

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	<p>Project title: 145th Street (SR-523), 3rd Avenue NW to Bothell Way NE Route Development Plan</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>Transportation 2040 ID#:</p> <p>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.</p> <p>For assistance or questions regarding these issues, contact Kimberly Scrivner at (206) 971-3281 or kscrivner@psrc.org.</p>
3	<p>a. Sponsoring agency: City of Shoreline</p> <p>b. Co-sponsor(s) if applicable:</p> <p style="padding-left: 20px;">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? 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</p>
4	<p>Project contact person: Kirk McKinley</p> <p>Address: 17500 Midvale Avenue N, Shoreline, WA 98133</p> <p>Phone: (206) 801-2481</p> <p>Email: kmckinley@shorelinewa.gov</p>

5	<p>Project description. Please distinguish between the scope of the project and the justification and/or need for the project.</p> <p>a. Project scope: Please describe clearly and concisely the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? For example, if this is part of a larger project, please be specific as to what portion on which the grant funds will be used.</p> <p>This grant request will fund the creation of a Route Development Plan (RDP) and perform environmental review for 145th Street from 3rd Avenue NW to Bothell Way NE. Through the coordinated efforts of affected agencies including the Cities of Shoreline and Seattle, the Washington State Department of Transportation, King County, Metro Transit and Sound Transit, this plan will inventory and map existing conditions, project future traffic demands, identify future transportation issues of concern and identify corridor-wide solutions. The study will incorporate a multi-modal approach, taking into account the needs of all users (motorists, pedestrians, transit and bicyclists). Corridor-wide study elements will include: transit signal priority and transit enhancements, sidewalks, intersection improvements, lighting, utility pole relocation (currently they are located within the sidewalks), right-of-way needs, stormwater management and landscaping.</p> <p>Rechannelization and/or widening of the roadway and modifications to the I-5 interchange will be evaluated in the appropriate locations as well. With the identification of corridor-wide solutions, the City can undertake environmental review for future projects. This will complete the planning phase of the project and allow the City to begin design, right-of-way acquisition and construction in advance of the commencement of light rail service. It is anticipated that the final design of the corridor will include different cross sections for different segments of the roadway, dependant on the traffic analysis, transit needs, safety issues, pedestrian usage, and right-of-way. This project will incorporate pertinent findings from the current “corridor study” that WSDOT is developing. Finally, the RDP will consider potential modifications to the I-5 interchange reflective of access needs, the light rail station, and the utility of the existing outside freeway flyer stops once light rail is implemented.</p> <p>b. Project justification, need or purpose: Please explain the intent, need or purpose of this project. What is the goal or desired outcome?</p> <p>As a heavily used, somewhat inaccessible, and severely congested arterial and state route, 145th Street is in dire need of improvements. 145th Street is a state highway (SR 523) from Aurora Avenue N (SR 99) to Bothell Way NE (SR 522) and is the primary connector between these two heavily travelled state routes, as well the primary route used access to I-5 from them. With diversion from the tolling of the Lake Washington bridges, regional traffic growth and the future construction of a light rail station at I-5, 145th Street is expected to experience significant traffic growth and worsening congestion. Due to the complicated nature of the roadway’s location and operation (it is a state highway that contains an interchange with I-5 and forms the border between Seattle and Shoreline), an interjurisdictional approach and multi-modal solution is needed to ensure the needs of all affected agencies are addressed. With an approved corridor-wide plan in place, and the environmental documentation completed, Shoreline and its partners can proceed with design, acquisition of rights-of-way and project improvements and work with Sound Transit and WSDOT to ensure appropriate mitigation is implemented in conjunction with the construction of the light rail station, and that interchange solutions are developed.</p>
6	<p>Project location: Shoreline</p> <p>a. County(ies) in which project is located: King</p> <p>Answer the following questions if applicable:</p> <p>b. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad): N 145th Street (SR-523) and 3rd Avenue W</p> <p>c. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): NE 145th Street (SR-523) and Bothell Way NE</p>
7	<p>Map: Please include a legible project and vicinity map, if available. Maps may be attached to the email and submitted along with the application.</p>

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)

- 00** Exception
- 01** Principal Arterial - Interstate
- 02** Principal Arterial
- 06** Minor Arterial
- 07** Major Collector
- 08** Minor Collector
- 09** Local Access
- 21** Proposed Principal Arterial – Interstate
- 22** Proposed Principal Arterial
- 26** Proposed Minor Arterial
- 27** Proposed Major Collector
- 28** Proposed Minor Collector
- 29** Proposed Local Access

**Urban Functional Classifications
"Over 5,000 population"**

(Inside federal-aid urbanized and federal-aid urban areas)

- 00** Exception
- 11** Principal Arterial – Interstate
- 12** Principal Arterial – Expressway
- 14** Principal Arterial
- 16** Minor Arterial
- 17** Collector
- 19** Local Access
- 31** Proposed Principal Arterial – Interstate
- 32** Proposed Principal Arterial – Expressway
- 34** Proposed Principal Arterial
- 36** Proposed Minor Arterial
- 37** Proposed Collector
- 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:
Both the City of Shoreline Comprehensive Plan and the City of Shoreline Transportation Master Plan address the 145th Corridor (SR-523):
1. City of Shoreline Comprehensive Plan (2005), Transportation, Goal T II, page 55 (as well as by name in numerous other areas of the Comprehensive Plan).
 2. City of Shoreline Transportation Master Plan (2011), pages 60-61.
- 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.)

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.

145th Street is the primary link between two of the state’s busiest highways – Aurora Avenue N (SR 99) and Bothell Way NE (SR 522). It includes an interchange with I-5 as well. More than 30,000 vehicles travel on 145th Street each day and that number is growing as drivers divert around Lake Washington to avoid tolls on the SR 520 bridge. Traffic will continue to increase with regional growth, tolling of the I-90 bridge and drivers traveling to the light rail station. Several Metro Transit bus routes cross or serve a portion of 145th Street. Frequent, reliable bus service to the light rail station will be a critical transportation component of that large facility. Similarly, pedestrian volumes will increase as residents walk to the light rail station and to access bus service on 145th. ADA accessibility on sidewalks along this corridor is extremely compromised, as utility poles are located within the sidewalk, making some sidewalks completely inaccessible and restricting areas where buses can deploy wheelchair lifts. Currently there are no bicycle facilities in the corridor.

When complete in 2023, the North Corridor light rail line will serve multiple growth centers in Puget Sound, including Lynnwood, Downtown Bellevue, Federal Way, Overlake/Redmond, Sea-Tac, Seattle – Downtown, Seattle 1st Hill/Capitol Hill, Seattle Northgate, Seattle University Community and Tukwila. Future extensions of light rail in the region will access even more centers. Safe and reliable multi-modal access to the light rail stations for North Seattle and Shoreline residents will be key in providing connections to these centers for work, education and recreational purposes. 145th Street is the primary corridor to provide that access in north King County. Commuters from Woodinville, Bothell, Kenmore and Lake Forest Park will have fairly direct access from Bothell Way NE to the station, which is anticipated to include a 500 car parking garage.

With the anticipated growth in vehicular and pedestrian traffic on this corridor, as well as the upcoming need to provide additional bus service, the RDP will identify the future needs for these users. The plan can also evaluate the potential for new bicycle facilities and identify appropriate types and locations. With the participation of all affected jurisdictions, as well as consideration for all users, the plan will lay out a comprehensive, long term solution for the problems facing 145th Street. The RDP will address safety and access issues particularly as they relate to existing commercial businesses and higher density housing projects. Provision of sidewalks, ADA upgrades, new signals and

hardware, and continuous lighting will benefit all users, but more importantly those residents, businesses, and schools along or near the corridor.

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.

145th Street is the primary corridor in North King County connecting Aurora Avenue N (SR 99), I-5, a future light rail station and Bothell Way NE (SR 522). A RDP will help develop a long-term strategy to maximize the efficiency of the corridor for all users. The anticipated growth in vehicular and pedestrian traffic, the need for additional bus service and the future presence of a light rail station with associated parking facilities will all be considerations included in the plan. Because 145th Street provides the east-west link between three heavily used north-south corridors and to the light rail station, it will provide access for residents in North Seattle, Shoreline, Lake Forest Park, Kenmore, Bothell and Woodinville to multiple urban centers in the region. The congestion on the roadway already makes east-west travel difficult and increases in vehicle volumes will only exacerbate the problem, as well as discourage Metro Transit from providing service along this corridor.

Right now, 145th Street is an auto dominated corridor. Metro Transit’s reluctance to provide service due to its congested nature significantly hampers opportunities for continuous east-west bus service from Aurora Avenue N (SR 99) to Bothell Way NE (SR 522). Utility poles within the sidewalks are the norm, making much of the corridor inaccessible to persons with disabilities, extremely challenging to those that are fully-abled, and unfriendly to all pedestrians. There are no bicycle facilities present and the existing environment is extremely unfriendly to those wishing to cycle.

The plan will evaluate the future needs of all users and identify solutions to address them. With the establishment of facilities and technology that improve the speed and reliability of buses, improved sidewalks and lighting, increased vehicular capacity (where needed), intersection and interchange upgrades and possible bicycle facilities, the plan will present opportunities for reducing modal conflicts, increasing transit use and enhancing active transportation options.

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.

145th Street is a highly congested highway and arterial. Vehicles experience long delays at intersections, most prevalently experienced at the I-5 interchange. As a result of this congestion, Metro Transit provides very little service on 145th Street, as it would be slow and unreliable along the length of the corridor, and many of the stops that exist are not accessible due to power poles in the center of the narrow asphalt walkway, and lack of wheelchair ramps.

Some of the objectives of the RDP are to identify capital and operational changes that will 1) reduce vehicle delay by improving traffic flow, 2) improve operating conditions for buses, 3) improve conditions for pedestrians through upgraded sidewalks and 4) potentially include bicycle facilities along portions of the corridor. Along with the location of the light rail station at I-5, it is believed that these improvements will result in a decrease in both air pollutants and greenhouse gas emissions in the following ways:

- Vehicles will spend less time idling at intersections.
- Buses will be delayed less at intersections. This correlates to improved speed and reliability. When transit service is fast and reliable, it is more attractive to riders, resulting in a mode shift away from SOV. In recent studies by King County Metro and Community Transit, TSP has been found to improve schedule adherence by 16 percent, reduce running time by 8 percent and reduce intersection delay by 34 percent.
- With safer, continuous and fully accessible sidewalks, people will be more inclined to walk.
- The installation of bicycle facilities will encourage more people to cycle.
- Light rail will provide fast and reliable transit service to centers throughout the region. This service will provide people with an attractive alternative to driving.

An improved 145th will provide access to Bus Rapid Transit routes on Aurora, and on Bothell Way and to the flyer stops on I-5 (which may be eliminated). It will provide direct access to the 145th light rail station (set to open in 2023). It will connect directly with Interurban Trail (a regionally significant non-motorized trail facility). From a land use perspective the improved roadway will facilitate improved multi-modal access to four commercial nodes (Bothell Way, 15th NE, Aurora, Greenwood), several schools (including Lakeside, a private school), and three regional recreational facilities. There are many high density housing developments along the corridor as well that will be served by the project.

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 policies 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).

<u>Phase</u>	<u>Amount</u>	<u>Estimated Year of Obligation</u>
Planning	\$1,100,000.00	2013
[select phase]		
[select phase]		

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

Planning

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/no]
- 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.
 - At what stage of completion is your design?
 - Have Preliminary Plans been submitted to WSDOT for approval?
 - If not, when is this milestone scheduled to be complete?
 - When are Preliminary Plans expected to be approved?
 - Are there any other PE/Design milestones not listed above? Please identify and provide estimates dates of completion.

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

- How many parcels do you need?
- What is the zoning in the project area (e.g., commercial, residential, etc.)?

- Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.
- 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?
- 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
- Right of Way Plans (stamped)
- Relocation Plan (if applicable)
- Right of Way Certification
- Right of Way Acquisition
- Certification Audit by WSDOT Right of Way Analyst
- Relocation Certification, if applicable

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.
- Identify the environmental permits needed for the project and when they are scheduled to be acquired.
- Is PS&E approved? Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval.
- When is the project scheduled to go to ad?

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.

One of the primary aspects of the RDP that will contribute to its success is the interjurisdictional approach. The operation of 145th Street is complicated, with two cities, WSDOT and two transit providers serving or planning to serve this corridor. The solutions that will address the needs of all affected jurisdictions can be identified in the plan most cost effectively and comprehensively with their participation and input into the RDP. A stakeholder group with representation from the above, along with Seattle City Light, Seattle Public Utilities will be established to guide the RDP process.

From an innovative perspective, Shoreline intends to continue to explore and implement natural storm drainage features with special sensitivity to the Thornton Creek watershed, will utilize the latest smart signal technologies, including fiber optic signal coordination, cameras linked to the Traffic Control Center. The roadway construction, has to potential to occur just prior to or at the same time as work on the light rail station which will offer the opportunity to explore shared construction resources, or smart bidding techniques.

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 Shoreline
Project Title:	145th Street (SR-523), 3rd Avenue W to Lake City Way

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	City Roads Capital	Unsecured	\$ 100,000	Estimated Phase Completion Date: <div style="border: 1px solid black; padding: 2px; width: 100px; margin: 0 auto;">12/31/2014</div>
Planning	PSRC - STP	Unsecured	\$ 1,100,000	
Planning	Project partners	Unsecured	\$ 200,000	
Planning TOTAL:			\$ 1,400,000	
Preliminary Engineering / Design				Estimated Phase Completion Date: <div style="border: 1px solid black; padding: 2px; width: 100px; margin: 0 auto;"></div>
Preliminary Engineering / Design				
Preliminary Engineering / Design				
Preliminary Engineering / Design TOTAL:			\$ -	
Right of Way				Estimated Phase Completion Date: <div style="border: 1px solid black; padding: 2px; width: 100px; margin: 0 auto;"></div>
Right of Way				
Right of Way				
Right of Way TOTAL:			\$ -	
Construction				Estimated Phase Completion Date: <div style="border: 1px solid black; padding: 2px; width: 100px; margin: 0 auto;"></div>
Construction				
Construction TOTAL			\$ -	
Other				Estimated Phase Completion Date: <div style="border: 1px solid black; padding: 2px; width: 100px; margin: 0 auto;"></div>
Other				
Other TOTAL:			\$ -	
TOTAL Estimated Project Cost, All Phases:			\$ 1,400,000	Estimated Project Completion Date: <div style="border: 1px solid black; padding: 2px; width: 100px; margin: 0 auto;"></div>

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

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

After the presentation of preliminary information from Shoreline staff, the Shoreline City Council has indicated their desire to move forward in talks with both the City of Seattle and King County to take over ownership of the 145th Street (SR-523) roadway. Part of this process will be listing the project in the City's Capital Improvement Plan during the 2013 budget process (at that time, the City Roads Capital matching funds will likely be approved/listed). The City has also approached potential project partners for support.

Corridor-wide Study Elements:

- Transit Signal Priority: Aurora Ave N to Bothell Way NE
- Sidewalks
- Transit Enhancements
- Intersection Improvements
- Lighting
- Utility Poles
- Right-of-Way and Setbacks
- Drainage
- Landscaping

3rd Ave NW to Greenwood Ave N:

- No Major Changes
- No New Sidewalks

Greenwood Ave N to Aurora Ave N:

- 3-Lane Re-channelization
- Bicycle Lanes

Aurora Ave N to I-5:

- 5-Lane Cross Section

I-5 to Bothell Way NE:

- 4-5 Lane Cross Section

Intersection Improvements:

- Capacity
- Re-alignment

Double Left-Turn Lane (South to East)

Interchange Modifications:

- Light Rail Station
- Bus Improvements
- Metering
- Left-Turns

Bus Improvements

SHORELINE

Potential Corridor Study Elements

NW / N / NE 145th St:
3rd Ave NW to Bothell Way NE