

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.**

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 project will **add an additional downhill lane to create a five-lane roadway section on SE 43rd Way and re-construct, re-align and signalize the intersection of SE 43rd with the side streets of Providence Point Drive and Forest Village Drive, which serve as the major access for a senior community with a mix of duplexes and town-homes totaling 975 residential units and a total population of 1,300.***

At a previous cost of \$250,000, Issaquah has completed the engineering design and put the project on hold in 2008. Right of way plans are completed and acquisition (which will be dedicated at no cost to the project by the Providence Point Homeowners Association) is on hold pending successful funding for the construction. Additionally, all SEPA documentation was completed. NEPA would have to be completed should Federal funds be made available for the project.

The requested Federal funds of \$69,200, plus local match, will complete right of way acquisition and certification and NEPA and complete plans and specs for bid ready as a Federal Aid project.

The project, when funds are also secured for construction, will result in the two off-set side streets being re-aligned to a central signalized intersection, which will serve both vehicle turning movements as a means for bikes and pedestrians to cross SE 43rd way in an area where there is no other crossing point within a half mile in either direction.

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

The goal of this project is to correct safety issues at this intersection area caused by significant high volumes (20,000 + cars per day average) of regional traffic. To achieve this, the capacity through the intersection must be increased to allow regional traffic flow while also allowing for improved pedestrian and bicycle safety.

Before the Providence Point sub-area was annexed to Issaquah in 2003, King County had planned and completed a pre-design of a grade separation project to correct the access safety problems and the complete lack of non-motorized facilities serving either the general public on SE 43rd Way or the circulation between the two halves of the Providence Point community divided by SE 43rd Way.

Issaquah's Transportation Deficiency Study for the newly annexed area confirmed the problems identified by King County, but recommended that new design alternatives might provide better corrections at less cost. A consulting firm was hired and did find better solutions less costly than grade separation, although, at \$3.5 million for construction, the cost was still very high for a small city such as Issaquah to finance to fix a problem on a regional arterial.

SE 43rd Way is a high speed(45 mph) , high traffic (20,200 ADT) regional route with grades up to 10% in this hillside area and carrying heavy volumes of freight and commuters as well as nearly all transit service from the City of Sammamish to Issaquah and to Seattle via I-90. In addition, volumes have increased since the annexation occurred making it more difficult for vehicles to make a left turn out of Forest Village and for pedestrians to cross between the two developments.

Any driver attempting to turn on SE 43rd Way, or any vehicle, bike or pedestrian attempting to cross, is placed in jeopardy. With senior citizens the main users entering this intersection from the side streets, the danger level rises even higher due to the reduced reaction times that can be expected by more elderly drivers.

The signalization of this intersection required to address the safety problems as a result of the regional traffic on SE 43rd Way will result in a failure level of service (LOS F) without an additional downhill lane on SE 43^r that is included with this application. This total project will provide an acceptable level of service if approved.

6	<p>Project location: <i>NE area of the City of Issaquah on SE 43rd Way</i></p> <p>County(ies) in which project is located: <i>King County</i></p> <p>Answer the following questions if applicable:</p> <p>a. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad): <i>Intersection of SE 43rd Way, Providence Point Way and Forest Village Drive</i></p> <p>b. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): <i>Intersection of SE 43rd Way, Providence Point Way and Forest Village Drive</i></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.

SE 43rd Way is the central portion of the major regional Principal Arterial route also comprised of 228th Avenue in the City of Sammamish and East Lake Sammamish Parkway in Issaquah. Due to surrounding topography including steep hills and Lake Sammamish, the arterial system/grid is extremely limited, which greatly increases the importance of this route to serve all modes of transportation – freight, general purpose traffic, commuters and transit. The City of Sammamish and adjacent areas on the Sammamish Plateau are rapidly growing as called for in the Growth Management regional plans, for which the 228th/SE 43rd corridor, a major access. This area already houses a population of approximately 55,000. This area includes a high proportion of commuters who represent a highly educated level of the workforce that are an important factor in the regional economy, performing a “center to center” connection primarily as a housing center to employment centers. Thus, SE 43rd Way is an important corridor for connecting commuters to their jobs in other centers. Sammamish, however, is developing a higher density, mixed use core center area, which will increase the importance of SE 43rd as a multi-use center to center corridor connector. SE 43rd Way is one of very few available corridors for bike and pedestrian trips, and serves vehicle trips and users of every kind. Additionally, SE 43rd Way provides the connection to the Sammamish Park and Ride constructed by Sound Transit and serves the vast majority of transit trips between Sammamish, Issaquah and Seattle.

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.

The only realistic and viable means to resolve the safety problem at SE 43rd Way at Providence Point is to add lane capacity along SE 43rd Way and install a traffic signal. Adding lane capacity ensures a high level of service for through traffic on SE 43rd Way which is the regional traffic while also allowing for the safety issues to be resolved. This enables SE 43rd to continue in its current capacity as a center to center link. If the safety issue is not addressed, it is likely that accident frequencies will increase thereby creating more frequent delays along this corridor. Additionally, as safety becomes more of an issue the traffic will tend to slow down as drivers become more cautious in an area known for accidents thereby reducing the effectiveness of SE 43rd as a corridor connector. If, due to insufficient funding available, this is done without the other improvements – re-aligning the side streets and adding an additional downhill lane on SE 43rd Way that the proposed Providence Point Intersection project will provide - the failure (LOS F) traffic

operations that will occur on SE 43rd Way will create, essentially, a missing link for through traffic on the regional Principal Arterial of SE 43rd Way. The resulting backups during peak hours have the real potential of creating “gridlock” for the entire street system accessing the Sammamish Plateau. (Note: Although “gridlock” is often used a general description of traffic congestion, it has a real world meaning in a situation where traffic in the entire grid of streets backs up from one intersection to the next until the entire system “locks up” and vehicles can barely move one at a time through intersections. This actually occurred several years ago when an accident completely blocked SE 43rd Way. Therefore, the prediction of potential system grid lock caused by failure of operations on SE 43rd Way is not “theoretical or just commuter generated.”)

Resolving potential grid lock of the entire system accessing the Sammamish Plateau has a total benefit in terms of congestion relief to such a high extent that it is virtually immeasurable; it is certainly beyond measurement even by the most current and advanced computer systems.

In terms of land use, all transportation benefits of a major regional route to the nearby centers of Issaquah and Sammamish, and to Redmond from Issaquah under grid lock conditions, will be lost and a bottleneck will be created in the regional transportation system that will create a barrier to development of centers per the regional Destination 2030 plan if this funding request is not approved.

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.

Even if all the other remaining alternatives for transportation capacity in the area are expanded to the maximum possible, the SE 43rd/228th corridor is recognized as, and will always be central to long-term strategies for multi-modal mobility and efficiency for a substantial area of the eastern portion of the designated Urban and GMA growth areas of King County. As discussed earlier, all modes and users – general purpose traffic, commuters, freight, transit, non-motorized – are highly dependent on this route even when, and if, all alternative corridors and transportation modes built out and utilized to their maximum potential capacities. SE 43rd represents the most direct – and, thereby, most efficient route. The project represents the most efficient alternative to correct a safety issue that results from regional traffic on SE 43rd and has the least cost and environmental impact than other alternatives studied. The project also maximizes the capacity for traffic flow along SE 43rd while creating safe access to adjacent land uses.

All modes of transportation utilize this corridor and will, therefore, experience the significant safety improvements. In particular, however: Bicyclists and pedestrians will be provided not only a means to move safely through what is currently a gap in the non-motorized system, but they will be able to safely cross at a signalized location where no other such safe location exists for a least one-half mile in either direction; and, a safe means will be provided for a senior population of 1,300 to access the transportation system and remain a vital and active demographic in civic and other activities.

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.

Air quality benefits are fairly easy to summarize:

- 1- *Without the overall improvements provided by this project, **the required signalization that is needed for and could be done to address the safety issue of access for vehicles and non-motorized traffic** will cause a **proven peak hour grid lock** for a large sub-area (the Sammamish Plateau), with **resulting air pollution at an extremely high, and regionally significant level**, from vehicles either idling in traffic or taking longer routes round the grid lock;*
- 2- *There is a **gap in the non-motorized system on SE 43rd Way**, no alternative bike and pedestrian routes and no safe, controlled location for **bikes or pedestrians to cross the street** at present for an approximately one mile segment. This project **will provide a bike and pedestrian facilities** both along and across SE 43rd Way, **creating a means and incentive for non-motorized trips to replace vehicle trips**.*
- 3- *Since **transit service** was initiated to the Sammamish Plateau just a few years ago, all transit demand and usage has grown rapidly, with the **express transit/commuter service using the 228th/SE 43rd corridor** filling as many buses as soon as more buses are added. This demonstrates that **transit service is both viable and dependent on SE 43rd**. **Without this project**, and the resulting slow transit service, **the existing incentive to support and expand transit service – and the resulting reductions in air quality will be a lost opportunity for the region.***

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.

(select one) - Section 106 Concurrence.

Not Yet Completed - FHWA/FTA Environmental Classification Summary Checklist (or EA or EIS).

Not yet completed b. True Cost Estimate for Right of Way.

Completed c. **Right-of-way Plans (stamped).**

Not needed d. Relocation Plan (if applicable).

- Not yet completed e.** Right-of-way Certification.
- Not yet completed f.** Certification Audit by WSDOT R/W Analyst.
- Not yet completed g.** Relocation Certification, if applicable.
- Not yet completed** - WSDOT Certification Audit of Relocation Process, if applicable.
- Not for final Fed project. h.** Engineer's Estimate.
- Not yet completed 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.).

Construction drawings and specifications have been completed for the project, but not yet prepared to be bid-ready as a Federal Aid project. Right of way acquisition drawings and descriptions have been prepared, but no actions have been taken to begin the process of acquiring the property, which will be dedicated by the Providence Point Homeowners Association and certified per Federal Aid standards. All SEPA documentation has been completed. Although there are no streams, wetlands or other issues that would add complications for NEPA, NEPA documentation has not been initiated. All water and sewer design and coordination issues and all issues with private utilities – telephone, gas, electrical, cable services – have been specifically resolved through the design process. Due to changes in stormwater regulations promulgated by Washington State Department of Ecology since the project design was completed there is a need to re-evaluate and possibly re-design the stormwater system to meet the new regulations. Otherwise, the project is ready to complete all aspects of the design phase and can be ready to go to bids for construction,, shortly after funding is available.

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
PE	1/15/10	STP	\$69,200
			\$
			\$
Totals:			\$69,200

Table B: Existing Secured Funding

Phase	Estimated Obligation date by Phase* (mm/dd/yy)	Source	Amount
PE Phase	Portion of PE completed	Issaquah	\$250,000
PE Phase	Remainder of PE 1/15/10	Issaquah	\$10,800
			\$
			\$
TOTAL:			\$260,800

*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
			\$
			\$
TOTAL:			\$

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:	\$	Planning:	
Preliminary Engineering/Design:	\$330,000	Preliminary Engineering/Design:	8/1/10
Right of Way:	To be dedicated, no appraisal yet*	Right of Way:	6/1/10
Construction:	\$3,547,000	Construction:	11/1/12
Other (Specify) :	\$	Other (specify) :	
Total Project Cost:	\$3,877,000	Estimated date of completion (i.e. open for use)	11/1/12

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

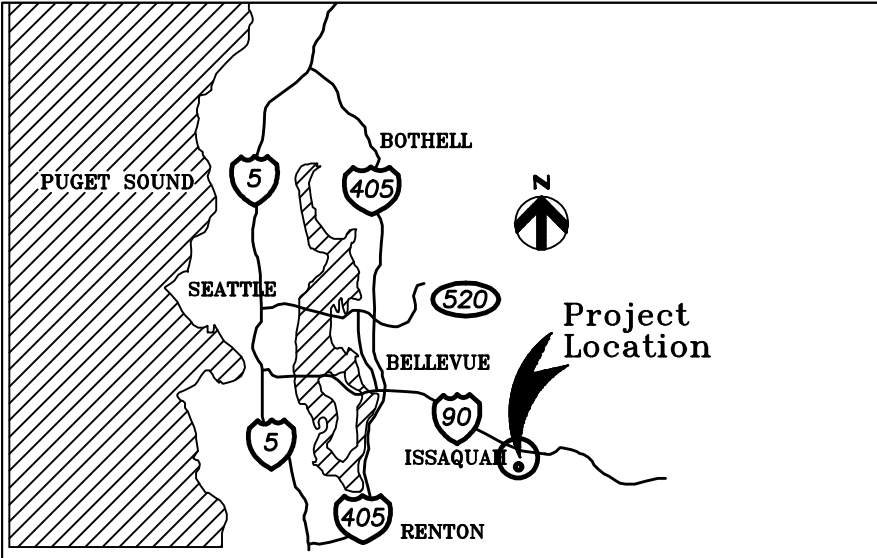
With \$80,000 (\$69,200 STP request plus \$10,800 local match) the PE stage, which was nearly completed previously, will be completed, including NEPA documentation and ROW acquisition (which will be acquired through dedication) and the project will be ready to be put to bid.

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.

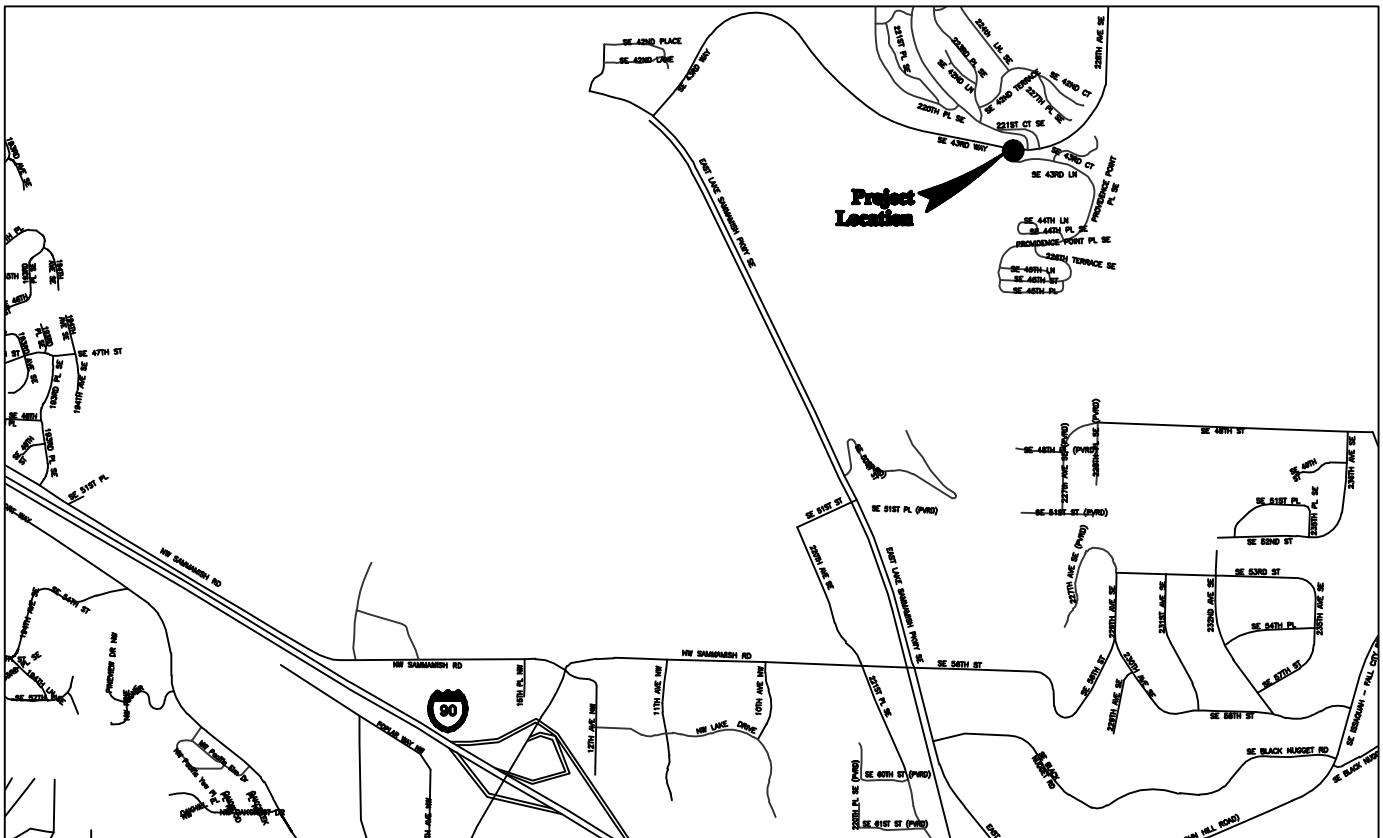
F. Other Considerations (No Points)

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.

Vicinity Map



PROJECT LOCATION MAP



CITY OF ISSAQUAH
PROVIDENCE POINT INTERSECTION
IMPROVEMENTS
INTERSECTION OF SE 43RD WAY AND PROVIDENCE POINT DR
APRIL 2009