2012 Regional Competition Application for PSRC's FHWA Funds (STP/CMAQ)

This application is available on the Puget Sound Regional Council website at www.psrc.org/transportation/tip/selection.

****Please read this section before completing the application****

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 regional funding may be compromised if the application is found to have omissions or inaccuracies.

Sponsors of projects recommended for funding as a result of the competition should be aware that information provided on this application will be used in the future to monitor compliance with PSRC's adopted project tracking policies. It is also important to remember that funds are awarded to projects, not agencies. Please refer to PSRC's website for more information on the project tracking program: www.psrc.org/transportation/tip/tracking.

Submitting Applications

There is no set page limit for applications submitted to the regional competition. It is important to provide complete, detailed responses, but please be as concise as possible. Additional supporting information such as maps and other diagrams are encouraged, but other attachments such as comprehensive plan materials are unnecessary. Please note: the project budget spreadsheet is a required attachment; more information is found at question 19d.

Attach your completed application to an email and send it to TIPRPEC@psrc.org. For questions or to confirm receipt of your application, contact Linda Fox at (206) 971-3051 or lfox@psrc.org. All applications must be submitted by **5:00p.m. April 13, 2012.**

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.** If you have questions please contact Kelly McGourty at (206) 971-3601 or kmcgourty@psrc.org.

PROJECT DESCRIPTION INFORMATION	
1	**Project title: SR 522, Phase 1, Stage 2, 57th Avenue NE to 61st Avenue NE** For roadway project titles: list facility name, limits, and any other identifying words, e.g., SR-520 HOV (104th Ave NE to 124th Ave NE).
2	**Transportation 2040 ID#:** N/A To be eligible for federal funding, a project must be in, or consistent with, Transportation 2040, the region's long-range metropolitan transportation plan. Current Transportation 2040 projects may be found at www.psrc.org/assets/4889/T2040_AppendixM_FINAL.pdf. Some TIP projects may be connected to more than one Transportation 2040 project; if this is the case, sponsors may add additional ID #s. Some projects may be below the threshold for requiring a Transportation 2040 ID (please refer to www.psrc.org/transportation/t2040/candidate-to-approval-process/ for more information); if this is the case, please indicate "n/a" in the ID # field. For assistance or questions regarding these issues, contact Kimberly Scrivner at (206) 971-3281 or kscrivner@psrc.org.
3	a. **Sponsoring agency:** Kenmorel b. Co-sponsor(s) if applicable: N/A For the purposes of this application and competition, "co-sponsor" refers to any agency that would receive a portion of the funding if the requested grant were to be awarded. c. Does sponsoring agency have "Certification Acceptance" status from WSDOT? ☒ Yes ☐ No d. If not, which agency will serve as your CA sponsor? For more information on Certification Acceptance and to find a listing of current CA agencies, please refer to www.wsdot.wa.gov/LocalPrograms/LAG/CA.htm WSDOT
4	**Project contact person:** Ron Loewen Address: 6700 NE 181st Street, PO Box 82607, Kenmore, WA 98028 Phone: 425.398.8900 Email: rloewen@ci.kenmore.wa.us

5	**Project description.** Please distinguish between the scope of the project and the justification and/or need for the project. a. **Project scope:** Please describe clearly and concisely the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? For example, if this is part of a larger project, please be specific as to what portion on which the grant funds will be used. The Kenmore grant will be used to construct segment A of the last phase of this project. In total the proposed project is the west half of the last three-quarters of a mile segment of the two-mile SR 522 Multimodal Corridor project through Kenmore to be completed. This segment includes some of the most significant safety problems on the corridor. The estimated project cost is $14.08 million of the total $78.65 million project. The other phases east of 65th Avenue NE have been completed. The final segment, 61st Avenue NE to 65th Avenue NE is currently unfunded. The environmental review and approvel for this project was originally approved in November of 2005. The environment classification summary is being updated and will be approved by June 1, 2012. The final engineering design is 95% complete and will be ready for advertisement by june 1, 2013. The SR 522 Phase I, Stage 2 project improvements (57th Avenue NE – 61st Avenue NE) include widened travel and Business Access and Transit (BAT) lanes, additional turning lanes at the key intersection, signal improvements, illumination, access management, sidewalks, drainage improvements, landscaping, and utility conversion to underground. The project widens SR 522, using retaining walls, to the south of SR 522 at 61st Avenue NE to construct a double left turn lane to the north onto 61st Avenue NE. The north leg of 61st is widened to add a left turn only lane onto SR 522 eastbound, one right turn lane only and a through/right lane to the west on SR 522. The south leg of 61st is realigned and widened to add a left turn lane onto SR 522 westbound to reduce the grades to the NE 175th Street connection. The additional eastbound to northbound left turn lane will increase the capacity of this movement, significantly reducing delays to westbound SR 522 traffic during peak hour. Improvements to the northbound approach at 61st Avenue NE will reduce traffic collisions, through improved sight distance and lane widths. b. **Project justification, need or purpose:** Please explain the intent, need or purpose of this project. What is the goal or desired outcome? The intent is to complete the final construction of west segment of Phase 1, Stage 2 - the last remaining portion of this corridor project in Kenmore. The ultimate goal is to improve safety and reduce congestion along this highway of statewide significance and important Regional Center connecting corridor.
6	**Project location:** Kenmore, WA a. County(ies) in which project is located: King **Answer the following questions if applicable:** b. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad): 57th Avenue NE c. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): 61st Avenue NE
7	**Map:** Please include a legible project and vicinity map, if available. Maps may be attached to the email and submitted along with the application.

8 **Federal functional classification code** (Please select only one code using the table below)

For assistance determining functional classification, contact Stephanie Rossi at (206) 971-3054 or srossi@psrc.org.

Important: A roadway must be approved on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities). Projects on a roadway with a functional classification of 09, 19, 29, or 39 are not eligible to use federal transportation funds unless they are one of the exceptions listed below. If your project is an exception, identify its functional class code as "00".

Examples of exceptions:
- Any bicycle and/or pedestrian project.
- Projects not on a roadway and using CMAQ or other funds
- Any transit project, including equipment purchase and park-and-ride lot projects.

For more information on functional classification, please refer to www.wsdot.wa.gov/mapsdata/travel/hpms/functionalclass.htm

Rural Functional Classifications "Under 5,000 population" (Outside federal-aid urbanized and federal-aid urban areas)	Urban Functional Classifications "Over 5,000 population" (Inside federal-aid urbanized and federal-aid urban areas)
☐ **00** Exception	☐ **00** Exception
☐ **01** Principal Arterial - Interstate	☐ **11** Principal Arterial – Interstate
☐ **02** Principal Arterial	☐ **12** Principal Arterial – Expressway
☐ **06** Minor Arterial	☒ **14** Principal Arterial
☐ **07** Major Collector	☐ **16** Minor Arterial
☐ **08** Minor Collector	☐ **17** Collector
☐ **09** Local Access	☐ **19** Local Access
☐ **21** Proposed Principal Arterial – Interstate	☐ **31** Proposed Principal Arterial – Interstate
☐ **22** Proposed Principal Arterial	☐ **32** Proposed Principal Arterial – Expressway
☐ **26** Proposed Minor Arterial	☐ **34** Proposed Principal Arterial
☐ **27** Proposed Major Collector	☐ **36** Proposed Minor Arterial
☐ **28** Proposed Minor Collector	☐ **37** Proposed Collector
☐ **29** Proposed Local Access	☐ **39** Proposed Local Access

PLAN CONSISTENCY INFORMATION

All projects must be consistent with a comprehensive plan that has been certified by PSRC as being consistent with the Growth Management Act, VISION 2040 and Transportation 2040. Projects must be consistent with the comprehensive plan of each jurisdiction in which the project is located. If a comprehensive plan has not been certified, projects located in that jurisdiction may not be included in the Regional TIP. For more information, please refer to www.psrc.org/growth/planreview or contact Jeff Storrar at (206) 587-4817 or jstorrar@psrc.org.

9 The questions in this section must be answered by all applicants. If you need assistance, please contact staff at the local jurisdiction in which the project is located. Information on the current certification status of a local plan is available on the PSRC's web site at www.psrc.org/growth/planreview/statusreportppr/.

a. Is the project specifically identified in a local comprehensive plan?

☒ Yes. Indicate (1) plan name, (2) relevant section(s), and (3) page number where it can be found:
City of Kenmore Comprehensive Plan, Transportation Element Update, Chapter 5, 2022 Plan Page 57

☐ No. Describe how the project is consistent with the applicable local comprehensive plan, citing specific local policies and provisions the project supports. Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page number.

b. Please check all boxes that apply to the project's location. If portions of the project are located in more than one of the locations listed, please check all appropriate boxes.

☐ The project is located outside the designated urban growth area.
(Refer to Map of Urban/Rural Boundaries at www.psrc.org/assets/468/fedaidmap.pdf for more information.)

☐ The project is located within the designated urban growth area.

☒ The project is located within one or more formally designated regional growth or manufacturing/industrial centers. (Please identify the center(s) in the space below; refer to www.psrc.org/growth/centers for more information.)

This project is on the east end of the City of Kenmore Downtown Redevelopment Center that when completed will include an estimated 100 permanent commercial jobs in phase one, with over 500 total, 400 short-term construction jobs (over 2,000 over the life of the project) $60 million in private investment in Phase One, (over $250 million over the life of the project) and 300 housing units in Phase One (over 1,500 units over over the course of the project, inlcuding affordable units).

REGIONAL PROJECT EVALUATION

Projects will be evaluated and scored based on the information provided in Parts 1 and 2 which follow. Refer to the "2012 Regional Project Evaluation Criteria for PSRC's FHWA Funds" (Section 4 of the Call for Projects) for guidance, examples, and details on scoring before completing these sections of the application.

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

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

☐ Designated Regional Growth Center: Complete section A and proceed directly to Part 2.

This category is best suited for projects located within a designated regional growth center. Refer to Attachment 6 of the Call for Projects for a map of the centers.

☐ Manufacturing/Industrial Center: Complete section B and proceed directly to Part 2.

This category is best suited for projects located within a designated manufacturing/industrial center. Refer to Attachment 6 of the Call for Projects for a map of the centers.

☒ Corridors Serving Centers: Complete section C and proceed directly to Part 2.

This category is best suited for projects located on a corridor serving one or more designated regional growth or manufacturing/industrial centers.

A. Designated Regional Growth Centers

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

11. Regional Growth Center Development. Please address the following:

- Describe how the project will support the existing and planned housing/employment densities in the regional growth center.

- Describe how the project will support the development/redevelopment plans and activities (objectives and aims) of the center. Please provide a citation and copy of the corresponding policies in a subarea plan or in the comprehensive plan.
- Describe whether the project helps to create, expand or retain family-wage jobs for shared economic prosperity, including those in the targeted industry clusters within the center; these clusters are identified in the adopted Regional Economic Strategy.

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

- 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.
- 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).

13. Circulation within the Regional Growth Center. Please address the following.

- Describe how the project improves safe & convenient access to major destinations within the center.
- 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.
- Describe how the project provides users (e.g. employees, residents, customers) a range of travel modes or provides a "missing" mode.
- Describe how the project completes a physical gap or provides an essential link in the transportation network.
- 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 (questions 14-15) if you selected "Manufacturing/Industrial Center" in question 10, and then proceed directly to Part 2. Do not complete Sections A or C.

14. Development and Users Benefit. Please address the following:

- Describe how the project will benefit or support the development of the manufacturing/industrial center.
- Describe how the project helps to create, expand or retain family-wage jobs for shared economic prosperity, including those in the targeted industry clusters within the center; these clusters are identified in the adopted Regional Economic Strategy.
- 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.

15. Mobility and Accessibility Benefit. Please address the following:

- Describe how the project provides opportunities for freight movement.
- Describe how the project completes a physical gap, provides an essential link, or removes a barrier in the Freight & Goods component of the Metropolitan Transportation System.
- Describe how the project improves safety and reduces modal conflicts to help achieve a "seamless" system.

- 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.
- Describe how the project promotes Commute Trip Reduction (CTR) opportunities.

C. Corridors Serving Centers

Instructions: Complete this section (questions 16-17) if you selected "Corridors Serving Centers" in question 10, and then proceed directly to Part 2. Do not complete Sections A or B.

16. Benefit to Regional Growth or Manufacturing/Industrial Center. Please address the following:

- Describe how this project will benefit or support the housing and employment development in a regional growth center(s) and/or employment growth in a manufacturing/industrial center(s). Does it support multiple centers?
- Describe how the project provides or benefits a range of travel modes to users traveling to centers, or if it provides a missing mode.
- 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).
- Describe whether the project helps to create, expand or retain family-wage jobs for shared economic prosperity, including those in the targeted industry clusters within the center; these clusters are identified in the adopted Regional Economic Strategy.

Benefit to Center
SR 522 is the only direct link between the Designated Urban Centers of Canyon Park, Northgate, and the University District. This project will improve the movement of goods and people to and from these centers and locations along the way by increasing transit efficiency, freight movement and roadway capacity. The corridor is also regionally significant, providing an alternative to the often congested SR 520 Lake Washington Bridge. In addition to providing a link between three Urban Centers, the corridor serves adjacent multiple commercial centers, industrial development, and high-density residential land use.

Travel Choices
This proposal will improve the mobility of several travel modes: pedestrian and bicycle movements will be enhanced through the installation of sidewalks, traffic signals, and improvements to the Burke Gilman Trail crossing at 61st Avenue NE; improved transit speed and reliability by improving the BAT lanes; delay reduction; and improved safety for commercial and passenger vehicles through access management and capacity improvements.

User Groups Supported
The corridor also provides a major link between several communities in north Seattle with a significant portion of the population below either the poverty or low income level and/or that have a high percentage of minorities. Additionally the corridor serves several neighborhoods within Kenmore that are above regional averages for minorities and/or low income families. Access and mobility for these populations will be enhanced with general purpose capacity improvements, sidewalks, and transit lanes.

Regional Economic Strategy
The project will also promote economic development in Kenmore through improved access by installing curb, gutters, and sidewalks; landscaping and street lighting that will improve the overall character of the roadway; and traffic signal improvements to enhance access to businesses. On a regional level, SR 522 is the commuter, transit and freight

17. System Continuity/Long-Term Benefit and Sustainability. Please address the following:

- 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.
- Describe how this project provides a "logical segment" that links to a regional growth or manufacturing/industrial center.
- Describe how the project fills in a missing link or removes barriers to a center.
- 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.

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

Serving Centers
SR 522 is the only continuous corridor connection between the Designated Urban Centers of Canyon Park, Northgate and the University District.

Missing Link
Kenmore has completed or is underway with the remaining segments of SR 522 through the City. This is the last segment of SR 522 in Kenmore left to be improved as part of the Multi-Modal Corridor Study to address congestion and safety on this corridor.

Congestion Relief
61st Avenue NE currently operates at LOS F and the corridor operates inefficiently due to the random left turn movements its entire length. This project will add double left turn lanes, east bound to north bound at 61st and will install medians on SR 522 to reduce left turn conflicts. As a result, operational improvements should be seen on this, critical east/west connectors in the Metropolitan Transportation System.

Efficiency
The efficiency of a travel corridor is impacted, in part, by substandard design, uncontrolled turning movements, and capacity restrictions at the key intersections when the turning lane queues back into the through lane. Each of these conditions exist on SR 522 and will be corrected through the installation of centerline medians, reconstruciton of the travel and BAT lanes to standard, and turn movement capacity improvements at 61st Avenue NE by adding double left-turn lanes.

Safety
Correctable collisions on SR 522 in this segment occur in part because of queuing problems at traffic signals, unrestricted left turns, and a long pedestrian crossing (one pedestrian death has occurred at this intersection) at 61st Avenue NE. Each problem is being addressed by this project - the worst of which - drivers entering traffic from driveways or making left turns from the center lane - will be significantly improved through the intstallation of a median.

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

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 included in the project, 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. transit buses or 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.

Vehicle Emissions: One of the most inefficient uses of a vehicle, with great impact on emissions, is delay sitting at an intersection. The current 61st Avenue NE & SR 522 intersection operates at LOS F. Without improvement, obviously the delay per vehicle by the end of the planning period (2022) simply gets worse. Average peak hour per vehicle delay in 2022 has been estimated at approximately 217 seconds without improvement and 115 seconds with the proposed improvements. Kilograms of CO2 go from approximately 1,517 per peak hour to 803, or a 47% reduction.

Diesel Retrofits: None

Roadway Capacity: Significant roadway capacity and operational improvements that occur in this project include making lanes more standard (improving driver comfort in high volume corridors), improving left turn queuing capacity at 61st Avenue NE eliminating the back flow of left turning vehicles into the through travel lanes, operational improvements to the signal at 61st, and eliminating uncontrolled left-turns along the corridor with medians, thereby reducing travel time losses due to collisions and cars trying to force their ways into gaps in the vehicle flow.

Transit: This project will improve the current BAT lanes through widening to standard and improve the transit stop at 61st Avenue NE; served by transit routes 331, 352, 306, 312, 372 and 522. It will also improve access to the 51 parking stall, shared use park & ride lot at the Bethany Bible Church.The improvements proposed should improve the operational efficiency of the approximately 260 bus trips and 4,200 daily riders that currently utilize Bothell Way (both east and west routes).

Bicycle and or Pedestrian Facilities:This project improves pedestrianmobility by providing a sidewalk along the northern side of the roadway where pedestrians currently use at times a narrow 1 foot shoulder or traverse private

parking areas. Additionaly the project will improve the Burke Gilman Trail crossing of 61st Avenue NE. This project will also widen and improve the Burke-Gilman trail adjacent to Log Boom Park.

Signalization Improvements: Because the intersection of SR 522 and 61st Avenue NE currently operates at LOS F both the signal and channelization for this intersection will be improved. Not only will this improve operations for the nearly 50,000 vehicles passing through this intersection daily, including 260 buses and significant freight traffic (SR 522 is a T2 Freight Route).

Alternative Fuels/Vehicles: No alternative fuels or alternative fuel vehicles are proposed in this project.

Other: NA.

E. Project Readiness/Financial Plan

There are two parts to this section, with specific questions for each part identified below: the project's readiness to obligate PSRC funds, and the project's financial plan. 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 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.

For assistance completing this section, contact Larry Burris at (206) 464-5301 or lburris@psrc.org.

19. Financial Plan

Identify the source and amount of PSRC funds for which you are applying. Indicate the phase(s) requested and the estimated obligation year. Per PSRC's project tracking polices adopted in April 2010, if awarded PSRC's FHWA funds, planning and preliminary engineering/design phases are expected to obligate within the year designated; right of way, construction and/or other phases will receive a one-year grace period beyond the year designated. The 2012 project selection process is distributing FFY 2013-2014 funds; per policy, estimated obligation year must be either 2013 or 2014. For more information on PSRC's project tracking program, please go to www.psrc.org/transportation/tip/tracking.

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.

19a. Select only one funding source below, STP or CMAQ.

☒ STP

☐ CMAQ

19b. Identify the amount requested by phase, and identify the estimated year of obligation (2013 or 2014).

Phase	Amount	Estimated Year of Obligation
Construction	**$6,850,332.00**	2013
[select phase]		
[select phase]		

19c. Identify the project phases that will be fully completed if requested funding is obtained:

This will complete the final Construction phase of west segment of Phase 1, Stage 2 - the last remaining phase of this corridor project in Kenmore

In the table below please provide information on the financial budget and schedule for the entire project. Please indicate amounts and sources of both secured and unsecured funds, by phase. Include all phases in the project, from start to finish, and indicate when each phase will be completed. The requested PSRC funds identified above must also be reflected in the table below. Use as many rows per phase as necessary to reflect the financial plan for each phase.

19d. Project Budget and Schedule

In this section you will be asked to provide information on the financial budget and schedule for the entire project. The required table to provide this information is a separate Excel spreadsheet which you will need to download from PSRC's website. Attach the completed spreadsheet, along with this application, to the email submitted to PSRC by the deadline of April 13, 2012. The project budget spreadsheet may be downloaded at http://www.psrc.org/transportation/tip/selection.

20. Project Readiness:

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

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

In the section below, sponsors will be asked to provide complete information on the status of necessary milestones for the project seeking PSRC funds. Past experience has shown that delays in one phase often result in a delay to subsequent phases. PSRC's project tracking policies require that funds be obligated within a set timeframe or be returned for redistribution. Consequently, sponsors are encouraged to carefully consider the complexity of their project and develop a project schedule that is realistic.

Based on the phase(s) for which PSRC funds are being requested, please answer the questions below. If funds are requested for Planning or Preliminary Engineering/Design only, this section is not required.

20A. If funds are requested for Right of Way:

20A-1: What is the status of Preliminary Engineering/Design?

- Is the PE/Design phase complete? Yes
- If not, identify all relevant milestones, including the current status and estimated completion date of each. For example:
  - What is the level of environmental documentation under the National Environmental Policy Act (NEPA) for this project?
    - Environmental Impact Statement (EIS) ☐
    - Environmental Assessment (EA) ☐
    - Documented Categorical Exclusion (DCE) ☒
    - Categorical Exclusion (CE) ☐
  - Has the NEPA documentation been approved? Please provide the date of approval, or the anticipated date of completion. The environmental documentation was originally approved November 2005. We have update the ECS and expect approval in May 2012.
  - At what stage of completion is your design?
    - Have Preliminary Plans been submitted to WSDOT for approval? Yes
      - If not, when is this milestone scheduled to be complete? N/A
    - When are Preliminary Plans expected to be approved? N/A
  - Are there any other PE/Design milestones not listed above? Please identify and provide estimates dates of completion. June 1, 2013

20A-2: What is the status of Right of Way?

- How many parcels do you need? 17
- What is the zoning in the project area (e.g., commercial, residential, etc.)? Both commercial and residential
- Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this. The right-of-way process is underway and is anticipate to finish by May 1 2013 to allow for any possibility of any condemnation.
- Does your agency have experience in conducting right of way acquisitions of similar size and complexity?
- If not, when do you expect a consultant to be selected, under contract, and ready to start? The consultant team is under contract has began the right-of-way aqusition process.
- Identify all relevant right of way milestones, including the current status and estimated completion date of each. For example:
    - True cost estimate of Right of Way Completed
    - Right of Way Plans (stamped) Completed
    - Relocation Plan (if applicable) Not needed
    - Right of Way Certification June 1, 2013
    - Right of Way Acquisition Currently underway with a scheduled completion date of May 1, 2013.
    - Certification Audit by WSDOT Right of Way Analyst May 1, 2013
    - Relocation Certification, if applicable Not needed

20B. If funds are requested for Construction:

Complete sections 20A-1 and 20A-2 above.

20B-1: What is the status of the milestones for the construction phase?

- Do you have an Engineer's Estimate? Please provide a copy if available. yes
- Identify the environmental permits needed for the project and when they are scheduled to be acquired. All necessary environmental permits were originally acquired in 2005. The Corps, SEPA and local permits will be update by December 1, 2012
- Is PS&E approved? Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval. June 1, 2013
- When is the project scheduled to go to ad? June 30, 2013

Note: for projects awarded PSRC funds through this competition, the information provided above for each milestone will be incorporated into the project's Quarterly Progress Report for future monitoring, as part of PSRC's project tracking program.

F. Other Considerations

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. In addition, please describe any innovative components included in your project: these could include design elements, cost saving measures, or other innovations. Per PSRC Board direction, we are conducting research into innovative programs and concepts in the region and throughout the country, and will report back to the Board for potential ideas for an Innovations Program in our region in the future.

As stated above, SR 522 is the connecting corridor between the centers of Canyon Park, University District and Northgate. Almost as importantly is the role SR 522 plays in the regional system and the increasing importance of SR 522 when the SR 520 bridge closes; as well as the increase in traffic since the tolls have been added to SR 520.

The tolling model showed taht SR 522 would be negatively impacted when tolls are placed on the SR 520 bridge. SR 522 has experienced a significant increase in congestion and delay due to the diversion of traffic resulting from tolling on SR 520.

REMINDER: When you submit this application to PSRC, please remember to also attach the Project Budget and Schedule spreadsheet and any maps or other project schematics, if applicable.

Project Budget and Schedule

Complete all entries below; identify sponsor and title, and answer questions 19d, 19e and 19f.

Project Sponsor:	City of Kenmore
Project Title:	SR 522, Phase 1, Stage 2, 57th Ave. NE to 61st Avenue NE

19d. Project Budget and Schedule

In the table below please provide information on the financial budget and schedule for the entire project. Please indicate amounts and sources of both secured and unsecured funds, by phase. Include all phases in the project, from start to finish, and indicate when each phase will be completed. The requested PSRC funds identified in the application must also be reflected in the table below. Use as many rows per phase as necessary to reflect the financial plan for each phase.

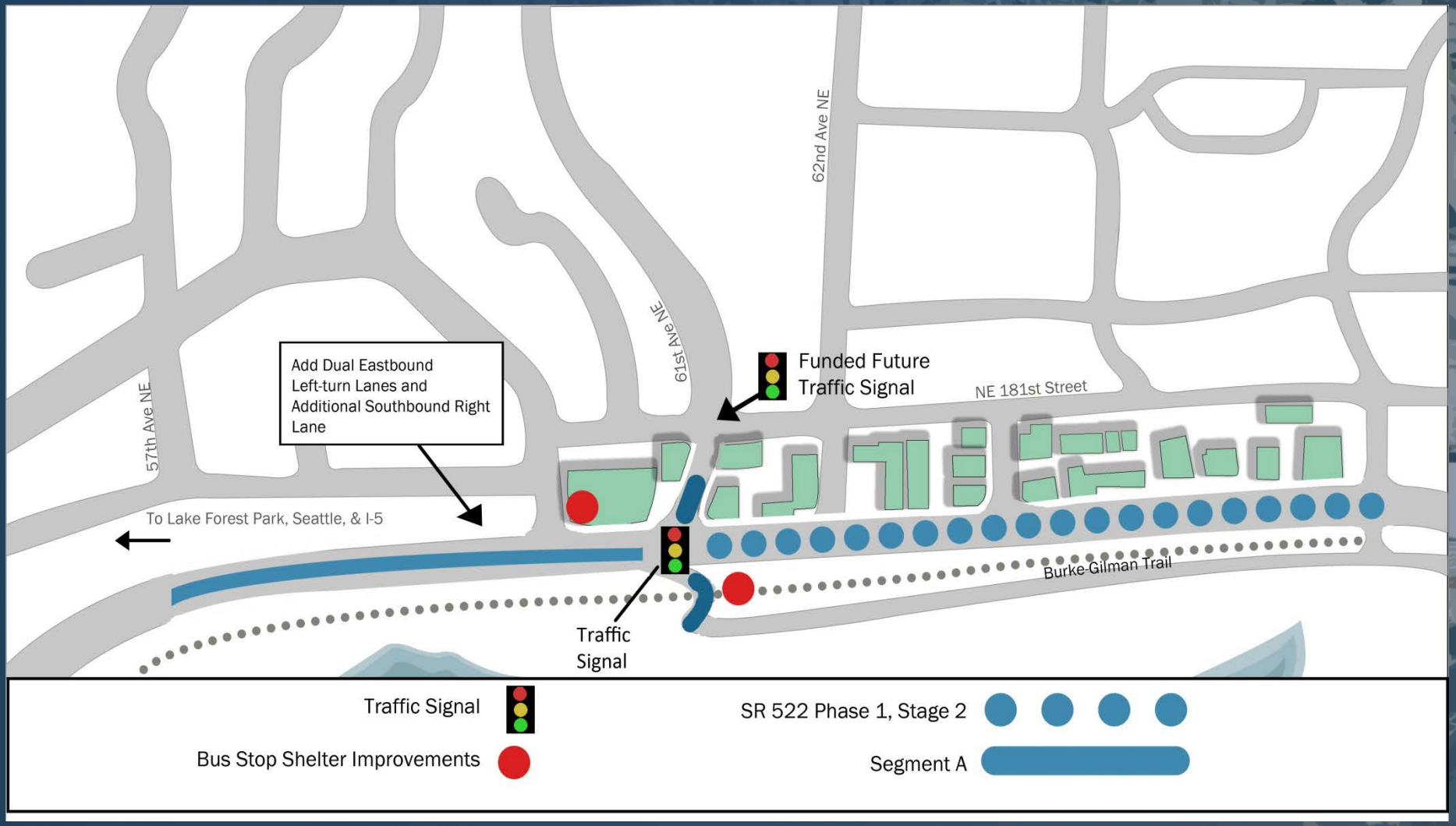
You may add additional rows as needed; if a phase is not required for the project, indicate "n/a." If you need assistance completing this section, contact Tracy Murray at (206) 971-3277 or tmurray@psrc.org.

Phase	Funding Source(s)	Secured / Unsecured	Amount	Schedule
Planning	N/A		$ -	
Planning				Estimated Phase Completion Date:
Planning				
		Planning TOTAL:	**$ -**	Completed
Preliminary Engineering / Design	Kenmore	Secured	$ 735,000	
Preliminary Engineering / Design	State	Secured	$ 875,000	Estimated Phase Completion Date:
Preliminary Engineering / Design				
		Preliminary Engineering / Design TOTAL:	**$ 1,610,000**	5/1/2013
Right of Way	Kenmore	Secured	$ 172,720	
Right of Way	State	Secured	$ 1,097,280	Estimated Phase Completion Date:
Right of Way				
		Right of Way TOTAL:	**$ 1,270,000**	4/1/2013
Construction	Real Estate Excise Tax	Secured	$ 675,970	
Construction	Traffic Impact Fees	Secured	$ 523,698	
Construction	Federal Grant	Secured	$ 1,100,000	
Construction	TIB	Unsecured	$ 2,050,000	Estimated Phase Completion Date:
Construction	STP	Unsecured	$ 6,850,332	
		Construction TOTAL	**$ 11,200,000**	10/28/2014
Other				Estimated Phase Completion Date:
Other				
		Other TOTAL:	**$ -**	
				Estimated Project Completion Date:
		TOTAL Estimated Project Cost, All Phases:	**$ 14,080,000**	

19e. Provide documentation and/or an explanation of the secured funds identified above.
For example, provide web links to a grant award notification, provide the page number of local funds identified for the project in the local 6-year transportation program or transit plan, etc. For more information on the definition of secured/unsecured funds, refer to:
www.psrc.org/assets/7911/Definitions_SecuredandUnsecuredFunding.pdf

Refer to the City of Kenmore's 2011-2012 Biannal budget for the City secured funds. The $1.1 million federal grant in the State's 2012 Transprotation budget recently approved by the legislature.

19F. Provide additional information on any funds identified in the table above as unsecured. For example, identify the estimated approval date of funds for the project into the local 6-year program; if applying for future grants, indicate when you will apply and to what program; if pursuing a limited improvement district, bonding, or other local funding mechanism, when will that occur and what additional steps are required; etc. For more information on the definition of secured/unsecured funds, refer to :
www.psrc.org/assets/7911/Definitions_SecuredandUnsecuredFunding.pdf

TIB grant application for $ 2.05 Million will be submitted this summer. The City of Kenmore will pursue other addition as necessary to complete the SR 522 Corridor Improvements.

SR 522 Corridor Improvements