Funding Application

Competition: Regional FHWA
Application Type: Manufacturing/Industrial Centers
Status: Submitted
Submitted: April 11th, 2022 5:59 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?
   WSDOT Local Programs

Contact Information

1. Contact name
   Jim Kelly

2. Contact phone
   360-403-3505

3. Contact email
   jkelly@arlingtonwa.gov

Project Description

1. Project Scope
   This project, the 180th St Connector, proposes to design and construct a new road that will provide access to the west side of the Arlington Airport, a fast growing industrial area located in the Cascade Industrial Center (see Figures 1 & 2). The 180th St Connector will have an E-W alignment connecting to Airport Blvd on the east with a roundabout, and to Smokey Point Blvd on the west with a traditional stop-controlled intersection. The Smokey Point Blvd and 180th St intersection is planned to be a roundabout in the future.

   This new road will consist of two travel lanes and grade separated pedestrian facilities, a 5-foot wide sidewalk on one side and a 12-foot wide multiuse trail on the other. The roadway will include pedestrian and street lighting, street amenities (landscaping, benches, trash cans, etc.), and local area art; it will also include new water, sewer, and storm utilities.

   This roadway will be mostly located on the Arlington Airport bordered by (supporting) industrial development, approximately 650’ of new road will be located outside of the
Arlington Airport and pass through a horizontal mixed use zoned area. Current development discussion for this area is for high density residential housing with some commercial/retail development. The 180th St Connector will also provide connection to 43rd Ave, a future access way to existing residential areas to the south of 180th St.

The City will start preliminary work in 2023 completing a survey and obtaining necessary right-of-way (ROW). Approximately 2,400-feet of this road alignment is within the Arlington Airport and ROW is available. There is a single parcel to the west that will require ROW acquisition. Pending receipt of the grant, design work for the 180th St Connector will start in 2025 and be ready for construction in 2026.

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 X).

   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 X 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 meet’s 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, Fig7_LowIncome8.5x11_22.pdf, Fig6_SeniorPopulation8.5x11_22.pdf

### Plan Consistency

1. Is the project specifically identified in a local comprehensive plan?
   
   No

2. If yes, please indicate the (1) plan name, (2) relevant section(s), and (3) page number where it can be found.
   
   N/A

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.
   
   The PSRC identified the Cascade Industrial Center as a Regional MIC in 2019, this MIC was later named the Cascade Industrial Center (CIC). While the 180th St Connector project has
not specifically been identified, the CIC has been identified in multiple plans: in the City of Arlington’s Comprehensive Plan, in the CIC Industrial Market Study, and in the CIC Subarea Master Plan. All plans identify the CIC as a future jobs center employing over 25,000 people and identify the need for an integrated transportation plan to support this development and job growth.

The three identified and Arlington adopted plans are consistent with and support the PSRC Vision 2050 Plan growth management strategy, to develop jobs in designated manufacturing and industrial centers. As Arlington proceeds with this development, a multimodal transportation network is needed to convey workers and freight to where the jobs are, the 180th St Connector project will meet this objective.

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 180th 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 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.

**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 PSRC identified the Cascade Industrial Center as a Regional MIC in 2019, later that same year the City of Arlington adopted the Arlington-Marysville Manufacturing Industrial Center Subarea Plan (Ordinance 2019-008). Note: The Arlington-Marysville Manufacturing Industrial Center was later renamed to the Cascade Industrial Center (CIC). The 180th St Connector project meets the following policies identified in this plan:

   - AMMIC-T-1.1: The City should identify and implement short-term and long-range infrastructure improvements that support existing infrastructure and help stimulate the development of new manufacturing and industrial uses in the AMMIC.
   - AMMIC-T-1.4: A non-motorized network should be developed throughout the area that allows pedestrians and cyclists to safely access places of employment.
   - AMMIC-T-1.6: The City should utilize available State and federal transportation infrastructure funding in the AMMIC once regional designation is obtained from PSRC.
   - AMMIC-T-1.7: Roadway designs within the AMMIC should be sensitive to the needs and movement of large trucks that will frequent the AMMIC, including the installation of cueing areas for trucks delivering/receiving goods.
   - AMMIC-T-3.1: Balance the needs of pedestrians, bicycles, transit, autos, and trucks on the AMMIC transportation system by improving streets according to modal priorities.

   More importantly is that this roadway will have motorized and non-motorized access between a growing area within the CIC, Arlington Airport, and a planned community center along the
a growing area within the CIC, Arlington Airport, and a planned community center along the Smokey Point Blvd corridor. This road/trail will be a link between industry and community and will be used by all - commuters, freight haulers, residents, pedestrians, and bicyclists.

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.**

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.

3. **Describe how the project will support the existing and planned employment densities in the 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.

Other support planned employment densities in the CIC include all of the new development that will go in along this new roadway; this roadway will be constructed adjacent to undeveloped land within the CIC and adjacent to undeveloped land outside the CIC.

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

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 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 to work, workers who walk to/from transit, and trail users who want the ability to walk to the various Arlington neighborhoods.

**Criteria: Circulation, Mobility, and Accessibility**

1. **Describe how the project provides and/or enhances opportunities for freight movement.**

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.

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.**

This is a local MIC roadway that provides 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 improves access for one or more modes to major employment sites.**

The 180th St Connector will provide enhanced access to the west Arlington Airport industrial area, a growing portion of the CIC. This roadway and the improved circulation will not only benefit large employers like Amazon and Smartcap, but will be of great benefit to the numerous smaller industrial employers like Eviation, Emerald Industrial, Arlington Advanced Manufacturing and others.

- Commuter vehicle movement using 180th St as an alternate route to the west Arlington Airport industrial area.

- Pedestrian/bike movement to/from employment opportunities for local workers.
- Pedestrian/bike movement to bus route and to the Smokey Point Transit Center, a future stop on the Community Transit bus rapid transit Gold Line.

4. **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.

5. **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 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.

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

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

Criteria: Equity

1. **Identify the population groups to be served by the project.**
   
   The population groups that will be served by this project include freight haulers, commuters, bikers/pedestrians, residents, trail users, and pass through vehicle traffic.
   
   Other population groups that will benefit from this project are residents who live along the Smokey Point Blvd Corridor and might have need of emergency medical or fire assistance. The City constructed a new Fire Station (2021) at the intersection of Airport Blvd and 180th St, this project. This roadway will save minutes on emergency medical and fire calls to residents along the Smokey Point Blvd corridor. Specific population groups include seniors at Stillaguamish Senior housing Center (230 senior housing units) and Cedar Grove (255 senior housing units), and low income families at the Villas (345 unit low income affordable housing).

2. **Identify the disparities or gaps in the transportation system / services for these populations that need to be addressed.**
   
   For the identified user groups, the main disparity in the transportation system is limited 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. **Describe how the project is addressing those disparities or gaps and providing a benefit to the population groups identified under question 1 above.**
   
   Freight haulers want to move freight, they do not want to be delayed by traffic; the inability to efficiently move freight causes financial impact to business owners and freight haulers. Likewise, commuters want to go work to or leave their place of employment quickly, they do not want to be caught in traffic. This project will provide an alternate route so there will be three points of entry into and out of the west Arlington Airport industrial area; an increase from the current two points of entry.
   
   As for pedestrians and bikers wanting to access transit, the location of this roadway will essentially cut their trip to a bus stop in half.

4. **Describe the public outreach process that led to the development of the project.**
   
   While there was no public outreach for the development of this project, there was significant outreach in the plans that support the development of the Cascade Industrial Center; he City
of Arlington’s Comprehensive Plan, the CIC Industrial Market Study, and the CIC Subarea Master Plan. All plans have been adopted by the City of Arlington and include a section of public outreach.

In addition, the Smokey Point Corridor project is currently ongoing and has had a significant outreach component in the development of preliminary plans. The outreach was on-line as it was conducted during the Covid-19 pandemic and was followed up with questionnaires, a total of 283 completed questionnaires were received. The City’s consultant, Enviroissues, is in the process of compiling the public input data.

5. Describe how this outreach influenced the development of the project.
While the outreach didn’t specifically influence the development of this project, it provided feedback that it was supported by the community. One of the prime areas of support came from quicker access to the Smokey Point Blvd corridor by Arlington Fire Department. The City constructed a new Fire Station (2021) at the intersection of Airport Blvd and 180th St, this project. This roadway will save minutes on emergency medical calls to residents along the Smokey Point Blvd corridor.

6. Is the project in an area of low, medium, or high displacement risk?
Low, there will be no displacement by this project as the land is currently vacant.

7. If the project is in an area of medium or high displacement risk, identify the broader mitigation strategies in place by the jurisdiction to address those risks.
There will be no displacement by this project as the land is currently vacant.

Criteria: Safety and Security

1. Describe how the project addresses safety and security.
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. Describe how the project helps protect vulnerable users of the transportation system, by improving pedestrian safety and addressing existing risks or conditions for pedestrian injuries and fatalities, and/or adding or improving facilities for pedestrian and bicycle safety and comfort.
This is new construction so the following safety features will be used:

- Use of rapid rectangular flashing beacons at all pedestrian crossing.
- Grade separated and landscape separated pedestrian pathways (sidewalk and 12-foot multiuse trail).
- Installation of bollards at pedestrian crosswalks to prevent motorized vehicles from accessing trail system
- Use of trail signage to warn pedestrians/bikes of road crossings, driveway crossings and other potentially dangerous situations.
- Use of pedestrian and street lights, lights will be LED and soft white (2700 kelvin)

3. Describe how the project reduces reliance on enforcement and/or designs for decreased speeds.
The 180th St Connector will have a posted speed limit of 25 mph. While this roadway has to be freight friendly and facilitate large truck movements, the City will perform active road monitoring post construction to assess vehicle movements. While we hope that the road users follow posted speed limits, the City will implement post construction traffic calming devices if excessive speed is an issue (speed awareness flashing signs, speed humps, etc.).

4. Does your agency have an adopted safety policy (e.g., Vision Zero, Target Zero, etc.)? How did these policies inform the development of the project?
The City of Arlington has a DRAFT Traffic Calming Program, it should be finalized and adopted by mid-2023.

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
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

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**Air Quality and Climate Change: CMAQ Questions**

1. **For CMAQ projects: PSRC will utilize the “Useful Life” table included in the “Air Quality Guidance” document contained in the Call for Projects. If you have an alternate useful life figure for your project, please explain and provide the appropriate documentation supporting the deviation from the approved Useful Life table.**
   N/A, STP project.

2. **For CMAQ projects: Is the project located as a 7 of 10 for diesel pollution and disproportionate impacts in the Washington Environmental Health Disparities map?**
   N/A, STP project.

**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: $5,000,000.00

**Total Estimated Project Cost and Schedule**

**PE**
**Funding Source**

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**Expected year of completion for this phase:** 2025

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**Expected year of completion for this phase:** 2025

**Construction**

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**Expected year of completion for this phase:** 2026

**Summary**

1. **Estimated project completion date**  
   Dec 2026

2. **Total project cost**  
   $6,736,822.00

**Funding Documentation**

1. **Documents**
   - Funding_Commitment_PSRC_180th_St_(03-11-2022).pdf

2. **Please enter your description of your financial documentation in the text box below.**
   - Letter from City of Arlington Finance Director verifying availability of City/local funds.

**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?**  
   Jan 2025

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?**  
   Feb 2026
Project Readiness: NEPA

1. **What is the current or anticipated level of environmental documentation under the National Environmental Policy Act (NEPA) for this project?**
   Documented Categorical Exclusion (DCE)

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).**
   Dec 2025

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 2023

3. **What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)?**
   Dec 2023

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.

   There is right-of-way required from one private parcel for this road and that parcel is currently proceeding through the City of Arlington's Land Use application process; ROW for 180th St will be dedicated as part of the Land Use permit. Temporary construction easements will need to be obtained from this property owner prior to construction.

5. **What is the zoning in the project area?**
   The portion of the project that lies within the Arlington Airport (2,350 ft) is zoned industrial.

   The portion of the project west of the Arlington Airport (650 ft) is zoned Horizontal Mixed Use.

6. **Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.**
   Given the single property ROW needed and the desire for the property owner to develop the land, condemnation is not anticipated 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.**
   Milestone #1 - Arlington Community Development Department issues Land Use permit to property where ROW is needed, ROW dedicated as part of the Land Use permit.

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_-_(04-11-2022).pdf

4. **Identify the environmental permits needed for the project and when they are scheduled to be acquired.**
   The following environmental permits will be needed: NEPA Documented CE, start Jan 2025 and complete Oct 2025.
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).
   Jan 2026

7. When is the project scheduled to go to ad (month and year)?
   Feb 2026

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 development of a manufacturing industrial center next to and within a residential neighborhood is extremely difficult, this road will provide the link that will join a residential neighborhood to an industrial center. Smokey Point Blvd is being planned and designed to be turned into a walkable community corridor, this project will serve as the link joining this neighborhood corridor to a modern urban industrial center. Two large developments, SmartCap and the Center of Excellence are the main developers for the final areas in the west Arlington Airport industrial area:

   SmartCap - The final SmartCap development plan for an 60-acre development that will occur south of the 180th St Connector Project Attached to this grant application is the proposed SmartCap development plan.

   Center of Excellence - By resolution, Arlington City Council designated 25 acres immediately north of the 180th St Connector 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. Attached to this grant application is the proposed site layout and Resolution.

2. Describe any innovative components included in your project: these could include design elements, cost saving measures, or other innovations.
   The redevelopment of former industrial sites (closed Northwest Hardwoods Mill, closed Arlington Valley Gravel, etc.) along with new industrial development in the Arlington portion of the CIC, has occurred extremely fast following the designation of the Cascade Industrial Center and a PSRC Regional MIC. It was the drafting and adoption of the CIC Subarea Master Plan that has allowed Arlington to develop these industrial sites in a well though out manner consistent with regional plans and policies. This project will support this continued industrial development style.

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. Describe the jurisdiction’s Apprenticeship Utilization Program / Ordinance in place for projects over $1 million with at least 15% Apprenticeship Utilization or programs that prioritize the use of local hire and the diversification of the workforce.
   The City of Arlington currently does not have an apprenticeship utilization program.

5. Final documents
   SMARTCAP_Arlington__Phases_and_Road.pdf, Center_for_Excellence.pdf
## City of Arlington

### 180th St Connector (SPB to Airport Blvd)

<table>
<thead>
<tr>
<th>ITEM DESCRIPTION</th>
<th>UNIT</th>
<th>UNIT PRICE</th>
<th>QUANTITY</th>
<th>TOTAL</th>
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<tr>
<td><strong>PREPARATION</strong></td>
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<td>MOBILIZATION (8%)</td>
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<td>300000</td>
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<td>GRAVEL BORROW INCL. HAUL</td>
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<td>STORMWATER</td>
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<td>ILLUMINATION SYSTEM</td>
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<td>PROJECT TEMPORARY TRAFFIC CONTROL</td>
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<td><strong>Subtotal Construction:</strong></td>
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<td></td>
<td></td>
<td>$5,246,500.00</td>
</tr>
</tbody>
</table>

| CON intéressant (15%)                                                            |      |            |          | $786,975.00 |

| **TOTAL CONSTRUCTION:**                                                          |      |            |          | $6,033,475.00 |
| DESIGN (10%)                                                                     |      |            |          | $603,347.50  |
| CONSTRUCTION MANAGEMENT (8%)                                                     |      |            |          | $482,678.00  |
| **TOTAL PROJECT COST**                                                           |      |            |          | $7,119,500.50 |
March 11, 2022

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 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 2025-2026 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,

[Signature]

Sheri Amundson
Assistant Finance Director
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.

Legend

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

City of Arlington
180th St. Connector Project
Detail Map

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

See Inset
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.
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Legend

<table>
<thead>
<tr>
<th>Percent Seniors</th>
<th>Color</th>
</tr>
</thead>
<tbody>
<tr>
<td>0% To 7%</td>
<td></td>
</tr>
<tr>
<td>&gt; 7% To 11%</td>
<td></td>
</tr>
<tr>
<td>&gt; 11% To 15%</td>
<td></td>
</tr>
<tr>
<td>&gt; 15% To 22%</td>
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<tr>
<td>&gt; 22% To 50%</td>
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</table>

City of Arlington
Senior Population Surrounding 180th St. Project

Scale: 1:17,417
Cartographer: akc/bmd
Date: 4/11/2022
File: PSRC_GrantMaps_22/SeniorPopulation8.5x11_22

Figure 6

11% - 15% Percent Senior Population
Source PSRC 2022
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Legend

Percent Low Income

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

Proposed 180th ST NE
Roundabout
Cascade Industrial Center

City of Arlington
Low Income Population Surrounding 180th St. Project

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

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

Figure 7
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.
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