

Section V - 2009 King Countywide STP/CMAQ Competition Application

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

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

This application is available on the King County Web site at

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

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

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

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

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

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

Definition of a project: For the purposes of this competition, a project must be clearly defined by geographic limits and/or functionality. If the project contains multiple components, the sponsor must clearly indicate how they are logically connected to one another. A project with multiple geographic locations must demonstrate their functional relationship (for example, signal coordination work in various locations tied together through a

traffic control center). **Note: a project may request only one funding source – either STP or CMAQ, but not both.**

PROJECT DESCRIPTION INFORMATION	
1	Project title: Kirkland Citywide ITS Improvement
2	<p>Destination 2030 ID#:</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 http://www.psrc.org/projects/mtp/d2030plan.htm. For assistance or questions regarding these issues, contact Kimberly Scrivner at 206-971-3281 or kscrivner@psrc.org.</p>
3	<p>a. Sponsoring agency: Kirkland</p> <p>b. Co-sponsor(s) if applicable:</p> <p>Important: For the purposes of this application and competition, “co-sponsor” refers to any agency that would receive a portion of the funding if the requested grant were to be awarded.</p> <p>c. Does sponsoring agency have “Certification Acceptance” status from WSDOT? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>d. If not, which agency will serve as your CA sponsor? (refer to WSDOT’s Local Agency Guidelines Manual for information on CA status: http://www.wsdot.wa.gov/ta/operations/lag/LAG13.pdf)</p>
4	<p>Project contact person: Iris Cabrera, PE, PTOE</p> <p>Address: Department of Public Works 123 5th Avenue, Kirkland WA 98033</p> <p>Phone: 425-587-3866 Fax:425-587-3807 E-Mail: icabrera@ci.kirkland.wa.us</p>

5 Project description.

Project scope: This project incorporates various needs identified in the Kirkland Intelligent Transportation System (KITS) Strategic Plan approved by City Council in 2008. Two major arterial corridors are selected for ITS implementation. These are heavily-congested major arterials that are on the top 25 Regional ITS Implementation Plan Key Corridors in King County (K10 and K12). Along these two arterials various ITS measures will be deployed to upgrade current equipment, connect signal and ITS field locations to a new central operations management location, add data collection and monitoring equipment, perform analysis to improve operations and install a Central Traffic Management System to communicate and control the ITS field devices. Specific ITS measures include installation of signal cabinet assemblies, signal controllers, Closed Circuit TV (CCTV), Transit Signal Priority (TSP), Emergency Vehicle Preemption (EVP), Fiber Optic and Wireless connections and communications systems, video detection, Dynamic Message Signs (DMS), Light Emitting Diodes (LED) signal heads, Uninterrupted Power Supply (UPS) and a Central System hardware and software.

The first corridor runs north-south parallel to I-405, connecting State Route 520, a major connection between Seattle and Bellevue, to the Kirkland’s downtown core and to areas north of Kirkland, as well as to the Cities of Bellevue and Bothell. The second corridor connects Interstate 405 to the Kirkland’s Downtown core and to the City of Redmond.

The principal arterial corridors are:

1. Lake Washington Blvd/Market Street/100th Ave NE **From** State Route 520/Northup Way **to** NE 132nd Street,
2. Central Way/NE 85th Street **from** Market Street **to** 132nd Avenue NE

The Lake Washington Blvd/Market Street/100th corridor carries between 20,000 and 29,000 average daily trips (ADT) and has experienced a total of 291 accidents over the past 5 years; whereas the Central Way/NE 85th St. Corridor carries 45,000 ADT near the junction of Interstate 405 and has experienced a total of 435 accidents over the past 5 years.

b. Project justification, need or purpose: Significant traffic congestion in and around the center of Kirkland contributes to a high number of accidents on these two major arterials that are regional links and alternative routes for SR-520 and I-405. The City’s goals are to reduce accident rates, manage and monitor traffic and improve emergency response. Currently, the City does not have consistency in its signal system hardware; thus this project addresses the need to standardize and upgrade traffic signal equipment and connect traffic signals and proposed ITS devices along these corridors to a central Traffic Management Center. This will allow data collection, traffic monitoring, signal control and better traffic management all of which is vital to the City’s goals. The City needs to provide safe road operations, efficient emergency response and traffic information to the public in “real-time”. In addition, Kirkland has a need to join surrounding agencies towards the implementation of data and video- sharing and for Center-to-Center (C2C) connectivity to regional traffic networks. The City of Kirkland has installed a substantial fiber optic network, but it lacks key connections to traffic signal sand ITS locations. This project will complete those connections while adhering to the Regional ITS architecture. This project includes the five highest ranked initiatives identified in KITS Strategic Plan.

Purpose: This project will establish a base traffic system and standards that will be continually built upon in the future. The goals of this project are to:

Reduce Accident Rates	Reduce Traffic Congestion
Reduce Travel Time and Delay	Decrease Vehicle Emissions
Control and Monitor ITS Devices through an Advanced Traffic Management System	Enhance Emergency Response
Enhance Multi-Modal Mobility	Establish Regional Connections with other Agencies

The City of Kirkland ITS Project will include:

- Upgrade/Install traffic and ITS equipment – which include controllers, cabinets, CCTV, video detection, wireless detection, TSP, DMS’s, EVP’s, LED and UPS.
- Installation of a traffic management center with computer servers, video wall, and software to control ITS devices.
- Communication System to interconnect ITS equipment with central and to communicate with the City of Redmond, City of Bellevue, WSDOT, and King County Metro.
- Coordination of Traffic Signal and ITS systems integration.
- Traveler Information by way of monitoring traffic flows, collecting traffic data, and sending information to ITS devices such as DMS’s and web pages.
- Incident/Emergency Response.

Project deliverables:

- Upgrade 17 Signals (controllers, cabinets, foundations, poles and LED heads)
- Install 17 UPS backup power
- Install 13 PTZ’s
- Install 3 DMS’s
- Install 1.1 miles of fiber with Modems and terminations
- Communication path to other city departments and other agencies
- Develop ITS and construction standards

Project cost is estimated at \$2,225,000 for all the included work.

<p>6</p>	<p>Project location: Kirkland</p> <p>County(ies) in which project is located: King</p> <p>Answer the following questions if applicable:</p> <p>a. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad):</p> <p>b. Crossroad/landmark nearest to end of project (identify landmark if no crossroad):</p>	
<p>7</p>	<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>	
<p>8</p>	<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. 	
<p>9.</p>	<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.

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).

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.

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.

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.”

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.

As growth occurs in the region, this project will maximize capacity and significantly improve both operations and safety on major arterial corridors throughout Kirkland that connect with centers in the cities of Bellevue, Redmond and Bothell. The project will enable implementation of advanced traffic control strategies including traffic signal coordination, Transit Signal Priority, emergency vehicle response, and dissemination of traffic information in “real time” for decision-making on mode choice and routing to alternative roadways. As a result, travel time and delays between centers will be reduced not only for SOVs but also for transit users. Enhanced safety and mobility will directly benefit the user groups identified in the presidential Executive Orders for Environmental Orders improvement. In summary, this project will benefit multiple centers that utilize the major arterials and both business and residential traffic. The project will sustain construction and technical jobs in the area that are currently struggling.

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 project will establish the necessary connections to adjacent jurisdictional Traffic Management Centers so that data and video can be shared and traffic across jurisdictional boundaries can be effectively monitored. Currently, the major arterials are neither interconnected nor connected to a Central Traffic Management Center so with these needed upgrades the signal operations will be optimized to reduce congestion, delays, and emissions. Better traffic operation on these corridors will positively impact and ease regional traffic on city arterials as well as on Interstate 405 and State Route 520.

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.

The implementation of KITS strategic plan will provide a long term solution for the City of Kirkland. The proposed Kirkland Citywide ITS improvement project include the highest ranked ITS initiatives

recommended in KITS strategic plan to maximize capacity on the most congested arterial corridors and to ease traffic congestion locally and across jurisdictional boundaries.

The long term strategy is to have a Center to Center (C2C) connection with other Traffic Management Centers to coordinate operations and emergency response on a local level and on a regional level. This project will upgrade traffic signal equipment and install new equipment as necessary to align with the Regional ITS architecture. Safety will improve with better signal coordination, active monitoring of traffic flow/conditions, advanced traffic information for the traveling public and the use of emergency vehicle priority for the fire and police departments to improve response time to incidents.

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.

It is well known that queuing and “Stop and Go” traffic conditions contribute significantly to the emission of pollutants into the environment. In addition, traffic congestion causes increases in the number and severity of accidents.

Currently, the arterial corridors included in this project experience significant traffic congestion (Stop and Go conditions, queuing) during peak traffic periods due to capacity deficiencies, lack of signal interconnection and coordination, as well as lack of centralized traffic management. Both of these corridors have experienced

significant amount of accidents during the past five years. The Lake Washington Blvd/Market Street/100th corridor carries between 20,000 and 29,000 average daily trips (ADT) and experienced a total of 291 accidents. The Central Way/NE 85th St. Corridor carries 45,000 ADT near the junction of Interstate 405 and experienced a total of 435 accidents over the past 5 years. In addition to serving as major commuter routes, these arterials service Park and Ride facilities and transit routes to/from downtown Kirkland, Bothell, Redmond, and Bellevue. They also serve as freight connection and access to/from SR 520 and I-405.

Along these two arterials corridors, as a result of this project, various ITS measures will be deployed to upgrade current equipment, connect locations to central, add data collection and monitoring equipment, perform analysis to improve operations and install a Central Traffic Management System to communicate and control the ITS field devices.

The implementation of the proposed ITS measures will maximize existing capacity, improve traffic flow and safety, improve transit reliability and emergency response to incidents/accidents and lower emissions by reducing the overall travel delay.

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 needed i. All environmental permits obtained (e.g., Army Corps of Engineers Permit, HPA, etc.)

19B. Additional information: Include details on any items above that are not yet completed and provide an estimated schedule. Please provide any additional information as appropriate (e.g., status of planning, environmental documentation, permits, design, etc.).

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
PE/Design	01/01/10	CMAQ	\$150,000
Construction	06/01/10	CMAQ	\$1,500,000
Construction Management	06/01/10	CMAQ	\$150,000
Totals:			\$1,800,000

Estimated Cost for construction of ITS components/system

Equipment and Construction Costs	
Cabinets	\$320,000.00
Communication	\$750,000.00
Detection	\$250,000.00
Traveler Information	\$110,000.00
CCTV - PTZ	\$70,000.00
Total	\$1,500,000.00

Table B: Existing Secured Funding

Phase	Estimated Obligation date by Phase* (mm/dd/yy)	Source	Amount
Kirkland ITS Communication	01/01/10	City of Kirkland	\$25,000
85 th St ITS Upgrades	01/01/10	City of Kirkland	\$250,000
General Fund	01/01/10	City of Kirkland	\$150,000
			\$
			\$
TOTAL:			\$425,000

*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:			

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:	
Engineering/Design:	\$150,000	Preliminary Engineering/Design:	06/01/10
Right of Way:	\$	Right of Way:	
Construction:	\$1,500,000	Construction:	10/01/10
Other (Specify) Construction management:	\$150,000	Other (specify) construction management:	10/01/10
Total Project Cost:	\$1,800,000	Estimated date of completion (i.e. open for use)	10/01/10

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

- PE/Design
- Construction
- Construction Management

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.

There is no ROW acquisition assumed and very little roadway construction. Most of the construction will be conduit, cabinet foundations, pole foundations, and equipment installation.

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.

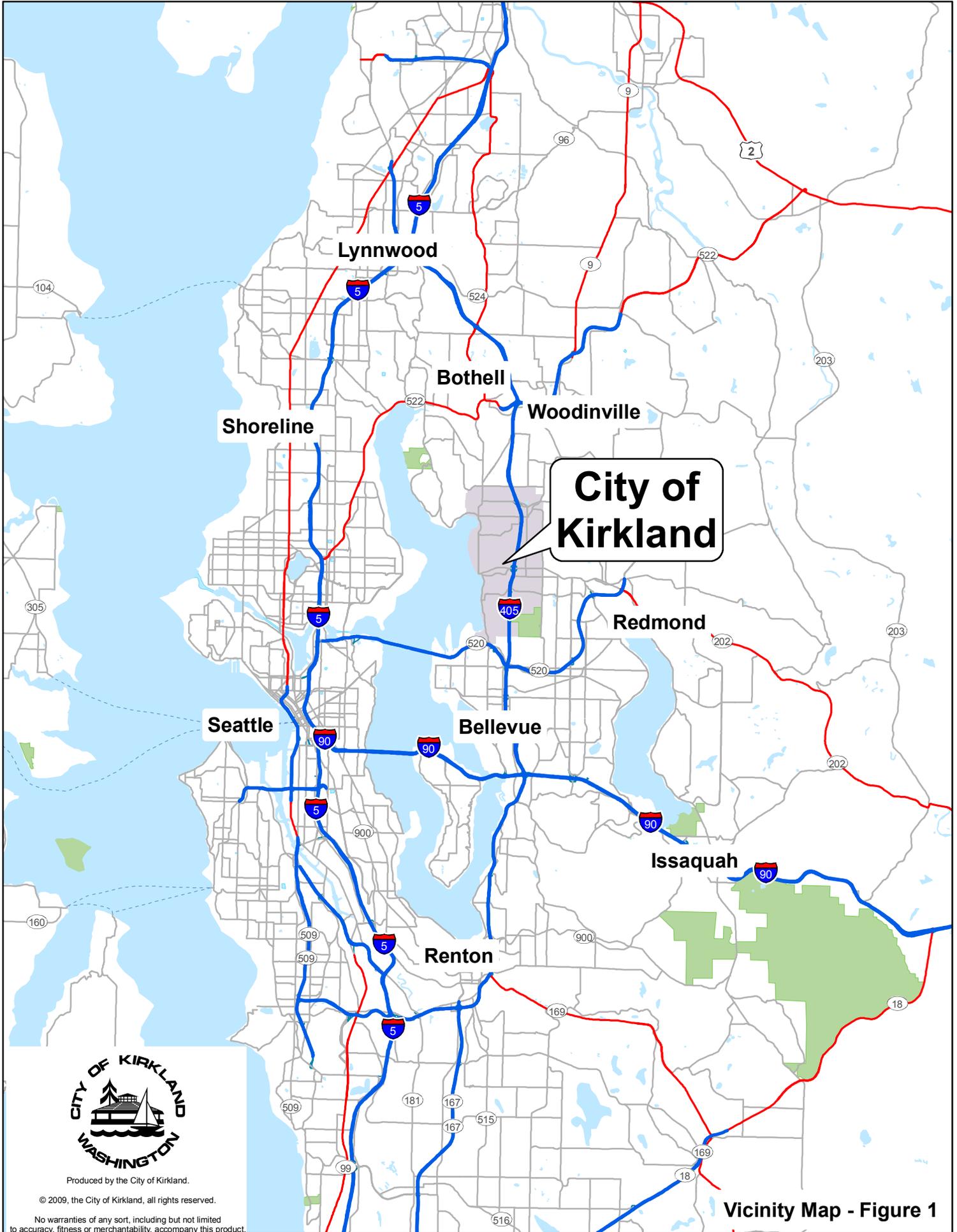
The planning work for the Kirkland ITS Strategic Plan and the installed fiber optic communication network will be considered as part of the matching funds needed for the CMAQ grant.



Kirkland ITS Citywide Improvement
Proposed ITS Devices

FIGURE
2

Kirkland ITS Citywide Improvement



Produced by the City of Kirkland.

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No warranties of any sort, including but not limited to accuracy, fitness or merchantability, accompany this product.

Vicinity Map - Figure 1