

## Section V - 2009 King Countywide STP/CMAQ Competition Application

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

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

This application is available on the King County Web site at

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

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

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

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

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

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

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

## PROJECT DESCRIPTION INFORMATION

1	<p><b>Project title:</b> Thomas Street Overpass</p> <p>For roadway project titles: list facility name, limits, and any other identifying words. E.g., SR-520 HOV (104th Ave NE to 124th Ave NE).</p>
2	<p><b>Destination 2030 ID#:</b> 3300</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>
3	<p>a. <b>Sponsoring agency:</b> City of Seattle</p> <p>b. Co-sponsor(s) if applicable:</p> <p><b>Important:</b> For the purposes of this application and competition, “co-sponsor” refers to any agency that would receive a portion of the funding if the requested grant were to be awarded.</p> <p>c. Does sponsoring agency have “Certification Acceptance” status from WSDOT? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>d. If not, which agency will serve as your CA sponsor? (refer to WSDOT's Local Agency Guidelines Manual for information on CA status: <a href="http://www.wsdot.wa.gov/ta/operations/lag/LAG13.pdf">http://www.wsdot.wa.gov/ta/operations/lag/LAG13.pdf</a>)</p>
4	<p><b>Project Contact Person:</b> Jude Willcher</p> <p>Address: City of Seattle Department of Transportation, PO Box 34996, Seattle, WA 98124</p> <p>Phone: 206-684-4059 Fax: 206-684-3238</p> <p>E-Mail: <a href="mailto:jude.willcher@seattle.gov">jude.willcher@seattle.gov</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 grade separated connection across the BNSF railroad tracks funded by this group in 2006. It will provide grade separation over Elliott Avenue West for a direct Elliott Bay Trail to West Thomas Street connection. The overpass is a link in the regional trail system that connects the Elliott Bay Trail to the Uptown Regional Center.</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>Construction of this overpass will provide bicyclists, pedestrians and other non-motorized users with a safe grade-separated crossing over both the railroad tracks and the principal arterial. This project will benefit bicycle commuters, offer a non-motorized alternative for utilitarian and personal trips, and make recreational trips far more attractive.</p> <p>The completion of this section of the overpass makes bicycle commuting a convenient, viable alternative for the Uptown Regional Center residents who will be able to connect to the Elliott Bay Trail. The Elliott Avenue W overpass will also facilitate pedestrian commute trips by providing a great connection for those who live in the Uptown Regional Center and work in the Downtown Seattle Regional Center. It also helps complete the City's Urban Trail System identified in the Seattle Comprehensive Plan with connections to the South Lake Union Regional Center and Fremont Urban Village.</p> <p>All commuters will benefit substantially from this overpass. We expect a significant mode shift to happen. Completion of the overpass will not only reduce area SOV trips, but also will minimize the need for bicyclists to use Elliott Avenue West and other downtown arterial streets, further reducing modal conflict. The total effect will be a more efficient flow of traffic through the corridor while non-motorized traffic gains a fully separate right-of-way.</p>
<p><b>6</b></p>	<p><b>Project Location:</b> The project area is located at West Thomas Street between Elliott Avenue West and the Elliott Bay Trail on the Seattle Waterfront.</p> <p>Answer the following questions if applicable:</p> <p><b>b.</b> Crossroad/landmark nearest to beginning of project: Elliott Bay Trail at West Thomas Street <i>(Identify landmark if no crossroad)</i></p> <p><b>c.</b> Crossroad/landmark nearest to end of project: Elliott Avenue West and West Thomas Street <i>(Identify landmark if no crossroad)</i></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 checked="" type="checkbox"/> <b>14</b> Principal Arterial</p> <p><input 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).
- X 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.

Extending this overpass completes a major link in the Seattle Urban Trail System identified in the Seattle Comprehensive Plan, the Transportation Strategic Plan and the Bicycle Master Plan. It will link multiple centers including the Uptown, Downtown, and the South Lake Union Urban Centers. Residents in these areas will also have better access to the Fremont Hub Urban Village and the University District Urban Center. The overpass will be multi-use serving bicyclists, pedestrians, including persons with disabilities (the overpass will be fully ADA accessible). Seattle's Comprehensive Plan calls for reducing congestion and accommodating growth by promoting non-motorized forms of transportation.

It addresses the policies of a number of plans.

**Seattle Bicycle Master Plan:** This project is included on the Seattle Bicycle Master Plan map, which was adopted by the Seattle City Council on November 5, 2007 (Resolution 31024). Two public meetings were held prior to adoption of the plan. Other specific citations include:

Bicycle Master Plan Map: Project shown as an Overpass – Bicycle Facility Recommendation

Action 1.2: Complete the Urban Trails and Bikeways System. SDOT should complete the Urban Trails and Bikeways system (p. 20; attached)....

Objective 1: Develop and maintain a safe, connected, and attractive network of bicycle facilities throughout the city. The system will include ... completion of the Urban Trails and Bikeways System (pp. 6-7; attached).

**Transportation Strategic Plan:** Originally adopted by Seattle City Council and signed by the Mayor in November, 1998, and then updated and readopted on August 15, 2005 (Resolution 30790) this plan specifically identifies completion of Seattle's Urban Trails System (which includes this project) as one of nine key strategies.

Comprehensive Plan Goals and Policies, T34: Provide and maintain a direct and comprehensive bicycle network connecting urban centers, urban villages and other key locations. Provide continuous bicycle facilities and work to eliminate system gaps (p. 84; attached).

Strategy B1 Complete and Preserve the City's Urban Trails System (p. 85 attached).

**Belltown Neighborhood Plan:** Adopted - May 1999, Resolution Number: 29890

KS 1.8 Recommend a dedicated pedestrian overpass be installed over the railroad tracks to complete the connection from Myrtle Edwards Park to the Seattle Center and eventually to Lake Union.

**Seattle Comprehensive Plan (adopted in 1994 and updated in 2005):** This project is consistent with numerous provisions in this plan, which also includes the Seattle Urban Trails System (of which this project is a part) as an integral element in facilitating bicycling and walking. Ten public meetings were held prior to adoption of this plan. Some specific citations include:

L2 Promote conditions that support healthy neighborhoods throughout the city, including those conducive to helping urban village, mixed use communities thrive (p. LU-6; ).

T11 Provide adequate transportation facilities and services to promote and accommodate growth and change in urban centers, urban villages, and manufacturing/industrial centers. Seek to provide transit, walking and bicycling services and improvements to enable urban centers and urban villages to reach growth targets in a way that minimizes single occupant vehicle travel (p. T-7; ).

T45 Remove barriers to, and create incentives for, walking and bicycling for commuting, errands, other short trips, and recreation (p. T-22; ).

- Describe how the project is consistent with Destination 2030 (adopted May 2001). Refer to the PSRC website ([www.psrc.org](http://www.psrc.org)) for a list of Destination 2030 policies.

**Destination 2030:** This project completes the final link in a trail system that meets the following Destination 2030 policies: It creates a balanced, multimodal transportation system that links centers (RT-8.1); it creates a seamless connection to Downtown Seattle and the Ferry system (RT-8.2 & RT-8.4); it provides an alternative to single-occupant vehicle travel along corridors connecting urban centers (RT-8.14); and, it completes the link in a regionally coordinated network that connects centers (RT-8.33). It also meets the Destination 2030 Update policy which gives priority to non-motorized investments that fill gaps in the existing network and connect urban centers (p. 43).

RT-8.1 Develop and maintain efficient, balanced, multimodal transportation systems which provide connections between urban centers and link centers with surrounding communities by:

- o Offering a variety of options to single-occupant vehicle travel.
- o Facilitating convenient connections and transfers between travel modes.
- o Promoting transportation and land use improvements that support localized trip-making between and within communities.
- o Supporting the efficient movement of freight and goods.

RT-8.2 Promote convenient intermodal connections between all elements of the regional transit system (bus, rail, ferry, air) to achieve a seamless travel network which incorporates easy bike and pedestrian access.

RT 8.4 Maximize multimodal access to marine ferry routes through:

- a. Coordinated connections to land based transit.
- b. Safe and convenient bicycle and pedestrian linkages.
- c. Preferential access for high occupancy vehicles, and freight and goods movement on designated routes.

RT-8.14 Emphasize transportation investments that provide alternatives to single-occupant vehicle travel to and within urban centers and along corridors connecting centers.

RT-8.33 Develop a regionally coordinated network of facilities for pedestrians and bicycles which provides effective local mobility, accessibility to transit and ferry services and connections to and between centers.

Destination 2030 Update, April 2007: Investing in Non-motorized Transportation: Priority investments are those that complete the non-motorized system by filling gaps in the existing network, creating connections to, and within, urban centers and developing intermodal connections (p. 43).

**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.

This link is the logical next segment of the overpass to build, extending the already funded project across Elliott Avenue. It directly connects to the Elliott Bay Trail to the west, and the fast-growing Uptown Urban Center (Lower Queen Anne) on the east. It is also the logical next step in completing a non-motorized connection from Puget Sound to South Lake Union.

**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.

Currently, the railroad tracks and Elliott Avenue are major barriers to bicycling and walking. With previous funding awarded for the railroad portion and funding the roadway overpass in this application, the City can remove both barriers and provide a safe, convenient and continuous off-road non-motorized connection. Use of the combined overpass is anticipated to be high because of its importance in connecting urban centers, providing better access to the waterfront, and serving as a critical link in the regional Urban Trails system. Since commuters will benefit substantially from the overpass, mode shift will be the appropriate measure of the benefit this project brings.

The combined overpass will not only eliminate SOV trips, but also will minimize the need for bicyclists to use Elliott Avenue West and other downtown arterial streets, further simplifying the traffic mix. The total effect will be a more efficient flow of traffic through the corridor while non-motorized traffic gains a fully separate right-of-way.

## **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.

This project will reduce VMT by 143,583 miles per year. This corresponds to 124,353 lbs of avoided carbon dioxide emissions, 71 lbs of avoided hydrocarbon emissions, 600 lbs of avoided carbon monoxide emissions, and 51 lbs of avoided nitrogen oxide emissions. We also estimate that there will be 27,700 new walking trips per year on this facility. See attached methodologies for air quality and pedestrian walking trip calculations.

The overpass, by removing the railroad tracks and Elliott Avenue West as major barriers to bicycling and walking, will not only eliminate SOV trips, but also will minimize the need for bicyclists to use Elliott Avenue West and other arterial streets, further simplifying the traffic mix. The total effect will be a more efficient flow of traffic through the corridor while non-motorized traffic gains a fully separate, right-of-way.

## E. Project Readiness/Financial Plan (10 Points)

**Introduction:** Two primary tools will be used to obtain information needed to judge a project’s ability to proceed: responses to the project readiness question (14) and financial plan question (15) below. The primary objective of the evaluation is to determine whether a sponsor has assembled all of the funding needed to complete the project or phase(s), and when the sponsor will be ready to obligate the requested regional funding. All questions must be completely and accurately filled out in order for this information to be properly assessed. The information will be used to determine:

- When the sponsor can complete all prerequisites needed to obligate the project’s requested PSRC funding.
- When the sponsor plans to obligate requested PSRC funding.
- The amount and source of secured funding for the project.
- The amount and source of reasonably expected but unsecured funding for the project.
- Whether PSRC’s federal funds will complete the project or a phase of the project.

**Note:** The standard PSRC definitions will apply for determining when funding is “secured” or “reasonably expected to be secured.” These definitions are included in Section 5 of the STP/CMAQ Regional Competition Call for Projects.

**19. Project Readiness:** Please fill out the questions below if your project is requesting funds for a Right-of-way (ROW) and/or Construction (CN) phase. Projects requesting funds only for a Preliminary Engineering phase need not answer question #19.

PSRC recognizes that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before STP and CMAQ funding is typically eligible to obligate. These questions are designed to identify those requirements and assist sponsors to:

- Identify which requirements apply to their specific project.
- Identify which requirements have already been satisfied at time of application.
- Provide an explanation and realistic completion date for all requirements not yet completed.

**Important instructions:** For question 19A below, select one of the three options from the drop-down list for each item that applies at the time of submission of this application. These items are based on the documentation requirements for obligation of federal funds. For any item where “Item not yet completed” is selected, and for any additional requirements pertaining to the project, provide details in question 19B, including the estimated schedule for completion.

**19A. Check all items that apply below.** Note: if no ROW is required for the project, select “not needed” for sections b through g.

- Not yet completed a. Final FHWA or FTA approval of environmental documents including:  
 Not yet completed - BA Concurrence: NMFS, U.S. Fish & Wildlife, WSDOT.  
 Not yet completed - Section 106 Concurrence.  
 Not yet completed - FHWA/FTA Environmental Classification Summary Checklist (or EA or EIS).
- Not needed b. True Cost Estimate for Right of Way.  
 Not needed c. Right-of-way Plans (stamped).  
 Not needed d. Relocation Plan (if applicable).  
 Not needed e. Right-of-way Certification.  
 Not needed f. Certification Audit by WSDOT R/W Analyst.  
 Not needed g. Relocation Certification, if applicable.  
 Not needed - WSDOT Certification Audit of Relocation Process, if applicable.
- 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.).

All items not yet completed and Shoreline Permits are expected Fall 2009.

**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
Construction	01/31/2010	CMAQ	\$3,995,000
			\$
			\$
<b>Total</b>			<b>01/31/2010</b>

**Table B: Existing Secured Funding**

Phase	Estimated Obligation date by Phase* (mm/dd/yy)	Source	Amount
Planning / Design / Preliminary Engineering	01/01/2006	Local	\$2,251,050
Construction	01/31/2010	Federal (PSRC 2006 STP/CMAQ)	\$1,340,000
Construction	01/31/2010	Local	\$2,417,215
			\$
			\$
<b>TOTAL:</b>			<b>\$6,008,265</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
			\$
			\$
<b>TOTAL:</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:	\$ 33,155	Planning:	01/01/06
Preliminary Engineering/Design:	\$ 2,217,895	Preliminary Engineering/Design:	12/31/09
Right of Way:	\$ 0	Right of Way:	N/A
Construction:	\$ 7,752,215	Construction:	06/01/11
Total Project Cost:	\$10,003,265	Estimated date of completion (i.e. open for use)	06/01/11

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

If this funding is obtained the extended overpass for the railroad tracks and Elliott Avenue West will be completed.

**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.