

## 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](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> 244<sup>th</sup> Avenue NE Roadway Improvements; NE 8<sup>th</sup> Street to NE 14<sup>th</sup> Street          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> TBD</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 Sammamish</p> <p>b. Co-sponsor(s) if applicable: NA</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 type="checkbox"/> Yes <input checked="" 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>The City has applied for CA status. If the City does not have status at time of this project administration, the City will use the City of Issaquah as our CA sponsor.</p>
<p><b>4</b></p>	<p><b>Project contact person:</b> Laura Philpot          Address: 801 228<sup>th</sup> Ave SE Sammamish, WA 98075          Phone: 425-295-0570 Fax:425-295-0600 E-Mail: <a href="mailto:lphilpot@ci.sammamish.wa.us">lphilpot@ci.sammamish.wa.us</a></p>

<p><b>5</b></p>	<p><b>Project description.</b> Please distinguish between the scope of the project and the justification and/or need for the project.</p> <p><b>a. Project scope:</b> 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.</p> <p>This project will continue the improvements to the north along 244<sup>th</sup> Avenue that are currently under construction between SE 8<sup>th</sup> Street and NE 8<sup>th</sup> Street. This grant application is seeking funds to widen 244<sup>th</sup> Avenue NE from NE 8<sup>th</sup> Street to NE 14<sup>th</sup> Street, a distance of approximately 2000 feet. The improvements include widening the 2 lane rural roadway section to a 3 lane urban roadway section with five-foot bicycle lanes, six-foot sidewalks, center turn lane, street lighting, stormwater treatment, and landscaping.</p> <p><b>b. Project justification, need or purpose:</b> Please explain the intent, need or purpose of this project. What is the goal or desired outcome?</p> <p>244<sup>th</sup> Avenue NE is the only north/south arterial in the eastern portion of Sammamish and is a critical lifeline north to SR 202. It is currently a 2 lane rural roadway, with the exception of the short stretch of frontage improvements recently constructed in association Lake Washington School District's new elementary school. The remaining portion of the roadway does not provide a safe location for non-motorized users and is not adequate to accommodate the new elementary school. The forecast traffic volumes for 244<sup>th</sup> Ave increase significantly with the completion of the City's 244<sup>th</sup> Avenue Improvement Project to the south of NE 8<sup>th</sup> Street. Most importantly the proposed improvements will provide a safe walking and bicycling route for school children for both the newly completed elementary school along with the adjacent Junior High school. These improvements will also upgrade 244<sup>th</sup> Avenue NE to a manner consistent with the City's Comprehensive Plan and the urban nature of the City and its users. The goal of this project is to improve safety, provide opportunities for walking and biking to school, and reduce congestion.</p>
<p><b>6</b></p>	<p><b>Project location:</b> This project is within the NE Quadrant of the City of Sammamish, WA</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): NE 8<sup>th</sup> Street</p> <p>c. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): NE 14<sup>th</sup> Street</p>
<p><b>7</b></p>	<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”).</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>

<p><b>8</b></p>	<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>	
<p><b>9.</b></p>	<p style="text-align: center;"><b>Rural Functional Classifications</b> "Under 5,000 population"  (Outside federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> <b>00</b> Exception</p> <p><input type="checkbox"/> <b>01</b> Principal Arterial - Interstate</p> <p><input type="checkbox"/> <b>02</b> Principal Arterial</p> <p><input type="checkbox"/> <b>06</b> Minor Arterial</p> <p><input type="checkbox"/> <b>07</b> Major Collector</p> <p><input type="checkbox"/> <b>08</b> Minor Collector</p> <p><input type="checkbox"/> <b>09</b> Local Access</p> <p><input type="checkbox"/> <b>21</b> Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> <b>22</b> Proposed Principal Arterial</p> <p><input type="checkbox"/> <b>26</b> Proposed Minor Arterial</p> <p><input type="checkbox"/> <b>27</b> Proposed Major Collector</p> <p><input type="checkbox"/> <b>28</b> Proposed Minor Collector</p> <p><input type="checkbox"/> <b>29</b> Proposed Local Access</p>	<p style="text-align: center;"><b>Urban Functional Classifications</b> "Over 5,000 population"  (Inside federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> <b>00</b> Exception</p> <p><input type="checkbox"/> <b>11</b> Principal Arterial – Interstate</p> <p><input type="checkbox"/> <b>12</b> Principal Arterial – Expressway</p> <p><input type="checkbox"/> <b>14</b> Principal Arterial</p> <p><input checked="" type="checkbox"/> <b>16</b> Minor Arterial</p> <p><input type="checkbox"/> <b>17</b> Collector</p> <p><input type="checkbox"/> <b>19</b> Local Access</p> <p><input type="checkbox"/> <b>31</b> Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> <b>32</b> Proposed Principal Arterial – Expressway</p> <p><input type="checkbox"/> <b>34</b> Proposed Principal Arterial</p> <p><input type="checkbox"/> <b>36</b> Proposed Minor Arterial</p> <p><input type="checkbox"/> <b>37</b> Proposed Collector</p> <p><input type="checkbox"/> <b>39</b> 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.

**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<sup>1</sup> 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.

<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.”

- 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 City of Sammamish's predominant land use is single family housing. 244<sup>th</sup> Avenue is a primary north/south corridor and the only such corridor in the eastern portion of the City. These north/south corridors are the only route to connect to the Redmond designated urban center. The City of Sammamish has gone through an extensive concurrency review and determined that additional capacity along this corridor is necessary to serve the current and future development. Future development includes the addition of a Town Center and newly annexed areas located immediately north of the proposed project. The Town Center is a multi use high density development that is planned for Sammamish. 244<sup>th</sup> Avenue also provides necessary connection for the existing and future land uses to access one of the existing commercial areas within the City.

*Travel Choices:* The City of Sammamish has only one completed north/south corridor. The City is currently constructing the missing link for the second north/south corridor providing connectivity for 1000's of residents to get to and from the State system such as SR 202, SR 520, and I-90. The proposed improvements under this application continue the improvements providing drivers a safe alternative to get to and from the commercial areas within the City as well to commercial areas outside the City. The project will include pedestrian walkways and bike lanes that encourage alternative travel access to the City's downtown core (and future Town Center), bus facilities, and public schools.

*User Groups Supported:* Users that benefit from these improvements include: Students at Rachel Carson Elementary School and Inglewood Jr. High School, local residents (both within the City of Sammamish and within unincorporated King County), bicycle riders (both recreational and avid commuters), and pedestrians.

*Economic Strategy:* This project will improve access to the Sammamish Town Center along with the Redmond designated urban center. Improved access to the Sammamish Town Center will make jobs in this new urban center more attractive as well as maintain existing jobs within the City.

**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:* The Transportation Element of the City's Comprehensive Plan includes improvements along the full length of 244<sup>th</sup> Avenue. Construction of the segment between SE 8th Street and NE 8th Street is currently under way. It is a logical segment to continue the urban type improvements towards the north. Ultimately, these improvements will continue north to SR 202 providing safe and improved mobility for all users. This proposed project will create the most immediate benefit to the existing residents and commuters, connecting multimodal travelers to safe alternatives to get to the City's commercial districts as well as the future Town Center.

*Missing Link:* The proposed scope of work within this grant application is removing a critical bottleneck. When the southern portion of 244<sup>th</sup> Avenue Improvements was scoped (approximately 10 years prior) the newly constructed Lake Washington School District's Rachel Carson Elementary School was not yet planned. Consequently, the significant increase in traffic volumes resulting from the 244<sup>th</sup> Ave project under construction this summer will create a bottleneck at the elementary school located just beyond the widened portion of 244<sup>th</sup> Ave. This bottleneck was not anticipated when the 244<sup>th</sup> project to the south was designed

Congestion Relief: The City of Sammamish's comprehensive plan and concurrency reports show the need for additional capacity along the 244<sup>th</sup> Avenue corridor to meet the needs of existing and future development within the city limits. Furthermore, the new elementary school has created a localized congestion hot spot and bottlenecks the roadway and adjacent intersection with NE 8<sup>th</sup> Street.

**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.

Efficiency: The City's comprehensive plan analyzed the transportation system and the future capacity needs of the system. In order to accommodate existing and future development, capacity improvements are necessary along 244<sup>th</sup> Avenue NE. This project will help the City move towards completing improvements along this critical north/south corridor. The City's transportation model shows the future needs of the City along 244<sup>th</sup> Ave NE from NE 8<sup>th</sup> Street to SR 202 will be three lanes, bicycle lanes, and sidewalks.

Safety: The existing 2 lane rural roadway section has little to no shoulders leaving a hazardous condition for all non-motorized users. The roadway also has multiple driveways and side street access points that do not have sufficient sight distance relative to the edge of travel lane. These driveways are often substandard and cause drivers to slow or stop within the through travel lane causing a high likelihood of rear end collisions and increasing congestion. This project will provide a safe left turn refuge lane providing drivers the ability to both safely exit and enter 244<sup>th</sup>. This includes the large influx of vehicles entering the Elementary School during the AM commute. In addition to providing safe facilities for students and other users to walk or bike along this key connecting corridor, the bike lanes and sidewalks will increase sight distance for turning vehicles. The non-motorized facilities provide new and improved access the elementary school, the Junior high school, and to local commercial areas within the City.

## **PART 2: QUESTIONS FOR ALL PROJECTS**

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

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

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

- Diesel retrofits: Describe the types and numbers of vehicles, vessels, or equipment involved, how often they are used, where they are used, how much fuel is consumed annually and when the retrofits will occur.
- Roadway capacity (general purpose and high occupancy vehicles): Describe the roadway and travel conditions before and after the proposed project, including average daily traffic and travel speeds. Describe the potential for multimodal connections, shorter vehicle trips, etc.
- Transit (park-and-ride lots, new or expanded transit service, transit amenities, etc.): What is the current transit ridership in the project area? What are the current transit routes serving the project area? If a park-and-ride lot, how many stalls are being added? Describe how the amenities (or other components of the project) are expected to encourage new transit ridership and shift travel from single occupant vehicles to multimodal options. What is the average trip length for a new rider?

- Bicycle and/or pedestrian facilities: What is the length of the facility? What are the connections to other nonmotorized facilities and to the larger nonmotorized system? Describe the expected travel shed (i.e., land use and population surrounding the project).
- Signalization and other ITS improvements: Describe the existing conditions in the area (i.e., level of service, average daily traffic, etc.), and describe how the project is expected to improve traffic flow (increase speed, reduce idling, remove accidents, etc.). Is there a significant amount of truck traffic (i.e. freight movement) on the facility? Does the project improve traffic flow for particular modes, e.g. HOVs, or types of vehicles, e.g. freight trucks?
- Alternative fuels/vehicles: Describe the change in fuel or vehicle technology. How many vehicles are affected? What are the current conditions?
- Other: Describe how your project has the potential to reduce emissions through technology, improved management or other means, e.g. “no idling” signage & enforcement, auxiliary power units to operate heating, cooling & communications equipment, truck stop electrification, etc.

Roadway capacity

This project will be improving 244<sup>th</sup> Ave NE from NE 8<sup>th</sup> Street to NE 14<sup>th</sup> Street from a two-lane rural section with limited narrow shoulders to a three lane urban roadway section with center turn lane, 5-ft bicycle lanes, and 6-ft sidewalks. These improvements will increase capacity of the roadway by removing left turning vehicles from the through lanes. As defined in the City’s Comprehensive Plan, these improvements will increase the roadway capacity by over 25%. The non-motorized facilities constructed by this project will help to eliminate school bus and private vehicle trips that are currently necessary to transport children to the new elementary school.

Transit

There are no current or planned transit routes along this facility

Bicycle and/or pedestrian facilities

The proposed improvements will extend the sidewalks and bike lanes an additional 2000 feet to the north. The bicycle lanes not only provide a safe location for bicycle users to travel along 244<sup>th</sup>, but they also provide a wider area for vehicles to safely enter and exit the roadway. This project will complete a missing gap of non-motorized improvements that will allow students within one mile of the newly construction elementary school (Rachel Carson Elementary) to walk to the school, thus eliminating unnecessary school bus and parent car trips. This project would connect to the NE 8<sup>th</sup> Street sidewalk improvements (228<sup>th</sup> Ave NE to 244<sup>th</sup> Ave NE) that were constructed in 2006 through a TIB non-motorized grant.

Signalization and other ITS improvements

There are no signals or ITS improvements in the vicinity of this project. The 244<sup>th</sup> Ave NE / NE 8<sup>th</sup> St intersection directly south will be controlled by a roundabout being constructed by the adjacent improvement project.

Other

The non-motorized facilities constructed by this project will serve to encourage new non-motorized trips. Students of both the new elementary school and the adjacent junior high school along with residents in the area will benefit from the new opportunities to walk and/or bike safely. This new opportunity to get out of the car and can help fight the current problem of obesity and a lack of exercise. In addition, the reduced need for school bus and private vehicle trips not only saves the school district and taxpayers money, it reduces emission caused by the use of the school buses and personal vehicles.

**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 needed - 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 needed c. Right-of-way Plans (stamped).
- Not needed d. Relocation Plan (if applicable).

- Not yet completed e. Right-of-way Certification.
- Not needed f. Certification Audit by WSDOT R/W Analyst.
- Not needed g. Relocation Certification, if applicable.  
Not needed - WSDOT Certification Audit of Relocation Process, if applicable.
- Already completed h. Engineer's Estimate.
- Not 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 approval including associated environmental analysis work and BA concurrence are schedule for completion in mid-2010. Minor Right of Way acquisitions will be completed in the second half of 2010. Environmental permits will be obtained in late 2010 during the final design stage.

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

**Guidelines:**

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

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

**Table A: Funding Requested from Countywide Competition**

Phase	Estimated Obligation Date by Phase (mm/dd/yy)	PSRC Federal Funding Source (enter either STP or CMAQ; choose only one)	PSRC Federal Funds Amount
Design/Permitting	02/01/2010	CMAQ	\$ 234,088
ROW	08/01/2010	CMAQ	\$ 86,500
Construction	02/01/2011	CMAQ	\$ 897,339
<b>Totals:</b>			<b>\$ 1,217,927</b>

**Table B: Existing Secured Funding**

Phase	Estimated Obligation date by Phase* (mm/dd/yy)	Source	Amount
Design/Permitting	01/01/2010	City of Sammamish	\$ 36,534
ROW	01/01/2010	City of Sammamish	\$ 13,500
			\$
			\$
<b>TOTAL:</b>			<b>\$ 50,034</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
Construction	01/01/2011	City of Sammamish	\$ 140,047
			\$
			\$
			\$
			\$
<b>TOTAL:</b>			<b>\$ 140,047</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:	\$	Planning:	
Preliminary Engineering/Design:	\$ 180,415	Preliminary Engineering/Design:	11/30/2010
Right of Way:	\$ 100,000	Right of Way:	01/01/2011
Construction:	\$ 1,037,386	Construction:	12/31/2011
Other (Specify) Environmental:	\$ 90,208	Other (Specify) Environmental:	09/30/2010
Total Project Cost:	\$ 1,408,009	Estimated date of completion (i.e. open for use)	12/31/2011

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

Requested funding will complete the project construction 100%. Currently, the conceptual scoping work and engineer’s cost estimate is completed but the City has not yet started any design work.

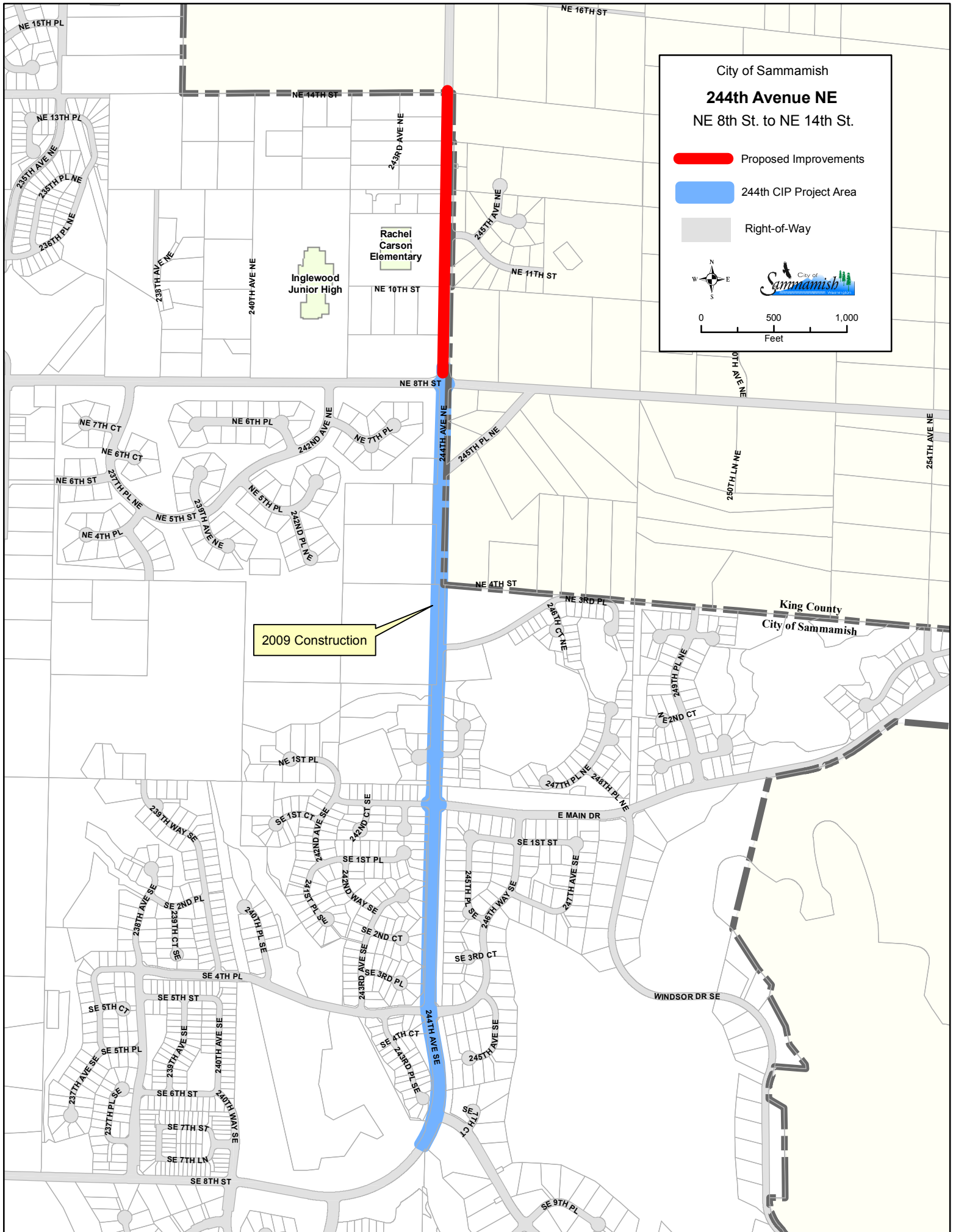
**F. If unable to completely fill out Table D (Total Project Cost and Schedule):** Use the space below to explain the nature of any project for which the total project cost and/or schedule is presently unknown. For example, a project may study the merits/costs of various routes or construction techniques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

N/A

**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.

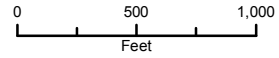
In addition to the proposed improvements described within this grant application the City is planning to construct its maintenance and operation facility along 244<sup>th</sup> Avenue NE. This will be a critical facility for crews to have access to during emergencies such as extreme weather events. Improvements to this portion of 244<sup>th</sup> Ave NE were included in the unsuccessful RTID proposal.



City of Sammamish

**244th Avenue NE**  
NE 8th St. to NE 14th St.

- Proposed Improvements
- 244th CIP Project Area
- Right-of-Way



2009 Construction

King County  
City of Sammamish