

**PROJECT DESCRIPTION INFORMATION**

<p><b>1</b></p>	<p><b>Project title: SR 522, Phase 1, Stage 2, 57th Avenue NE to 61st Avenue NE</b></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>
<p><b>2</b></p>	<p><b>Transportation 2040 ID#: N/A</b></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 <a href="http://www.psrc.org/assets/4889/T2040_AppendixM_FINAL.pdf">www.psrc.org/assets/4889/T2040_AppendixM_FINAL.pdf</a>. 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 <a href="http://www.psrc.org/transportation/t2040/candidate-to-approval-process/">www.psrc.org/transportation/t2040/candidate-to-approval-process/</a> 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 <a href="mailto:kscrivner@psrc.org">kscrivner@psrc.org</a>.</p>
<p><b>3</b></p>	<p>a. <b>Sponsoring agency:</b> Kenmore</p> <p>b. Co-sponsor(s) if applicable: N/A</p> <p>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 checked="" 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 <a href="http://www.wsdot.wa.gov/LocalPrograms/LAG/CA.htm">www.wsdot.wa.gov/LocalPrograms/LAG/CA.htm</a></p> <p>WSDOT</p>
<p><b>4</b></p>	<p><b>Project contact person:</b> Kris Overleese</p> <p>Address: 6700 NE 181st Street, PO Box 82607, Kenmore, WA 98028</p> <p>Phone: 425.398.8900</p> <p>Email: <a href="mailto:koverleese@ci.kenmore.wa.us">koverleese@ci.kenmore.wa.us</a></p>

<p><b>5</b></p>	<p><b>Project description.</b> Please distinguish between the scope of the project and the justification and/or need for the project.</p> <p><b>a. Project scope:</b> Please describe clearly and concisely the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? For example, if this is part of a larger project, please be specific as to what portion on which the grant funds will be used.</p> <p>The grant will be used to construct Segment A of the last phase of the SR 522 corridor improvements in Kenmore. Segment A includes SR 522 from the 57<sup>th</sup> Avenue NE (western City limits) through the 61<sup>st</sup> Avenue NE intersection. 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 corridor project.</p> <p>Segment B from 61<sup>st</sup> Avenue NE to 65<sup>th</sup> Avenue NE is unfunded. The other portions of the SR 522 Corridor improvements from 65<sup>th</sup> Avenue NE to 83<sup>rd</sup> Avenue NE have been completed.</p> <p>The environmental review and approval for Segment A and B was originally approved in November of 2005. The environment classification summary is being updated and will be approved by October 1, 2012. The final engineering design is 95% complete and will be ready for advertisement by June 1, 2013.</p> <p>The SR 522 Phase I, Stage 2, Segment A project improvements (57<sup>th</sup> Avenue NE – 61<sup>st</sup> 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 west of 61st Avenue NE to construct a double left turn lane to the north onto 61st Avenue NE.</p> <p>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 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.</p> <p><b>b. Project justification, need or purpose:</b> Please explain the intent, need or purpose of this project. What is the goal or desired outcome?</p> <p>The intent is to complete an additional segment of roadway improvements along the SR 522 corridor in Kenmore. The goal is to improve safety and reduce congestion within this segment of roadway and along this highway of statewide significance and important Regional Center connecting corridor.</p>
<p><b>6</b></p>	<p><b>Project location:</b> Kenmore, WA</p> <p><b>Answer the following questions if applicable:</b></p> <p>a. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad): 57<sup>th</sup> Avenue NE</p> <p>b. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): 61<sup>st</sup> Avenue NE</p>
<p><b>7</b></p>	<p><b>Map:</b> 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](mailto: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](http://www.wsdot.wa.gov/mapsdata/travel/hpms/functionalclass.htm)

Rural Functional Classifications "Under 5,000 population"	Urban Functional Classifications "Over 5,000 population"
(Outside federal-aid urbanized and federal-aid urban areas)	(Inside federal-aid urbanized and federal-aid urban areas)
<input type="checkbox"/> <b>00</b> Exception <input type="checkbox"/> <b>01</b> Principal Arterial - Interstate <input type="checkbox"/> <b>02</b> Principal Arterial <input type="checkbox"/> <b>06</b> Minor Arterial <input type="checkbox"/> <b>07</b> Major Collector <input type="checkbox"/> <b>08</b> Minor Collector <input type="checkbox"/> <b>09</b> Local Access <input type="checkbox"/> <b>21</b> Proposed Principal Arterial – Interstate <input type="checkbox"/> <b>22</b> Proposed Principal Arterial <input type="checkbox"/> <b>26</b> Proposed Minor Arterial <input type="checkbox"/> <b>27</b> Proposed Major Collector <input type="checkbox"/> <b>28</b> Proposed Minor Collector <input type="checkbox"/> <b>29</b> Proposed Local Access	<input type="checkbox"/> <b>00</b> Exception <input type="checkbox"/> <b>11</b> Principal Arterial – Interstate <input type="checkbox"/> <b>12</b> Principal Arterial – Expressway <input checked="" type="checkbox"/> <b>14</b> Principal Arterial <input type="checkbox"/> <b>16</b> Minor Arterial <input type="checkbox"/> <b>17</b> Collector <input type="checkbox"/> <b>19</b> Local Access <input type="checkbox"/> <b>31</b> Proposed Principal Arterial – Interstate <input type="checkbox"/> <b>32</b> Proposed Principal Arterial – Expressway <input type="checkbox"/> <b>34</b> Proposed Principal Arterial <input type="checkbox"/> <b>36</b> Proposed Minor Arterial <input type="checkbox"/> <b>37</b> Proposed Collector <input type="checkbox"/> <b>39</b> 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](http://www.psrc.org/growth/planreview) or contact Jeff Storrar at (206) 587-4817 or [jstorrar@psrc.org](mailto:jstorrar@psrc.org).

**9** The questions in this section must be answered by all applicants. 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/](http://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:

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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](http://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](http://www.psrc.org/growth/centers) or see Section VII for a copy of the PSRC regional centers map).

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 is a designated emergency evacuation route for Seattle and is designated a Highway of Statewide Significance. 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. Within the City of Kenmore the project is on the east end and provides a major corridor serving the City's Downtown Commercial Center and the Kenmore By the Lake 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 (with 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 total) including affordable units).

## COUNTYWIDE PROJECT EVALUATION

Projects will be evaluated and scored based on the information provided in Parts 1 and 2 which follow. Refer to the “2012 Countywide Project Evaluation Criteria for PSRC’s FHWA Funds” (Section IV.a. of the Call for Projects) for guidance, examples, and details on scoring before completing these sections of the application. Note that “Centers” are those identified in local jurisdiction/agency comprehensive plans and transit agency plans.

### **Instructions:**

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

### Part 1: Category Specific Questions

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

Regional or Locally Designated Center: Complete section A and proceed directly to Part 2.

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.

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 centers.

Preservation Project: Complete section D and proceed directly to Part 2.

### A. Designated Centers

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

**11. Regional or Locally Designated Center Development.** Please address the following:

- Describe how the project will support the existing and planned housing/employment densities in the 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 or Locally Identified 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 or Locally Identified 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, C or D.

**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, B or D.

### 16. **Benefit to Center.** Please address the following:

- Describe how this project will benefit or support the housing and employment development in a Regional or Locally Designated 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.

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#### Travel Choices

This proposal will improve the mobility of several travel modes: pedestrian and bicycle movements will be enhanced through the installation of sidewalks, replacement of the 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 traffic safety and aesthetics by installing curb, gutters, and sidewalks; landscaping and street lighting; and traffic signal improvements. On a regional level, SR 522 is the commuter, transit and freight route for much of the north Lake Washington area.

### **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 over 70% of the SR 522 corridor within Kenmore. This project will complete another 15% of the corridor.

#### Congestion Relief

61st Avenue NE currently operates at LOS F. This project will add double left turn lanes, east bound to north bound at 61st and a south bound to east bound left turn lane. 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 reconstruction 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 restriction of left turns.

## **D. Preservation Project**

**Instructions:** Complete this section (questions 18-25) if you selected “Preservation Project” in question 10, and then proceed directly to Part 2. Do not complete Sections A, B or C.

A total of \$13.5 million is available in King County for the Preservation program. Agencies are limited to three proposals per agency and a maximum request size of \$1.5 million per proposal.

**Projects will be evaluated and scored based on the information provided by the project sponsor to the following questions**

**Level of Effort**

**18. Level of Effort.** Each agency that chooses to submit a proposal into the Preservation Program must provide information on its “Level of Effort” to maintain and improve its system wide Pavement Condition Index (PCI) scores<sup>1</sup>. The information to be provided by a project sponsor will be based on the averaging of project sponsor’s reported PCI for 2006, 2008, and 2010.

The PCI Table shows the average PCI scores for the jurisdictions in King County and groups the scores into three categories:

- A system-wide average PCI score of 70 – 100 indicates the overall arterial system is in good condition
- A system-wide average PCI score of 50 to 69 indicates the overall arterial system in a average condition
- A system-wide average PCI score of 49 or less indicates an overall arterial system in poor condition

Using the PCI table below, select the category your agency’s system-wide PCI falls within and provide the requested information.

- 1)  If your jurisdiction’s average PCI score is between 70 – 100, your overall arterial system is in good condition and you are not required to provide any documentation on your “level of effort” in maintaining your arterial system.
- 2)  If your jurisdiction’s average PCI score is in the range of 50 – 69, your overall arterial systems is in average condition and you are required to provide a short narrative (2 page maximum) on your agency’s efforts to maintain or improve your jurisdiction’s average PCI. Examples of information to be included are:
  - A short narrative on your jurisdiction’s preservation efforts.
  - Existing and forecasted preservation budget information.
  - Policy support for your city’s preservation program.
  - If you have a pavement management program<sup>2</sup>, please provide a short description of your program. If you use a pavement management software package, please provide a name of the software package you use.
- 3)  If your jurisdiction’s average PCI score is 49 or less, it is an indication that the overall condition of your arterial system is in poor condition and you are required to provide a short narrative (2 page maximum) on how you will improve your jurisdiction’s average PCI. Examples of information to be included are:
  - A short narrative on your jurisdiction’s preservation efforts.
  - Existing and forecasted preservation budget information.

<sup>1</sup> The average city PCI information is derived from three *Washington’s City Arterials Condition Reports* published in 2006, 2008, and 2010. The Washington State Department of Transportation (WSDOT) Highways and Local Programs Division publishes this report on a biennial basis. RCW 46.68.113 requires cities and towns to report to the state, city arterial preservation rating information on a biennial basis.

<sup>2</sup> A pavement management program is a set of defined procedures for collecting, analyzing, maintaining, and reporting pavement data, to assist the decision makers in finding optimum strategies for maintaining pavements in serviceable condition over a given period of time for the least cost.

- Policy support for your city's preservation program.
- If you have a pavement management program, please provide a short description of your program. If you use a pavement management software package please provide a name of the software package you use.

## King County PCI Scores By Jurisdiction

Jurisdiction	2006, 2008, 2010 Average PCI	
Hunts Point	91	Average or 2010 PCI = 70 to 100
Duvall	81	
Beaux Arts Village	81	
Kent	80	
Federal Way	80	
Sammamish	79	
Redmond	79	
Kenmore	78	
SeaTac	78	
Medina	77	
Bellevue	77	
Mercer Island	76	
Des Moines	74	
King County	74	
Maple Valley	73	
Bothell	72	
Clyde Hill	71	
Auburn	69	
Shoreline	69	
Issaquah	69	
Burien	69	
Seattle	68	
Normandy Park	64	
Tukwila	64	
Algona	63	
Kirkland	62	
Renton	62	
Lake Forest Park	61	
Yarrow Point	61	
Black Diamond	61	
Covington	60	
Newcastle	59	
Woodinville	57	
Enumclaw	55	
Skykomish	37	Average or 2010 PCI = 49 or Less
North Bend	49	
Snoqualmie	47	
Milton	45	
Pacific	44	
Carnation	none available	

Missing data for 1 or more years

Weighted PCI 70 - 100

Weighted PCI 50 - 69

Weighted PCI 0 - 49

1. Cities' Arterial PCI data from 2006, 2008, and 2010 *Washingtons City Arterials Condition Reports*
2. County Data from CRAB report submissions for 2007, 2008, and 2010

## Roadway Characteristics

**19. Pavement Condition Index (PCI):** Select the PCI range for the specific roadway segment for which you are requesting funds. Please use the most recent information available to you.

- PCI 70 to 100
- PCI 60 to 69
- PCI 50 to 59
- PCI 40 to 49
- PCI 39 to 0
- Don't know

**20. Truck route Classification:** The Washington State Freight and Goods Transportation System (FGTS) is a classification of state highways, county roads, and city streets according to the average annual gross truck tonnage they carry. The FGTS provides an estimate of the highways and roadways most heavily used by trucks. WSDOT's most recent update of the FGTS occurred in 2009.

Select the FGTS classifications for the roadway segment for which you are requesting funds. If the roadway segment has more than one FGTS classification, please use the FGTS Classification that has most lane miles. The following link will take you to the current FGTS maps <http://www.wsdot.wa.gov/Freight/FGTS/Maps.htm>.

- T-1 – More than 10 million tons per year
- T-2 – 4 million to 10 million tons per year
- T-3 – 300,000 to 4 million tons per year.
- T-4 – 100,000 to 300,000 tons per year.
- T-5 – at least 20,000 tons in 60 days.
- Not classified

**21. Transit Service Characteristics:** Number of daily weekday transit trips on the roadway segment for which funds are being requested (one direction).

Select the category based on the number of daily weekday transit trips on the specific roadway segment where funding is being requested.

- High transit service -  $\geq 85$  daily trips per weekday
- Medium transit service – 20-84 trips per weekday
- Low transit service – 8-19 trips per weekday
- None

If you need assistance on determining the transit trips on the specific roadway segment where funding is being requested, please contact Paul Takamine at [paul.takamine@kingcounty.gov](mailto:paul.takamine@kingcounty.gov) or at (206) 684-1417.

**22. Support for Centers:** Since 2002, the adopted policy guidance has been to direct PSRC funds to support centers and the corridors that serve them. VISION 2040, adopted in 2008, reaffirms this policy guidance of supporting centers with PSRC’s federal funds. The PSRC Executive Board elected to maintain the policy focus of support for centers and the corridors that serve them. The countywide processes definition of centers is defined as regional growth and manufacturing/industrial centers, and town centers and other locally identified centers. (See Section VII. for the regional growth and manufacturing/industrial centers map)

Select one of the following categories that best fits your project.

- Within or connecting to a designated Regional Growth Center/ Manufacturing/Industrial Center. Refer to the PSRC Regional Centers Map in Section VII.
- Within or connecting to a designated local center as identified in your adopted local comprehensive plan.

**23. Jurisdiction’s Pavement Preservation Level of Effort:**

- a. Does your agency have a pavement management program? Yes  No 
  - If yes, provide a short description (two page maximum) of your jurisdiction’s pavement management program.
    - A pavement management program is a set of defined procedures for collecting, analyzing, maintaining, and reporting pavement data, to assist decision makers in finding optimum strategies for maintaining pavement in serviceable conditions over a given period of time for the least cost.
    - If you use a pavement management software package to support your pavement management program, please provide the name of the software package you use.
  
- b. Using the PCI Table provided in the Level of Effort section, select the Systemwide Pavement Condition Index category for your jurisdiction

- Systemwide PCI greater than 70
- Systemwide PCI of 65 - 69
- Systemwide PCI of 60 - 64
- Systemwide PCI of 63 - 51
- Systemwide PCI of 50 - 0

c.  Check below if your agency has dedicated revenues for pavement and maintenance projects in your jurisdiction.

**24. Local Match Percentage:** Select the local match percentage category that matches the local contribution for specific project for which funds are being requested. The minimum local match required is 13.5%.

- Local match - 13.5% to 18%
- Local match - 19% to 24%
- Local match - 25% to 30%
- Local match - 31% to 35%
- Local match - 36% to 40%
- Local match - 41% to 44%
- Local match - 45% to 49%
- Local match  $\geq$  50%

**25. Incentive/Innovation** - Project sponsors are encouraged to provide information in this application if their projects include any incentives or innovative elements. The Incentive/Innovation section will not receive any points but information may be used during the evaluation process. Examples of incentives and innovation include:

- Beyond standard practice
- Economies of scale
- Cutting edge technology/state of the art
- Asset Management Plan
- Fund swap (federal for local dollars)

**PART 2: QUESTIONS FOR ALL PROJECTS**

**Instructions:** Once Section A, B, C, or D in Part 1 has been completed, complete all of Part 2 (questions 26-30). For Preservation Projects, do not complete Section E.

## E. Air Quality and Climate Change

**26. 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 61<sup>st</sup> 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 CO<sub>2</sub> 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 61<sup>st</sup> Avenue NE eliminating the back flow of left turning vehicles into the through travel lanes, operational improvements to the signal at 61<sup>st</sup>, 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 61<sup>st</sup> 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 pedestrian mobility 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. Additionally the project will improve the Burke Gilman Trail crossing of 61<sup>st</sup> Avenue NE.

Signalization Improvements: Because the intersection of SR 522 and 61<sup>st</sup> 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

## F. Project Readiness/Financial Plan

There are two parts to this section, with specific questions for each part identified below: the project's financial plan and readiness to obligate PSRC funds. 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 [lbarris@psrc.org](mailto:lbarris@psrc.org).

### 27. 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](http://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.

#### 27a. Select only one funding source below, STP or CMAQ.

STP

CMAQ

#### 27b. 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>
Construction	\$6,850,332	2013
[select phase]		
[select phase]		

**27c. Identify the project phases that will be fully completed if requested funding is obtained:**

This will complete the final Construction phase of Segment A (west segment) of Phase 1, Stage 2.

**27d. Project Budget and Schedule**

In this section you will be asked to 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 Project Budget and Schedule spreadsheet. Use as many rows per phase as necessary to reflect the financial plan for each phase. The required table to provide this information is a separate Excel spreadsheet which you will need to download from King County website.

**Attach the completed spreadsheet, along with this application, and submit via email to [2012kcgrantcompetition@kingcounty.gov](mailto:2012kcgrantcompetition@kingcounty.gov) by the deadline of 5:00 p.m. May 11, 2012. The Project Budget and Schedule spreadsheet form may be downloaded at <http://www.kingcounty.gov/transportation/kcdot/PlanningandPolicy/RegionalTransportationPlanning/2012KCountywideCFP.aspx>**

**28. 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.

**28A. If funds are requested for Right of Way:**

**28 A-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. N/A

**28A-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 anticipated to be completed by May 1, 2013.
- Does your agency have experience in conducting right of way acquisitions of similar size and complexity? Yes, with the assistance of a consultant.
- If not, when do you expect a consultant to be selected, under contract, and ready to start? The consultant team is under contract.
- 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 [Will commence once the NEPA update is completed 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]

## 29. If funds are requested for Construction:

Complete sections 28A-1 and 28A-2 above.

### **29B-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.

## **G. Other Considerations**

**30. 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.

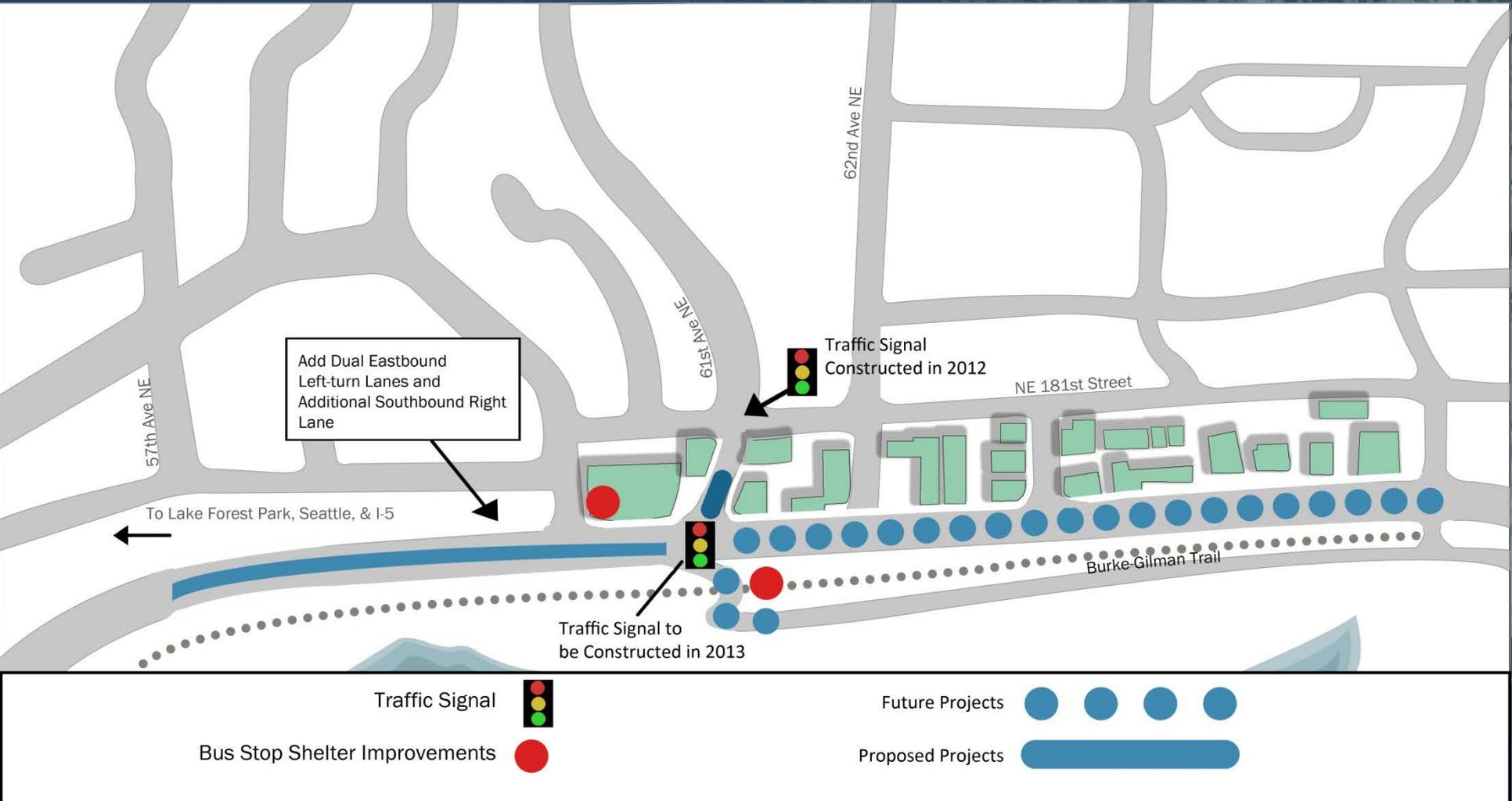
As stated above, SR 522 is the connecting corridor between the centers of Canyon Park, University District and Northgate. Almost as importantly is the role SR 522 plays in the regional system and the increasing importance of SR 522 when the SR 520 bridge closes; as well as the increase in traffic since 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, please remember to also attach the Project Budget and Schedule spreadsheet and any maps or other project schematics, if applicable.**



# SR 522 Corridor Improvements





## Project Budget and Schedule

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

<b>Project Sponsor:</b>	City of Kenmore
<b>Project Title:</b>	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		\$ -	Estimated Phase Completion Date: <div style="border: 1px solid black; padding: 2px;">Completed</div>
Planning				
Planning				
<b>Planning TOTAL:</b>			<b>\$ -</b>	
Preliminary Engineering / Design	Kenmore	Secured	\$ 735,000	Estimated Phase Completion Date: <div style="border: 1px solid black; padding: 2px;">5/1/2013</div>
Preliminary Engineering / Design	State	Secured	\$ 875,000	
Preliminary Engineering / Design				
<b>Preliminary Engineering / Design TOTAL:</b>			<b>\$ 1,610,000</b>	
Right of Way	Kenmore	Secured	\$ 172,720	Estimated Phase Completion Date: <div style="border: 1px solid black; padding: 2px;">4/1/2013</div>
Right of Way	State	Secured	\$ 1,097,280	
Right of Way				
<b>Right of Way TOTAL:</b>			<b>\$ 1,270,000</b>	
Construction	Real Estate Excise Tax	Secured	\$ 675,970	Estimated Phase Completion Date: <div style="border: 1px solid black; padding: 2px;">10/28/2014</div>
Construction	Traffic Impact Fees	Secured	\$ 523,698	
Construction	Federal Grant	Secured	\$ 1,100,000	
Construction	TIB	Unsecured	\$ 2,050,000	
Construction	STP	Unsecured	\$ 6,850,332	
<b>Construction TOTAL:</b>			<b>\$ 11,200,000</b>	
Other				Estimated Phase Completion Date: <div style="border: 1px solid black; padding: 2px;"></div>
Other				
<b>Other TOTAL:</b>			<b>\$ -</b>	
<b>TOTAL Estimated Project Cost, All Phases:</b>			<b>\$ 14,080,000</b>	Estimated Project Completion Date: <div style="border: 1px solid black; padding: 2px;"></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](http://www.psrc.org/assets/7911/Definitions_SecuredandUnsecuredFunding.pdf)

Refer to the City of Kenmore's 2011-2012 Biannual budget for the City secured funds. The \$1.1 million federal grant in the State's 2012 Transportation 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](http://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.