

Section V - 2009 King Countywide STP/CMAQ Competition Application

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

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

This application is available on the King County Web site at

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

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

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

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

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

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

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

<p>5</p>	<p>Project description. Please distinguish between the scope of the project and the justification and/or need for the project.</p> <p>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.</p> <p>The project is at the intersection of NE Northgate Way and 5th Av NE. The project will widen Northgate Way to construct an additional (2nd) left-turn lane for westbound to southbound transit and general-purpose traffic. It will also construct signature crosswalks, enhanced pedestrian signal displays, and will extend median plantings and landscaping on the west leg.</p> <p>b. Project justification, need or purpose: Please explain the intent, need or purpose of this project. What is the goal or desired outcome?</p> <p>The intersection currently experiences significant traffic congestion during weekday and weekend peak periods, with very high westbound to southbound left turn movements. Queuing from this movement regularly blocks driveways and through traffic. This intersection is at the crossroads of the Northgate Urban Center and congestion relief is important to support the continued growth in the area. Current LOS is E, and is forecast to degrade to LOS F (94 seconds of delay) in 2010 without the proposed improvements. The proposed improvements will allow the intersection to remain at LOS E through 2030.</p> <p>Transit and pedestrian facilities are critical to managing the growth and supporting growth management goals. This Regional Growth Center is home to the extraordinary and innovative Thornton Place development, Seattle’s first real transit-oriented development (TOD). Northgate Way is part of Seattle’s Urban Village Transit Network, which identifies key corridors where transit improvements will be made to support the Urban Center growth strategy. Fifth Avenue NE has the highest transit volumes in the city outside of the downtown core. The intersection of NE Northgate Way and 5th Avenue NE provides key access to the Northgate Transit Center. Approximately 23-26 buses make the westbound left turn movement during each peak period. The project will reduce transit delay significantly, as well as provide congestion relief for all vehicles through the intersection. The intersection is a key location for signal coordination and the city envisions a future implementation of adaptive traffic control for the Northgate area.</p>
<p>6</p>	<p>Project location: Northeast Northgate Way at 5th Avenue Northeast</p> <p>a. County(ies) in which project is located: King</p> <p>Answer the following questions if applicable:</p> <p>b. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad):</p> <p>c. Crossroad/landmark nearest to end of project (identify landmark if no crossroad):</p>

7	<p>Map: 1. Include a legible 8½” x 11” project map with the completed application form. 2. Include a legible vicinity map with the completed application form (can be smaller than 8½” x 11”).</p> <p>Note: If unable to send the map electronically, mail a copy on diskette and provide a paper copy by fax or mail.</p>	
8	<p>Federal functional classification code (Please select <u>only one</u> code using the table below)</p> <p>For assistance determining functional classification, contact Stephanie Rossi at 206-971-3054 or srossi@psrc.org.</p> <p>Important: A roadway must be <u>approved</u> on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities). Projects on a roadway with a functional classification of 09, 19, 29, or 39 are not eligible to use federal transportation funds unless they are one of the exceptions listed below. If your project is an exception, identify its functional class code as “00”.</p> <p><u>Examples of exceptions:</u></p> <ul style="list-style-type: none"> • Any bicycle and/or pedestrian project. • Projects not on a roadway and using CMAQ or other funds • Any transit project, including equipment purchase and park-and-ride lot projects. 	
9.	<p style="text-align: center;">Rural Functional Classifications “Under 5,000 population”</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;">Urban Functional Classifications “Over 5,000 population”</p> <p style="text-align: center;">(Inside federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> 00 Exception</p> <p><input type="checkbox"/> 11 Principal Arterial – Interstate</p> <p><input type="checkbox"/> 12 Principal Arterial – Expressway</p> <p><input checked="" type="checkbox"/> 14 Principal Arterial</p> <p><input type="checkbox"/> 16 Minor Arterial</p> <p><input type="checkbox"/> 17 Collector</p> <p><input type="checkbox"/> 19 Local Access</p> <p><input type="checkbox"/> 31 Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> 32 Proposed Principal Arterial – Expressway</p> <p><input type="checkbox"/> 34 Proposed Principal Arterial</p> <p><input type="checkbox"/> 36 Proposed Minor Arterial</p> <p><input type="checkbox"/> 37 Proposed Collector</p> <p><input type="checkbox"/> 39 Proposed Local Access</p>

COUNTYWIDE PROJECT EVALUATION

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

Instructions:

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

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

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

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

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

A. Designated Regional Growth Centers

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

11. Center Development. Please address the following:

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

Growth - Between 2000 and 2030, the Northgate Urban Center is projected to experience a 45% increase in households and a 60% increase in jobs. Current LOS is E, and is forecast to degrade to LOS F (94 seconds of delay) in 2010 without the proposed improvements. The proposed improvements will allow the intersection to remain at LOS E through 2030. The Northgate Regional Growth Center is home to Seattle’s first real TOD, Thornton Place, which includes 109 condos, 278 apartments, a 14-screen cinema, 50,000 sf of retail, and 143-units of senior housing along with a new daylight section of Thornton Creek. Thornton Place will be a catalyst for future adjacent development and the existing auto oriented conditions at NE Northgate Wy and 5th Ave NE are highly unappealing for this type of development. The project extends the pedestrian oriented improvements from Seattle’s Northgate TSM Improvements project north across Northgate Way. This Regional Growth Center is being rapidly transformed from a big box mall with a sea of parking lot to a vibrant mixed use area with a newly daylight creek providing open space and an improved sense of place.

Plans and Policies The Northgate Coordinated Transportation Investment Plan or CTIP was completed in 2006. This project was prioritized as the number #1 project to improve transit and traffic mobility and access to the Northgate Urban Center. CTIP was developed with the active involvement of a 44-person Citizen Stakeholder Group which participated in over 50 meetings during 2004-6 with the CTIP project team.

The project is consistent with Seattle's Comprehensive Plan, and is identified as a priority in the updated plan for the Northgate Urban Center. Specific Comp Plan goals and policies are:

TG1 – Ensure that transportation decisions, strategies and investments are coordinated with land use goals and support the urban village strategy.

TG2 – Manage the street system safely and efficiently for all modes and users and seek to balance limited street capacity among competing uses.

Economic Strategy - The project is located in the Northgate Regional Growth Center and will provide benefits to the following targeted industry clusters: Life Sciences, Information Technology, Logistics and International Trade, and Environment and Alternate Energy. This is based on review of the Spatial Attributes maps, which shows the overlaps between the Northgate Regional Urban Center and the clusters identified above. Between 2000 and 2030, the Northgate Regional Growth Center is projected to experience a 60% increase in jobs. In 2002 the jobs were 11,030 and estimated to be an additional 4,220 by 2024.

12. Project's Benefit to the Center. Please address the following

- Long-Term Benefit. Does the project remedy a current or anticipated problem (e.g. congestion, incomplete sidewalk system, inadequate transit service/facilities, modal conflicts and/or the preservation of essential freight movement)? Please describe.
- User Groups Supported. Describe the user groups that will benefit from the project (including commuters, residents, commercial users, those groups identified in the President's Order for Environmental Justice¹ and/or areas experiencing high levels of unemployment or chronic underemployment).

Long-Term Benefit - The project remedies an existing problem that is projected to get worse. Current LOS is E, and is forecast to degrade to LOS F (94 seconds of delay) in 2010 without the proposed improvements. The proposed improvements will allow the intersection to remain at a level of E through 2030 rather than degrading to F in 2010.

User Groups Supported - The project will benefit a large number and variety of users, including commuters, residents, and commercial users by improving access and circulation within the Regional Growth Center. NE Northgate Way carries over 40,000 vehicles per day at 5th NE, and 5th NE carries 15,000 vehicles per day just south of NE Northgate Way. The Northgate Transit Center is served by about 230,000 annual bus trips, and approximately 3.2 million annual riders pass through the transit center. Between 2000 and 2030, the Northgate Regional Growth Center is projected to experience a 45% increase in households and a 60% increase in jobs. In the census tract where the project is located, 13.6% of the residents are below the poverty level, compared to 8.6% region-wide. The non-white population is 34% in the project area, compared to 24% county-wide. The project will benefit all residents by reducing congestion and improving transit service and access to transit.

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."

The project will enhance safety and convenience for pedestrians and bicyclists by constructing signature crosswalks, enhanced pedestrian signal displays, and extending median plantings and landscaping on the west leg. These streetscape enhancements will provide continuity with the 5th Avenue NE Streetscape Improvements project and with private development currently underway and create a sense of place for pedestrians and bicyclists.

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.

The project will provide pedestrian safety improvements by constructing signature crosswalks, enhanced pedestrian signals, extending median plantings and landscaping on the west leg.

The project will enhance safety and convenience for pedestrians and bicyclists by constructing signature crosswalks, enhanced pedestrian signal displays, and extending median plantings and landscaping on the west leg. These streetscape enhancements will provide continuity and complement the Northgate TSM Improvements (SEA-126) (5th Avenue NE Streetscape Improvements) project and private development currently underway. There is a high rate of crashes and pedestrian safety issues throughout the corridor, and these will be reduced as a result of this project.

The project will improve access to major employers and destinations in the area, including Northwest Hospital, with 1,600 employees, North Seattle Community College, with over 6,000 students, Northgate Mall, which attracts over 10 million shoppers per year, and the Northgate Transit Center, which serves 3.2 million transit trips per year. This Regional Growth Center is home to the recent development of Seattle’s first real TOD, Thornton Place and the project will benefit the residents and visitors of this extraordinary and innovative development. The project will benefit employees, students, customers, and freight movement by reducing travel times for transit, general purpose and freight trips. The intersection of NE Northgate Way and 5th Avenue NE provides key access to the Northgate Transit Center. Approximately 23-26 busing make the westbound left turn movement during each peak period. The project will reduce transit delay significantly, as well as provide congestion relief for all vehicles through the intersection. It will also provide pedestrian improvements by constructing signature crosswalks, enhanced pedestrian signal displays, and extending median plantings and landscaping on the west leg.

Transit and pedestrian facilities are critical to managing the growth and supporting growth management goals. Northgate Way is part of Seattle’s Urban Village Transit Network, which identifies key corridors where transit improvements will be made to support the Center’s growth strategy. Fifth Avenue NE has the highest transit

volumes in the city outside of the downtown core. The intersection is a key location for signal coordination and the city envisions a future implementation of adaptive traffic control for the Northgate area.

Northgate Mall and the surrounding retail businesses rely on truck traffic to deliver the merchandise for over 10 million shoppers per year. NE Northgate Way is classified as a T 1 truck route by the state, which means it carries more than 10,000,000 tons per year and is the highest category of classification.

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.

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 benefits air quality in three ways. One is by reducing congestion, and therefore emissions, for transit, freight and general purpose traffic at a major intersection in the heart of a regional growth center. Another is by improving transit speed and reliability through the intersection which helps feed the Northgate Transit Center. The third is by providing improved pedestrian facilities, which will encourage walking to destinations within the urban center, as well as walking to the transit center. In addition to the transit center, local pedestrian destinations include a new library and community center, Northgate Mall and a proposed urban center park.

The project remedies an existing congestion problem that is projected to get worse. Current LOS is E, and is forecast to degrade to LOS F (94 seconds of delay) in 2010 without the proposed improvements. The proposed improvements will allow the intersection to remain at a level of E through 2030 rather than degrading to F in 2010.

The project will benefit a large number and variety of users, including commuters, residents, park patrons and commercial users by improving access and circulation within the Center. Between 2000 and 2030, the Northgate Urban Center is projected to experience a 45% increase in households and a 60% increase in jobs. NE Northgate Way carries over 40,000 vehicles per day at 5th NE, and 5th NE carries 15,000 vehicles per day just south of NE Northgate Way. The Northgate Transit Center is served by about 230,000 annual bus trips, and about 3.2 million annual riders pass through the transit center. The intersection of NE Northgate Way and 5th Avenue NE provides key access to the Northgate Transit Center. Approximately 23-26 busing make the westbound left turn movement during each peak period. The project will reduce transit delay significantly, as well as provide congestion relief for all vehicles through the intersection.

Northgate Mall and the surrounding retail businesses rely on truck traffic to deliver the merchandise for over 10 million shoppers per year. NE Northgate Way is classified as a T 1 truck route by the state, which means it carries more than 10,000,000 tons per year and is the highest category of classification. Reduced delays for freight will mean less diesel emissions.

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.

- | | | |
|-------------------|----|---|
| Already Completed | a. | Final FHWA or FTA approval of environmental documents including:
Not needed - BA Concurrence: NMFS, U.S. Fish & Wildlife, WSDOT.
Not needed - Section 106 Concurrence.
Already completed - FHWA/FTA Environmental Classification Summary Checklist (or EA or EIS). |
| Already completed | b. | True Cost Estimate for Right of Way. |
| Not yet completed | 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 yet completed - WSDOT Certification Audit of Relocation Process, if applicable. |
| Already completed | h. | Engineer's Estimate. |
| Already 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.).

Two of three parcels have been acquired. The last parcel has been appraised and negotiations have started. Negotiations will take an estimated six months. The WSDOT R/W certification process will begin after that. Environmental review is completed.

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
CN	01/30/10	STP	\$2,100,000
			\$
			\$
Totals:			\$2,100,000

Table B: Existing Secured Funding

Phase	Estimated Obligation date by Phase* (mm/dd/yy)	Source	Amount
Design	12/16/08	FHWA	\$363,000
Design	01/01/07	Local	\$558,383
ROW	12/20/07	Local	\$641,617
ROW	11/30/09	FHWA	\$320,000
TOTAL:			\$1,883,000

*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
			\$
			\$
			\$
			\$
			\$
TOTAL:			\$-0-

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

Total Estimated Project Cost		Scheduled Completion of Phases	
Phase	Total Estimated Cost	Phase	Scheduled Completion Date (mm/dd/yy)
Planning:	\$	Planning:	
Preliminary Engineering/Design:	\$921,383	Preliminary Engineering/Design:	06/30/09
Right of Way:	\$ 961,617	Right of Way:	11/30/09
Construction:	\$2,100,000	Construction:	08/31/09
Other (Specify) :	\$	Other (specify) :	
Total Project Cost:	\$3,983,000	Estimated date of completion (i.e. open for use)	08/31/09

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

CN

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.



Northgate Way

This project will reconstruct the NE Northgate Way and 5th Avenue NE intersection to provide nonmotorized-friendly facilities and improve transit access to the Northgate Transit Center and other Northgate urban center activities. *Request: \$2.1 million.*

