Funding Application

**Competition**  Regional FHWA

**Application Type**  Manufacturing/Industrial Centers

**Status**  submitted

**Submitted:**  April 8th, 2020 4:57 PM

**Prepopulated with screening form?**  Yes

**Project Information**

1. **Project Title**  
   169th St Connecting Segment

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?**  
   WSDOT Local Programs

**Contact Information**

1. **Contact name**  
   James Kelly

2. **Contact phone**  
   360-403-3505

3. **Contact email**  
   jkelly@arlingtonwa.gov

**Project Description**

1. **Project Scope**  
   NOTE – This grant request is for a project located in the Cascade Industrial Center, a PSRC recognized Manufacturing Industrial Center (MIC). The Cascade Industrial Center was previously referred to as the Arlington-Marysville Manufacturing Industrial Center (AMMIC), however the name was changed to the Cascade Industrial Center in 2019.

   This project proposes to install approximately 1,650 linear feet of three-lane road. This road will complete a missing segment of 169th St and support the completion of a road network through the SW area of the Cascade Industrial Center within Arlington city limits.

   A west portion of 169th St connecting to Smokey Point Blvd was constructed in 2019; an eastern segment of 169th St connecting to 51st Ave is being designed and constructed by developers. The scope of work for this missing 1,650-foot middle segment of 169th St includes construction of a two-lane roadway, sidewalk, 12-foot wide multiuse path, relocation of detention ponds, project site drainage, and installation of street/ped lighting on the.
If this grant is awarded as requested, the City of Arlington will perform the necessary engineering and right-of-way procurement necessary for construction in 2024.

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

The Cascade Industrial Center is identified in Arlington’s Comprehensive Plan and is a PSRC identified regional Manufacturing Industrial Center (MIC). The 169th St project, identified as project R-35 in Arlington’s Comprehensive Plan, is planned as a collector to serve a 140 acre undeveloped and growing area in Arlington’s SW corner of the Cascade Industrial Center (CIC).

The Cascade Industrial Center Subarea Plan detail goals, policies and plans for the growth and development of the portion of the Cascade Industrial Center that lies within the Arlington city limits. The Subarea Plan identifies that a comprehensive and complete multimodal transportation network will foster the growth of the Cascade Industrial Center, 169th Street is part of that multimodal transportation system.

The west end of 169th St that connects to Smokey Point Blvd was completed in 2019 and the east end that connects to 51st Ave is being designed for construction by Cascade Industrial Center developers. The purpose of this grant request is for the completion of the missing segment of 169th Street. This project will complete 169th Street, a valuable collector roadway that will serve a currently undeveloped 140-acre section of the Cascade Industrial Center that is actively being developed.

The completion of 169th St is also a key multimodal route as identified in the Complete Streets Plan for the City of Arlington, offering a safe alternative bike and pedestrian route for travelers within to/from the Cascade Industrial Center and connecting places where people live to places where they work with all modes of transportation.

**Project Location**

1. **Project Location**
   169th St

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**
   40th Ave (west end)

4. **Crossroad/landmark nearest the end of the project**
   43rd Ave (east end)

5. **Map and project graphics**
   169th_St_Vicinity_Map.pdf, 169th_St_Project_Detail_Map.pdf

**Plan Consistency**

1. **Is the project specifically identified in a local comprehensive plan?**
   Yes

2. **If yes, please indicate the (1) plan name, (2) relevant section(s), and (3) page number where it can be found.**
   City of Arlington Transportation 2035 Plan
   Chapter 6, Figure 6-1
   Project No.: R35
   Cascade Industrial Center Subarea Plan
   Chapter 4.2

3. **If no, please describe how the project is consistent with the applicable local comprehensive plan, including specific local policies and provisions the project supports. In addition, please describe how the project is consistent with a transit agency plan or state plan, if applicable.**
   N/A

**Federal Functional Classification**

1. **Functional class name**
   17 Urban 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 Cascade Industrial Center is a PSRC recognized regional Manufacturing Industrial Center. This project will directly serve and foster the growth of a 140-acre section of the Cascade Industrial Center within the Arlington city limits that is currently being developed from cornfields to industrial work centers. As the Cascade Industrial Center continues to expand across both Arlington and Marysville, this road will become part of the center’s internal transportation network serving freight, vehicles, transit, bikes and pedestrians.

Criteria: Development and User Benefit

1. **Describe how the project will benefit or support the development plans and activities of the manufacturing/industrial center. Please provide a citation of the corresponding policies and/or specific project references in a subarea plan or in the comprehensive plan.**

   The City of Arlington received grant funding from the Washington State Community and Economic Revitalization Board (CERB) to develop a Cascade Industrial Center Subarea Plan. Staff engaged with the community to form and develop the vision, guiding principles, and goals and policies of the Subarea Plan. The Subarea Plan fully integrates multimodal transportation planning (freight, vehicles, transit, bikes and pedestrians) with other overarching goals for the entire subarea; Economic growth and diversity, natural environment, accessibility and connectivity, and sustainability. This project is identified in the Subarea Plan.

   The completion of this missing road segment will connect a newly growing 140-acre section of the CIC to Smokey Point Blvd, a urban principal arterial. In addition to providing two 12-foot paved travel lanes, this road way will include a 12-foot wide multiuse path for pedestrians and bikes. This project fully adheres to two of the transportation guiding policies:

   - AMMIC-LU-8: Roadways, walkways, trails and other public circulation features accommodate all appropriate transportation modes and are attractively landscaped in a way that reinforces the AMMIC’s identity and design character, and
   - AMMIC-T-1: Development of the AMMIC supports the movement of goods, is compatible with adjacent neighborhoods and promotes a multi-modal transportation network.

   A copy of the Cascade Industrial Center Subarea Plan is included with this grant application (NOTE-The previous center name, and name the plan was prepared under, was the Arlington-Marysville Manufacturing Industrial Center)

2. **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.**

   This project will provide the missing road segment needed to link a currently undeveloped (cornfield) and growing area of the Cascade Industrial Center to Smokey Point Blvd, an N-S arterial linking Arlington to Marysville. The first development, 51st Avenue Urban Village Project, provides a live-work mixture of multifamily housing (400+ units) and industrial buildings on a common 20-acre parcel. There is another 60-acre development being proposed immediately adjacent to the 51st Avenue Urban Village Project that will be a mixed-use industrial development (no residential housing). All of these developments will provide family wage paying industrial jobs, this is fully in line with the goals and plans of the Cascade Industrial Area Subarea Plan.

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

   While this project proposes to provide a multimodal transportation corridor to a concentrated focus use area, an industrial center, it will support the growth of the CIC with will have numerous, subsequent benefits to many groups and users....mostly in the form of jobs. The most important benefit to the community is that the CIC will be a hub for industry that will provide family wage paying jobs; this will foster a healthy community with downstream benefits to other retail and commercial establishments (more jobs).

   The development of this road will be in accordance with the goals and policies established in the Cascade Industrial Center Subarea Plan pertaining to multimodal transportation; the corridor will serve freight, vehicles, , include street and pedestrian lighting, and have safe multimodal trail for bikes and pedestrians.

4. **Describe how the project will benefit minority and low-income populations as identified in the President's Order for Environmental Justice, seniors, people with disabilities, those located in highly impacted communities, and/or areas experiencing high levels of unemployment or chronic underemployment; please be specific and provide data where applicable.**
This project benefits the growth of the Cascade Industrial Center – a place where businesses will develop with good wage paying jobs. The City of Arlington zoning policy has fostered the development of a 354 affordable multifamily housing complex located on Smokey Point Blvd approximately within one-mile of this jobs center.

The goals and policies of the Cascade Industrial Center Subarea Plan provides for a supportive business environment for start-up, light manufacturing and assembly businesses in the airport/industrial area. While this is a designated as an industrial center, one 20-acre parcel was grandfathered in on zoning that allows the inclusion of residential housing and work-live housing for start-ups (work on first floor; live on second floor). Another large developer is proposing a construction of multi-unit industrial space that is leased to start-up companies.

The road construction itself will also follow all ADA compliant regulations and include adequate pedestrian lighting on all multi-use trails and sidewalks.

Criteria: Mobility and Accessibility Benefit

1. **Describe how the project provides and/or enhances opportunities for freight movement.**
   This project proposes to provide a roadway to an industrial center where currently a complete roadway does not exist. As the Cascade Industrial Center develops, there will be the requirement for moving freight into and out of the center. The completion of this 168th St will provide a direct connection to an arterial (Smokey Point Blvd).

2. **Describe how the project completes a physical gap, provides an essential link, or removes a barrier in the Freight & Goods component of the regional transportation system.**
   169th Street is constructed on the west end at Smokey Point Blvd, and 169th Street is under design and construction by developers on the east end at 51st Ave, the only missing component of 169th St in the middle section. This grant application is seeking funding to complete this missing middle segment.

3. **Describe how the project addresses safety and security.**
   The roadway design will follow all federal and state requirements pertaining to vehicle movement, traffic control, pedestrian safety and site visibility. The proposed road speed limit will be 25 mph. Pedestrian sidewalk and shared multi-use path will raised and, where possible, a landscape strip installed to separate from the traveled roadway.

4. **Describe how the project improves access for one or more modes to major employment sites.**
   169th Street will be a primary E-W access way to a 140-acre area within Arlington’s SW corner of the Cascade Industrial Center that is currently growing and developing. This is currently an incomplete road, the completion of which will provide a complete passageway for freight movement, vehicle travel, bikes and pedestrians.

5. **Describe how the project provides opportunities for active transportation that can lead to public health benefits.**
   The proposed project will include a multi-use trail that will be available to bikes, joggers, and pedestrians. This trail is part of Arlington’s Complete Streets Plan and will be joined to a larger trail network that will allow users to reach all neighborhoods of Arlington and to access Snohomish County’s main N-S trail, the Centennial trail.

6. **Describe how the project promotes Commute Trip Reduction (CTR) and other TDM opportunities.**
   The 169th Street multi-use trail will be part of the Cascade Industrial Area non-motorized network that will allow pedestrians and cyclists to safely access places of employment. The trail will also connect to Smokey Point Blvd where users have access to bus stops on Smokey Point Blvd, or can walk four blocks north to the Community Transit transfer station.

7. **Public health improvement description**
   N/A

8. **Public health improvement description**
   N/A

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**
   This project proposes to install a sidewalk and multiuse trail, this will be a missing segment that will complete connection bike and ped connection to Smokey Point Blvd and places of employment.

2. **What is the length of the proposed facility?**
   1650 ft

3. **Describe the connections to existing bicycle/pedestrian facilities and transit.**
   On the est end there will be access to the Cascade Industrial Center and its future trail network.
   On the west end will be access to Smokey Point Blvd where there are Community Transit bus stops.
   Also on the west end will be access to the Smokey Point Transfer Station, four blocks north of 168th St.

4. **Describe the current bicycle/pedestrian usage in the project area. If known, provide information on the shift from single occupancy vehicles.**
   Unknown

5. **What is the expected increase in bicycle/pedestrian usage from the project? If known, provide information on the shift from single occupancy vehicles**
   Unknown

6. **What is the average bicycle trip length?**
   Unknown

7. **What is the average pedestrian trip length?**
   Unknown

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.)**
   N/A

**Criteria: Project Readiness and Financial Plan**

1. **What is the PSRC funding source being requested?**
   STP

2. **Has this project received PSRC funds previously?**
   No

3. **If yes, please provide the project's PSRC TIP ID**
   N/A

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Total Request: $2,650,000.00

**Total Estimated Project Cost and Schedule**

**PE**

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Expected year of completion for this phase: 2023

**ROW**

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Expected year of completion for this phase: 2023

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Expected year of completion for this phase: 2026

Summary

1. Estimated project completion date
   Dec 2026
2. Total project cost
   $3,963,000.00

Funding Documentation

1. Documents
   Funding_Commit_Ltr_(169th_Seg_03-02-2020).pdf, 169th_St_Segment_Graphic.pdf,
   Funding_Commit_Ltr_(169th_Seg_03-02-2020).pdf, 169th_Segment_Cost_Est.pdf

2. Please enter your description of your financial documentation in the text box below.
   The source of local matching funds for the phase for which PSRC funds are requested, the CN Phase, will come from Arlington local Transportation Impact Fees (TIF). Once this project has been awarded PSRC funding, Public Works staff will work with the City's Finance Department to begin securing TIF funds for the various project phases (PE, ROW and CN match).

Project Readiness: PE

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?
   January 2021
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.
   N/A
7. When are preliminary plans expected to be complete?
   June 2023

Project Readiness: NEPA

1. What is the current or anticipated level of environmental documentation under the National Environmental Policy Act (NEPA) for this project?
   Environmental Impact statement (EIS)
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).
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?**
   January 2022

3. **What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)?**
   June 2022

4. **Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits.**
   ROW needs include full road width ROW, TCE during construction, and off site area for detention pond

5. **What is the zoning in the project area?**
   Industrial

6. **Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.**
   The schedule does not anticipate condemnation.

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.**
   - ROW Plans Start Jan 2022
   - ROW Consultant on Board Feb 2022
   - ROW Plans complete June 2022
   - WSDOT Approves ROW Plan Jun 2022 (Local Programs CA)
   - PFE Complete Oct 2022

Project Readiness: Construction

1. **Are funds being requested for construction?**
   Yes

2. **Do you have an engineer's estimate?**
   Yes

3. **Engineers estimate document**
   169th_Segment_Cost_Est.pdf

4. **Identify the environmental permits needed for the project and when they are scheduled to be acquired.**
   Wetland Delineation Approval

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).**
   Dec 2023

7. **When is the project scheduled to go to ad (month and year)?**
   Jan 2024

Other Considerations

1. **Describe any additional aspects of your project not requested in the evaluation criteria that could be relevant to the final project recommendation and decision-making process.**
   The Cascade Industrial Center is growing and creating jobs, we need to continue to support this growth even with a projected ominous economic short-term. The City of Arlington is
investing $2,000,000 of water and sewer improvements into the Cascade Industrial Center, we need a partner to assist with the transportation infrastructure.

2. **Describe any innovative components included in your project:** these could include design elements, cost saving measures, or other innovations.
   
   N/A

3. **Describe the process that your agency uses to determine the benefits of projects:** this could include formal cost-benefit analysis, practical design, or some other process by which the benefits of projects are determined.
   
   N/A

4. **Final documents**
   
   N/A
## Planning Level Estimate
### 169th St Connecting Segment

**PROJECT:** 169th St Segment

169th St - 1,650LF, 43rd Ave - 175LF, 40th Ave - 175LF

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**Subtotal** $ 2,377,400

**Preliminary Contingency (30%)** $ 713,220

**Total (Rounded)** $ 3,100,000
Cascade Industrial Center
~Under Development~
140 Acres

Road Segments
- Constructed (2019)
- 169th Completion Segment
- Developer Constructed

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City of Arlington
169th Connecting Segment
Project Detail Map

Scale: 1 inch = 600 feet
Date: 4/8/2020
Cartographer: abc

Legend:
- Cascade Industrial (Under Development)
- Current Developer Projects
- 169th Completion Segment
- Detention
- Construction Wetland
- City Area
- Streams
- Hayho Creek
- 169th PL NE
- 168th ST NE
- 43rd Ave NE
- 40th Ave NE
- 51st Ave NE
- 169th ST NE
- 168th ST NE
- 53rd St NE
- 173rd PL
- 43rd Ave NE
- 172nd ST NE
- 40th Ave NE
- 167th PL NE
- RGB, LLC
- 2.3 Acres
- Smokey Point Warehouse
- 2 Acres
- Heritage Bank
- 1.5 Acres
- RJ Development/Magnolia Place
- 2.6 Acres
- Cedar Pointe Multi-Housing Inc.
- 4 Acres
- The Park
- 3.2 Acres
- RAMO - The Park Lot 15
- 2.1 Acres
- VanLeuven
- 0.5 Acres
- MFR and Industrial Development
- 20 Acres
- Affinity at Arlington
- 5.4 Acres
- Trailer Boss
- 2 Acres
- 166th PL NE
- 166th ST NE
- 169th ST NE
- 169th ST NE
**169th St Connecting Segment**

**PSRC Center:** Cascade Industrial Center (Category B – Manufacturing and Industrial Center)

**Project Description:** This project proposes to install approximately 1,650 linear feet of three-lane road. This road will complete a missing segment of 169th St and support the completion of a road network through the SW area of the Cascade Industrial Center within Arlington city.

**Project Need:** Completion of the missing 169th St segment will completes surface transportation circulatory movements through Arlington’s SW of the Cascade Industrial Center, a 140 - acre section that has been newly opened for development.

**Project Cost/Funding Request:** Project funding request is as follows:

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<th>City Funds</th>
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<td>CN</td>
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**Project Schedule:** Ready to obligate CN funds in 2024

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![Map of 169th St Connecting Segment](image-url)
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.
March 2, 2020

Transportation Improvement Board
P.O. Box 40901
Olympia, WA 98504-0901

Re: Commitment of Funds
PSRC Grant Application
169th Street Connecting Segment Project

To whom it may concern;

The City of Arlington realizes that economic growth of the Cascade Industrial Center is dependent on a well-developed transportation system for the movement of customers, workers, and supplies. To that extent, this letter serves as notice that if the City of Arlington is awarded PSRC funding as requested in the 2020 Regional Project Screening form for the above referenced project, then Transportation Impact Fees, and other City Local funds, will be secured for both the unfunded project phases and the grant match component as requested in the screening form.

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,

Kristin Garcia
Finance Director