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/kcdot/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. 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	
1	**Project title:** NE 3rd/4th Street Corridor Improvements – Duvall Ave NE to East City Limits 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).
2	**Destination 2030 ID#:** 2344 and 3259 In order to be eligible for federal funding, a project must be in, or consistent with, *Destination 2030*, the region's Metropolitan Transportation Plan (MTP). To confirm if your project is specifically listed in *Destination 2030*, refer to Appendix 9 of *Destination 2030* 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.
3	a. **Sponsoring agency:** City of Renton b. Co-sponsor(s) if applicable: **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. c. Does sponsoring agency have "Certification Acceptance" status from WSDOT? ☒ Yes ☐ No 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
4	**Project contact person:** Jim Seitz Address: 1055 S Grady Way, Renton WA - 98057 Phone: 425.430.7245 Fax: 425.430.7376 E-Mail: jseitz@Rentonwa.gov

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 has developed a comprehensive set of traffic improvements to address the NE 3rd/NE 4th Street corridor access and circulation needs. This project is the first stage of traffic improvements on the easternmost 'gateway' segment of the NE 3rd/4th Street corridor. The project will add to a segment of the NE 3rd/4th Street corridor (between Duvall Avenue NE and the east city limits) a center median, bicycle lanes, sidewalks, street lighting, transit bus pull-outs, signal coordination, landscaping including street trees, and roadway channelization revisions. b. **Project justification, need or purpose:** Please explain the intent, need or purpose of this project. What is the goal or desired outcome? The NE 3rd/4th Street corridor is a major east-west arterial that links the East Renton Plateau to the Renton Urban Center (in downtown), the Center Village (Renton Highlands) and provides a direct connection to the Duvall Ave/Coal Creek Parkway corridor. The corridor carries 30,000 vehicles per day. Within this 5 block section of NE 4th St, from Duvall Ave NE to east city limits, there were 82 collisions, 44 of which included injuries, with 1 involving a pedestrian in the three years ending 12/31/08. The improvements will significantly improve the safety of all those traveling through the corridor. The NE 3rd/4th Street corridor project goals are to: (a) improve pedestrian/bicycling accessibility and safety b) encourage a transportation mode shift from SOV to walking, biking and transit use; (c) improve access management resulting in improved traffic flow and safety in the corridor (for transit, truck freight, and general purpose vehicles); and (d) improve the corridor's streetscape and aesthetics.
6	**Project location**: NE 3rd/4th Street - Duvall Avenue NE to the Eastern City Limits a. County(ies) in which project is located: King **Answer the following questions if applicable:** b. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad): Duvall Ave NE. c. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): Approximately 300 feet east of Shadow Ave NE (east City limits).
7	**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"). **Note:** If unable to send the map electronically, mail a copy on diskette and provide a paper copy by fax or mail.

8	**Federal functional classification code** (Please select only one code using the table below) For assistance determining functional classification, contact Stephanie Rossi at 206-971-3054 or srossi@psrc.org. **Important:** A roadway must be approved 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". Examples of exceptions: • 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.	Rural Functional Classifications "Under 5,000 population" (Outside federal-aid urbanized and federal-aid urban areas)	**Urban Functional Classifications** **"Over 5,000 population"** (Inside federal-aid urbanized and federal-aid urban areas)
	☐ **00** Exception	☐ **00** Exception
	☐ **01** Principal Arterial - Interstate	☐ **11** Principal Arterial – Interstate
	☐ **02** Principal Arterial	☐ **12** Principal Arterial – Expressway
	☐ **06** Minor Arterial	☒ **14** Principal Arterial
	☐ **07** Major Collector	☐ **16** Minor Arterial
	☐ **08** Minor Collector	☐ **17** Collector
	☐ **09** Local Access	☐ **19** Local Access
	☐ **21** Proposed Principal Arterial – Interstate	☐ **31** Proposed Principal Arterial – Interstate
	☐ **22** Proposed Principal Arterial	☐ **32** Proposed Principal Arterial – Expressway
	☐ **26** Proposed Minor Arterial	☐ **34** Proposed Principal Arterial
	☐ **27** Proposed Major Collector	☐ **36** Proposed Minor Arterial
	☐ **28** Proposed Minor Collector	☐ **37** Proposed Collector
	☐ **29** Proposed Local Access	☐ **39** Proposed Local Access

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 Justice[1] 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.

[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."

- 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.

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: The NE 3rd/4th Street corridor is a principal arterial that provides multi-modal connectivity between the rapidly developing East Renton Plateau area and Renton's Regional

Urban Center. This corridor also directly connects to the Duvall Avenue NE/Coal Creek Parkway corridor (a north-south arterial) that serves the cities of Renton, Newcastle and Bellevue. This project is the first stage of traffic improvements for the NE 3rd/4th Street corridor that benefits existing and future high-density development, a regional technical college, a City designated "Commercial Corridor," a major U.S. Post Office facility, numerous single-family developments along the corridor, the existing and future high-density mixed-use development in the Urban Center; and the existing and future developments in Newcastle and Bellevue by improving mobility, connectivity, safety and atttractiveness of the NE 3rd/4th Street corridor.

* Travel Choices: This project will benefit a wide range of travel modes, including transit, freight, general vehicles and non-motorized (bicyclists and pedestrians) travelling to destinations along the corridor, to Renton's Urban Center and to the cities of Newcastle and Bellevue. Traffic volumes along the corridor reach 30,000 vehicles per day.
The project will improve traffic flow and safety for motorized modes by: introducing a center median to restrict mid-block left-turns and installing bus pull-outs at bus stops. Transit will benefit from the bus pull-outs.
Non-motorized modes of transportation will benefit from bike lanes, sidewalks and curb ramps per ADA standards, illumination, landscaping and street trees, thus providing a more inviting environment.

* User Groups Supported: This project will benefit multiple user groups: commuters, residents, employees, commercial/retail costumers (including a very busy U.S. Postal facility), truck freight, bicyclists, and pedestrians utilizing this corridor. The project will also benefit minority, low income and other protected classes. Some census tract data show a non-english speaking population as high as 19%, and a population of 16% below the poverty level. The project's pedestrian and transit improvements will assist the user groups identified above with better access to transit facilities, employment centers, the Post Office, shopping and recreational opportunities.

* Economic Strategy: This project improves a corridor that connects the East Renton Plateau area with the Renton Urban Center, and industrial, manufacturing and commercial areas employing over 45,000 people. Renton's top three industry clusters are Aerospace, Logistics and International Trade, and Information Technology. Aerospace dominates the industry, with three of Boeing's major business units: Commercial Airplanes, Boeing Capital, and Shared Services Group. Boeing's Renton operations account for nearly 30% of Renton's workforce. The project will improve connectivity and mobility between the East Renton Plateau and the Urban Center (Boeing's Renton Plant). Vehicular and pedestrian/bicyclist access and safety will be improved along a corridor serving the existing workforce and customer base of Renton's Urban Center.

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.

* Serving Centers/Missing Link: This project is a logical segment as it improves the easternmost 'gateway' segment of the NE 3rd/4th Street corridor and serves as a direct link to a major north-south multi-modal corridor (Duvall Avenue NE/Coal Creek Parkway). This north-south corridor is the only alternative on the east side of Lake Washington to I-405 in connecting Renton, Newcastle and Bellevue centers.

This project improves connectivity to regional bicycle/pedestrian trails (Cedar-Sammamish and bicycle trail system connecting Issaquah to Renton). This project also improves access to the existing bike lanes along Duvall Avenue NE that connect Newcastle to Renton.

* Missing Link: The project will also improve connectivity for transit vehicles and travel times to the Urban Center and regional transit hub. The project will complete missing link improvements for non-motorized modes to access neighborhood stores, transit facilities, Renton Technical College, the Post Office, the Renton Urban Center and neighboring communities.

* Congestion Relief: NE 3rd/4th Street is a principal arterial carrying 30,000 vehicles per day. The NE 3rd/4th Street corridor is also classified as a truck route in the Washington State Freight and Goods Transportation System.
The project improves overall system performance through access management (center median), channelization improvements, installing bus pull-outs which will reduce delays caused by busses at bus stops and bike lanes that will remove bicyclists from the travel lanes.

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

- <u>Efficiency.</u> 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.
- <u>Safety.</u> Describe how this project improves safety and/or reduces modal conflict, and provides opportunities for active transportation.

* Efficiency
The problem: traffic operation and safety problems (especially those involving mid-block turns) have been increasing along the corridor, and incomplete sidewalk and bike lane systems preclude safe and convenient pedestrian walks and bicycle travel. The existing streetscape lacks a consistent and aesthetically pleasing atmosphere important to creating a livable community.
The remedy: Installation of access management improvements (center median) to restrict mid-block left-turns; channelization improvements; street lighting; installation of bus pull-outs; installation of sidewalks and ADA compliant curb ramps; and bike lanes to improve safety and circulation of non-motorized travel. The improved pedestrian/bicycle accessibility and safety will support increases in non-motorized travel and promote the development of strong communities and neighborhoods. The installation of landscaped medians and pedestrian buffers will improve the overall aesthetics of the corridor.
This project enhances a segment of one of the few major east-west connections to I-405 south of I-90. The proposed corridor improvements are a long-term sustainable solution as they complement future I-405 improvements, which include NE 3rd Street as half of a split-diamond interchange.

* Safety
NE 4th Street (from Duvall Avenue NE to the east city limits) had 82 accidents for the past three years resulting in 44 injuries. Many of those accidents were rear end (25%) and mid-block left turns (16%). This project will improve safety for motorized travel by introducing a center median to restrict the current uncontrolled movements in the center left turn lane, and by channelization improvements. Studies have shown that effective access management can reduce accidents by as much as 50%.

This project will improve safety for non-motorized travel by installing continuous bicycle lanes and sidewalks, curb and gutters on both sides of the street where currently they are intermittent. Bus pull-outs will be installed at intersections, which will result in relocating mid block bus stops and providing bus patrons crossings at safe locations.

This project will improve corridor aesthetics and contribute to building a healthy and sustainable community through the installation of landscaping and street trees. Pedestrian and bicycle facilities will encourage

walking and biking in a more comfortable and safe environment. Encouraging the use of non-motorized modes of travel will improve health by increasing physical activity and reducing air pollution.

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 emissions through traffic flow improvements (signal coordination, restriction of mid-block left turns, installation of bus pull-outs), the addition of bicycle and pedestrian facilities and support for future transit oriented mixed-used development.

The project will contribute to a mode shift away from SOV by providing a more inviting environment for bicycle commuters and improved facilities for residents to walk to neighborhood stores, the Post Office, and transit facilities, and in turn reduce vehicle miles travelled. Non-motorized elements of the project will improve the connectivity to regional bicycle/pedestrian trails (Cedar-Sammamish and bicycle trail system connecting Issaquah to Renton). This project also improves access to the existing bike lanes along Duvall Avenue NE that connect Newcastle to Renton.

Other environmental elements include landscaping of medians and pedestrian buffers and street trees (vegetation will provide carbon sequestration), that will contribute to improving air quality and addressing climate change.

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 <u>all items</u> 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 yet completed b. True Cost Estimate for Right of Way.

Not yet completed c. Right-of-way Plans (stamped).

Not yet completed 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 yet completed 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.).

Final FHWA or FTA approval of environmental documents anticipated to be completed by 04/2011.
True Cost Estimate for Right of Way anticipated to be completed by 10/2010.
Right-of-way Plans (stamped) anticipated to be completed by 10/2010.
Relocation Plan (if applicable) anticipated to be completed by 12/2010.
Right-of-way Certification anticipated being complete by 04/2011.
Certification Audit by WSDOT R/W Analyst anticipated being complete by 04/2011.
Engineer's Estimate anticipated being complete by 04/2011.
All environmental permits obtained anticipated to be completed by 04/2011.

<u>20. Financial plan:</u> 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 <u>ALL</u> other sources of secured (Table B) and unsecured (Table C) funds needed to complete the project.

<u>Guidelines:</u>

- 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.

<u>Required Match:</u> 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	01/10/10	STP	$250,000
ROW	10/01/10	STP	$200,000
Construction	06/01/11	STP	$1,800,000
	Totals:		$2,250,000

Table B: Existing Secured Funding

Phase	Estimated Obligation date by Phase* (mm/dd/yy)	Source	Amount
Design/PE	01/10/10	Local CIP	$380,000
ROW	09/01/10	Local CIP	$300,000
Construction	06/01/11	Local CIP	$2,700,000
			$
			$
		TOTAL:	$3,380,000

*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
			$0.0
			$
			$
			$
			$
		TOTAL:	$0.0

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:	$	Planning:	completed
Preliminary Engineering/Design:	$630,000	Preliminary Engineering/Design:	04/30/11
Right of Way:	$500,000	Right of Way:	04/30/11
Construction:	$4,500,000	Construction:	12/31/12
Other (Specify) :	$	Other (specify) :	
Total Project Cost:	$5,630,000	Estimated date of completion (i.e. open for use)	12/31/2012

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

With the requested funding the City will be able to complete construction of the 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.

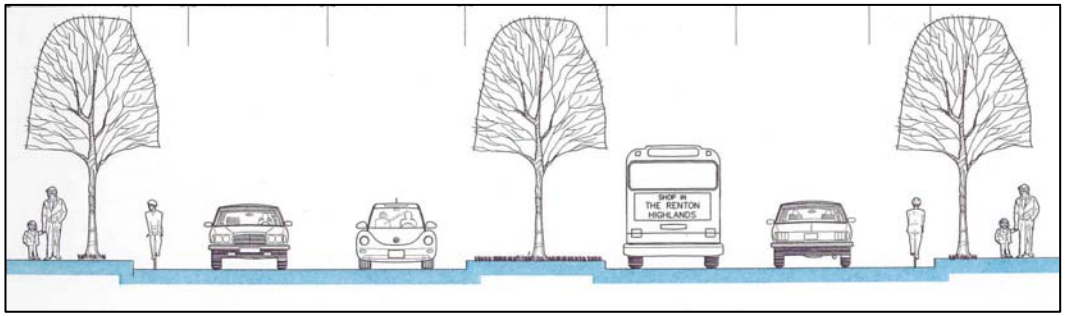
F. Other Considerations (No Points)

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.

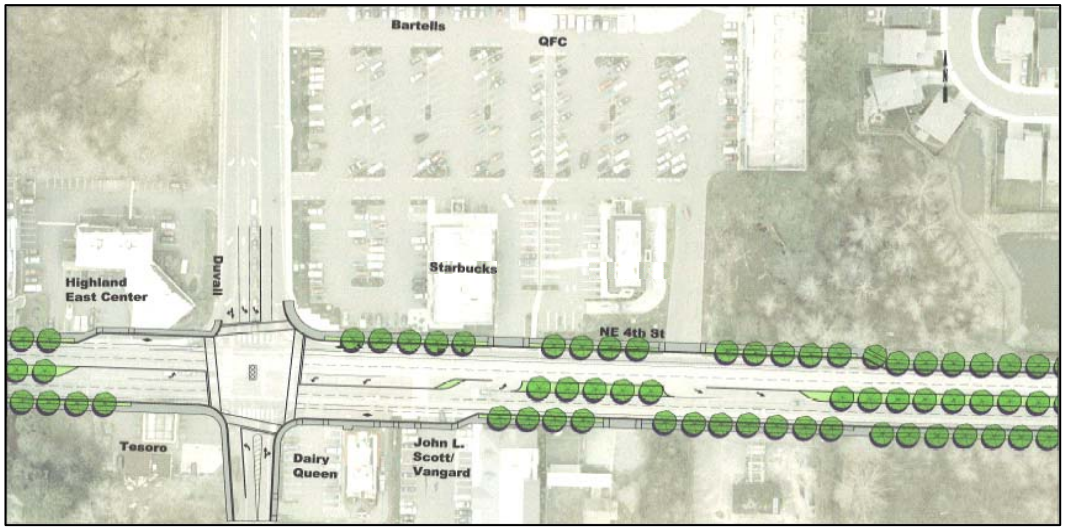
While we applied for STP funding, we would accept CMAQ funding.

NE 3rd-4th Corridor Improvements

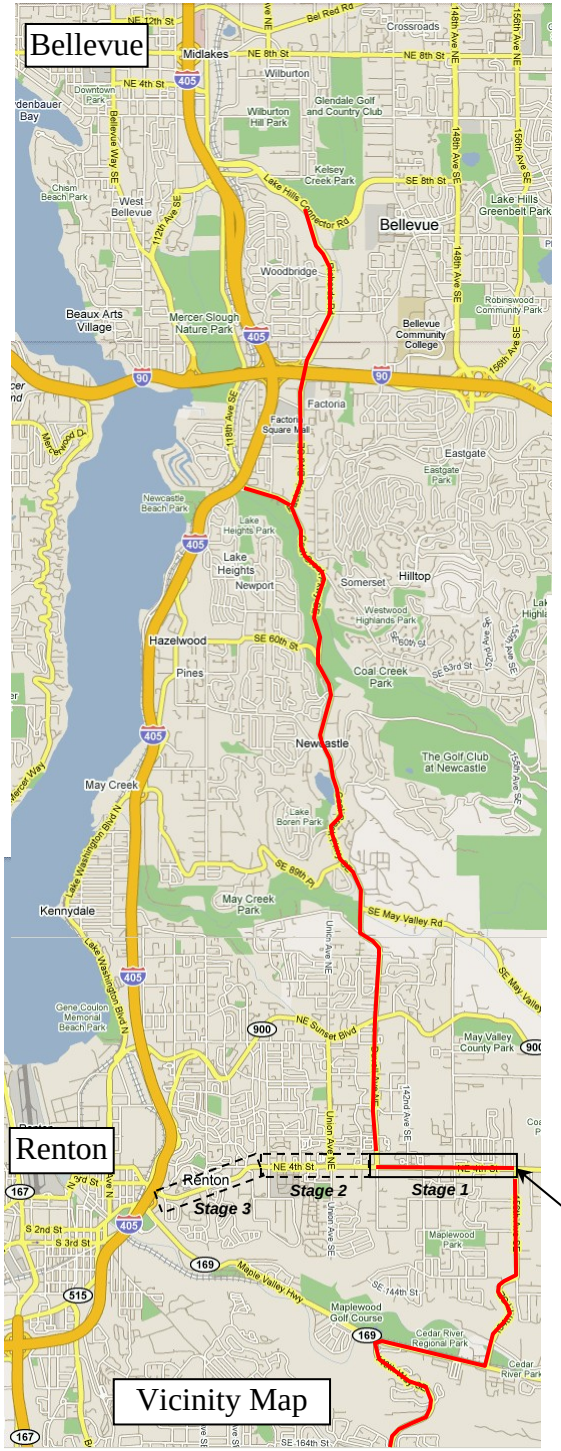
Stage 1 – Duvall Ave NE to East City Limits



Typical NE 4th Street Cross-Section



NE 4th Street / Duvall Ave NE Intersection Concept



NE 4th Street (Stage 1)