Fund

		Budget	Period Actual	YTD Actual	Unearned	Pcnt
	Beginnng Fund Balance					
107.308.10.01.07	Reserved Beginning Fund Bal	.00	.00	.00	.00	.0
107.308.31.00.01	Restricted Beginning Fund Bal.	4,004,880.00	6,089,029.61	6,089,029.61	(2,084,149.61)	152.0
	Total Beginnng Fund Balance	4,004,880.00	6,089,029.61	6,089,029.61	(2,084,149.61)	152.0
	Charges for Goods & Services					
107.345.85.00.00	Community Parks- Mitigation	20,000.00	88,396.00	88,396.00	(68,396.00)	442.0
107.345.85.00.01	Tree Impact Fees	2,500.00	125,505.00	125,505.00	(123,005.00)	5020.2
107.345.85.00.02	Traffic Mitigation Fees	351,500.00	529,415.12	529,415.12	(177,915.12)	150.6
107.345.85.00.03	PA CIC- SR531/ 43rd Ave & 67th	.00	115,698.18	115,698.18	(115,698.18)	.0
107.345.85.00.04	PA CIC-SR 531/ 67th & SR 9	.00	159,628.71	159,628.71	(159,628.71)	.0
107.345.85.00.05	PA CIC- 67th Ave/188th St	.00	159,628.71	159,628.71	(159,628.71)	.0
	Total Charges for Goods & Services	374,000.00	1,178,271.72	1,178,271.72	(804,271.72)	315.1
	Miscellaneous Revenues					
107.361.11.01.07	Investment Interest	40,000.00	40,832.34	40,832.34	(832.34)	102.1
107.361.40.26.00	Interest Rcvd - Ems Loan	.00	.00	.00	.00	.0
	Total Miscellaneous Revenues	40,000.00	40,832.34	40,832.34	(832.34)	102.1
	Other Increases in Fund Resour					
107.381.20.00.03	Loan Repay From Ems	.00	.00	.00	.00	.0
	Total Other Increases in Fund Resour	.00	.00	.00	.00	.0
	Other Financing Sources					
107.397.00.00.05	Transfer In -Trans Imp Fund	.00	370,163.46	370,163.46	(370,163.46)	.0
107.397.76.00.02	Transfer In -Park Imp Fund	.00	.00	.00	.00	.0
	Total Other Financing Sources	.00	370,163.46	370,163.46	(370,163.46)	.0
	Total Fund Revenue	4,418,880.00	7,678,297.13	7,678,297.13	(3,259,417.13)	173.8

City of Arlington
Revenues with Comparison to Budget
For the 12 Months Ending December 31, 2021

Growth Management Fund

		Budget	Period Actual	YTD Actual	Unearned	Pcnt
	Beginnng Fund Balance					
107.308.10.01.07	Reserved Beginning Fund Bal	.00	.00	.00	.00	.0
107.308.31.00.01	Restricted Beginning Fund Bal.	5,730,000.00	6,090,380.03	6,090,380.03	(360,380.03)	106.3
	Total Beginnng Fund Balance	5,730,000.00	6,090,380.03	6,090,380.03	(360,380.03)	106.3
	Charges for Goods & Services					
107.345.85.00.00	Community Parks- Mitigation	1,020,000.00	1,133,483.08	1,133,483.08	(113,483.08)	111.1
107.345.85.00.01	Tree Impact Fees	2,500.00	1,800.00	1,800.00	700.00	72.0
107.345.85.00.02	Traffic Mitigation Fees	700,000.00	809,981.07	809,981.07	(109,981.07)	115.7
107.345.85.00.03	PA CIC- SR531/ 43rd Ave & 67th	.00	28,856.47	28,856.47	(28,856.47)	.0
107.345.85.00.04	PA CIC-SR 531/ 67th & SR 9	.00	41,064.97	41,064.97	(41,064.97)	.0
107.345.85.00.05	PA CIC- 67th Ave/188th St	.00	41,064.97	41,064.97	(41,064.97)	.0
	Total Charges for Goods & Services	1,722,500.00	2,056,250.56	2,056,250.56	(333,750.56)	119.4
	Miscellaneous Revenues					
107.361.11.01.07	Investment Interest	40,000.00	67,740.45	67,740.45	(27,740.45)	169.4
107.361.40.26.00	Interest Rcvd - Ems Loan	.00	.00	.00	.00	.0
	Total Miscellaneous Revenues	40,000.00	67,740.45	67,740.45	(27,740.45)	169.4
	Other Increases in Fund Resour					
107.381.20.00.03	Loan Repay From Ems	.00	.00	.00	.00	.0
	Total Other Increases in Fund Resour	.00	.00	.00	.00	.0
	Other Financing Sources					
107.397.00.00.05	Transfer In -Trans Imp Fund	.00	.00	.00	.00	.0
107.397.76.00.02	Transfer In -Park Imp Fund	.00	20,788.49	20,788.49	(20,788.49)	.0
	Total Other Financing Sources	.00	20,788.49	20,788.49	(20,788.49)	.0
	Total Fund Revenue	7,492,500.00	8,235,159.53	8,235,159.53	(742,659.53)	109.9

CITY OF ARLINGTON
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 2 MONTHS ENDING FEBRUARY 29, 2024

TRANSPORTATION SALES TAX FUND

		BUDGET	PERIOD ACTUAL	YTD ACTUAL	UNEXPENDED	PCNT
	ENDING CASH AND INVESTMENTS					
180.508.31.00.01	RESTRICTED ENDING FUND BALANCE	1,747,418.00	.00	.00	1,747,418.00	.0
	TOTAL ENDING CASH AND INVESTMENTS	1,747,418.00	.00	.00	1,747,418.00	.0
	ROADS/STREETS AND OTHER INFRAS					
180.595.30.63.01	BROADWAY/DIV PRESERVATION PROJ	570,000.00	2,031.22	2,031.22	567,968.78	.4
180.595.30.63.02	ROAD PROJECTS	1,500,000.00	.00	.00	1,500,000.00	.0
180.595.30.63.04	74TH ST TRAIL PAVEMENT	400,000.00	.00	.00	400,000.00	.0
180.595.30.63.05	NON-MOTORIZED PED PROJECTS	50,000.00	.00	.00	50,000.00	.0
180.595.30.63.06	BURN ROAD REHABILITATION	250,000.00	.00	.00	250,000.00	.0
180.595.30.63.07	TRAFFIC CALMING PROGRAM	350,000.00	.00	.00	350,000.00	.0
180.595.42.41.00	DESIGN/CONSULTANTS SERVICES	65,000.00	.00	.00	65,000.00	.0
	TOTAL ROADS/STREETS AND OTHER INFRAS	3,185,000.00	2,031.22	2,031.22	3,182,968.78	.1
	TOTAL FUND EXPENDITURES	4,932,418.00	2,031.22	2,031.22	4,930,386.78	.0
	NET REVENUE OVER EXPENDITURES	.00	154,947.52	4,137,040.94	(4,137,040.94)	.0

TRANSPORTATION BENEFIT
DISTRICT BALANCE
FEB 2024

CITY OF ARLINGTON
REVENUES WITH COMPARISON TO BUDGET
FOR THE 12 MONTHS ENDING DECEMBER 31, 2023

TRANSPORTATION SALES TAX FUND

		BUDGET	PERIOD ACTUAL	YTD ACTUAL	UNEXPENDED	PCNT
	308- BEGINNING FUND BALANCES					
180.308.31.00.01	RESTRICTED BEGINNING FUND BAL.	3,080,000.00	3,349,289.58	3,349,289.58	(269,289.58)	108.7
	TOTAL 308- BEGINNING FUND BALANCES	3,080,000.00	3,349,289.58	3,349,289.58	(269,289.58)	108.7
	TAXES					
180.313.21.00.00	RETAIL SALES & USE TAX	1,737,765.00	1,923,971.30	1,923,971.30	(186,206.30)	110.7
	TOTAL TAXES	1,737,765.00	1,923,971.30	1,923,971.30	(186,206.30)	110.7
	INTERGOVENTMENTAL REVENUES					
180.333.20.20.10	WSDOT NHS GRANT -BROADWAY/DIV	360,555.00	51,060.00	51,060.00	309,495.00	14.2
	TOTAL INTERGOVENTMENTAL REVENUES	360,555.00	51,060.00	51,060.00	309,495.00	14.2
	MISCELLANEOUS REVENUES					
180.361.11.00.00	INVESTMENT INTEREST	10,000.00	45,122.91	45,122.91	(35,122.91)	451.2
	TOTAL MISCELLANEOUS REVENUES	10,000.00	45,122.91	45,122.91	(35,122.91)	451.2
	TOTAL FUND REVENUE	5,188,320.00	5,369,443.79	5,369,443.79	(181,123.79)	103.5

AVERAGE TBD
REVENUES 2021, 2022 & 2023

$ 2,070,928.—

CITY OF ARLINGTON
REVENUES WITH COMPARISON TO BUDGET
FOR THE 12 MONTHS ENDING DECEMBER 31, 2022

TRANSPORTATION SALES TAX FUND

		BUDGET	PERIOD ACTUAL	YTD ACTUAL	UNEXPENDED	PCNT
	308- BEGINNING FUND BALANCES					
180.308.31.00.01	RESTRICTED BEGINNING FUND BAL.	990,682.00	2,156,543.40	2,156,543.40	(1,165,861.40)	217.7
	TOTAL 308- BEGINNING FUND BALANCES	990,682.00	2,156,543.40	2,156,543.40	(1,165,861.40)	217.7
	TAXES					
180.313.21.00.00	RETAIL SALES & USE TAX	1,439,405.00	2,318,557.30	2,318,557.30	(879,152.30)	161.1
	TOTAL TAXES	1,439,405.00	2,318,557.30	2,318,557.30	(879,152.30)	161.1
	INTERGOVENTMENTAL REVENUES					
180.333.20.20.02	GRANT - SMOKEY PT. OVERLAY	171,217.00	266,656.50	266,656.50	(95,439.50)	155.7
	TOTAL INTERGOVENTMENTAL REVENUES	171,217.00	266,656.50	266,656.50	(95,439.50)	155.7
	MISCELLANEOUS REVENUES					
180.361.11.00.00	INVESTMENT INTEREST	27,817.00	21,522.71	21,522.71	6,294.29	77.4
	TOTAL MISCELLANEOUS REVENUES	27,817.00	21,522.71	21,522.71	6,294.29	77.4
	TOTAL FUND REVENUE	2,629,121.00	4,763,279.91	4,763,279.91	(2,134,158.91)	181.2

CITY OF ARLINGTON
REVENUES WITH COMPARISON TO BUDGET
FOR THE 12 MONTHS ENDING DECEMBER 31, 2021

TRANSPORTATION SALES TAX FUND

		BUDGET	PERIOD ACTUAL	YTD ACTUAL	UNEXPENDED	PCNT
	308- BEGINNING FUND BALANCES					
180.308.31.00.01	RESTRICTED BEGINNING FUND BAL.	1,130,000.00	1,584,328.04	1,584,328.04	(454,328.04)	140.2
	TOTAL 308- BEGINNING FUND BALANCES	1,130,000.00	1,584,328.04	1,584,328.04	(454,328.04)	140.2
	TAXES					
180.313.21.00.00	RETAIL SALES & USE TAX	1,411,182.00	1,970,256.13	1,970,256.13	(559,074.13)	139.6
	TOTAL TAXES	1,411,182.00	1,970,256.13	1,970,256.13	(559,074.13)	139.6
	INTERGOVENTMENTAL REVENUES					
180.333.20.20.02	GRANT - SMOKEY PT. OVERLAY	717,950.00	270,930.21	270,930.21	447,019.79	37.7
	TOTAL INTERGOVENTMENTAL REVENUES	717,950.00	270,930.21	270,930.21	447,019.79	37.7
	MISCELLANEOUS REVENUES					
180.361.11.00.00	INVESTMENT INTEREST	15,000.00	21,972.39	21,972.39	(6,972.39)	146.5
	TOTAL MISCELLANEOUS REVENUES	15,000.00	21,972.39	21,972.39	(6,972.39)	146.5
	TOTAL FUND REVENUE	3,274,132.00	3,847,486.77	3,847,486.77	(573,354.77)	117.5

City of Arlington
Finance

March 6, 2024

Re: Commitment of Funds
PSRC Grant Regional Competition
180th Street Connector

To whom it may concern;

The City of Arlington is committed to maintaining a safe and efficient multimodal transportation system for Arlington's citizens, businesses, and visitors. At the same time, the City realizes that that providing safe routes for pedestrians provides for a healthier community and is a key component to PSRC's goals for a comprehensive multimodal transportation system. To that extent, this letter serves as notice that the City of Arlington will include in its 2027-2028 Transportation Improvement Fund budget development, sufficient funding for the match component associated with a PSRC grant for the following project:

180th Street Connector Project

These funds will be dedicated for this specific project and will only be expended pending award of the PSRC grant. Please feel free to contact me at 360.403.3431 if you have any questions about this funding commitment.

Sincerely,

Sheri Amundson
Assistant Finance Director

238 North Olympic Avenue - Arlington, WA 98223 - Phone: 360-403-3421- Fax: 360-403-4605 - www.arlingtonwa.gov

April 1, 2024

City of Arlington
154 Cox
Arlington, WA 98223-

F.A. No. 2800(001)
180th Connector
Letter of Understanding for Project Administration

Attn.: James X. Kelly
Public Works Director

Dear Sir:

The Washington State Department of Transportation Northwest Region Local Programs Office (STATE) is responsible for assuring that grant administration, consultant selection, consultant agreements, development of plans, specifications, and estimates, environmental documents, acquisition of right of way, advertisement, award and execution of contract, and construction administration including but not limited to inspection, change orders and final project documentation, are all in accordance with Local Agency Guidelines (LAG) and federal law.

The CITY, operating under an extension of Local Programs Certification Acceptance (CA), shall administer all associated projects entirely in accordance with the LAG, this Letter of Understanding (LOU) and direction as provided by the Local Programs Engineer (LPE). Failure to comply with the LAG, this LOU or the direction of the LPE may result in loss of Federal funds.

1) The STATE and the CITY have designated CA managers as shown below:

STATE	CITY
WA State Department of Transportation Mehrdad Moini, Local Programs Engineer PO Box 330310 15700 Dayton Avenue North, NB82-121 Seattle, WA, WA 98133-9710 (206) 440-4734 moinim@wsdot.wa.gov	City of Arlington James X. Kelly Arlington, WA 98223 (360) 403-3505 JKelly@Arlingtonwa.gov

The CITY CA Manager designated above, or his/her designee, shall be the "Responsible Charge" (See LAG Chapter 13.6). All formal submittals outlined herein either from the STATE or the CITY, will be sent through the designated CA Managers.

2) The CITY shall obtain approval from the STATE in the solicitation and selection of a Consulting Engineering firm for Preliminary Engineering, Right of Way and Construction Engineering services. The CITY shall utilize qualified consultants, approved by the STATE, for contract administration, inspection, and materials testing. In addition, the CITY shall obtain the approval from the STATE of the Consulting Engineering Agreement prior to execution. (See LAG chapter 31).

3) The CITY shall be responsible for all required environmental documentation (SEPA and NEPA) and shall submit all required NEPA documentation to the STATE for further processing and approval. (See LAG chapter 24). The CITY shall be responsible for obtaining all required permits and approvals.

4) Any deviations to design standards must be approved and stamped by a Professional Engineer licensed in the State of Washington. The CITY shall submit the design deviation to the STATE for further processing and approval.

5) No R/W action shall proceed until the CITY contacts the Local Agency Right of Way Coordinator. The CITY shall follow its current approved Right of Way (R/W) Procedures as described in the LAG (see LAG chapter 25). The STATE shall be advised of all meetings preliminary to R/W acquisition. All acquisitions of R/W such as construction easements, donations, permits, etc. shall be certified by the CITY and the STATE.

6) Contract plans, specifications and cost estimates (PS&E) shall be prepared in accordance with the current State of Washington Standard Specifications for Road, Bridge and Municipal Construction, and amendments thereto, and adopted design standards (see LAG chapter 44). The STATE will review the PS&E to ensure compliance with the LAG.

7) The CITY shall forward the proposed advertisement for bids to the STATE for approval. Upon approval, the CITY may begin advertisement for bids (see LAG chapter 46). The CITY shall keep the STATE advised on any pre-award issues affecting the quality and timing of the contract. Any required addenda to the contract documents shall be approved by the STATE prior to issuance.

8) The CITY shall notify the STATE of the Bid Opening date and time. The CITY shall transmit to the STATE, the Engineer's Estimate and Bid Tabulations along with the complete Bid Proposals of the apparent three (3) lowest bidders. Upon approval by the STATE, the CITY may Award the Contract to the lowest responsive bidder (see LAG chapter 46).

9) Upon the CITY's execution of the contract for construction, the CITY shall administer and inspect the Project in accordance with the contract documents, WSDOT Standard Specifications for Road Bridge and Municipal Construction, the WSDOT Construction Manual, and all applicable State and Federal laws (see LAG chapter 52). Per Item 2 in this LOU, the CITY shall utilize consultants, approved by the STATE, for this work. The CITY shall notify the STATE of the date, time, and location of the pre-construction meeting with

the contractor. The STATE will conduct periodic construction documentation reviews as warranted.

10) The CITY shall notify the STATE of changes to the contract. If warranted, the STATE will grant verbal approval to proceed with the change order as defined per Section 1-04.4 of the current edition of the WSDOT Standard Specifications for Road, Bridge, and Municipal Construction. The CITY Project Manager shall initiate, negotiate, and document all change orders. Prior to obtaining the contractor signature, the City Project Manager shall submit the change order to the STATE for review. All signed changed orders shall be sent to the STATE for final approval.

11) The CITY shall request the STATE to inspect the project following Substantial Completion to the Contractor (see LAG chapter 53).

Signature below constitutes concurrence with this Letter of Understanding.

CITY OF Arlington

By: James X Kelly
James X. Kelly
Public Works Director

Date: 04/01/2024

STATE OF WASHINGTON
DEPARTMENT OF TRANSPORTATION

By: _____
Mehrdad Moini, P.E.
Local Programs Engineer

Date: _____