

## 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>

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**\*\*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](mailto: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 15<sup>th</sup>, 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><b>1</b></p>	<p><b>Project title:</b> Totem Green Trip- (Totem Lake GTEC Commute Trip Reduction Program)</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><b>2</b></p>	<p><b>Destination 2030 ID#:</b> The Totem Lake Regional Growth Center &amp; GTEC is referenced on page 18, 33 and 34 of Destination 2030.</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 <a href="http://www.psrc.org/projects/mtp/d2030plan.htm">http://www.psrc.org/projects/mtp/d2030plan.htm</a>. For assistance or questions regarding these issues, contact Kimberly Scrivner at 206-971-3281 or <a href="mailto:kscrivner@psrc.org">kscrivner@psrc.org</a>.</p>
<p><b>3</b></p>	<p>a. <b>Sponsoring agency:</b> City of Kirkland</p> <p>b. Co-sponsor(s) if applicable:</p> <p><b>Important:</b> 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: <a href="http://www.wsdot.wa.gov/ta/operations/lag/LAG13.pdf">http://www.wsdot.wa.gov/ta/operations/lag/LAG13.pdf</a>)</p>
<p><b>4</b></p>	<p><b>Project contact person:</b> Thang T. Nguyen</p> <p>Address: 123 Fifth Avenue</p> <p>Phone: 425-587-3869      Fax:425-587-3807      E-Mail: <a href="mailto:tnguyen@ci.kirkland.wa.us">tnguyen@ci.kirkland.wa.us</a></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.

This project will build upon the City's successful CTR program, the City seeks to expand the CTR strategies to all employers and residents within the Totem Lake Urban Center which is a designated Growth and Transportation Efficiency Center (GTEC) adopted by ordinance.

Based on the GTEC study there are barriers/gaps that limit transportation choices such as lack of transit and rideshare subsidies by most employers, lack of awareness of transportation alternatives by commuters, smaller employers are unaware of the available resources and have little knowledge about how to implement a commute reduction program or know the benefit of commute reduction. There is no incentive for developers to reduce parking and provide shared parking. This project will help reduce and/or eliminate those barriers/gaps.

The components of the project will include 1) Free one-month equivalent transit passes for residents and employees, 2) Incentives: employee and residential based promotion materials to encourage transit, ridesharing, non-motorized travel, car-sharing, and telecommuting, 3) Incentives for employers and property managers to implement new and expanded transportation management program to increase use of transit, ridesharing, non-motorized travel, car-sharing, telecommuting and to improve parking management policies and provide preferential parking to carpool and vanpool, 4) Outreach to employers and residents to help improve trip reduction programs, 5) Minor capital improvements such as bike racks, 6) Help employers establish a telework, flex schedule, compressed work schedule program, 7) Develop a web-based tool for the City, employers and commuters to track their progress toward reducing CO2 emissions, fuel and drive alone trips, 8) Develop a web-based administration tool for the City and employers to manage and promote their transportation management programs, 9) Develop a web page to promote alternative transportation, have ride matching capabilities, track commute goals, and links to King County Metro, Commute Challenge and other commute trip reduction promotions and resources, 10) Develop a web-based commute calendar for commuters to record and track their commute and earn incentive rewards, 11) Measurement and evaluation to document trip reduction results, and 12) Provide more incentive for developers to reduce parking that would help promote alternative transportation. Some components of the project is modeled after the City of Redmond's R-trip program that have proven to be successful.

The specific outcome of this project is: Congestion reduction, reduction of drive alone trips, reduction of greenhouse gas emissions and other air pollutants, reduction of vehicle miles traveled, increase efficient use of alternative transportation (transit, ridesharing, non-motorized travel, car-sharing), a healthier community due to increased physical activities from walking and biking, and lower transportation cost to commuters.

Project funding will provide incentives and promotion materials targeted to reduce drive alone trips and VMT in the Totem Lake Urban Center. In addition, the incentive will help to encourage employers to invest in commute trip reduction. The funding will create a web-base management and resource tool for commuters, employers and the City to manage and track progress toward trip, VMT and greenhouse gas reduction.

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

The purpose of this project is to reduce drive alone trips and VMT to meet the CTR Efficiency law and to meet the Totem Lake GTEC goal of expanding the CTR strategies to residents and smaller employers that are not affected by the CTR law. Furthermore, this project will assist the region and state to meet their adopted goals related to transportation, growth, and green house gas emissions. The project's goals include: 1) decrease congestion within a designated urban growth center, 2) Improve and efficient use of existing transportation infrastructure, 3) Reduce emissions of green house gases from personal transportation, 4) Reduce drive alone trips by 10% and VMT by 13% by 2011, 5) Increase employers, property managers, and residents participation in the commute trip reduction effort.

The Desired outcome of this project is congestion reduction, reduction of drive alone trips, reduction of greenhouse gas emissions and other air pollutants, reduction of vehicle miles traveled, increase efficient use of alternative transportation (transit, ridesharing, non-motorized travel, car-sharing), a healthier community due to increased physical activities from walking and biking, and lower transportation cost to commuters.

6	<p><b>Project location:</b> Totem Lake Regional Growth Center (TLRGC)- a designated GTEC, City of Kirkland (See Attachment A) <a href="http://www.psrc.org/projects/monitoring/CentersReferenceMap_1-25-08.pdf">http://www.psrc.org/projects/monitoring/CentersReferenceMap_1-25-08.pdf</a></p> <p>a. County(ies) in which project is located: KING</p> <p><b>Answer the following questions if applicable:</b></p> <p>b. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad):</p> <p>c. Crossroad/landmark nearest to end of project (identify landmark if no crossroad):</p>	
7	<p><b>Map:</b> 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”). (See Attachment A)</p> <p><b>Note:</b> If unable to send the map electronically, mail a copy on diskette and provide a paper copy by fax or mail.</p>	
8	<p><b>Federal functional classification code</b> (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 <a href="mailto:srossi@psrc.org">srossi@psrc.org</a>.</p> <p><b>Important:</b> 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"> <li>• Any bicycle and/or pedestrian project.</li> <li>• Projects not on a roadway and using CMAQ or other funds</li> <li>• Any transit project, including equipment purchase and park-and-ride lot projects.</li> </ul>	
9.	<p style="text-align: center;"><b>Rural Functional Classifications</b> “Under 5,000 population”</p> <p style="text-align: center;">(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;"><b>Urban Functional Classifications</b> “Over 5,000 population”</p> <p style="text-align: center;">(Inside federal-aid urbanized and federal-aid urban areas)</p> <p><input checked="" 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 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](mailto: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.

**Regional Growth:** The project will enable housing and employment densities and the development and redevelopment plans and activities for the Totem Lake Urban Center. The population of the project area is expected to increase by 1600 people over the next 23 years. Projected population for the Totem Lake Regional Growth Center (TLRGC) in 2030 is 6,064 people. Over the next 23 years, employment is expected to increase by over 10,000 employees, doubling the current base. More than 7,000 of the new jobs will be in the office sector, and retail employment will gain about 2,000 jobs. The project will provide new and expanded incentives and education on alternative travel options for employees and residents. This project will help support population and employment growth by reducing traffic congestion; reduce the demand on the roadway capacity, increase mobility for commuters and commercial traffic and help the City meet it’s adopted level of service.

**Plans and Policies:** Destination 2030 encourages the efficient use of existing transportation infrastructure and services. It also encourage providing a multi-modal transportation system and services within designated urban centers. The project supports the objectives, goals and policies of Destination 2030 by providing new and expanded incentives and services for the employees, employers, and residents in the Totem Lake Regional Growth Center.

The project is consistent with Vision 2040's Goal **MPP-DP-17** Promote transit service to and from existing cities in rural areas. The project promotes transit usage by providing incentives and one-month transit pass.

The project is consistent with Vision 2040's goals **MPP-T-23** and **MPP-T-24**: Emphasize transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options, especially to and within centers and along corridors connecting centers. Increase the proportion of trips made by transportation modes that are alternatives to driving alone. The project outcome will increase the use of alternative transportation such as transit, carpool, vanpool, van share, walk and bike which are good for the environment (reduces emission) and public health.

Following the guidelines within the City of Kirkland Comprehensive Plan Goal T-3 (page IX-11), a new transit center and a HOV direct access ramps to I-405 has been built within the Totem Lake Urban Center in close proximity to each other. The project provides incentives to employees and residents to use these new transportation investments.

***Kirkland Comprehensive (page IX-13) Goal T-5: Establish level of service standards that encourage development of a multimodal transportation system.*** To meet the established level of service standards, programs need to be established to shift commuters from driving alone to utilizing the multimodal transportation system that exists. The project provides incentives to encourage commuters to shift their commute mode choice and encourages businesses to implement their own transportation program to provide employees with alternative commute options.

***Kirkland Comprehensive Plan Policy T-5.6: Promote transportation demand management (TDM) strategies to help achieve mode split goals. TDM may include incentives, programs, or regulations to reduce the number of single-occupant vehicle trips.***

The project provides TDM strategies to help achieve mode split goals as established in the CTR and Totem Lake GTEC Plans. The project would reduce single occupant vehicle trips by providing incentives to encourage commuters to shift to non-SOV transportation alternatives.

***Kirkland Comprehensive Plan Policy TL-13.2: Increase transportation options throughout Totem Center.***

The project provides TDM strategies to increase transportation options to commuters and businesses by providing resources, education and match funding for TDM implementation.

***Kirkland Comprehensive Plan Goal TL-29: Provide mobility within the neighborhood through: (1) efficient use of existing rights-of-way as the highest priority; and (2) expansion of arterials where the additional capacity is needed.***

The project helps to shift commuters to alternative modes of transportation other than driving alone; thus, decreasing the roadway capacity demand and make efficient use of the existing transportation infrastructure.

***Kirkland Comprehensive Plan Goal TL-30: Expand transportation demand management (TDM) measures and improve transit facilities and services.***

The project encourages the use of public transportation as an alternative for people who work, live and shop in the Totem Lake Neighborhood. Increased use of this mode of transportation would help to reduce traffic congestion and parking problems in the neighborhood.

**Economic Strategies:** By providing alternative mode choices, incentives and services to employees, businesses can increase employee retention, reduce tax, increase available parking, and improve mobility. These benefits can attract employees. The project improves mobility, provides incentives and services to employers, these benefits can attract new employers to Totem Lake.

**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.

The project will help reduce congestion within the Totem Lake Urban Center by reducing drive alone trips and increasing the use of alternative transportation such as transit, carpool, vanpool, van share, walk, bike and telecommuting. The reduction of trips will lessen the roadway demand and improve mobility for commuters and commercial traffic. Reduction of trips will help the City meet its adopted level of service and support future growth.

- **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<sup>1</sup> and/or areas experiencing high levels of unemployment or chronic underemployment).

The project will benefit over 4,500 residents, 12,000 employees, and others shop in the Totem Lake Urban Center as well as commuters in Redmond and Woodinville that pass through Totem Lake to access I-405.

**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.

**Safety and Convenience:** The project reduces congestion and improves mobility thus reducing travel time and improving traffic flow and circulation and makes it more convenient to travel to major destinations within the Totem Lake Urban Center.

**Intermodal Opportunities and Connections:** The project will improve circulation and enhance alternative travel options by providing incentives for employers to start new or improve existing commute trip reduction programs. These programs will increase the use of transit, ridesharing, non-motorized travel, car-sharing, and telecommuting. Additional bike racks will make cycling a more viable alternative for commuting and shopping.

**System Continuity:** The project encourages and shift users to the use of all available modes of transportation. Thus, the existing transportation system is used more efficiently and effectively.

**Parking:** The City of Kirkland will draft policies and provide incentives to encourage shared parking for new development and encourage existing employers to provide preferential parking for carpool and vanpool to reduce drive alone travel.

**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.

<sup>1</sup> 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.”

- **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.

## 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.

**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.

**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.

## **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 project will reduce congestion, drive alone trips, vehicle miles of travel, greenhouse gas emissions and increase efficient use of existing transportation services and infrastructure (transit, ridesharing, non-motorized travel, car-sharing).

Based on the evaluation of existing commute trip reduction programs, it is estimated the project will reduce approximately 1,000 drive alone work trips and 9,800 VMT and the associated emissions from those trips. The 1,000 drive alone trip reduced will be based on incentives to commuters and residents to shift to alternative transportation modes primarily transit, carpool, vanpool, telework and a small amount of walk and bike. With less vehicles on the road there will be less emissions.

From the GTEC survey, approximately 5% of employees use transit and 31% of those not using transit indicated that they would likely try transit. There is an opportunity to shift approximately 1,200 employees to using transit. The

project will provide an equivalent of a one-month transit pass to commuters to encourage them to try transit. Approximately 23% to 34% respondent indicated that they were likely to try vanpool and carpool. Approximately 37% respondent indicated that they would likely to try telework. There is opportunity to shift 4,000 drive alone commuters to alternative modes. The reward incentives will encourage walking and biking.

The GTEC survey indicate that approximately 3 to 4% of the employees walk or bike to work and 13% to 21% of them indicated that they were likely to try walking or biking to work. There are approximately 700 employees willing to try walk or bike to work. The new Totem Lake transit center and the HOV Direct Access of I-405 would make it more viable for commuters to integrate transit/walk/bike modes into their commute travel. The project will add bike racks to encourage more bike commuters and the reward incentive will further encourage walking and biking.

Employer's investment in a transportation management program and providing incentives to employees to change their mode choice is one of the best ways to change employee commute behavior. Understanding the limited funding for the project, the project will provide match funding, education outreach, resources, and a web-based management tool to make it easier for employers to implement and manage a new or improved transportation management program that is sustainable. The City will publicly recognize, advertise and award employers for their effort in reducing drive alone trips. This will create a business culture that is environmental conscious and encourage employers to be involved.

The project will reduce congestion, drive alone trips and increase transit, carpool, vanpool, van share, telecommuting, biking, and walking. The outcome will be the reduction of emissions. The project will provide a web-based management tool to record and track the emission reduction by the individual and employers. Furthermore, it will provide businesses with results that would help them obtain LEED certification and other environmental recognition.

## 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 yet completed - BA Concurrence: NMFS, U.S. Fish & Wildlife, WSDOT.
  - Not yet completed - 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.
- Not needed 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.).

This project does not require ROW. It is anticipated that the project will qualify as a documented Categorical Exclusion. If the project is awarded funding, the Categorical Exclusion worksheet will be completed to assist in meeting the project's environmental documentation.

**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
Program Design/Development	January 2010	CMAQ	\$70,000
Implementation	January 2010	CMAQ	\$616,200
		CMAQ	\$
<b>Totals:</b>			<b>\$686,200</b>

**Table B: Existing Secured Funding**

Phase	Estimated Obligation date by Phase* (mm/dd/yy)	Source	Amount
Implementation	December 2009	City of Kirkland	\$50,000
			\$
			\$
			\$
			\$
<b>TOTAL:</b>			<b>\$50,000</b>

\*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
Implementation	June 2010	City of Kirkland	\$50,000
Implementation	January 2010	King County JARC	\$15,000
			\$
			\$
			\$
<b>TOTAL:</b>			<b>\$65,000</b>

**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:	\$20,000	Planning:	3/31/2010
Preliminary Engineering/Design:	\$50,000	Preliminary Engineering/Design:	4/30/2010
Right of Way:	\$n/a	Right of Way:	n/a
Construction:	\$n/a	Construction:	n/a
Other (Specify) Implementation & Commute Survey:	\$731,200	Other (specify) Implementation & Commute Survey:	12/31/ 2013
Total Project Cost:	\$801,200	Estimated date of completion (i.e. open for use)	12/31/2013

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

If funding is obtained, all phases will be completed by 2013.

**Table A: Program Design/Development** = Program development, website tool design, outreach, leverage partnerships with King County and other jurisdictions (Redmond R-trip), and develop promotional materials.

**Implementation** = Program implementation, outreach, survey/measurement and evaluation.

**Table B & C: Implementation** = Program implementation, outreach, survey/measurement and evaluation.

King County has indicated that there is 50/50 JARC matching fund that is available for the residential component of this project.

**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.

**Table D 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.

Since 1991, the City of Kirkland has been working with major Commute Trip Reduction (CTR) affected employers to reduce drive alone trips among commuters. The City has also requires large developments to implement their own transportation management plan (TMP) to help reduce drive alone trips; within the Totem Lake Regional Growth Center TMP is required for the Kirkland 405 Corporate Center, Evergreen Health/Hospital Medical Center, Lakewood Medical Clinic, Virginia Mason Clinic, Totem Lake Mall, Evergreen Medical Plaza, and Nintendo Corporation.

The City of Kirkland voluntarily adopted the Totem Lake Regional Growth Center as a GTEC in 2007. Employers such as Kirkland 405 Corporate Center, Evergreen Healthcare, Lakeshore Medical Clinic, Virginia Mason Clinic, Fred Myers, Courtyard Marriott, OfficeMax and others supported the strategies and goals of the Totem Lake GTEC plan. WSDOT supported the GTEC plan by funding a commute trip survey. The survey data was used identify the mode choices that are most attractive to the users. Kirkland had meetings with other jurisdictions (Redmond, Issaquah and King County) to discuss "lessons learned" and strategies from their successful programs. The Totem Green Trip project was tailored to incorporate those similar successful strategies.

# Attachment A. Project Boundary

