Section VI.a. 2012 King County Countywide Competition Application for PSRC's FHWA Funds (STP/CMAQ)

- **Smaller Jurisdictions Program**
- **Larger Jurisdiction Program**
- **All Other Agency Program**
- **Rural Area Program**
- **Preservation Program**

This application is available on the King County Department of Transportation website at http://www.kingcounty.gov/transportation/kcdot/PlanningandPolicy/RegionalTransportationPlanning/2012KCountywideCFP.aspx

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****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 countywide 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 countywide 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 27d.

Attach your completed application to an email and send it to 2012KCGrantCompetition@KingCounty.gov. All applications must be submitted by **5:00 p.m. Friday, May 11, 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 Peter Heffernan at 206-684-1812 or peter.heffernan@kingcounty.gov

PROJECT DESCRIPTION INFORMATION	
1	**Project title: Holman Road Northwest - Northwest 87th Street to Greenwood Avenue North Preservation** For roadway project titles: list facility name, limits, and any other identifying words, e.g., SR-520 HOV (104th Ave NE to 124th Ave NE).
2	**Transportation 2040 ID#:** N/A To be eligible for federal funding, a project must be in, or consistent with, Transportation 2040, the region's long-range metropolitan transportation plan. Current Transportation 2040 projects may be found at www.psrc.org/assets/4889/T2040_AppendixM_FINAL.pdf. Some TIP projects may be connected to more than one Transportation 2040 project; if this is the case, sponsors may add additional ID #s. Some projects may be below the threshold for requiring a Transportation 2040 ID (please refer to www.psrc.org/transportation/t2040/candidate-to-approval-process/ for more information); if this is the case, please indicate "n/a" in the ID # field. For assistance or questions regarding these issues, contact Kimberly Scrivner at (206) 971-3281 or kscrivner@psrc.org.
3	a. **Sponsoring agency:** Seattle b. Co-sponsor(s) if applicable: For the purposes of this application and competition, "co-sponsor" refers to any agency that would receive a portion of the funding if the requested grant were to be awarded. c. Does sponsoring agency have "Certification Acceptance" status from WSDOT? ☒ Yes ☐ No d. If not, which agency will serve as your CA sponsor? For more information on Certification Acceptance and to find a listing of current CA agencies, please refer to www.wsdot.wa.gov/LocalPrograms/LAG/CA.htm
4	**Project contact person:** Amy Patton Address: 700 5th Ave, PO Box 34996, Seattle, WA 98124-4996 Phone: 206 684 5013 Email: amy.patton@seattle.gov

5	**Project description.** Please distinguish between the scope of the project and the justification and/or need for the project. a. **Project scope:** Please describe clearly and concisely the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? For example, if this is part of a larger project, please be specific as to what portion on which the grant funds will be used. The project will improve pavement conditions by constructing mill and overlay with asphalt concrete pavement (ACP) the length of Holman Road Northwest from Northwest 87th Street to Greenwood Avenue North. This paving/resurfacing will include the attendant drainage and ADA required improvements. b. **Project justification, need or purpose:** Please explain the intent, need or purpose of this project. What is the goal or desired outcome? Holman Road Northwest is a connecting corridor serving two regionally designated centers (Ballard/Interbay Manufacturing and Industrial Center and Northgate) and two locally designated centers, Crown Hill and Aurora-Licton Springs. It is a state designated T-1 truck route. The pavement is in fair condition and this project will result in a renewed pavement life. The pavement will be restored to a rating of "as new", or a PCI that is 100.
6	**Project location:** Holman Road Northwest **Answer the following questions if applicable:** a. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad): Northwest 87th Street b. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): Greenwood Avenue North
7	**Map:** Please include a legible project and vicinity map, if available. Maps may be attached to the email and submitted along with the application.
8	**Federal functional classification code** (Please select <u>only one</u> code using the table below) For assistance determining functional classification, contact Stephanie Rossi at (206) 971-3054 or srossi@psrc.org. **<u>Important:</u>** A roadway must be <u>approved</u> on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities). Projects on a roadway with a functional classification of 09, 19, 29, or 39 are not eligible to use federal transportation funds unless they are one of the exceptions listed below. If your project is an exception, identify its functional class code as "00". <u>Examples of exceptions:</u> • Any bicycle and/or pedestrian project. • Projects not on a roadway and using CMAQ or other funds • Any transit project, including equipment purchase and park-and-ride lot projects. For more information on functional classification, please refer to www.wsdot.wa.gov/mapsdata/travel/hpms/functionalclass.htm

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

PLAN CONSISTENCY INFORMATION

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

9 The questions in this section must be answered by all applicants. 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:

☒ 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.

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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 or see Section VII for a copy of the PSRC regional centers map).

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.

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.

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.

Transportation 2040 commits, as a top priority, to funding the maintenance, preservation and operation of existing infrastructure in a safe and usable state. These highly cost-effective investments help to ensure that current assets continue to function properly to sustain mobility for both people and goods. Pavement represents one of the largest capital investments by local governments. Investing in arterial preservation programs at the appropriate time in an asset's lifecycle prevents more costly rehabilitation and reconstruction projects in the future.

The PSRC's Transportation Policy and Executive Boards recognized the importance of preservation and recommended that 25% of the total estimated amount of STP funds be set aside for preservation grant program. The Boards directed that these funds be distributed through the countywide processes. The purpose of this preservation set-aside is to address emergent issues of declining revenue for local jurisdictions and increased project costs. The recommendation includes regional guiding principles to be followed by each countywide process, to address among other things maintenance of effort and fairness. The impact of this new preservation set aside will be reviewed by the PSRC for its effectiveness and its impact on the overall pavement conditions of the region's arterials.

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[1]. The information to be provided by a project sponsor will be based on the averaging of project sponsor's

[1] 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

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[2], 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.
   - 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.

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biennial basis.

[2] 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.

King County PCI Scores By Jurisdiction			
Jurisdiction	2006, 2008, 2010 Average PCI	2010 PCI	
Hunts Point	91	82	Average or 2010 PCI = 70 to 100
Duvall	81	69	
Beaux Arts Village	81	82	
Kent	80	0	
Federal Way	80	77	
Sammamish	79	0	
Redmond	79	76	
Kenmore	78	78	
SeaTac	78	82	
Medina	77	72	
Bellevue	77	74	
Mercer Island	76	69	
Des Moines	74	70	
King County	74	65	
Maple Valley	73	78	
Bothell	72	71	
Clyde Hill	71	67	
Auburn	69	71	
Shoreline	69	61	
Issaquah	69	70	
Burien	69	0	Average or 2010 PCI = 50 to 69
Seattle	68	69	
Normandy Park	64	63	
Tukwila	64	67	
Algona	63	63	
Kirkland	62	62	
Renton	62	66	
Lake Forest Park	61	54	
Yarrow Point	61	62	
Black Diamond	61	56	
Covington	60	59	
Newcastle	59	59	
Woodinville	57	58	
Enumclaw	55	46	
Skykomish	37	58	
North Bend	49	48	Average or 2010 PCI = 49 or Less
Snoqualmie	47	43	
Milton	45	44	
Pacific	44	28	
Carnation	#DIV/0!	0	

- Missing data for 1 or more years
- Weighted PCI 70 - 100
- Weighted PCI 50 - 69
- Weighted PCI 0 - 49

1. Cities' Federal Functionally Classified Mileage form Transportation Data Office, Functional Class Report
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 - ≥ 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 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. *See attached description*
  - If you use a pavement management software package to support your pavement management program, please provide the name of the software package you use. *Metropolitan Transportation Commission (MTC)*

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 that 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.

Yes

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 ≥ 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)

The preservation projects will follow the design/bid/ build model, and each is of significant size to achieve economies of scale through the bidding process.

SDOT anticipates using Warm Mix Asphalt for the resurfacing material, an established state of the art material.

SDOT has an asset management program focused on establishing inventory condition, level of service, risk exposure and life cycle (cost) management approach. The pavement management practices of the department are the best example of mature asset management in SDOT.

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.

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

Required Match: A minimum of 13.5% match is required for both STP and CMAQ funds. Sponsors of projects awarded funds through this competition will be required to provide information on these matching funds at a later date.

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).

Phase	Amount	Estimated Year of Obligation
Construction	1,500,000	2013
[select phase]		
[select phase]		

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

This funding will allow SDOT to complete both PE/design and construction of the project. Design is supported with City funds, and the grant request is for construction only.

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 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: N/A

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

- Is the PE/Design phase complete? 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. Q4 2013
    - At what stage of completion is your design?
        - Have Preliminary Plans been submitted to WSDOT for approval? No
            - If not, when is this milestone scheduled to be complete?
        - When are Preliminary Plans expected to be approved? Q4 2013
    - Are there any other PE/Design milestones not listed above? Please identify and provide estimates dates of completion. None identified.

28A-2: What is the status of Right of Way? **N/A**

- How many parcels do you need? None, this work is within existing Right of Way
- 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

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. No
- Identify the environmental permits needed for the project and when they are scheduled to be acquired. DCE
- Is PS&E approved? Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval. Q4 2013
- When is the project scheduled to go to ad? Q1 2014

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.

Sidewalks and curb ramps will be constructed with concrete with pozzolans to reduce the amount of cement in concrete mixes

Pavement base course material will utilize recycled concrete rubble and asphalt concrete

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.

Project Budget and Schedule

Complete all entries below; identify sponsor and title

Project Sponsor:	City of Seattle
Project Title:	Holman Road NW - NW 87th St to Greenwood Ave N Preservation

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				
Planning			N/A	Estimated Phase Completion Date:
Planning				
		Planning TOTAL:	**$ -**	
Preliminary Engineering / Design	Local	Secured	$ 468,000	
Preliminary Engineering / Design				Estimated Phase Completion Date:
Preliminary Engineering / Design				
		Preliminary Engineering / Design TOTAL:	**$ 468,000**	Q4 2013
Right of Way				
Right of Way			N/A	Estimated Phase Completion Date:
Right of Way				
		Right of Way TOTAL:	**$ -**	
Construction	Local	Secured	$ 1,932,000	
Construction	STP	Unsecured	$ 1,500,000	
Construction				
Construction				Estimated Phase Completion Date:
Construction				
		Construction TOTAL	**$ 3,432,000**	Q4 2014
Other				Estimated Phase Completion Date:
Other				
		Other TOTAL:	**$ -**	
				Estimated Project Completion Date:
		TOTAL Estimated Project Cost, All Phases:	**$ 3,900,000**	

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

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

SEATTLE - 23rd Ave - Weighted Pavement Condition Index (PCI) Calculator

Instructions: For use if a project has various segments with different PCI levels. To use this tool enter ea
the 'Segment Length' column. To the right enter each segment's corresponding PCI score under 'Segmen
Average PCI for the project will appear in the red box. See "Example" tab for project example.

Segment #	Segment	Segment Length (in miles)
1	HOLMAN RD NW, SS of NW 87 ST to ES of MARY AV NW	0.196
2	HOLMAN RD NW, ES of MARY AV NW to ES of 12 AV NW	0.238
3	HOLMAN RD NW. ES of 12 AV NW to ES of 9 AV NW	0.155
4	HOLMAN RD NW, ES of 9 AV NW to ES of 3 AV NW	0.463
5	HOLMAN RD NW, ES of 3 AV NW to ES of NW 103 ST (W)	0.125
6	HOLMAN RD N, ES of NW 103 ST (W) to WS of GREENWOOD AV N	0.166

Length Weighted Average PCI for Project

Segment #	Segment	Segment Area (in square feet)
1	HOLMAN RD NW, SS of NW 87 ST to ES of MARY AV NW	58,072
2	HOLMAN RD NW, ES of MARY AV NW to ES of 12 AV NW	70,336
3	HOLMAN RD NW. ES of 12 AV NW to ES of 9 AV NW	38,399
4	HOLMAN RD NW, ES of 9 AV NW to ES of 3 AV NW	136,752
5	HOLMAN RD NW, ES of 3 AV NW to ES of NW 103 ST (W)	36,960
6	HOLMAN RD N, ES of NW 103 ST (W) to WS of GREENWOOD AV N	49,000

Area Weighted Average PCI for Project

Note If your project has more than 8 differing segments, let King County staff know and we can adjust

ch segment length in miles in
t PCI'. The Total Weighted

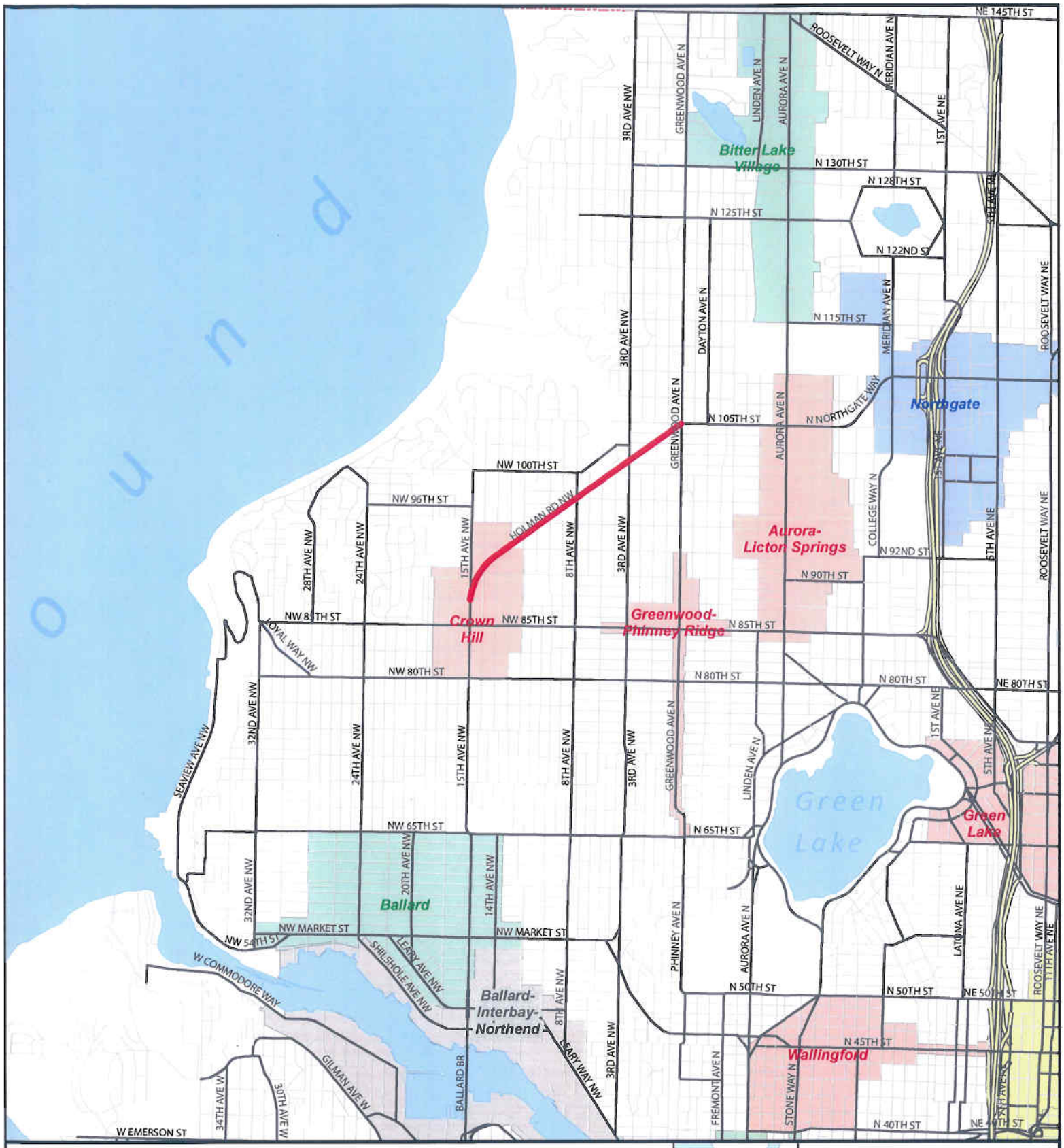
2010 Segment PCI (0-100)
54
55
55
64
67
69

60.80

2010 Segment PCI (0-100)
54
55
55
64
67
69

60.91

the tool to fit your project's



Legend

- Project Area
- Interstate Freeway
- State Highway
- Arterial
- Non-Arterial
- Urban Center
- Urban Center Village
- Hub Urban Village
- Residential Urban Village
- Manufacturing Industrial

Miles: 0 0.2 0.4 0.6 0.8

SDOT
Seattle Department of Transportation

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Coordinate System: State Plane, NAD83-91, Washington, North Zone
Orthophoto Source: Pictometry 2007

PLOT DATE : 5/7/12
AUTHOR : P&P GIS
J:/GIS/GIS Projects/Grants

Holman Rd NW - NW 87th St to Greenwood Ave N

Preservation Efforts at City of Seattle

This discussion is in response to the question #18 on the PSRC Countywide Preservation grant applications, regarding level of effort to maintain and improve the system wide Pavement Condition Index.

Preservation budget information

Seattle has had projects in its transportation capital program to fund pavement resurfacing work for arterials for more than thirty years, primarily funded by bonds, or the gas tax. Funding levels were low for many years. Since the passage of the Bridging the Gap funding program by Seattle voters in 2006, this has provided the program a stable funding source with an increased level of funding, as evidenced by this table:[1]

2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
3,422	2,327	4,841	7,799	15,303	32,284	36,956	22,545	18,685	14,282

(Dollars in thousands)

The two very high years (2008 and 2009) reflect a conscious decision by SDOT and Seattle's elected officials to accelerate pavement preservation during a good bid climate, using Councilmanic debt supported by the BTG funding package. The opportunity was created by economic conditions at that time and cannot be expected to re-occur. The decision reflects the City's flexibility to respond preservation needs and increase its roadway preservation work, even if only for a limited term.

Pavement preservation continues to be a funding priority of Seattle's elected officials. Funding levels for pavement preservation remain relatively constant throughout the remaining years of the Bridging the Gap levy. The Seattle Transportation Benefit District included additional funding for pavement preservation as part of Seattle's $20 vehicle license fee which was approved in 2010. The STBD Board also incorporated a significant allocation of funding for pavement preservation, $4 million annually, in its $60 vehicle license fee proposal, which was unsuccessful at the ballot in 2011.

Preservation Efforts

The recent levels of funding have allowed for the resurfacing of 20 to 25 lane miles annually. At the funding levels shown for recent years, Seattle has been able to show an improvement in the system wide PCI over time. (See graph attached) In addition to the average improvement, the proportion of the arterial inventory in the very worst category has shown a marked reduction, from 5.5% to 3.7%. Of greater importance perhaps, is the overall improvement of the principal arterials. Conditions on these arterials, the city's busiest, with the heaviest concentration of transit and freight traffic, have improved measurably from an average PCI of 70 in 2007 to 74 in 2010.

[1] Data as provided by SDOT CIP Finance manager May 4, 2012

Policy Support

SDOT's work is guided by Seattle's Comprehensive Plan, which devotes an entire chapter in its Transportation Element about conserving resources through efficient operations and maintenance of the transportation system. The department recently released a two-year action plan document, the 2012 Transportation Action Agenda. The Action Agenda is organized around five core principles; one of them being: **Focusing on the Basics.** The document outlines policies, actions and measures to ensure that SDOT achieves this goal related to infrastructure preservation and maintenance. Making sure Seattle's streets, sidewalks, and bridges are in good condition is vital to the success and safety of the city. SDOT is focused on maintaining and enhancing infrastructure in a way that promotes long-term fiscal and environmental stewardship. This document clearly calls out the policy support for the preservation activity. The Action Agenda may be viewed here:
http://www.seattle.gov/transportation/actionagenda.htm

Pavement Management System

SDOT instituted its pavement management system in 2003. It currently utilizes the Metropolitan Transportation Commission (MTC) pavement management system software in its pavement management program. The condition evaluation criteria used by MTC is based on the Pavement Condition Index (PCI) methodology developed by the U.S. Army Corps of Engineers. The PCI method measures the occurrence of several pavement distress types and assigns a condition index based upon the density (area affected) and severity of the each different distress. The PCI is a number between 100 and 0. A PCI of 100 represents a pavement completely free of distress; a PCI of 0 corresponds to a pavement that has failed completely and can no longer be driven safely at the designed speed. The index number ranges equate to ratings categories ranging from Good to Serious/Failed.

The pavement management program determines arterial paving priorities based on: street condition, cost and cost effectiveness of treatment (preservation vs. full street reconstruction) traffic volumes and the types of traffic served, both non-motorized and motorized vehicles, such as transit and freight as well as general purpose traffic, grant or other leveraged funding opportunities, utility coordination, and geographic balance. A more detailed summary of the system is included in the answer to question #23.

Summary

SDOT has been able to improve its system-wide average PCI, nearly approaching a satisfactory rating of 70. SDOT keeps an up to date inventory of the arterial streets and surveys condition on a three year cycle, using its pavement management software, MTC, to identify candidate streets for resurfacing. Final decisions on actual paving projects are balanced with other factors, such as opportunities for utility coordination, leveraged funding possibilities, and traffic volumes and variety. SDOT has recently restated its policy support for preservation. Seattle's elected officials and its citizens have supported improving pavement condition, providing a on-going dedicated revenue sources for pavement preservation, through Bridging the Gap and Seattle's Vehicle License Fee, since 2006.

Pavement Management Program at City of Seattle

This discussion of Seattle's pavement management system is in response to the question #23 on the PSRC Countywide Preservation grant applications.

Pavement Management System

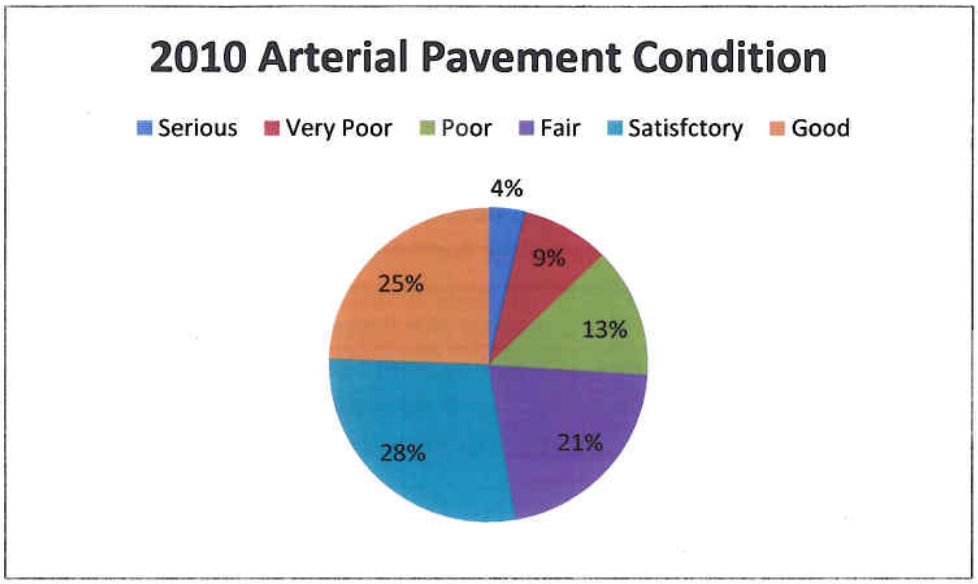
Seattle Department of Transportation (SDOT) has been practicing pavement management for well over 20 years. In 2000 SDOT began utilizing the Metropolitan Transportation Commission (MTC) pavement management system software in its pavement management program. The condition evaluation criteria used by MTC is based on the Pavement Condition Index (PCI) methodology developed by the U.S. Army Corps of Engineers and described in ASTM standard D6433. It provides engineers and decision-makers with a rational, objective measure of street condition. The procedure was designed to be repeatable and well-correlated with the judgment of experienced pavement engineers.

The PCI method measures the occurrence of several pavement distress types and assigns a condition index based upon the density (area affected) and severity of the each different distress. The PCI is a number between 100 and 0. A PCI of 100 represents a pavement completely free of distress; a PCI of 0 corresponds to a pavement that has failed completely and can no longer be driven safely at the designed speed. The index number ranges equate to ratings categories ranging from Good to Serious/Failed, as shown in this table:

Pavement Condition Rating (PCR)	Pavement condition Index (PCI)
Good	86-100
Satisfactory	71-85
Fair	56-70
Poor	41-55
Very Poor	26-40
Serious/Failed	0-25

Arterial streets in Good to Fair condition typically require only routine or preventive maintenance. A ranking of Poor usually indicates the pavement is in need of more significant preservation work, such as asphalt overlay. Arterial streets in Serious/Failed condition have typically reached the point where the entire pavement must be reconstructed. SDOT uses the software system to record inventory and condition information for the 1540 lane miles (12-foot width) of arterial pavement it manages and to recommend the best treatments given the condition of the street.

SDOT evaluates the arterial pavement condition on a three year cycle, the most recent one being performed in 2010. This graph illustrates the results of that survey:



Seattle's average PCI is about 69, and a very significant portion of the arterial inventory is rated Fair or better, meaning that routine or preventive maintenance is required as a rule. There is a significant portion, however, that requires major maintenance such as resurfacing, or complete reconstruction. This portion amounts to 26% of the arterial inventory, and is shown as Poor, Very Poor, or Serious in the graph.

SDOT's pavement management system models pavement performance using pavement type, age, condition, and paving budget/costs. The system uses basic criteria to establish arterial paving priorities: street condition, cost and cost effectiveness of treatment (weighing preservation opportunities against full street reconstruction), traffic volume and the types of traffic the street serves (e.g. transit, freight, pedestrian and bicycle), grants and other leveraged funding opportunities, utility coordination, citizen complaints and claims, and geographic balance across the city. Using this information SDOT has developed its nine-year paving plan. A map of the current plan is available at http://www.seattle.gov/transportation/docs/120327_AACPaving_11x17.pdf.

All paving projects include installation of curb ramps at intersections, bringing street crossings into compliance with current American Disabilities Act (ADA) standards. Projects also incorporate funded Complete Streets elements and drainage infrastructure upgrades to comply with the City's Stormwater Code.

Arterial Asphalt and Concrete Program

BCL/Program Name:	Major Maintenance/Replacement	**BCL/Program Code:**	19001
Project Type:	Rehabilitation or Restoration	**Start Date:**	ONGOING
Project ID:	TC365440	**End Date:**	ONGOING
Location:	Various		
Neighborhood Plan:	Not in a Neighborhood Plan	**Neighborhood Plan Matrix:**	N/A
Neighborhood District:	In more than one District	**Urban Village:**	In more than one Urban Village

The Arterial Asphalt and Concrete Program maintains Seattle's 1,581 lane miles of arterial streets through resurfacing and reconstruction projects. The Department uses a pavement management system to track the condition of arterial street pavement, to develop maintenance needs and establish priorities, and to select the streets to be rehabilitated each year. This project improves the quality and condition of the City's arterials. Streets in design and planned for construction in 2011 or later include portions of 15th Avenue NE, Dexter Avenue North, Ellis Avenue South, South Albro Street, South Corson Street, East Marginal Way South, Airport Way South, Rainier Avenue South, N/NW 85th St, NE Ravenna Boulevard, Greenwood Avenue North, Delridge Way SW, Holman Road NW, and NE 125th Street.

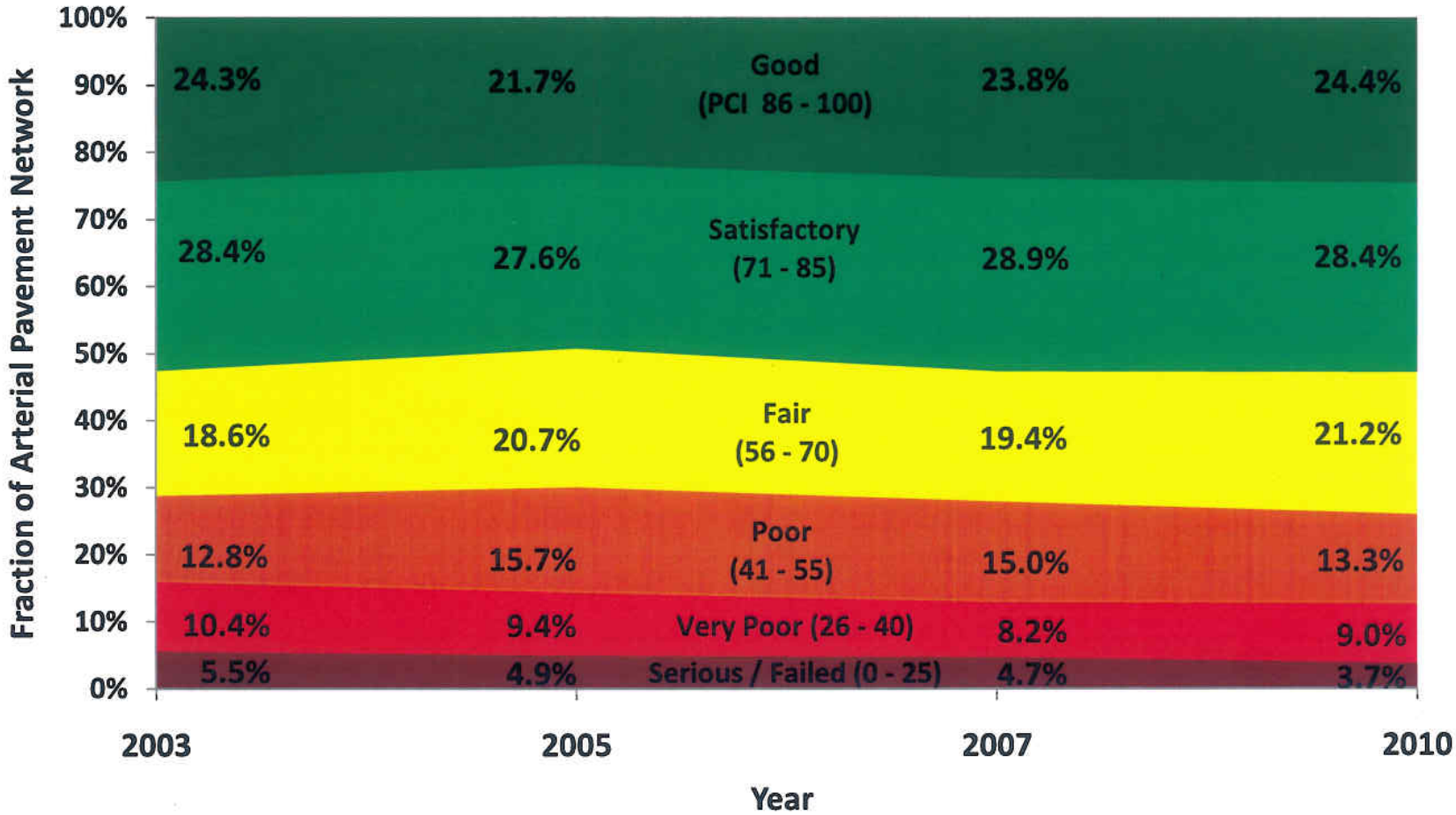
	LTD Actuals	2011 Rev	2012	2013	2014	2015	2016	2017	Total

**This detail is for information only. Funds are appropriated in the budget at the Budget Control Level. Amounts are in thousands of dollars.*

Revenue Sources									
Real Estate Excise Tax II	16,505	0	0	0	0	0	0	0	16,505
Real Estate Excise Tax I	501	0	0	0	0	0	0	0	501
Property Sales and Interest Earnings	253	0	0	0	0	0	0	0	253
Street Vacations	950	0	0	0	0	0	0	0	950
Vehicle Licensing Fees	346	0	0	0	0	0	0	0	346
Drainage and Wastewater Rates	1,752	0	0	0	0	0	0	0	1,752
Federal Grant Funds	11,110	0	0	0	0	0	0	0	11,110
Transportation Funding Package - Parking Tax	12,547	2,597	132	0	0	0	0	0	15,276
Transportation Funding Package - Business Transportation Tax	5,311	1,939	0	0	0	0	0	0	7,250
Transportation Funding Package - Lid Lift	48,198	23,346	14,150	12,227	10,770	14,649	19,350	19,350	162,040
City Light Fund Revenues	68	0	0	0	0	0	0	0	68
State Gas Taxes - Arterial City Street Fund	443	0	0	0	0	0	0	0	443
State Gas Taxes - City Street Fund	291	0	0	0	0	0	0	0	291
General Subfund Revenues	3,125	0	0	0	0	0	0	0	3,125
Interfund Loan	0	11,104	0	0	0	0	0	0	11,104
King County Funds	578	2	0	0	0	0	0	0	580
Partnership Funds	1,341	600	0	2,455	0	0	0	0	4,396
Private Funding/Donations	116	0	0	0	0	0	0	0	116
State Grant Funds	0	4,500	0	0	0	0	0	0	4,500
Transportation Bond Funds	800	0	0	0	0	0	0	0	800
2009 Multipurpose LTGO Bond Fund	14,975	325	0	0	0	0	0	0	15,300
To be determined	0	0	0	0	0	2,875	0	0	2,875
Total:	119,210	44,413	14,282	14,682	10,770	17,524	19,350	19,350	259,581

**This detail is for information only. Funds are appropriated in the budget at the Budget Control Level. Amounts are in thousands of dollars.*

Seattle Arterial Pavement Condition 2003 to 2010, by PCI and PCR



Arterial Average Pavement Condition Index (PCI)			
2003	2005	2007	2010
67.5	*66.5*	*68.3*	*68.8*