

Section V - 2009 King Countywide STP/CMAQ Competition Application

To be used for projects submitted for the following Countywide Programs:

- ❖ Small Jurisdictions Program
- ❖ Larger Jurisdiction Program
- ❖ All Other Agency Program
- ❖ Rural Area Program

This application is available on the King County Web site at

<http://www.kingcounty.gov/transportation/kcdo/PlanningAndPolicy/RegionalTransportationPlanning/2009KCCtywideComp.aspx>

****Please read all of the text in this section before completing this application.****

Important notice: The importance of complete and accurate information on every application cannot be overemphasized. The evaluation and scoring of all submitted projects will be based on the answers provided in this application. A project's suitability for funding may be compromised if the application is found to have omissions or inaccuracies. In addition, sponsors of projects recommended for funding as a result of the competition should be aware that their application could be used in the future to evaluate the status of a project if it fails to comply with the requirements of the Puget Sound Regional Council's (PSRC) Project Tracking program.

Projects receiving funding as a result of this competition: Funding distributed as a result of the 2009 STP/CMAQ King Countywide Programs is awarded to projects, not to the sponsoring agency itself. Sponsors of projects that receive funds from this competition will be required to submit a more detailed TIPMOD or TIPNEW application, which will be due to the PSRC on July 7, 2009. Please note that these sponsors will also be asked to certify that they will comply with the conditions of the PSRC's Project Tracking Program, as a condition of accepting funding. Failing to comply with this condition, and/or with the conditions established in the PSRC's Project Tracking Program, may eventually result in the loss and/or transfer of funds to another Countywide project.

14-page limit: You may use additional pages if necessary; however, please be as brief as possible and limit your application to a total of fourteen (14) pages, plus map(s) and/or other required supporting documents.

E-mail submissions are preferred: Attach your completed application to an e-mail and send to peter.heffernan@kingcounty.gov. Please name the file "(Agency): (Project tile)" and in the e-mail subject line identify which Countywide program the application is being submitted (Small Jurisdiction, Large Jurisdiction, All Other, Non-motorized). If you are unable to e-mail the application, please mail a copy of the electronic file on diskette, and fax or mail a corresponding paper copy. Electronic copies of all applications are required, as they will be posted to the King County Web site. Mailed materials should be sent to: Peter Heffernan, King County Department of Transportation, M.S. KSC-TR -0814, 201 South Jackson Street, Seattle, WA 98104-3856 and/or faxed to 206-684-1812, Attn: Peter Heffernan. All applications must be submitted by **5pm May 15th, 2009**.

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

PROJECT DESCRIPTION INFORMATION

<p>1</p>	<p>Project title: South Auburn, 15th St SW and A St. SE, ITS Expansion</p> <p>For roadway project titles: list facility name, limits, and any other identifying words. E.g., SR-520 HOV (104th Ave NE to 124th Ave NE).</p>
<p>2</p>	<p>Destination 2030 ID#: ITS is consistent with Transportation policy RT 8.8 and these corridors are on the PSRC regionally significant ITS corridors.</p> <p>In order to be eligible for federal funding, a project must be in, or consistent with, <i>Destination 2030</i>, the region’s Metropolitan Transportation Plan (MTP). To confirm if your project is specifically listed in <i>Destination 2030</i>, refer to Appendix 9 of <i>Destination 2030</i> at http://www.psrc.org/projects/mtp/d2030plan.htm. For assistance or questions regarding these issues, contact Kimberly Scrivner at 206-971-3281 or kscrivner@psrc.org.</p>
<p>3</p>	<p>a. Sponsoring agency: City of Auburn</p> <p>b. Co-sponsor(s) if applicable:</p> <p>Important: For the purposes of this application and competition, “co-sponsor” refers to any agency that would receive a portion of the funding if the requested grant were to be awarded.</p> <p>c. Does sponsoring agency have “Certification Acceptance” status from WSDOT? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>d. If not, which agency will serve as your CA sponsor? (refer to WSDOT’s Local Agency Guidelines Manual for information on CA status: http://www.wsdot.wa.gov/ta/operations/lag/LAG13.pdf)</p>
<p>4</p>	<p>Project contact person: Scott Nutter, Traffic Operations Engineer</p> <p>Address: 25 West Main Street, Auburn WA 98001</p> <p>Phone: (253) 804-5068 Fax: (253) 931-3053 E-Mail: snutter@auburnwa.gov</p>

5 Project description. Please distinguish between the scope of the project and the justification and/or need for the project.

a. Project scope: Please describe clearly and concisely the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? For example, if this is part of a larger project, please be specific as to what portion on which the grant funds will be used.

The City of Auburn is requesting funding through the 2009 CMAQ/STP program to expand the City's ITS system and connect the last major corridors serving downtown auburn. This scope of this project is to connect 15th St. SW, (currently interconnected principal E/W Arterial), C St SW serving Boeing and the Safeway Distribution Center and A St SE (East Valley HWY) including 6th St SE, and A St and 41st St SE, (Ellingson Rd) one of our heaviest congested and operationally complicated set of signals. The two signals are in close proximately to each other under the BNSF bridge on Ellingson road and we have substantial conflicting movements into and out of Auburn.

We can accomplish these ITS expansions thru existing conduits recently installed under capital improvement projects, and with wireless line of sight options and can construct this project without any trenching or turning a shovel. With this simple expansion and additional equipment we will be able to add an additional 14 signals to our central signal system and bring back new cameras along three of our remaining heavily congested corridors. 15th St SW and A St SE are both on PSRC's regionally significantly ITS corridors.

b. Project justification, need or purpose: Please explain the intent, need or purpose of this project. What is the goal or desired outcome?

Interconnecting the signals and installing cameras gives the City the ability to develop and run coordinated timing plans along high traffic corridors, enabling traffic to run more efficiently without adding lanes for capacity. The City uses the system to enable real time signal timing adjustments from the Control Center where an intersection's performance can be viewed from installed cameras. This allows staff to respond more quickly to change signal timing to accommodate high traffic volumes that are related to events such as the Muckleshoot Amphitheater concerts, traffic accidents, or emergency needs by having the ability to see from the Control center what may be impeding traffic flow. We are also installing Battery Backup/UPS service cabinets along these corridors to improve reliability and emergency response during weather or emergency situations.

We will also upgrade the central signal and Video software and hardware to enable us to quickly add additional signals to our Central system and utilize additional enhancements for our signal optimization and operations and give us the ability to maximize the connection to the Trafficbuster network with WSDOT, enabling data and videosharing.

6	<p>Project location: City of Auburn</p> <p>a. County(ies) in which project is located: King</p> <p>Answer the following questions if applicable:</p> <p>b. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad): Beginning at 15th St SW and West Valley Specifically: 15th St SW(West Valley to C st) C St SW (15th St SW to Ellingson) A St SW/East Valley (6th St SE to Lakeland Hills) 6th St SE (A St to SR164)</p> <p>c. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): Ending at East Valley and Lakeland Hills</p>	
7	<p>Map: 1. Include a legible 8½” x 11” project map with the completed application form. 2. Include a legible vicinity map with the completed application form (can be smaller than 8½” x 11”).</p> <p>Note: If unable to send the map electronically, mail a copy on diskette and provide a paper copy by fax or mail.</p>	
8	<p>Federal functional classification code (Please select <u>only one</u> code using the table below)</p> <p>For assistance determining functional classification, contact Stephanie Rossi at 206-971-3054 or srossi@psrc.org.</p> <p>Important: A roadway must be <u>approved</u> on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities). Projects on a roadway with a functional classification of 09, 19, 29, or 39 are not eligible to use federal transportation funds unless they are one of the exceptions listed below. If your project is an exception, identify its functional class code as “00”.</p> <p><u>Examples of exceptions:</u></p> <ul style="list-style-type: none"> • Any bicycle and/or pedestrian project. • Projects not on a roadway and using CMAQ or other funds • Any transit project, including equipment purchase and park-and-ride lot projects. 	
9.	<p style="text-align: center;">Rural Functional Classifications “Under 5,000 population” (Outside federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> 00 Exception</p> <p><input type="checkbox"/> 01 Principal Arterial - Interstate</p> <p><input type="checkbox"/> 02 Principal Arterial</p> <p><input type="checkbox"/> 06 Minor Arterial</p> <p><input type="checkbox"/> 07 Major Collector</p> <p><input type="checkbox"/> 08 Minor Collector</p> <p><input type="checkbox"/> 09 Local Access</p> <p><input type="checkbox"/> 21 Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> 22 Proposed Principal Arterial</p> <p><input type="checkbox"/> 26 Proposed Minor Arterial</p> <p><input type="checkbox"/> 27 Proposed Major Collector</p> <p><input type="checkbox"/> 28 Proposed Minor Collector</p> <p><input type="checkbox"/> 29 Proposed Local Access</p>	<p style="text-align: center;">Urban Functional Classifications “Over 5,000 population” (Inside federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> 00 Exception</p> <p><input type="checkbox"/> 11 Principal Arterial – Interstate</p> <p><input type="checkbox"/> 12 Principal Arterial – Expressway</p> <p><input checked="" type="checkbox"/> 14 Principal Arterial</p> <p><input type="checkbox"/> 16 Minor Arterial</p> <p><input type="checkbox"/> 17 Collector</p> <p><input type="checkbox"/> 19 Local Access</p> <p><input type="checkbox"/> 31 Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> 32 Proposed Principal Arterial – Expressway</p> <p><input type="checkbox"/> 34 Proposed Principal Arterial</p> <p><input type="checkbox"/> 36 Proposed Minor Arterial</p> <p><input type="checkbox"/> 37 Proposed Collector</p> <p><input type="checkbox"/> 39 Proposed Local Access</p>

COUNTYWIDE PROJECT EVALUATION

Important: Projects will be evaluated and scored based on the information provided in Parts 1 and 2 that follow. Refer to the “2009 King County Countywide Project Evaluation Criteria” before completing these sections of the application for guidance, examples, and details on scoring.

Instructions:

- Part 1: Choose the one project category that best fits your project and complete the corresponding section A, B, or C.
- Part 2: Complete all three sections in Part 2 (sections D, E, and F).

Part 1: Category Specific Questions (70 Points STP, 50 Points CMAQ)

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

- Designated Center: Complete section A (question 11) and proceed directly to Part 2 (questions 14-17).
- Manufacturing/Industrial Center: Complete section B (question 12) and proceed directly to Part 2 (questions 14-17).
- Connecting Corridors: Complete section C (question 13) and proceed directly to Part 2 (questions 14-17).

Note: Information on the 2005 adopted Regional Economic Strategy and the targeted industry clusters, including definitions and maps of the clusters, may be found on the Prosperity Partnership website at <http://www.prosperitypartnership.org/clusters/index.htm>. For questions regarding these topics, contact Chris Strow at 206-971-3051 or cstrow@psrc.org

A. Designated Regional Growth Centers

Instructions: Complete this section (questions 11-13) if you selected “Designated Centers” in question 10, and then proceed directly to Part 2. Do not complete Sections B or C.

11. **Center Development.** Please address the following:

- Growth. Describe how the project will support the potential for housing/employment densities in the center. Describe how the project will support the development/redevelopment plans and activities of the center.
- Plans and Policies. Describe how the project furthers the objectives and aims of existing policies for the center; please provide a citation and copy of the corresponding policies.
- Economic Strategy. Describe whether the project helps to create or sustain jobs in the targeted industry clusters within the center; these clusters are identified in the adopted 2005 Regional Economic Strategy.

12. **Project’s Benefit to the Center.** Please address the following

- Long-Term Benefit. Does the project remedy a current or anticipated problem (e.g. congestion, incomplete sidewalk system, inadequate transit service/facilities, modal conflicts and/or the preservation of essential freight movement)? Please describe.

- User Groups Supported. Describe the user groups that will benefit from the project (including commuters, residents, commercial users, those groups identified in the President’s Order for Environmental Justice¹ and/or areas experiencing high levels of unemployment or chronic underemployment).

13. Circulation within the Center. Please address the following.

- Safety and Convenience. Describe how the project improves safe & convenient access to major destinations within the center.
- Intermodal Opportunities and Connections. Describe how the project will improve circulation and enhanced opportunities for active transportation within the center for people and/or goods regarding (address each relevant area): walkability, public transit access, public transit speed and reliability, safety & security, bicycle mobility, bicycle facilities, streetscape improvements, traffic calming, preservation of essential freight movement and/or other.
- Travel Choices. Describe how the project provides users (e.g. employees, residents, customers) a range of travel modes or provides a “missing” mode.
- System Continuity. Describe how the project completes a physical gap or provides an essential link in the transportation network.
- Parking. If the project has a parking component, describe how it has been designed to be compatible with a pedestrian oriented environment, including any innovative parking management tools.

B. Manufacturing/Industrial Centers

Instructions: Complete this section (question 14) if you selected “Manufacturing/Industrial Centers” in question 10, and then proceed directly to Part 2. Do not complete Sections A or C.

14. Mobility and Accessibility. Please address the following:

- Freight Movement. Describe how the project provides opportunities for freight movement.
- Growth Plans and Policies. Describe how the project will benefit or support the development of the manufacturing/industrial center.
- System Continuity. Does the project complete a physical gap, provide an essential link, or remove a barrier in the Freight & Goods component of the Metropolitan Transportation System (See Destination 2030, Technical Appendix 4)? Please describe.
- Safety. Describe how the project improves safety and reduces modal conflicts to help achieve a “seamless” system.
- Improved Commute Access. Describe how the project improves access for one or more modes to major employment sites or access to residential areas outside the center, including opportunities for active transportation.
- Trip Reduction. How does the project promote Commute Trip Reduction (CTR) opportunities?
- User Groups Supported. Describe the user groups (e.g. employees, customers, modal carriers, those identified in the President’s Order for Environmental Justice and/or areas experiencing high levels of unemployment or chronic underemployment) that will benefit from the project.
- Economic Strategy. Describe how the project helps to create or sustain jobs in the targeted industry clusters within the center; these clusters are identified in the adopted 2005 Regional Economic Strategy.

¹ The President’s Order for Environmental Justice states “each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority populations and low-income populations.”

C. Connecting Corridors

Instructions: Complete this section (questions 15-17) if you selected “Corridors Serving Centers” in question 10, and then proceed directly to Part 2. Do not complete Sections A or B.

15. Benefit to Centers or Manufacturing/Industrial Center. Please address the following:

- Growth Plans and Policies. Describe how this project will benefit or support the housing and employment development of a regional growth and/or manufacturing/industrial center(s). Does it support multiple centers?
- Travel Choices. Describe how the project provides a range of travel modes to users traveling to centers, or if it provides a missing mode.
- User Groups Supported. Describe the user groups that will benefit from the project, including commuters, residents, commercial users, those groups identified in the President’s Order for Environmental Justice and/or areas experiencing high levels of unemployment or chronic underemployment).
- Economic Strategy. Describe whether the project helps to create or sustain jobs in the targeted industry clusters within a center; these clusters are identified in the adopted 2005 Regional Economic Strategy.

Growth Plans and Policies:

Completion of the South Auburn ITS expansion will improve the movement of goods and people to and from the centers and locations along the corridor by increasing transit efficiency, freight movement and roadway capacity. This project serves multiple commercial centers, industrial centers, and residential land uses.

South Auburn ITS expansion runs along multiple land uses connecting to the Auburn Growth Center and other regional manufacturing and urban growth centers. It includes, housing, commercial, manufacturing, and industrial land uses. Automotive uses, motels, truck stops, fast food, light industry and associated support services will be located at the north and south interchange sites. Development around the interchanges at the north and south ends of the corridor will make use of design and use guidelines to ensure compatibility with Auburn’s land use and zoning regulations.

This project improves access to Auburn's Urban Center. The urban center contains the highest density and intensity of land use within the City. This project will assist the City of Auburn in meeting its development goals by helping to implement the following policies from the comprehensive plan:

1. Emphasis is on providing additional housing opportunities and neighborhood services for downtown residents, in addition to enhancing economic, cultural, and social opportunities for the city (Chapter 3 Page 12 Policy LU-6);
2. Focus growth and development in the Auburn Downtown urban center to support economic development, complement transit oriented development, direct growth pressures away from residential neighborhoods, and implement regional growth management strategies (Chapter 3 Page 12 Policy LU-6A);
3. Use TSM strategies to more efficiently utilize the existing infrastructure to optimize traffic flow and relieve congestion including Intelligent Transportation Systems (Chapter 5 Page 6 Policy TR-32).

The City of Auburn's Comprehensive Plan and Auburn Downtown Plan support the centers & corridors concept and emphasize the importance of mixed use development in targeted areas that bring employment, shopping, and residential activities into a shared location.

Travel Choices

Completion of the remaining ITS corridor project will improve access to Auburn Station facilitating better travel choices and improve transit reliability and efficiency and support future TSP implementation. Five trains each way carry commuters from Tacoma through Auburn to Seattle with plans to add more trips and extend the service north to Everett and south to Lakewood. Nearly 500 people board the Sounder trains from Auburn each workday morning. Bus routes are synchronized to connect with train arrivals. The adjacent six-story commuter-station parking-garage can house nearly 550 vehicles. The transit center and garage are catalysts for travel choices in Auburn and throughout the region.

User Groups Supported:

This project addresses a wide range of travel modes and serves multiple user groups. The project will serve the multi-modal Auburn Station Transit Center. Auburn Station is a service hub for Sound Transit express and Metro/King County buses, Pierce County buses and Sound Transit commuter rail (Everett to Tacoma, with 500 daily boardings in Auburn), and bicycle/pedestrians.

The project provides more reliable travel to key employment areas such as the Auburn Urban Center, the Boeing Company, Safeway Distribution Center, Auburn Regional Medical Center, GSA, The SuperMall of the Great Northwest, Auburn School District bus barn, and many other employers/businesses along 15th St SW and A St SE (East Valley) will all be supported by completion of this project.

The overall project benefits the entire community by:

- Increasing mobility;
- Reducing multi-modal conflicts and traffic congestion; and
- Relatively low-cost investment for significant benefit.
- Increases capacity without increasing impervious surface and construction related disruptions.
- Improves safety through a reduction in rear-end accidents due to improved traffic flow.
- Increases public awareness of transportation system with online access to video and traffic information.
- Reduces emission levels by evening the progression of vehicles through improved signal synchronization.
- Provides economic benefit by increasing accessibility to businesses on 15th St SW corridors (Supermall).
- Allows more efficient signal timing adjustments in real time for the control center
- Reduces the consumption of motor vehicle fuel of vehicles traveling through the City by reducing delay.
- Reduces green house gasses.
- Improve traffic flow and reliability and improve motorist safety.
- Improves schedule reliability of our various transit routes.
- Improve Emergency response time and provides for evacuation route timing plans.

The upgrades of the Central Signal System, Video System and expansion of ITS in Auburn will continue to provide benefits in terms of safety, improved air quality, improved vehicle operating costs, emergency response, emergency evacuations and improved traffic movements throughout the whole City.

Regional Economic Strategy:

These Corridors connect regional and manufacturing growth centers, serves local and regional destinations, and provides an essential freight mobility link. The City of Auburn's Comprehensive Transportation Plan

designates the corridor as a principal arterials and truck routes. The The highest ADT volumes are 11,000 on 15th St SW (4% Trucks), near 16,000 on A St SE (4% Trucks) and about 7,500 on C ST SW (6% Trucks).

These corridors serve Boeing and the Safeway Distribution Center the Supermall and Auburn School District's bus facility, and businesses along A St SE..

16. System Continuity. Please address the following:

- Serving Centers. Describe how this project provides a “logical segment” that links to a regional growth or manufacturing/industrial center.
- Missing Link. Describe how the project fills in a missing link or removes barriers to a center.
- Congestion Relief. Describe how this project will relieve pressure or remove a bottleneck on the Metropolitan Transportation System and how this will positively impact overall system performance.

These Corridors connect regional and manufacturing growth centers, serves local and regional destinations, and provides an essential freight mobility link. The City of Auburn's Comprehensive Transportation Plan designates the corridor as a principal arterials and truck routes. The The highest ADT volumes are 11,000 on 15th St SW (4% Trucks), near 16,000 on A St SE (4% Trucks) and about 7,500 on C ST SW (6% Trucks).

These corridors serve Boeing and the Safeway Distribution Center the Supermall and Auburn School District's bus facility, and businesses along A St SE..

Improve emergency vehicle access and response time within the corridor.

Increase capacity and accommodate future (2030) traffic volumes along critical corridors.

- Reduce neighborhood cut-through traffic on adjacent streets.

Improve traffic operations and safety.

Improve movement of goods and people consistent with the City's comprehensive plan

17. Long-term Benefit/Sustainability. Please address the following:

- Efficiency. How does this project support a long-term strategy to maximize the efficiency of the corridor? Describe the problem and how this project will remedy it.
- Safety. Describe how this project improves safety and/or reduces modal conflict, and provides opportunities for active transportation.

The City has experienced many benefits as follows:

- Utilizes TSM techniques to optimize mobility of the existing system.
- Relatively low-cost investment for significant benefit.
- Increases capacity without increasing impervious surface and construction related disruptions.
- Improves safety through a reduction in rear-end accidents due to improved traffic flow.
- Increases public awareness of transportation system with online access to video and traffic information.
- Reduces emission levels by evening the progression of vehicles through improved signal synchronization.
- Provides economic benefit by increasing accessibility to businesses on 15th St SW and A St SE corridors (Supermall, Boeing, GSA and Safeway Distribution Center).

- Allows more efficient signal timing adjustments in real time for the control center
- Reduces the consumption of motor vehicle fuel of vehicles traveling through the City by reducing delay.
- Reduces green house gasses.
- Improve traffic flow and reliability for traffic and transit.
- Improves schedule reliability of our various transit routes.
- Improve Emergency response time and provides for evacuation route timing plans.

The upgrades of the Central Signal System, Video System and expansion of ITS in Auburn will continue to provide benefits in terms of safety, improved air quality, improved vehicle operating costs, emergency response, emergency evacuations and improved traffic movements throughout the whole City.

PART 2: QUESTIONS FOR ALL PROJECTS

Instructions: Once Section A, B, or C in Part 1 has been completed, complete all of Part 2 (questions 18-21).

D. Air Quality and Climate Change (20 Points STP, 40 Points CMAQ)

18. Describe how your project will reduce emissions. Include a discussion of the population served by the project – who will benefit, where, and over what time period. Projects may have the potential to reduce emissions in a variety of ways, depending on the type of project. Please provide the requested information if your project contains the elements listed below:

- Diesel retrofits: Describe the types and numbers of vehicles, vessels, or equipment involved, how often they are used, where they are used, how much fuel is consumed annually and when the retrofits will occur.
- Roadway capacity (general purpose and high occupancy vehicles): Describe the roadway and travel conditions before and after the proposed project, including average daily traffic and travel speeds. Describe the potential for multimodal connections, shorter vehicle trips, etc.
- Transit (park-and-ride lots, new or expanded transit service, transit amenities, etc.): What is the current transit ridership in the project area? What are the current transit routes serving the project area? If a park-and-ride lot, how many stalls are being added? Describe how the amenities (or other components of the project) are expected to encourage new transit ridership and shift travel from single occupant vehicles to multimodal options. What is the average trip length for a new rider?
- Bicycle and/or pedestrian facilities: What is the length of the facility? What are the connections to other nonmotorized facilities and to the larger nonmotorized system? Describe the expected travel shed (i.e., land use and population surrounding the project).
- Signalization and other ITS improvements: Describe the existing conditions in the area (i.e., level of service, average daily traffic, etc.), and describe how the project is expected to improve traffic flow (increase speed, reduce idling, remove accidents, etc.). Is there a significant amount of truck traffic (i.e. freight movement) on the facility? Does the project improve traffic flow for particular modes, e.g. HOVs, or types of vehicles, e.g. freight trucks?
- Alternative fuels/vehicles: Describe the change in fuel or vehicle technology. How many vehicles are affected? What are the current conditions?
- Other: Describe how your project has the potential to reduce emissions through technology, improved management or other means, e.g. “no idling” signage & enforcement, auxiliary power units to operate heating, cooling & communications equipment, truck stop electrification, etc.

The LOS for 15th St SW and C street Signal; Ellingson and C St, and A st and Ellingson currently are at or near LOS “F” in the commute hours. The highest ADT volumes are 11,000 on 15th St SW (4% Trucks), near 16,000 on A St SE (4% Trucks) and about 7,500 on C ST SW (6% Trucks).

The ITS expansion project will lower emissions by reducing overall congestion and vehicle delay throughout the corridor with verifiable reduction in delays. Less delay would mean higher travel speeds and less idling time at intersections, conditions typically conducive to a reduction in pollutant emissions from vehicle exhaust. The improvements will also increase desirability of transit use along the corridor with improved reliability.

E. Project Readiness/Financial Plan (10 Points)

Introduction: Two primary tools will be used to obtain information needed to judge a project’s ability to proceed: responses to the project readiness question (14) and financial plan question (15) below. The primary objective of the evaluation is to determine whether a sponsor has assembled all of the funding needed to complete the project or phase(s), and when the sponsor will be ready to obligate the requested regional funding. All questions must be completely and accurately filled out in order for this information to be properly assessed. The information will be used to determine:

- When the sponsor can complete all prerequisites needed to obligate the project’s requested PSRC funding.
- When the sponsor plans to obligate requested PSRC funding.
- The amount and source of secured funding for the project.
- The amount and source of reasonably expected but unsecured funding for the project.
- Whether PSRC’s federal funds will complete the project or a phase of the project.

Note: The standard PSRC definitions will apply for determining when funding is “secured” or “reasonably expected to be secured.” These definitions are included in Section 5 of the STP/CMAQ Regional Competition Call for Projects.

19. Project Readiness: Please fill out the questions below if your project is requesting funds for a Right-of-way (ROW) and/or Construction (CN) phase. Projects requesting funds only for a Preliminary Engineering phase need not answer question #19.

PSRC recognizes that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before STP and CMAQ funding is typically eligible to obligate. These questions are designed to identify those requirements and assist sponsors to:

- Identify which requirements apply to their specific project.
- Identify which requirements have already been satisfied at time of application.
- Provide an explanation and realistic completion date for all requirements not yet completed.

Important instructions: For question 19A below, select one of the three options from the drop-down list for each item that applies at the time of submission of this application. These items are based on the documentation requirements for obligation of federal funds. For any item where “Item not yet completed” is selected, and for any additional requirements pertaining to the project, provide details in question 19B, including the estimated schedule for completion.

19A. Check all items that apply below. Note: if no ROW is required for the project, select “not needed” for sections b through g.

Not yet completed a. Final FHWA or FTA approval of environmental documents including:

Not needed - BA Concurrence: NMFS, U.S. Fish & Wildlife, WSDOT.

Not needed - Section 106 Concurrence.

Not yet completed - FHWA/FTA Environmental Classification Summary Checklist (or EA or EIS).

Not needed b. True Cost Estimate for Right of Way.

Not needed c. Right-of-way Plans (stamped).

Not needed d. Relocation Plan (if applicable).

Not needed e. Right-of-way Certification.

Not needed f. Certification Audit by WSDOT R/W Analyst.

Not needed g. Relocation Certification, if applicable.

Not needed - WSDOT Certification Audit of Relocation Process, if applicable.

Already completed h. Engineer's Estimate.

Not needed i. All environmental permits obtained (e.g., Army Corps of Engineers Permit, HPA, etc.)

19B. Additional information: Include details on any items above that are not yet completed and provide an estimated schedule. Please provide any additional information as appropriate (e.g., status of planning, environmental documentation, permits, design, etc.).

An ECS can be submitted to WSDOT/FHWA for review immediately after funds are obligated. Without any turning of dirt this ITS project can be categorized as a Documented Categorical Exclusion (DCE).

20. Financial plan: Please fill out Tables A through D below and corresponding questions E through F. The purpose of the tables and questions is to allow sponsors to fully document their project’s financial plan and schedule. Tables A, B, and C build upon one another to provide the estimated cost of each phase as well as a project’s total cost (Table D). The tables require sponsors to list the federal funds being requested from the Regional Competition (Table A), as well as ALL other sources of secured (Table B) and unsecured (Table C) funds needed to complete the project.

Guidelines:

- All requested information must be provided to earn maximum points.
- Provide financial information for all funding types in every applicable phase, and use a separate row for each funding source.
- Totals of federal and other funds listed in Tables A, B, and C should equal the total project cost in Table D.
- Funding commitment letters must be provided for all financial partners.

Required Match: A minimum of 13.5% match is required for both STP and CMAQ funds. Sponsors of projects awarded funds through this competition will be required to provide information on these matching funds at a later date.

Table A: Funding Requested from Countywide Competition

Phase	Estimated Obligation Date by Phase (mm/dd/yy)	PSRC Federal Funding Source (enter either STP or CMAQ; choose only one)	PSRC Federal Funds Amount
Design	ASAP 1/01/10	CMAQ	47,575
Procurement	4/01/10	CMAQ	240,154
Construction	4/01/10	CMAQ	405,672
Totals:			\$693,401

Table B: Existing Secured Funding

Phase	Estimated Obligation date by Phase* (mm/dd/yy)	Source	Amount
Design	1/01/10	Signal Improvement Funds	\$7,425
Procurement	1/01/10	Signal Improvement Funds	\$37,481
Construction	1/01/10	Signal Improvement Funds	\$63,313
TOTAL:			\$108,219

*For tables B and C, "obligation" may be defined as expenditure or other commitment of funds. For assistance, please refer to "Definitions for Secured and Reasonably Expected to be Secured Funding" in Section 5 of the Call for Projects.

Table C: Needed Future Funding (Unsecured) Note: do not include the grant funds requested in Table A

Phase	Estimated Obligation date by Phase (mm/dd/yy)	Source	Amount
			\$0
TOTAL:			\$0

Table D: Total Project Cost and Schedule (Please provide the total estimated cost and scheduled completion date for each phase of the project.)

Total Estimated Project Cost		Scheduled Completion of Phases	
Phase	Total Estimated Cost	Phase	Scheduled Completion Date (mm/dd/yy)
Planning:	\$0	Planning:	10/01/09
Preliminary Engineering/Design:	\$55,000	Preliminary Engineering/Design:	4/01/10
Procurement	\$277,635	Procurement	5/01/10
Construction:	\$468,985	Construction:	8/01/10
Other (Specify) :	\$	Other (specify) :	
Total Project Cost:	\$ 801,620	Estimated date of completion (i.e. open for use)	8/01/10

E. Identify the project phases (PE, ROW, CN, etc.) that will be fully completed if requested funding is obtained:

Design and Construction for this ITS expansion will be fully completed if the City receives these funds.

F. If unable to completely fill out Table D (Total Project Cost and Schedule): Use the space below to explain the nature of any project for which the total project cost and/or schedule is presently unknown. For example, a project may study the merits/costs of various routes or construction techniques and, consequently, the total project costs won't be determined until the study is complete.

F. Other Considerations (No Points)

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

This Project is more than shovel ready in the aspect that no dirtwork or trenching is needed to install the fiberoptics, cabling and equipment needed to expand ITS to these high priority corridors. The design is solely to produce PS&E to implement the planned expansion based on our tried and true ITS architecture.

SW Auburn and East Valley ITS 15th SW, C St AND A St. SE

