

DAVID G. REICHERT  
8TH DISTRICT, WASHINGTON

COMMITTEE ON WAYS AND MEANS  
SUBCOMMITTEE ON TRADE  
SUBCOMMITTEE ON OVERSIGHT  
SUBCOMMITTEE ON SOCIAL SECURITY



WASHINGTON OFFICE:  
1730 LONGWORTH HOUSE OFFICE BUILDING  
WASHINGTON, DC 20515-4708  
TELEPHONE: [202] 225-7761  
FAX: [202] 225-4282

DISTRICT OFFICE:  
2737 78TH AVENUE, SE, SUITE 202  
MERCER ISLAND, WA 98040  
TELEPHONE: (206) 275-3438  
TOLL FREE: (877) 920-9208  
FAX: (206) 275-3437  
[www.house.gov/reichert](http://www.house.gov/reichert)

**Congress of the United States**  
**House of Representatives**  
**Washington, DC 20515-4708**

April 2, 2009

The Honorable David Obey  
Chairman  
House Appropriations Committee  
H-218, The Capitol  
Washington, DC 20515

The Honorable Jerry Lewis  
Ranking Member  
House Appropriations Committee  
1016 Longworth House Office Building  
Washington, DC 20515

Dear Chairman Obey and Ranking Member Lewis:

I am requesting funding in the FY 2010 Transportation, Housing and Urban Development and Related Agencies Appropriations bill, FHA Transportation and Community and System Preservation Account for grade separation. The entity to receive funding for this project is the City of Auburn, located at 25 West Main Street, Auburn, WA 98001. The funding would be used to complete the right of way acquisition. I certify that neither I nor my spouse has any financial interest in this project.

I hereby certify that this request will be made publicly available on my Official Website as required by Chairman Obey's new Committee policy that only posted requests will be considered.

Consistent with the Republican Conference's policy on project requests, I hereby certify that to the best of my knowledge this request: (1) is not directed to an entity or program that will be named after a sitting Member of Congress; (2) is not intended to be used by an entity to secure funds for other entities unless the use of funding is consistent with the specified purpose of the earmark; and (3) meets or exceeds all statutory requirements for matching funds where applicable. I further certify that should this request be included in the bill, I will place a statement in the Congressional Record describing how the funds will be spent and justifying the use of federal taxpayer funds.

Sincerely,

A handwritten signature in black ink that reads "D. Reichert". The signature is stylized and cursive.

DAVID G. REICHERT  
Member of Congress



## **OFFICE OF CONGRESSMAN DAVE REICHERT (WA-08)**

### **PROJECT REQUEST CERTIFICATION**

By submitting this request for federal funding, I certify that:

- This project directly benefits the residents of Washington's Eighth Congressional District and merits federal funding assistance.
- None of the funds requested will be used for a new building, program, or project named after a sitting Member of Congress.
- None of the funds requested will be used to secure funds for other entities unless the use of funding is consistent with the specified purpose of the project request.
- For requests where the receiving entity is not a unit of federal, state, or local government, or where the entity receiving the funding will not be providing support to a federal, state, or local government, or will not be providing research, the organization will provide matching funds, including in-kind contributions of 5% or more above the statutory requirement.
- For requests from non-federal, -state, or -local government entities or other public institutions, the organization will submit an End User Letter(s) of Support from a public official representing the direct beneficiaries of the project. This will be inserted into the Congressional Record and disclosed on the Member's Congressional Website.
- Under separate cover, I agree to provide a comprehensive plan outlining the sources of funding for the duration of the project; the percent and source of required matching funds, anticipated sources of the funding for the duration of the project, and a detailed budget for how federal funding assistance will be used to support the project.
- In the interest of transparency, any information submitted with this project request may be disclosed for public review, including but not limited to the Committee or Member's Congressional Website and the Congressional Record.
- Should the project receive federal funding, I agree to disclose whether I hired a lobby firm; if so, the name of the lobby firm; and how much was paid to advocate for this project.

**PROJECT NAME:** M ST SE Grade Separation

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**NAME OF PERSON CERTIFYING:** Peter B. Lewis

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**TITLE OF PERSON CERTIFYING:** Mayor, City of Auburn WA

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**LEGAL NAME OF ENTITY MAKING REQUEST:** City of Auburn

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**LEGAL ADDRESS OF ENTITY MAKING REQUEST:** 25 West Main, Auburn WA 98001

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**SIGNATURE:**

**DATE:** 3/26/2009

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## OFFICE OF CONGRESSMAN DAVE REICHERT (WA-08)

### CONGRESSIONAL SITE VISIT CERTIFICATION

*In the interests of accountability and transparency, we require that either the Congressman or a member of the Congressman's professional staff visit each project site requesting federal funding. This will enable our office to more thoroughly assess the merits of each project and ensure that limited taxpayer funds are invested wisely.*

*Upon completion of the congressional site visit, please complete this form and have a representative from the organization (not a representative from a lobbying firm) sign it. The Congressional Staff Member visiting the site will be responsible for collecting the form at the time of the visit.*

I hereby certify that on \_\_\_\_\_, 2009 Congressman Dave Reichert/a professional staff member from Congressman Dave Reichert's office visited our organization/project for the purposes of reviewing our request for federal funding.

PROJECT NAME:

M Street

DATE OF CONGRESSIONAL VISIT:

April 2, 2009

NAME OF PERSON CERTIFYING:

Daniel B. Heid

TITLE OF PERSON CERTIFYING:

Auburn City Attorney

LEGAL NAME OF ENTITY MAKING REQUEST:

City of Auburn

LEGAL ADDRESS OF ENTITY MAKING REQUEST:

25 West Main Auburn

SIGNATURE:

DATE:

4/2/09 WA98001

MEMBER/CONGRESSIONAL STAFF MEMBER:

SIGNATURE:

DATE:

4.2.09



February 19, 2008

Congressman Dave Reichert  
US House of Representatives  
1223 Longworth Building  
Washington, DC 20515

Re: Auburn's M Street Grade Separation Project

Dear Congressman Reichert:

Auburn School District supports the City of Auburn's efforts to seek federal funding for the M Street Grade Separation project, which will lower M Street SE to go under the BNSF Stampede Pass tracks.

This project will provide significant safety benefits for school children in Auburn. Numerous children travel along M Street SE en route to school every day. This project will ensure these children have safe pedestrian and bicycle facilities. In addition, over 50 school buses travel on M Street SE daily. The removal of the rail/bus collision potential will provide significant safety benefits. The separation of the vehicle and rail travelways will also result in increased travel reliability as the crossing will no longer be blocked by freight trains.

Thank you for your consideration of Auburn's request.

Sincerely,

Linda S. Cowan  
Superintendent



<b>Megan T. McIntyre</b>	<b>BNSF Railway Company</b>
Manager Public Projects	2454 Occidental Ave South # 1-A
Engineering Services	Seattle WA 98134
	Office: 206-625-6029
	Fax: 206-625-6115
	Cell: 206-910-8328
	Email: megan.mcintyre@bnsf.com

February 25, 2008

Congressman Dave Reichert  
US House of Representatives  
1223 Longworth Building  
Washington, DC 20515

Re: Auburn's M Street Grade Separation Project

Dear Congressman Reichert:

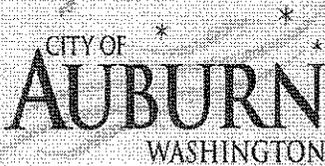
The BNSF Railway Company ("BNSF") fully supports the City of Auburn's efforts to seek federal funding for the M Street Grade Separation project. The project will eliminate an at-grade crossing by lowering M Street SE to go under the tracks on the BNSF Stampede Subdivision.

Since this crossing lies in a railroad siding, the M Street Grade Separation will increase the fluidity of passing trains on this line as well as traffic flow for the general public. This will also eliminate the need for BNSF to sound the whistle at this location. This can ultimately help stimulate economic development for Auburn and the Puget Sound Region.

As a FAST Corridor project, the M Street Grade Separation is part of a regional strategy to ensure the reliable movement of freight in the Puget Sound Region. We appreciate your past support and encourage you to continue supporting this project.

Sincerely,

Megan T. McIntyre  
Manager Public Projects  
BNSF Railway Co.



Peter B. Lewis, Mayor

25 West Main Street \* Auburn WA 98001-4998 \* [www.auburnwa.gov](http://www.auburnwa.gov) \* 253-931-3000

March 26, 2009

Congressman David Reichert  
1223 Longworth House Office Building  
Washington, D.C. 20515

Dear Congressman Reichert:

On behalf of the City of Auburn, I am respectfully requesting an appropriation of \$4.6 million for ROW acquisition associated with the M Street Grade Separation project, a Freight Action Strategy (FAST) Partnership project. The \$4.6 million requested will allow the City to complete the ROW acquisition for the project. Completion of this phase of the project will enable the City to secure additional funding for construction from the anticipated funding partners.

The M Street Grade Separation project involves the lowering of M Street SE at the Burlington Northern Santa Fe's (BNSF) tracks and the construction of a bypass route to improve connectivity and mitigate construction impacts. This project promotes economic development by enhancing regional freight movements and mitigates the environmental impacts of freight on local communities. Further, it is estimated this project will create 784 jobs in the 8<sup>th</sup> Congressional District furthering economic recovery in the region. The project also provides increased capacity, safety improvements, reduced emissions, increased regional connectivity, and provides non-motorized benefits.

Thank you very much for your continued support. Please feel free to contact me at 253-804-5040/[chankins@auburnwa.gov](mailto:chankins@auburnwa.gov) or Carolyn Robertson, Government Relations Manager, at 253-931-3096/[crobertson@auburnwa.gov](mailto:crobertson@auburnwa.gov) should you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Chris Hopkins", is written over a light background.

Chris Hopkins  
Transportation Planner/Grants Manager  
City of Auburn

Cc: Mayor Pete Lewis  
Carolyn Robertson, Government Relations Manager  
Dennis Dowdy, Public Works Director

AUBURN \* MORE THAN YOU IMAGINED

# FAST Corridor

March 26, 2009

Mayor Lewis  
City of Auburn  
25 West Main Street  
Auburn, WA 98001

RE: City of Auburn M Street Grade Separation Project

Dear Mayor Lewis:

The FAST Corridor partnership fully supports the City of Auburn's efforts to seek federal funding for the M Street Grade Separation Project. This project is a FAST priority project that will improve freight mobility while enhancing safety and quality of life for Auburn residents.

This project will eliminate rail/arterial conflicts, add capacity, improve air quality, and complement other freight improvements completed and underway in the City of Auburn and King County that serve the regional freight system. Securing funding for the preliminary engineering phase of the M Street Grade Separation project is essential for moving the project forward.

The Freight Action Strategy for the Everett-Seattle-Tacoma Corridor (FAST Corridor) is a partnership of 26 local cities, counties, ports, federal, state and regional transportation agencies, railroads and trucking interests, intent on solving freight mobility problems with coordinated solutions. FAST projects benefit local communities, the state, ports, railroads, and the nation by facilitating trade and economic development. Nearly one in three jobs in Washington State is related to international trade and half the exports leaving our ports are goods produced in Washington. In addition to the economic benefits, FAST projects improve safety and mobility for local communities.

Thank you for your support for the FAST Corridor projects and your commitment to enhancing the Northwest's role as one of the country's most important trade corridors.

Sincerely,



Sean Ardussi  
Senior Planner  
Puget Sound Regional Council / FAST Corridor

**BNSF**



J. M. (MIKE) COWLES

Mgr. Public Projects  
WA, ID, MT. and  
British Columbia

**Burlington Northern Santa Fe**

2454 Occidental Avenue So., Ste. 1-A  
Seattle, WA. 98134

E-Mail: Mike.Cowles@BNSF.com  
Phone: 206-625-6146  
Fax: 206-625-6115

**RECEIVED**

**MAR 10 2003**

**CITY OF AUBURN  
PUBLIC WORKS DEPT**

March 6, 2003

Dennis Dowdy  
Public Works Director  
City of Auburn  
25 W. Main Street  
Auburn, WA. 98001-4916

Dear Mr. Dowdy:

The Burlington Northern and Santa Fe Railway supports the city of Auburn's efforts in the proposed construction of the "M" Street underpass.

The construction of the "M" Street underpass where it will cross under the Burlington Northern and Santa Fe Stampede Pass line will create a efficient flow of traffic unimpeded by train traffic, eliminating the possibility of train/vehicular collisions. The city of Auburn is growing rapidly and with the construction of the "M" Street underpass it will relieve the congestion normally found today on Auburn Way South.

The city of Auburn along with it's FAST partners successfully completed both the 3<sup>rd</sup> Street SW overpass and the 227<sup>th</sup> Street overpass, both streets cross the Burlington Northern and Santa Fe's mainline. Both of these projects have greatly improved the east/west flow of traffic in and out of Auburn. The construction of the "M" Street underpass will improve the north/south flow of traffic in and out of Auburn. Relieving traffic congestion will turn Auburn into a more desirable community for living, working and for shopping. Improving traffic congestion in turn improves air quality and the mobility of freight into the Ports of Tacoma and Seattle.

As a FAST partner we are obligated to participate in the construction costs of the project and we feel that this project is deserving of that obligation.

Sincerely,

A handwritten signature in black ink, appearing to read "John Cowles".

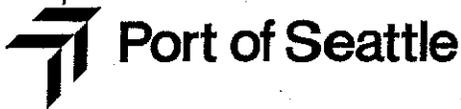
J. M. (Mike) Cowles  
Mgr. Public Projects

JMC

Cc Patti Otley

File: Auburn, WA. - "M" Street underpass

BNSFlh1.sty



RECEIVED

FEB 26 2003

CITY OF AUBURN  
PUBLIC WORKS DEPT.

February 19, 2003

Attn: Dennis Dowdy, Public Works Director  
City of Auburn  
25 W Main  
Auburn WA 98001

Re: M Street SE Grade Separation Project

Dear Mr. Dowdy:

I'm please to support the City of Auburn's M Street SE Grade Separation, a FAST Phase 2 project. The purposes of the M Street SE Grade Separation Project are to improve mobility of freight and of all travel modes, to increase vehicle capacity on essential arterial linkages, and to improve safety by reducing the rail and road conflicts. The project would eliminate one existing at-grade rail crossing and reduce conflicts at another.

This project is a part of the *Freight Action Strategy* (FAST) Corridor. The FAST Corridor project is an effort to promote and protect the regional economy by reducing the time for transport of goods from the Ports of Seattle and Tacoma to destinations in the midwest and east. This particular element of the FAST project will eliminate the conflict between automobile and rail traffic along the Stampede Pass rail line. As the Stampede route increases in usage, trains are anticipated to get longer, more frequent, and potentially higher-speed; this grade separation will lessen the resultant traffic delays on surface crossings. Implementation of grade separation projects, such as this one, are critical to the ability of our regional ports to compete with the ports in California and in turn to our regional economic health and viability.

We endorse your efforts to secure funding for this project. Please call me, or our Regional Transportation Program Planner, Geri Poor at 206/728-3778, if you have questions.

Sincerely,

A handwritten signature in black ink, appearing to read "CS", written over the word "Sincerely,".

Charlie Sheldon  
Managing Director, Seaport

P.O. Box 1209  
Seattle, WA 98111-1209 USA  
(206) 728-3000  
FAX (206) 728-3252  
[www.portseattle.org](http://www.portseattle.org)





# SEGALE BUSINESS PARK

A LA PIANTA LLC TRADE NAME

February 20, 2003

RECEIVED  
FEB 21 2003  
CITY OF AUBURN  
PUBLIC WORKS DEPT.

Mr. Dennis Dowdy  
Public Works Director  
City of Auburn  
25 W Main  
Auburn WA 98001

Re: Grade Separation Project – M Street SE

Dear Mr. Dowdy:

We understand that the City is pursuing the grade separation project for M Street SE, and wish to express our support for the project.

Separation of M Street SE will help facilitate movement in the south end of Auburn (where we are active) in a number of ways, including: 1) separation of traffic from the busy rail line leading to Stampede Pass, 2) offer an improved north/south corridor for movement of freight and vehicles through the Auburn area, 3) spread traffic more evenly in the area thus providing relief and better overall movement in already congested areas, 4) improve opportunities for future trains on the important Stampede Pass line by removing an on-grade crossing in a growing area and FAST Corridor, 5) improve the economic strength and competitiveness of the region by facilitating movement in an important part of the region, and 6) improve safety for pedestrians, vehicles and trains.

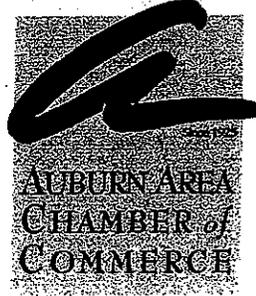
Please feel free to contact us if you have any questions or need additional information.

Sincerely,

SEGALE BUSINESS PARK

Mark B. Hancock

RECEIVED  
FEB 13 2003  
CITY OF AUBURN  
PUBLIC WORKS DEPT



February 11, 2003

**THE  
REGIONAL ENTERPRISE CENTER**

Attn: Dennis Dowdy, Public Works Director  
City of Auburn  
25 W Main  
Auburn WA 98001

Re: M Street SE Grade Separation Project

Dear Mr. Dowdy:

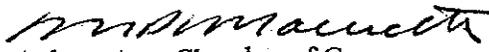
This letter is a confirmation that the Auburn Area Chamber of Commerce is supportive of the M Street SE Grade Separation Project.

The purpose of the M Street SE Grade Separation Project is to improve the safety of all modes of travel, increase the vehicle capacity, provide essential arterial linkages in the corridor and to remove the rail and road conflicts at one existing at-grade crossing and reduce the conflicts at another.

This project is a part of the *Freight Action Strategy (FAST)* Corridor. The FAST Corridor project is an effort to promote and protect the regional economy by reducing the time for transport of goods from the ports of Seattle and Tacoma to destinations in the Midwest and east. This particular element of the FAST project will eliminate the conflict between automobile and rail traffic along the Stampede Pass line. The grade separation of this crossing can lead to longer trains, a greater frequency of trains and potentially higher train speeds making this regionally significant route more viable. The ability of the region's ports to compete with the ports in California and the southwestern FAST Corridor is paramount to the economic health and viability of the region.

If you should have any questions or need any additional information please feel free to give us a call.

Sincerely,

  
Auburn Area Chamber of Commerce



Post-It® Fax Note	7671	Date	9/24	# of Pages	2
To	ANGELA WINBATE	From	K. RICHTER		
Co./Dept.	CITY OF AUBURN	Co.	PSRC		
Phone #		Phone #	464-6343		
Fax #	253-931-3053	Fax #			

September 24, 2002

Attn: Dennis Dowdy, City Engineer  
City of Auburn  
25 W Main  
Auburn WA 98001

Re: M Street SE Grade Separation Project

Dear Mr. Dowdy:

This letter is a confirmation that the Puget Sound Regional Council (PSRC) is supportive of the M Street SE Grade Separation Project. This project is not currently on our 2003-2005 Regional Transportation Improvement Program (TIP) but we do expect the City of Auburn to apply for this project to be added next year.

The project is included in our adopted long-range transportation plan, *Destination 2030*. This project is a part of the *Freight Action Strategy (FAST) Corridor*. The FAST Corridor is an effort to promote and protect the regional economy by reducing the time for transport of goods from the ports of Seattle and Tacoma to destinations in the Midwest and east. This particular element of the FAST project will eliminate the conflict between automobile and rail traffic along the Stampede Pass line. The grade separation of this crossing can lead to longer trains, a greater frequency of trains and potentially higher train speeds. The ability of the region's ports to compete with the ports in California and the southwestern FAST Corridor is paramount to the economic health and viability of the region. The Regional Council's Executive Board is scheduled to endorse a memorandum of understanding for the FAST corridor on September 26, 2002 and this project is included in the memorandum.

The M Street SE Grade Separation Project meets this region's long-range plans by meeting some of the policies in *Destination 2030* as follows:

RT-8.1

The purpose of the M Street SE Grade Separation Project is to improve the safety of all modes of travel, increase the vehicle capacity, provide essential arterial linkages in the corridor and to remove the rail and road conflicts at one existing at-grade crossing and reduce the conflicts at another.

**RT-8.17 & RT-8.34**

This project is required to reduce the congestion caused as part of the re-opening of the Stampede Pass line in 1996. Since the re-opening, the traffic congestion has been steadily increasing. Making this improvement will improve regional air quality, freight mobility (both roadway and railway) and safety as well as maintaining road system capacity in the face of growing regional demand. This project is in a Carbon Monoxide and Ozone Maintenance Area as designated by the PSRC. Reductions in vehicle queues at train crossings will provide a benefit for reducing emissions.

**RT-8.30**

The Stampede Pass rail line has been identified as a regionally significant facility for keeping the Ports of Tacoma and Seattle competitive. Improvements to the overall line over Stampede Pass in conjunction to the grade-separations within the City of Auburn will make the route more viable. A 1991 study of Washington Ports and Transportation Systems indicated the use of rail routes parallel to Stampede Pass including over SR2 through Wenatchee and along the Columbia River between Vancouver and Walla Walla as the most heavily used routes (over 20 Million Gross Ton Miles per mile of rail). Opening up the Stampede Pass route which was closed at the time, would provide alternatives to those congested rail routes.

**RT-8.2; RT-8.19 & RT-8.33**

Safety will be improved at both the M Street and R Street crossings by eliminating ped/bike/vehicle conflicts with trains at M Street and improving overall sight distance while reducing traffic volumes at the R Street at-grade rail crossing. The project proposes raising the tracks within design criteria for the rail. Overall speed for trains ascending Stampede Pass will likely be maintained at their current design speeds.

If you should have any questions or need any additional information please call Karen Richter, (206) 464-6343.

Sincerely,



Mary McCumber,  
Executive Director

cc: Karen Richter, PSRC  
Pete Beaulieu, PSRC

X:\TRANSPATIB\02 support letters\Auburn M St SE r.doc

## M Street SE Grade Separation

Auburn, WA

### Funding Summary

Funding Source	Tracking (million)	Anticipated (million)	Secured (million)	Applicable Phase	Action
City of Auburn (Prior Years', '09,'10 budgets)			\$2.2	Pre-Design, Design, Environmental	
FY08 Transportation Appropriations			\$0.12	Design, Environmental	
City of Auburn - PWTF Pre-Construction Loan	\$2.00			Design, Environmental, ROW, Construction	May be considered if City funds are needed for matching in advance of their availability.
<b>2010 Appropriations</b>	<b>\$4.60</b>			<b>ROW</b>	<b>Current request will fund right of way and make construction funding more available.</b>
Freight Mobility Strategic Investment Board (FMSIB) – State Funds			\$6.00	Construction	\$300,000 must be spent by July 1, 2011
City of Auburn ('11 to '13 budget per CFP)		\$1.20		Construction	Include in 2011 – 2012 budget cycle
BNSF (per FAST MOU)		\$1.10		Construction	Secure funding agreement (5% of project cost).
Ports (per FAST MOU)		\$1.50		Construction	Secure funding agreement (3% of project cost per port).
TIB	\$2.00			Construction	Funding ROW will make this project a strong contender for this competitive grant program.
Federal STP Grant	\$1.70			Construction	Funding ROW will make this project a strong contender for this competitive grant program.
<b>Total</b>	<b>\$10.3</b>	<b>\$3.8</b>	<b>\$8.3</b>		

### Funding Need Per Phase

Phase	Dates	Projected Cost	Secured & Anticipated Funding	Funding Gap
Design and Environmental	10/8 to 1/10	\$2.4 million	\$2.4 million	No Gap
Right-of-Way Acquisition	2/10 to 2/11	\$4.6 million	None	\$4.6 million
Construction	5/11 to 10/12	\$15.4 million	\$9.7 million	\$5.7 million
<b>Total</b>		<b>\$22.4 million</b>	<b>\$12.1 million</b>	<b>\$10.3 million</b>

# FY2010 APPROPRIATIONS REQUEST FORM

## REPRESENTATIVE DAVE REICHERT (WA-08)

(ONE project/program per form)

### GENERAL INFORMATION

<b>Organization making request:</b> City of Auburn		<b>Federal Tax Status:</b> Municipal Corporation	
<b>Address:</b> 25 West Main Street			
<b>City:</b> Auburn	<b>State:</b> WA	<b>ZIP Code:</b> 98001	
<b>Point of Contact(POC):</b> Carolyn Robertson, Government Relations Manager			
<b>Phone:</b> 253-931-3096		<b>Email:</b> crobertson@auburnwa.gov	
<b>Address:</b> 25 West Main Street			
<b>City:</b> Auburn	<b>State:</b> WA	<b>ZIP Code:</b> 98001	
<b>DC Representation (if any):</b> Glynda Becker McBee Strategic/Kristen Michal – Washington Advocates			
<b>Phone:</b> 202-234-1223//425-467-6900		<b>Email:</b> gbecker@mcbeestrategic.com//kristen.michal@washington2advocates.com	
<b>Address:</b> 801 Pennsylvania Avenue NW, Suite 800 N Building/10900 NE 8 <sup>th</sup> Street, Suite 1520			
<b>City:</b> Washington//Bellevue	<b>State:</b> DC//WA	<b>ZIP Code:</b> 20004//98004	

### PROJECT/PROGRAM INFORMATION

**PROJECT TITLE:** M Street SE Grade Separation Project

Prioritized:   1   of   2   total requests for your organization

**Appropriations Bill: (Please check)**

<input type="checkbox"/> Agriculture	<input type="checkbox"/> Commerce, Justice, Science	<input type="checkbox"/> Defense
<input type="checkbox"/> Energy and Water	<input type="checkbox"/> Interior and Environment	
<input type="checkbox"/> State, Foreign Operations	<input type="checkbox"/> Labor, Health and Human Services, and Education	
<input type="checkbox"/> Military Construction, Veterans' Administration	<input type="checkbox"/> Homeland Security	
<input checked="" type="checkbox"/> Transportation, Housing and Urban Development	<input type="checkbox"/> Financial Services	
<input type="checkbox"/> Legislative Branch		

**Agency/Bureau** (i.e. FBI; Corps of Engineers; US Navy; ARS, etc.): Federal Highway Administration

**Account** (i.e. Buildings and Facilities, Aviation Safety; Capital Improvements, etc): Fiscal Year 2009 Transportation and Housing and Urban Development and Related Agencies Appropriations Bill, Federal Highway Administration, Transportation and Community and System Preservation Account

**Amount requested for FY2010:** \$4.6 million

**Total cost of project:** \$22.4 million

**Minimum amount of FY2010 funding needed to begin or sustain this project:** \$ 4.6 million

**Is this program authorized?**  YES  NO      If YES, bill number: \_\_\_\_\_ Year: \_\_\_\_\_

**Is this program funded in the President's FY10 budget request?**  YES  NO      If YES, amount: \$ \_\_\_\_\_

**Anticipated total future requests:** Zero if fully funded

**Local, state and/or private funding sources:** City of Auburn; FMSIB (secured) ;BNSF & Ports (anticipated per FAST MOU) ;TIB

**Total Amount:** \$16 million      Over the next 3 years

**Other sources of Federal funding:** Federal STP Grant

**Total Amount:** \$1.8 million      Over the next 3 years

**Federal Agency Sponsor or Program Manager:** NA

**Office:**

**Phone Number:**

**Other agency advocate (if any):**

**Office:**

**Phone Number:**

**Are you requesting this through any other office(s):**  
 No If yes, which office(s):

**PROJECT FUNDING HISTORY (FROM CURRENT YEAR BACKWARD)**

FISCAL YEAR	PRESIDENT'S REQUEST	ORGANIZATION'S REQUEST	FUNDING AMOUNT	APPROPRIATIONS BILL	ACCOUNT, SUBACCOUNT
FY 2008	\$0	\$2 million	\$122,500 (\$500,000; minus 2 percent cut; divided by four cities)	Fiscal Year 2008 Transportation and Housing and Urban Development and Related Agencies Appropriations Bill	DOT, Surface Transportation Priorities

**Executive Summary/Project Description (MAXIMUM 200 Words):**

- Please include a discussion of the project's merits, relevance, eligibility, and why it is a valuable use of taxpayer funds.
- Please limit your description to 200 words.
- You may attach additional information, however, please understand that the description provided below will be used for any and all public disclosure requirements.

This project is one of the five recommended projects identified in the 1997 Auburn Stampede Rail Traffic Impact Study to mitigate the impacts from BNSF expanding operations on the Stampede Pass rail line. On average, three to four 6,500 ft. trains can be expected to operate on the BNSF line during the PM peak hour commute. At full speed, each train will block the intersection up to 13 minutes creating grid-lock through the entire City.

This project has been identified as a Freight Action Strategy (FAST) corridor project - a multi-agency coalition dedicated to improving freight mobility throughout the Puget Sound Region and mitigating the impacts on local communities.

The benefits of the project include:

- Removing the conflict of rail/vehicle traffic;
- Improving freight mobility for trains/ truck traffic;
- Improving emergency vehicle access;
- Increasing the capacity to accommodate 2030 traffic volumes;
- Improving air quality through emissions reduction from waiting vehicles;
- Providing Non-motorized improvements;
- Reducing impacts of cut-through traffic on neighborhood residential streets;
- Improving Safety for 53 daily school bus crossings; and
- Improve access to the Federal Aviation Administration's (FAA) Regional Complex and other regional destinations on SR 164

**Justification of funding:**

- How does this request fit within the identified bill and account (cite specific precedents and overall purpose of account)?
- How many jobs could this project create and how will it benefit Washington's 8<sup>th</sup> Congressional District?

The Transportation, Housing and Urban Development and Related Agencies is the appropriate legislative vehicle for a transportation request.

The \$4.6 million requested will allow the City to complete right of way acquisition. Completion of this portion of the project will enable the City to secure additional funding for construction from our anticipated partners. It is estimated this project will create more than 750 jobs in the 8<sup>th</sup> Congressional District.

Once completed, the grade separation will not provide any direct employment, however the indirect benefits to the regional Ports of Seattle and Tacoma, and the BNSF railroad will allow continued growth and increased economic impact, which will proportionally increase the number of jobs in the region, and local and state tax revenues.

**Specific language proposed for Congressman's request to the subcommittee (if any):**

NA

**Is there any other relevant information regarding this request that you would like to share?**

The M St SE Grade Separation Project is significant to Auburn and its partners because it completes the final segment of the planned M St. Corridor. The M St Corridor connects regional and manufacturing growth centers, serves local and regional destinations, and provides an essential freight mobility link. The status of the entire Corridor is summarized below:

- 1) 15<sup>th</sup> St Segment: SR167 to Auburn Way North, Built with 5 lanes and improved with sidewalks = Complete
- 2) Harvey Rd Segment: Auburn way North to 8<sup>th</sup> St NE, Widened to 5 lanes and sidewalks = Complete
- 3) M St NE: 8<sup>th</sup> St NE to Main St, Widen to 4 lanes with sidewalks, Construction in 2009 (8<sup>th</sup> to 4<sup>th</sup>), \$2.25 million (fully funded by City).
- 4) M St SE: Main St to SR 164, Widen to 4 lanes and grade separate from BNSF railroad = Currently being designed, Est. Const = May 2011, \$22.4 million (current appropriations request for \$4.6 million)

The M St. SE Corridor also provides a direct link between the designated Urban Centers of Auburn, Kent, and Federal Way. This project will improve the movement of goods and people to and from these centers and locations along the corridor by increasing transit efficiency, freight movement and roadway capacity.

**CONTINUE FOR DEFENSE REQUEST ONLY:**

What is the name and number of the Program Officer for this request?

Have you contacted the Program Officer?

Appropriations Account: (Please check)

RDT&E       Procurement       O&M       Counter Drugs       Medical  
 Reserve Equipment       National Guard Equipment       Other (DW, for example)

Service: (Please check)

Army       Army Reserve       Navy       Navy Reserve       Marine Corps       Marine Corps Reserve  
 Air Force       Air Force Reserve       Intelligence       Army Guard       Air National Guard

Line Item Title:

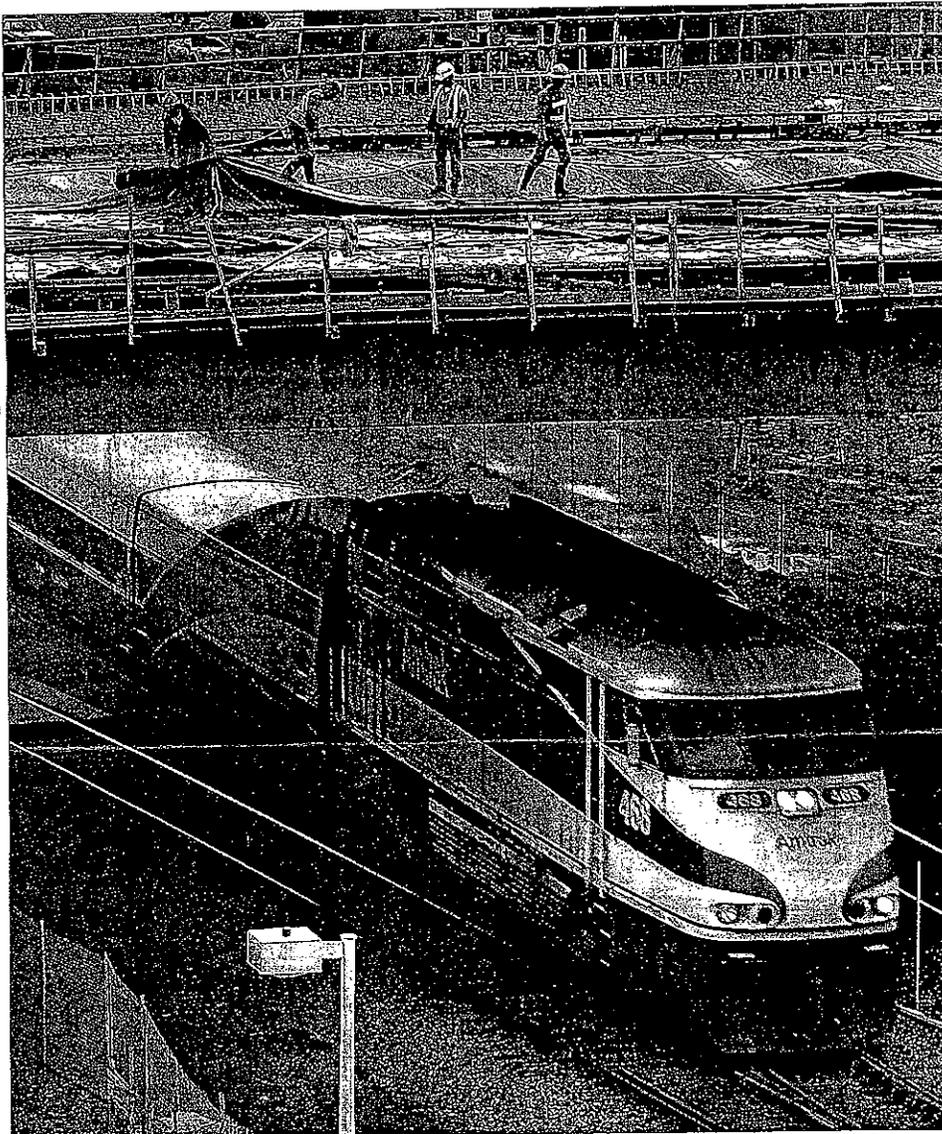
Identification:

R-1/PE # \_\_\_\_\_ P-1/Line # \_\_\_\_\_ TIARA/JMIP (Intel Only) \_\_\_\_\_

Sub-Activity Group (required for Personnel and O&M):

"It's becoming more and more common to have people 20 minutes late ... because of the trains."  
 — Auburn Mayor Pete Lewis

# Auburn's train mess won't go away



BRUCE HELLMAN/THE NEWS TRIBUNE

When the grade separation project on Third Street Southwest is completed in a few months, motor vehicles won't have to wait for passing trains, such as this Antrak train crossing beneath workers in Auburn last week. Motorists complain about trains blocking traffic here and at M Street.

*Almost any site feels like wrong side of tracks*

By Bill Hutchens  
 THE NEWS TRIBUNE

Rush-hour traffic was never a picnic in Auburn, but add a freight train to the mix and you have even bigger problems.

Commuter anger rises as drivers sit 20 minutes, a half-hour or more while long freight trains rumble past crossings downtown.

Debbie Troit, who lives downtown, says drivers in the know duck onto side streets, clogging otherwise quiet residential areas in pursuit of shortcuts around the Burlington Northern Santa Fe Railway trains.

Glenda Binford says the trains cause anxiety, especially when they make drivers late for work or picking up children.

"You find yourself thinking, I would have had enough time if it weren't for that stupid train," Binford said.

Residents say fears about further expansion of BNSF operations within the city have yet to subside, despite the railroad's repeated denials that more — and longer — trains are in Auburn's future.

Still, some city officials contend Auburn is learning to cope with the big trains. City planning director Paul Krauss may be typical of the softening attitudes.

Krauss once called BNSF's attempts to fix the city's traffic troubles with automated crossing signals "a crock." More recently, he said things have been changing for the better.

"Our relationship with the railroad

Please see Trains, back page



Fred Motenacos/The News Tribune

**TRAINS TAKE OVER:** If Burlington Northern Santa Fe starts running double-stacked trains through downtown Auburn, they could be up to a mile-and-a-half long and block several busy intersections at once.

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119th year, Issue No. 324  
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## Always back up your CDs? Not for long

**'COPY PROTECTED':** Music industry fights pirating with copy-proof discs

By Amy Harmon  
 THE NEW YORK TIMES

The recording industry has begun selling music CDs designed to make it impossible for people to copy music to their computers, trade songs over the Inter-

net, or transfer them to portable MP3 players.

Until now, the protected discs have been distributed mostly in Europe, with little publicity. But the strategy has already begun to set off some backlash there, as well as among American music lovers who fear they will be unable to use the increasingly popular portable MP3 devices or burn their own CDs of music that they have legally purchased.

The practice is drawing the ire of several consumer electronics manufactur-

ers, including Sony Electronics, which says it cannot guarantee the audio quality of these CDs on its players, and Apple Computer and Sonic Blue, whose popular portable music players might suffer if copy-protected CDs became the norm.

But the record companies, which largely blame piracy via computer and Internet for the 10 percent decline in U.S. music sales last year, are defending the practice and laying plans to bring

Please see CDs, A12

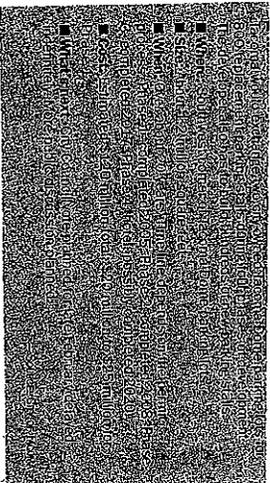
petitive city, an urban renaissance in the making.

But Cosmas, which started in 1986, is a relative newcomer to building office towers, beginning its early years with apartments and condominiums.

**The projects**

The company completed the \$35 million Bellevue Pacific Center in 1995. It features 174 condos and 85,000 square feet of office space. The building's anchor tenants include Washington Mutual and American Express.

By comparison, the Lynnwood project is a smaller building, but offers more office space. The \$20 million Cosmas Lynnwood Center, 19020 33rd Ave. W., is a 200,000-square-foot building with 200,000 square



Completed a building half the size of the one in Lynnwood four years ago - a 100,000-square-foot office building, five stories tall, at 25th Street in Mountlake Terrace, Cosmas

combine commercial and residential uses. In the early 1990s, the company developed a high-rise in Seattle's Denny Regrade neighborhood, a combination of condominiums and offices. The 24-story Seattle Heights features 240 condos, with a restaurant and shops such as a custom cabinet store on the ground floor.

"We're not a huge merchant builder, someone who builds, and then once the doors are open is gone. These kinds of developments are part of the community. We invest for the long term."

In the early years, Cosmas focused on woody walk-up apartments - boutique, condominium-style buildings. "I'd like to see a high-rise come from Mountlake Terrace in 1998 to 1999, the same

year, and 199 condominiums. Mountlake Terrace and Lynnwood city officials describe Cosmas as a company that delivers on its promises. And they like the company's brick and glass office buildings.

"We're really pleased," said Lee Michaels, Lynnwood's assistant city planner.

Both cities granted Cosmas exceptions after company officials argued their case. Neither city however, offers city-owned land as Tacoma is offering Cosmas in exchange for the company building hundreds of new parking stalls at the Dome. Neither the Lynnwood nor Mountlake Terrace projects attracted controversy. In Mountlake Terrace, the excep-

## Trains

Continued from A1

has been a long and rocky one, but I think we're hearing how to overcome it," Kravass said.

Two of the biggest and most expensive public works projects in Auburn's history are still ongoing, and this city already is looking ahead to two more major road undertakings to alleviate traffic woes caused by the trains. Together, the projects may cost \$85 million or more.

### It could get worse

Auburn started planning railroad crossing improvements more than six years ago, when BNSF announced it would reopen its Steamspede Pass line.

Steamspede Pass is a major east-west BNSF freight route - one of three in Washington - that begins at a rail yard just west of downtown Auburn. In December 1996, Burlington ran its first train on the line after 13 years of dormancy.

Residents feared the worst: numerous lengthy trains clogging Auburn's already traffic-heavy main drag, and the transformation of the rail yard into a full-scale intermodal facility that could bring 2,000 to 3,000 trucks a day into the city.

Purchasers, Amtrak and Sound Transit also run north and south through the city on BNSF tracks.

But it is the long freight trains that travel the 114-year-old Steamspede Pass line - of steel and concrete - that cause the most headaches. They cause grade the traffic to snarl the city as it goes by.

Krass and Auburn Mayor Pete Lewis say the city hears rumors about the company's on-again, off-again plans to increase the clearance of the Steamspede Pass tunnel in the Cascades.

"That would let Burlington double-track our mainline, a process that also results in longer trains. Because of the added expense involved in reducing the constraints, railroads compensate by increasing the overall length of the train to create economies of scale. That in turn might necessitate the use of the large rail yard and the company abandoned in the late 1980s."

So far, though, nothing is official. BNSF spokesman Greg Melness said rumors about plans to increase rail and truck traffic in Auburn have been firing things the company announced it would reopen the pass. "There are just no major plans," Melness said.

### Fighting the streets

Auburn is in the midst of building two huge overpasses above the tracks, costing a total of about \$70 million. One is at South 277th Street on the Kent-Auburn border, another at Third Street Southwest in downtown Auburn.

The Third Street project over BNSF tracks will provide overpasses to Highway 18 and should open this spring or early summer. The 277th Street project passes over BNSF and Union Pacific tracks and should be completed by year-end.

Krass said the two projects are much-needed as the most expensive in the city's history, outdistancing the reworked Highway 18-Auburn Way North interchange complet-

ed in the early 1990s.

Auburn took BNSF all the way to the U.S. Supreme Court in a fight to determine whether the railroad should be held responsible for road improvements associated with the reopening of the pass.

In 1999, the court let stand without comment a lower court ruling that said railroads have eminent domain and don't have to pay more than the 5 percent for mitigation required by federal law.

Otherwise, every hold town on every rail line could sue and stall interstate commerce. As an alternative, Kravass said, the city helped form the Freight Action Strategy (FAST) corridor that includes railway mitigation projects between Everett and Pasco. So far, Auburn has benefited to the tune of about \$100 million for road projects that are supposed to help ease traffic problems caused by the railroad.

### Shaken by the trains

Thy, who lives in an older home built by a railroad employee near the Steamspede Pass line, helped form the Citizens Coalition for Responsible Railroads with Auburn Chamber of Commerce director Mike Montreille after BNSF announced plans to reopen the pass.

She lives about a block from the eastward line and said her house and others have been shaken by coupling trains. It's better than it was at first because the coalition complained, she said, but her home still has cracks in the plaster.

"It's those banging trains," she said. "It's better now, but once in a while we get a real bad one."

Now her concern is the swarms of flies trying to swill the trains by landing elsewhere on the road.

"People are squawking through neighborhood at rush hour," she said. "There's an ancient underpass on 17 Street (Southwest),

and it gets very dangerous with everyone trying to head there."

Chris Burford said her husband, Paul, often takes his kids to work in Kent. The couple share child-care duties, and Paul Blakelock said he works in Tacoma.

"I try to do everything I can to avoid the trains, but sometimes there's nothing you can do," Geneva Dinkert said.

She has been late picking up her young daughter from school because of the train's danger from steam because of the train's thought should be there crying, she said. "I'm so frustrated."

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tionary in Tacoma over the proposed Dome project. Perhaps it's because the deal involves Tacoma giving Cosmas city-owned land.

"No good deal goes unopposed," Del Moro said. "That's what's happening here to some degree."

Staff writer Martha Madson covers Tacoma. She can be reached at 253-897-8646 or martha.moden@mail.tribnet.com.

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Krass said the department is holding it more solutions.

Along with the two overpass projects, Auburn is examining the possibility of an underpass for M Street that probably would tie the road to Auburn Black Diamond Road.

After that, the city will consider extending A Street north to connect to 19th Street Northwest.

The city still is studying those projects, but Krass said M Street could cost \$13 million, and A Street could cost about \$3 million. He said he shudders when he thinks about what would happen if BNSF turns the city's train yard into an intermodal facility and brings the bigger trains into town.

"That is something we don't want to do. Our road system can't handle that."

Staff writer Bill Hutchins covers Auburn. Reach him at 253-941-9686 or bill.hutchins@mail.tribnet.com.

# DAILY BRIEFING

A QUICK LOOK AT TODAY'S HEADLINES

www.trbnet.com

FRIDAY, MARCH 1, 2002

### FRONT PAGE

#### Cosmos' Tacoma Dome project would be its biggest

The proposed office development at the Tacoma Dome would be the largest office project yet for the 25-employee Bellevue firm that would build it. But Cosmos Development & Administration Corp. says it's up to the challenge, and officials in other Puget Sound offices the company has worked with praise its projects.

#### Auburn train-traffic tie-ups frustrate city's motorists

Auburn commuters stew over long traffic tie-ups caused by lengthy freight trains going through city crossings. Commuters costing as much as \$65 million will help with alternative crossings over the next few years.

#### Backup government has been at the ready since Sept. 11

President Bush has dispatched a shadow government of about 100 senior civilian managers to live and work secretly outside Washington, awaiting for the first time long-standing plans to ensure survival of federal rule after a catastrophic attack on the nation's capital.

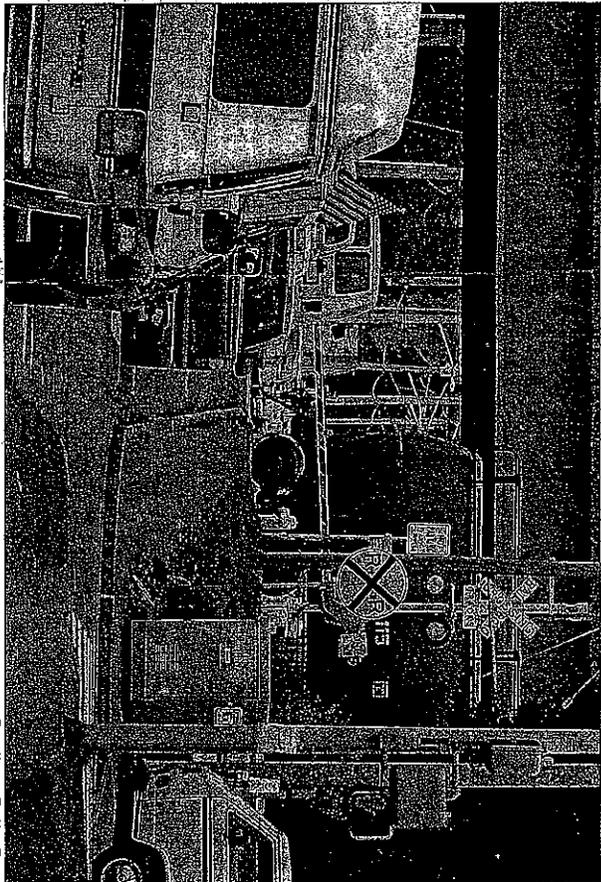
#### 'Copy protected' CDs may put an end to swapping tunes

The recording industry has begun selling music CDs designed to make it impossible for people to copy music to their computers, trade songs over the Internet, or transfer them to portable MP3 players.

#### SOUTH SOUND

#### AIDS education events set to begin Saturday

In Pierce County, blacks account for 8 percent of the population, but they make up 21 percent of the total number of AIDS cases. A week of AIDS education events aimed at the black community kicks off with a fashion show on Saturday. **B1**



Auto traffic waits for a freight train to clear the M Street crossing on a weekday afternoon. Auburn residents often wait 20 minutes for trains to pass here and downtown. Story on A1.



### SPORTS

Her team is in trouble... **B1**

#### Ratings boom or bust? Madden gets Monday Night Football call

Competition from Monday Night Football might be even less of a threat than ever. In his second straight major mistake in the name of stimulating sagging ratings, the NFL broadcast has invited John Madden to join Al Michaels to form a two-man crew. Dave Bollig's column. **C1**

#### BUSINESS

Billionaires a little less wealthy this year, thanks to recession. It's time for the Forbes magazine list of the world's wealthiest people. And largely...

getting old and due for replacement. The jet maker hopes to persuade them to buy new Boeing models. **D1**

#### SOUNDLIFE

Federal Way's home to thriving arts scene

Federal Way may seem like a non-creative land between Seattle and Tacoma, but it has a thriving arts scene. Even city residents don't seem aware that an orchestra, symphonic band, dance troupes, theater and public art programs. **S14**

#### TRAIL

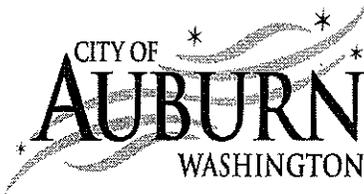
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Peter B. Lewis, Mayor

25 West Main Street \* Auburn WA 98001-4998 \* [www.auburnwa.gov](http://www.auburnwa.gov) \* 253-931-3000

**Statement of  
The Honorable Peter M. Lewis  
Mayor, City of Auburn, WA  
Before the  
House Appropriations Committee, Subcommittee on Transportation Housing and Urban  
Development and Related Agencies  
US House of Representatives**

**March 27, 2009**

Thank you for the opportunity to submit a statement in support of the FY 2010 Appropriations request for the M Street S.E. Grade Separation Project.

The City of Auburn respectfully requests an appropriation of \$4.6 million through the Department of Transportation Federal Highway Administration for the M Street Grade Separation project. Upon receipt of the funding, the final segment of the M St Corridor will be complete.

The M St Corridor is a principal arterial connection between State Route 167 and State Route 164 through Auburn, King County, Washington that connects regional and manufacturing growth centers, serves local and regional destinations, and provides an essential freight mobility link. This project is located near State Route 18 (SR18) overpass and the at-grade BNSF rail crossing in Auburn. Improvements will include: lowering M St SE below the existing BNSF Stampede Pass railroad, constructing a new railroad bridge and retaining walls, widening the roadway from 2 to 5 lanes with a center turn lane, improving the signal at M St SE and 4th St SE (southerly approach to the grade separation), and installing signal interconnection, curbs, gutters,

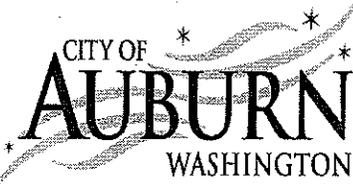
**AUBURN \* MORE THAN YOU IMAGINED**

storm-water facilities, sidewalks and bike lanes. The project will fill the final 800 foot gap in the M St Corridor sidewalk network and will construct bike lanes that connect to the City's bike routes. The widening of the roadway through the crossing will remove the last roadway bottleneck in the M St Corridor and will afford the entire Corridor to have a four to five lane section. This project will create more than 750 jobs in the 8<sup>th</sup> Congressional District.

The M Street project is one of the five recommended projects identified in the 1997 Auburn Stampede Rail Traffic Impact Study to mitigate the impacts from BNSF expanding operations on the Stampede Pass rail line, noting that 16 to 24 trains may operate daily. On average, three to four 6,500 foot train can be expected to operate on the BNSF line during the PM peak hour commute. At full speed, each train will block the intersection up to 13 minutes, creating gridlock throughout the entire City.

This project has been identified as a Freight Action Strategy (FAST) corridor project - a multi-agency coalition dedicated to improving freight mobility throughout the Puget Sound Region and mitigating the impacts of freight movements upon local communities. The M Street Grade Separation promotes economic development by enhancing regional freight movements and mitigates the environmental impacts of freight on local communities. The project also provides vehicular capacity and non-motorized benefits.

In addition, the benefits of the project will improve emergency vehicle access, make safety improvements by reducing neighborhood cut-through traffic on residential streets, provide safe



Peter B. Lewis, Mayor

25 West Main Street \* Auburn WA 98001-4998 \* [www.auburnwa.gov](http://www.auburnwa.gov) \* 253-931-3000

pedestrian connections, ensuring the safe crossing of 53 daily school bus crossings and improve air quality through reducing emissions from vehicles waiting to cross.

On behalf of the City of Auburn, I would like to thank you for the opportunity to lay out the needs and the benefits of the M Street Grade Separation project to the Valley Region, and thank the City's hometown Congressman Dave Reichert and the Washington Congressional Delegation for their support of this project and of the City's federal efforts.

# M Street SE Grade Separation

Auburn, WA

## Project Description

This funding request is for the M St SE Grade Separation Project which will complete the final segment of the M St Corridor. The M St Corridor is a principal arterial connection between SR 167 and SR 164 through Auburn, King County, Washington. The M St Corridor connects regional and manufacturing growth centers, serves local and regional destinations, and provides an essential freight mobility link.

This project is located on M Street SE between 4<sup>th</sup> and 6<sup>th</sup> Streets SE in the vicinity of Washington State Route 18 (SR18) overpass and the at-grade BNSF rail crossing in Auburn. The project includes lowering M St SE below the existing BNSF Stampede Pass railroad, constructing a new railroad bridge and retaining walls, widening the roadway from 2 to 5 lanes with a center turn lane, improving the signal at M St SE and 4th St SE (southerly approach to the grade separation), and installing signal interconnection, curbs, gutters, stormwater facilities, sidewalks and bike lanes. The project will fill the final 800 foot gap in the M St Corridor sidewalk network and will construct bike lanes that connect to the City's bike routes. The widening of the roadway through the crossing will remove the last roadway bottleneck in the M St Corridor and the will afford the entire Corridor to have a four to five lane section.

## Project Need

The BNSF railroad crossing on M Street SE severely limits the M Street Corridor capacity and safety. The re-opening of BNSF Railway's Stampede Pass has increased the frequency of long, slow moving freight trains traveling through the City. As a result, the at-grade train crossing on M Street SE causes significant traffic back-ups that overtax the City's street system and block emergency vehicles, driveways, and neighboring streets. The increased rail traffic elevates safety hazards to pedestrians and vehicles that utilize the crossing.

This project was identified in the 1997 *Auburn Stampede Rail Traffic Impact Study* as necessary to mitigate the impacts from BNSF expanding operations on the Stampede Pass rail line. The study identified that 16 to 24 daily trains may operate on the Stampede Pass line. On average, three to four 6,500 ft. trains can be expected to operate on the BNSF line during the PM peak hour commute. At full speed, each train will block the intersection up to 13 minutes at a time, creating citywide gridlock.

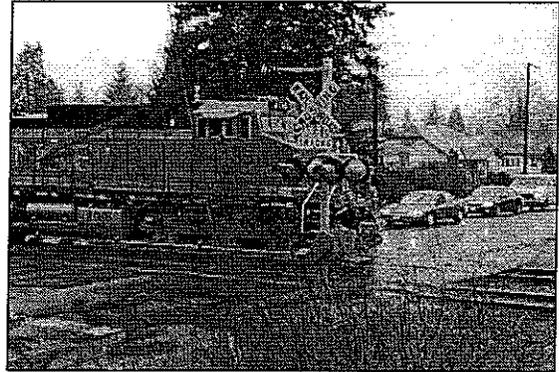
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## City of Auburn Contacts

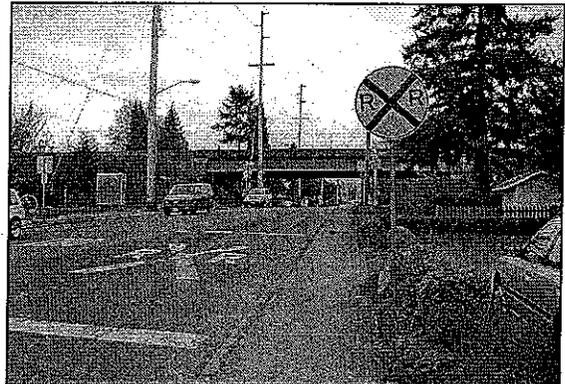
Jacob Sweeting, Project Manager, City of Auburn - 253.804.5059 – [jsweeting@auburnwa.gov](mailto:jsweeting@auburnwa.gov)  
Carolyn Robertson, Government Relations Manager – 253.931.3096 – [crobertson@auburnwa.gov](mailto:crobertson@auburnwa.gov)

March, 2009

## EXISTING CONDITIONS



M Street SE – Northbound View



M Street SE – Southbound View

## M STREET GRADE SEPARATION Project Visualization

