

# 2009 STP/CMAQ Regional Competition Application

This application is available on the Puget Sound Regional Council website at <http://www.psrc.org/projects/tip/index.htm>.

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

## **Important notice:**

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

## **Projects receiving funding as a result of this competition:**

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

## **14-page limit:**

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

## **Email submissions are preferred:**

Attach your completed application to an email and send it to [TIPRPEC@psrc.org](mailto:TIPRPEC@psrc.org). Please name the file "**STPCMAQ Competition-[agency]-[project title]**". If you are unable to email the application, please mail a copy of the electronic file on diskette or CD, and fax or mail a corresponding paper copy. Electronic copies of all applications are required, as they will be posted to the PSRC's web site. Mailed materials should be sent to: Chris Peak, Puget Sound Regional Council, 1011 Western Avenue Ste. 500, Seattle, WA 98104-1035 and/or faxed to 206-587-4825, Attn: Chris Peak. For questions or to confirm receipt of your application, contact Chris Peak at 206-464-7536 or [cpeak@psrc.org](mailto:cpeak@psrc.org). All applications must be submitted by **April 10, 2009**.

## **Definition of a project:**

For the purposes of this competition, a project must be clearly defined by geographic limits and/or functionality. If the project contains multiple components, the sponsor must clearly indicate how they are logically connected to one another. A project with multiple geographic locations must demonstrate their functional relationship (for example, signal coordination work in various locations tied together through a traffic control center). **Note: a project may request only one funding source – either STP or CMAQ, but not both.** If you have questions please contact Kelly McGourty at 206-971-3601 or [kmcgourty@psrc.org](mailto:kmcgourty@psrc.org).

## PROJECT DESCRIPTION INFORMATION

<b>1</b>	<p><b>Project title:</b> Aurora Avenue N, N 145<sup>th</sup> Street Dual Turn Lane</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>
<b>2</b>	<p><b>Destination 2030 ID#:</b> 3569</p> <p>To be eligible for federal funding, a project must be in, or consistent with, <i>Destination 2030</i>, the region's Metropolitan Transportation Plan (MTP). To confirm whether your project is specifically listed in <i>Destination 2030</i>, refer to Appendix 9 of <i>Destination 2030</i> at <a href="http://www.psrc.org/projects/mtp/d2030plan.htm">http://www.psrc.org/projects/mtp/d2030plan.htm</a>. 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>
<b>3</b>	<p>a. <b>Sponsoring agency:</b> City of Shoreline</p> <p>b. Co-sponsor(s) if applicable:</p> <p style="margin-left: 20px;"><b>Important:</b> For the purposes of this application and competition, "co-sponsor" refers to any agency that would receive a portion of the funding if the requested grant were to be awarded.</p> <p>c. Does sponsoring agency have "Certification Acceptance" status from WSDOT?    <input checked="" type="checkbox"/> Yes    <input type="checkbox"/> No</p> <p>d. If not, which agency will serve as your CA sponsor? (refer to WSDOT's Local Agency Guidelines Manual for information on CA status: <a href="http://www.wsdot.wa.gov/ta/operations/lag/LAG13.pdf">http://www.wsdot.wa.gov/ta/operations/lag/LAG13.pdf</a>)</p>
<b>4</b>	<p><b>Project contact person:</b> Kirk McKinley</p> <p>Address: 17500 Midvale Avenue N, Shoreline, WA 98133</p> <p>Phone: (206) 801-2481</p> <p>Fax: (206) 546-2726</p> <p>Email: <a href="mailto:kmckinley@shorelinewa.gov">kmckinley@shorelinewa.gov</a></p>

5	<p><b>Project description.</b> Please distinguish between the scope of the project and the justification and/or need for the project.</p> <p>a. <b>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>This project will construct the intersection of Aurora Avenue N and N 145<sup>th</sup> Street, where the cities of Seattle and Shoreline meet, with construction of a south to east bound left turn lane (for a total of 2) at N 145<sup>th</sup> Street and Aurora Avenue N. This project will also include the addition of a signal at Aurora Avenue N and N 149<sup>th</sup> Street to assist in further improving mobility and safety related to the N 145<sup>th</sup> Street dual left turn lane. The N 145<sup>th</sup> Street dual left turn lane will require acquisition of additional rights-of-way along the western edge of Aurora, as the Aurora project has constructed “interim” sidewalks in this location. Seattle has designed its side of the intersection to accommodate 2-lane turn pocket. This project should be constructed at the same time as the Seattle improvements.</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 City of Shoreline completed the first mile of the Aurora Corridor Project, from N 145<sup>th</sup> Street to N 165<sup>th</sup> Street in 2007. This project included adding business access and transit (BAT) lanes, curbs, gutters, landscaping/street furnishings, sidewalks on both sides, and adding a landscaped center median safety zone with left turn and U-turn provisions. The Aurora Corridor (SR-99) is used as a major north/south arterial for travel to/from Seattle and other regional destinations. The redevelopment of the intersection at Aurora Avenue N and N 145<sup>th</sup> Street will increase the functional capacity of the entire Aurora Corridor. The increase in functional capacity is a direct benefit to the Urban Centers it connects. The roadway is being designed and constructed to serve as a Bus Rapid Transit Corridor also connecting Snohomish County with Seattle.</p>
6	<p><b>Project location:</b> Shoreline</p> <p>a. County(ies) in which project is located: King</p> <p><b>Answer the following questions if applicable:</b></p> <p>b. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad): Aurora Avenue N (SR-99) and N 145<sup>th</sup> Street</p> <p>c. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): Aurora Avenue N (SR-99) and N 149<sup>th</sup> Street</p>
7	<p><b>Map:</b> 1. Include a legible 8½” x 11” project map with the completed application form. 2. Include a legible vicinity map with the completed application form (may be smaller than 8½” x 11”).</p> <p><b>Note:</b> If unable to send the map electronically, mail a copy on diskette and provide a paper copy by fax or mail.</p>
8	<p><b>Federal functional classification code</b> (Please select <u>only one</u> code using the table below)</p> <p>For assistance determining functional classification, contact Stephanie Rossi at 206-971-3054 or <a href="mailto:srossi@psrc.org">srossi@psrc.org</a>.</p> <p><b>Important:</b> A roadway must be <u>approved</u> on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities). Projects on a roadway with a functional classification of 09, 19, 29, or 39 are not eligible to use federal transportation funds unless they are one of the exceptions listed below. If your project is an exception, identify its functional class code as “00”.</p> <p><u>Examples of exceptions:</u></p> <ul style="list-style-type: none"> <li>• Any bicycle and/or pedestrian project.</li> <li>• Projects not on a roadway and using CMAQ or other funds</li> <li>• Any transit project, including equipment purchase and park-and-ride lot projects.</li> </ul>

**Rural Functional Classifications  
“Under 5,000 population”**

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

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

**Urban Functional Classifications  
“Over 5,000 population”**

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

- 00** Exception
- 11** Principal Arterial – Interstate
- 12** Principal Arterial – Expressway
- 14** Principal Arterial
- 16** Minor Arterial
- 17** Collector
- 19** Local Access
- 31** Proposed Principal Arterial – Interstate
- 32** Proposed Principal Arterial – Expressway
- 34** Proposed Principal Arterial
- 36** Proposed Minor Arterial
- 37** Proposed Collector
- 39** Proposed Local Access

**PLAN CONSISTENCY INFORMATION**

**Note:** Cities, towns, and counties seeking federal funds managed by the PSRC may submit an application only if their comprehensive plan has been certified by the PSRC. Any other agency (e.g., transit agency, WSDOT, tribal nation, etc.) must show that its project is consistent with the applicable city and/or county comprehensive plan(s). The project also must be consistent with *VISION 2040, the growth management, environmental, economic and transportation strategy for the central Puget Sound region* (<http://www.psrc.org/projects/vision/pubs/vision2040/index.htm>), and with *Destination 2030, the central Puget Sound region’s Metropolitan Transportation Plan* (<http://www.psrc.org/projects/mtp/d2030plan.htm>). To obtain hard copies, please contact the PSRC’s Information Center at 206-464-7532 or [infoctr@psrc.org](mailto:infoctr@psrc.org). For questions about consistency and certification, contact Yorik Stevens-Wajda at 206-971-3276 or [y Stevens@psrc.org](mailto:y Stevens@psrc.org). For questions regarding centers, contact Ben Bakkenta at 206-971-3280 or [bbakkenta@psrc.org](mailto:bbakkenta@psrc.org).

**9 Consistency with adopted VISION 2040 and Destination 2030**

**Note:** The questions in this section must be answered by all applicants. If you need assistance, please contact staff at the local jurisdiction in which the project is located. Information on the current certification status of a local plan is available on the PSRC’s web site at [www.psrc.org/projects/planreview/ppr\\_status.htm](http://www.psrc.org/projects/planreview/ppr_status.htm).

a. Indicate the current certification status of the local comprehensive plan’s transportation element. Note: Select only one from the drop-down box below and provide the most recent date of certification action. If you select “Not Certified,” leave the date field blank.

- Certification Status: Certified
- Date of certification action (mm/dd/yy): 6/13/2006

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 <http://www.psrc.org/projects/tip/applications/reference.htm> 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 <http://www.psrc.org/projects/monitoring/rgc.htm> for more information.)

c. 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:

There are three City of Shoreline documents that address the N 145<sup>th</sup> Street Dual Turn Lane project:

1. City of Shoreline Adopted 2009-2014 Capital Improvement Plan, Roads Capital, Pages 130-131.
2. City of Shoreline Comprehensive Plan (2005), Transportation, Goal T II, page 55 (as well as by name in numerous other areas of the Comprehensive Plan).
3. City of Shoreline Transportation Master Plan (2005), pages 60-61.

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

## REGIONAL PROJECT EVALUATION

**Important:** Projects will be evaluated and scored based on the information provided in Parts 1 and 2 which follow. Refer to the “Regional Project Evaluation Criteria” (Section 3 of the STP/CMAQ Regional Competition Call for Projects) for guidance, examples, and details on scoring, before completing these sections of the application.

### **Instructions:**

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

## Part 1: Category Specific Questions (70 Points STP, 50 Points CMAQ)

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

- Designated Regional Growth Center: Complete section A and proceed directly to Part 2.
- Manufacturing/Industrial Center: Complete section B and proceed directly to Part 2.
- Corridors Serving Centers: Complete section C and proceed directly to Part 2.

**Note:** Please refer to Attachment 6 of the Policy Framework (Section 2 of the STP/CMAQ Regional Competition Call for Projects) for a map of designated urban and manufacturing/industrial centers. An updated map is also available on the PSRC website at <http://www.psrc.org/projects/tip/applications/reference.htm>. For questions regarding the designation of a specific center, contact Ben Bakkenta at 206-971-3280 or [bbakkenta@psrc.org](mailto:bbakkenta@psrc.org).

Information on the 2005 adopted Regional Economic Strategy and the targeted industry clusters, including definitions and maps of the clusters, may be found on the Prosperity Partnership website at <http://www.prosperitypartnership.org/clusters/index.htm>. For questions regarding these topics, contact Chris Strow at 206-971-3051 or [cstrow@psrc.org](mailto:cstrow@psrc.org).

### A. Designated Regional Growth Centers

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

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

- Growth. Describe how the project will support the potential for housing/employment densities in the center. Describe how the project will support the development/redevelopment plans and activities of the center.
- Plans and Policies. Describe how the project furthers the objectives and aims of existing policies for the center; please provide a citation and copy of the corresponding policies.

- Regional Economic Strategy. Describe whether the project helps to create or sustain jobs in the targeted industry clusters within the center; these clusters are identified in the adopted 2005 Regional Economic Strategy.

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

- Long-Term Benefit. Does the project remedy a current or anticipated problem (e.g. congestion, incomplete sidewalk system, inadequate transit service/facilities, modal conflicts and/or the preservation of essential freight movement)? Please describe.
- User Groups Supported. Describe the user groups that will benefit from the project (including commuters, residents, commercial users, those groups identified in the President's Order for Environmental Justice<sup>1</sup> and/or areas experiencing high levels of unemployment or chronic underemployment).

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

- Safety and Convenience. Describe how the project improves safe & convenient access to major destinations within the center.
- Intermodal Opportunities and Connections. Describe how the project will improve circulation and enhanced opportunities for active transportation within the center for people and/or goods regarding (address each relevant area): walkability, public transit access, public transit speed and reliability, safety & security, bicycle mobility, bicycle facilities, streetscape improvements, traffic calming, preservation of essential freight movement and/or other.
- Travel Choices. Describe how the project provides users (e.g. employees, residents, customers) a range of travel modes or provides a "missing" mode.
- System Continuity. Describe how the project completes a physical gap or provides an essential link in the transportation network.
- Parking. If the project has a parking component, describe how it has been designed to be compatible with a pedestrian oriented environment, including any innovative parking management tools.

## B. Manufacturing/Industrial Centers

**Instructions:** Complete this section (question 14) if you selected "Manufacturing/Industrial Centers" in question 10, and then proceed directly to Part 2. Do not complete Sections A or C.

**14. Mobility and Accessibility.** Please address the following:

- Freight Movement. Describe how the project provides opportunities for freight movement.
- Growth Plans and Policies. Describe how the project will benefit or support the development of the manufacturing/industrial center.
- System Continuity. Does the project complete a physical gap, provide an essential link, or remove a barrier in the Freight & Goods component of the Metropolitan Transportation System (See Destination 2030, Technical Appendix 4)? Please describe.
- Safety. Describe how the project improves safety and reduces modal conflicts to help achieve a "seamless" system.
- Improved Commute Access. Describe how the project improves access for one or more modes to major employment sites or access to residential areas outside the center, including opportunities for active transportation.
- Trip Reduction. How does the project promote Commute Trip Reduction (CTR) opportunities?
- User Groups Supported. Describe the user groups (e.g. employees, customers, modal carriers, those identified in the President's Order for Environmental Justice and/or areas experiencing high levels of unemployment or chronic underemployment) that will benefit from the project.

<sup>1</sup> The President's Order for Environmental Justice states "each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority populations and low-income populations."

- Regional Economic Strategy. Describe how the project helps to create or sustain jobs in the targeted industry clusters within the center; these clusters are identified in the adopted 2005 Regional Economic Strategy.

## C. Connecting Corridors

**Instructions:** Complete this section (questions 15-17) if you selected “Corridors Serving Centers” in question 10, and then proceed directly to Part 2. Do not complete Sections A or B.

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

- Growth Plans and Policies. Describe how this project will benefit or support the housing and employment development of a regional growth and/or manufacturing/industrial center(s). Does it support multiple centers?
- Travel Choices. Describe how the project provides a range of travel modes to users traveling to centers, or if it provides a missing mode.
- User Groups Supported. Describe the user groups that will benefit from the project, including commuters, residents, commercial users, those groups identified in the President’s Order for Environmental Justice and/or areas experiencing high levels of unemployment or chronic underemployment).
- Regional Economic Strategy. Describe whether the project helps to create or sustain jobs in the targeted industry clusters within a center; these clusters are identified in the adopted 2005 Regional Economic Strategy.

Aurora Avenue N (SR-99) in Shoreline is a highway of regional significance. Since the City’s incorporation in 1995, we have worked towards the major reconstruction of the 3-mile roadway that runs north and south through the city and connects the Urban Centers of Seattle and Lynnwood. Aurora Avenue N acts as a major arterial in its own right, as well as being an alternative to I-5 traffic, through King and Snohomish Counties. Shoreline’s section of Aurora carries approximately 42,000 vehicles per day and is a major transit and commerce route. Approximately 7,000 (Spring 2008) people board and de-board King County Metro buses within the Shoreline Aurora Corridor, which is a 25% increase in ridership since 2006. Congestion and safety issues affect the efficiency of the transit system, especially in this highly traveled corridor. Growth in the region is increasing, especially in Snohomish County, and we only expect these numbers to increase.

Construction began on the first mile of Aurora, from N 145<sup>th</sup> Street to N 165<sup>th</sup> Street in 2005 and was completed in 2007. Construction on the second mile of Aurora, from N 165<sup>th</sup> Street to N 185<sup>th</sup> Street is schedule to begin in 2009 and the final mile, from N 185<sup>th</sup> Street to N 205<sup>th</sup> Street, should begin construction in 2011.

This project will further redevelop the intersection of Aurora Avenue N and N 145th, where the cities of Seattle and Shoreline meet, with construction of a south to east bound left turn lane (for a total of 2) at N 145th Street and Aurora Avenue N. This project will also include the addition of a signal at Aurora Avenue N and N 149th Street to assist in further improving mobility and safety related to the N 145th Street dual left turn lane. The N 145th Street dual left turn lane will require acquisition of additional rights-of-way along the western edge of Aurora, as the Aurora project has constructed “interim” sidewalks in this location.

The project scope of work includes construction of southbound Aurora Avenue N to eastbound double left turn lane in the City of Shoreline and reconstruction of Aurora Avenue N in the City of Seattle. As part of this scope, the City will underground aerial utilities, relocate other underground utilities, install crosswalks that coordinate with the Aurora Corridor Project, adjust and rebuild new signals including, new poles, mast arms and signal heads, and install signage as required by design. The project also includes a new proposed signal at N 149th Street to provide access to the Whitman neighborhood to the west of Aurora and to provide pedestrian access at a bus zone on Aurora. This signal will have to be approved by WSDOT.

**16. System Continuity.** Please address the following:

- Serving Centers. Describe how this project provides a “logical segment” that links to a regional growth or manufacturing/industrial center.
- Missing Link. Describe how the project fills in a missing link or removes barriers to a center.
- Congestion Relief. Describe how this project will relieve pressure or remove a bottleneck on the Metropolitan Transportation System and how this will positively impact overall system performance.

While the overall Aurora Corridor Project will serve to help increase safety and reduce congestion along this major corridor that serves the Urban Centers of Seattle and Lynnwood, the addition of this dual turn lane will further improve these conditions. The project will improve the capacity of the N 145<sup>th</sup> Street/Aurora Avenue N intersection. The added south to east left turn lane (for a total of 2) will reduce the turning queue length to assist in developing warrants for a new traffic signal at N 149<sup>th</sup> Street and Aurora Avenue N. The new signal at N 149<sup>th</sup> Street will greatly enhance the access from the local neighborhoods and business. This access would allow all neighborhood vehicle traffic to turn northbound on Aurora at the new signal - a movement that they currently cannot do.

**17. Long-term Benefit/Sustainability.** Please address the following:

- Efficiency. How does this project support a long-term strategy to maximize the efficiency of the corridor? Describe the problem and how this project will remedy it.
- Safety. Describe how this project improves safety and/or reduces modal conflict, and provides opportunities for active transportation.

The addition south to east bound left turn lane (for a total of 2) at N 145<sup>th</sup> Street and Aurora Avenue N is part of the long-term strategy to reduce congestion and increase safety along the Aurora Corridor. Aurora Avenue N in Shoreline has one of the highest accident rates of any highway in the state, averaging (along the 3 mile corridor) one fatality a year.

## PART 2: QUESTIONS FOR ALL PROJECTS

**Instructions:** Once Section A, B, or C in Part 1 has been completed, complete all of Part 2 (questions 18-21).

### D. Air Quality and Climate Change (20 Points STP, 40 Points CMAQ)

**18. Describe how your project will reduce emissions.** Include a discussion of the population served by the project – who will benefit, where, and over what time period. Projects may have the potential to reduce emissions in a variety of ways, depending on the type of project. Please provide the requested information if your project contains the elements listed below:

- Diesel retrofits: Describe the types and numbers of vehicles, vessels, or equipment involved, how often they are used, where they are used, how much fuel is consumed annually and when the retrofits will occur.
- Roadway capacity (general purpose and high occupancy vehicles): Describe the roadway and travel conditions before and after the proposed project, including average daily traffic and travel speeds. Describe the potential for multimodal connections, shorter vehicle trips, etc.
- Transit (park-and-ride lots, new or expanded transit service, transit amenities, etc.): What is the current transit ridership in the project area? What are the current transit routes serving the project area? If a park-and-ride lot, how many stalls are being added? Describe how the amenities (or other components of the project) are expected to encourage new transit ridership and shift travel from single occupant vehicles to multimodal options. What is the average trip length for a new rider?
- Bicycle and/or pedestrian facilities: What is the length of the facility? What are the connections to other nonmotorized facilities and to the larger nonmotorized system? Describe the expected travel shed (i.e., land use and population surrounding the project).
- Signalization and other ITS improvements: Describe the existing conditions in the area (i.e., level of service, average daily traffic, etc.), and describe how the project is expected to improve traffic flow (increase speed, reduce idling, remove accidents, etc.). Is there a significant amount of truck traffic (i.e. freight movement) on the facility? Does the project improve traffic flow for particular modes, e.g. HOVs, or types of vehicles, e.g. freight trucks?
- Alternative fuels/vehicles: Describe the change in fuel or vehicle technology. How many vehicles are affected? What are the current conditions?
- Other: Describe how your project has the potential to reduce emissions through technology, improved management or other means, e.g. “no idling” signage & enforcement, auxiliary power units to operate heating, cooling & communications equipment, truck stop electrification, etc.

The addition of dual turn lane southbound from Aurora Avenue N at N 145<sup>th</sup> Street onto eastbound N 145<sup>th</sup> Street will reduce wait and idle times at the turning queue, and in turn, reduce emissions. This signal will be coordinated with the other interconnected signals along Aurora Avenue N in Shoreline, in order to better manage and support traffic

volumes and flows to decrease signal delay and idle times, further decreasing vehicle emissions. Because N 145<sup>th</sup> Street provides onramps to both I-5 North and I-5 South, the roadway experiences a significant amount of vehicle traffic, from approximately 26,000 ADT on N 145<sup>th</sup> Street just east of Aurora, to 32,000 ADT at the I-5 intersection. This shows how the signal improvements will have a large impact on emissions due to the significant number of vehicles using the roadway.

## E. Project Readiness/Financial Plan (10 Points)

**Introduction:** Two primary tools will be used to obtain information needed to judge a project's ability to proceed: responses to the project readiness question (14) and financial plan question (15) below. The primary objective of the evaluation is to determine whether a sponsor has assembled all of the funding needed to complete the project or phase(s), and when the sponsor will be ready to obligate the requested regional funding. All questions must be completely and accurately filled out in order for this information to be properly assessed. The information will be used to determine:

- When the sponsor can complete all prerequisites needed to obligate the project's requested PSRC funding.
- When the sponsor plans to obligate requested PSRC funding.
- The amount and source of secured funding for the project.
- The amount and source of reasonably expected but unsecured funding for the project.
- Whether PSRC's federal funds will complete the project or a phase of the project.

**Note:** The standard PSRC definitions will apply for determining when funding is "secured" or "reasonably expected to be secured." These definitions are included in Section 5 of the STP/CMAQ Regional Competition Call for Projects.

**19. Project Readiness:** Please fill out the questions below if your project is requesting funds for a Right-of-way (ROW) and/or Construction (CN) phase. Projects requesting funds only for a Preliminary Engineering phase need not answer question #19.

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

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

**Important instructions:** For question 19A below, select one of the three options from the drop-down list for each item that applies at the time of submission of this application. These items are based on the documentation requirements for obligation of federal funds. For any item where "Item not yet completed" is selected, and for any additional requirements pertaining to the project, provide details in question 19B, including the estimated schedule for completion.

**19A. Check all items that apply below.** Note: if no ROW is required for the project, select "not needed" for sections b through g.

Not yet completed a. Final FHWA or FTA approval of environmental documents including:

Not yet completed - BA Concurrence: NMFS, U.S. Fish & Wildlife, WSDOT.

Not yet completed - Section 106 Concurrence.

Not yet completed - FHWA/FTA Environmental Classification Summary Checklist (or EA or EIS).

Not yet completed b. True Cost Estimate for Right of Way.

Not yet completed c. Right-of-way Plans (stamped).

Not yet completed d. Relocation Plan (if applicable).

Not yet completed e. Right-of-way Certification.

Not yet completed f. Certification Audit by WSDOT R/W Analyst.

Not yet completed g. Relocation Certification, if applicable.

Not yet completed - WSDOT Certification Audit of Relocation Process, if applicable.

Not yet completed h. Engineer's Estimate.

Not yet completed i. All environmental permits obtained (e.g., Army Corps of Engineers Permit, HPA, etc.)

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

**20. Financial plan:** Please fill out Tables A through D below and corresponding questions E through F. The purpose of the tables and questions is to allow sponsors to fully document their project’s financial plan and schedule. Tables A, B, and C build upon one another to provide the estimated cost of each phase as well as a project’s total cost (Table D). The tables require sponsors to list the federal funds being requested from the Regional Competition (Table A), as well as ALL other sources of secured (Table B) and unsecured (Table C) funds needed to complete the project.

**Guidelines:**

- All requested information must be provided to earn maximum points.
- Provide financial information for all funding types in every applicable phase, and use a separate row for each funding source.
- Totals of federal and other funds listed in Tables A, B, and C should equal the total project cost in Table D.
- Funding commitment letters must be provided for all financial partners.

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

**Table A: Funding Requested from Regional Competition**

Phase	Estimated Obligation Date by Phase (mm/dd/yy)	PSRC Federal Funding Source (enter either STP or CMAQ; choose only one)	PSRC Federal Funds Amount
Design	3/31/2011	STP	\$85,325
ROW			\$216,250
CON			\$298,425
<b>Totals:</b>			<b>\$600,000</b>

**Table B: Existing Secured Funding**

Phase	Estimated Obligation date by Phase* (mm/dd/yy)	Source	Amount
			\$
			\$
			\$
			\$
			\$
<b>TOTAL:</b>			<b>\$</b>

\*For tables B and C, “obligation” may be defined as expenditure or other commitment of funds. For assistance, please refer to “Definitions for Secured and Reasonably Expected to be Secured Funding” in Section 5 of the Call for Projects.

**Table C: Needed Future Funding (Unsecured)** Note: do not include the grant funds requested in Table A

Phase	Estimated Obligation date by Phase (mm/dd/yy)	Source	Amount
ALL		Future Grants	\$95,000
			\$
			\$
			\$
			\$
<b>TOTAL:</b>			\$95,000

**Table D: Total Project Cost and Schedule** (Please provide the total estimated cost and scheduled completion date for each phase of the project.)

Total Estimated Project Cost		Scheduled Completion of Phases	
Phase	Total Estimated Cost	Phase	Scheduled Completion Date (mm/dd/yy)
Planning:	\$	Planning:	
Preliminary Engineering/Design:	\$100,000	Preliminary Engineering/Design:	9/31/2011
Right of Way:	\$250,000	Right of Way:	6/30/2012
Construction:	\$345,000	Construction:	3/31/2013
Other (Specify) :	\$	Other (specify) :	
Total Project Cost:	\$695,000	Estimated date of completion (i.e. open for use)	3/31/2013

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

All project fees.

**F. If unable to completely fill out Table D (Total Project Cost and Schedule):** Use the space below to explain the nature of any project for which the total project cost and/or schedule is presently unknown. For example, a project may study the merits/costs of various routes or construction techniques and, consequently, the total project costs won't be determined until the study is complete.

Project has to be timed with Seattle's Aurora Avenue N Project.

**F. Other Considerations (No Points)**

**21. Please describe any additional aspects of your project** not previously addressed in the application that could be relevant to the final project recommendation and decision-making process, particularly those relating to the support of centers and connecting corridors. Note: no points will be given to this section.

The City of Seattle and WSDOT are partner and stakeholder agencies that will be affected and will have approval and funding responsibilities. Schedule of this project is dependent on redevelopment of the northwest corner of Aurora and N 145th Street. Right-of-way and/or frontage improvements may be provided by the developer. With funding in place, construction could begin in early 2011. We will work closely with the City of Seattle in the overall scheduling and coordination of his project.

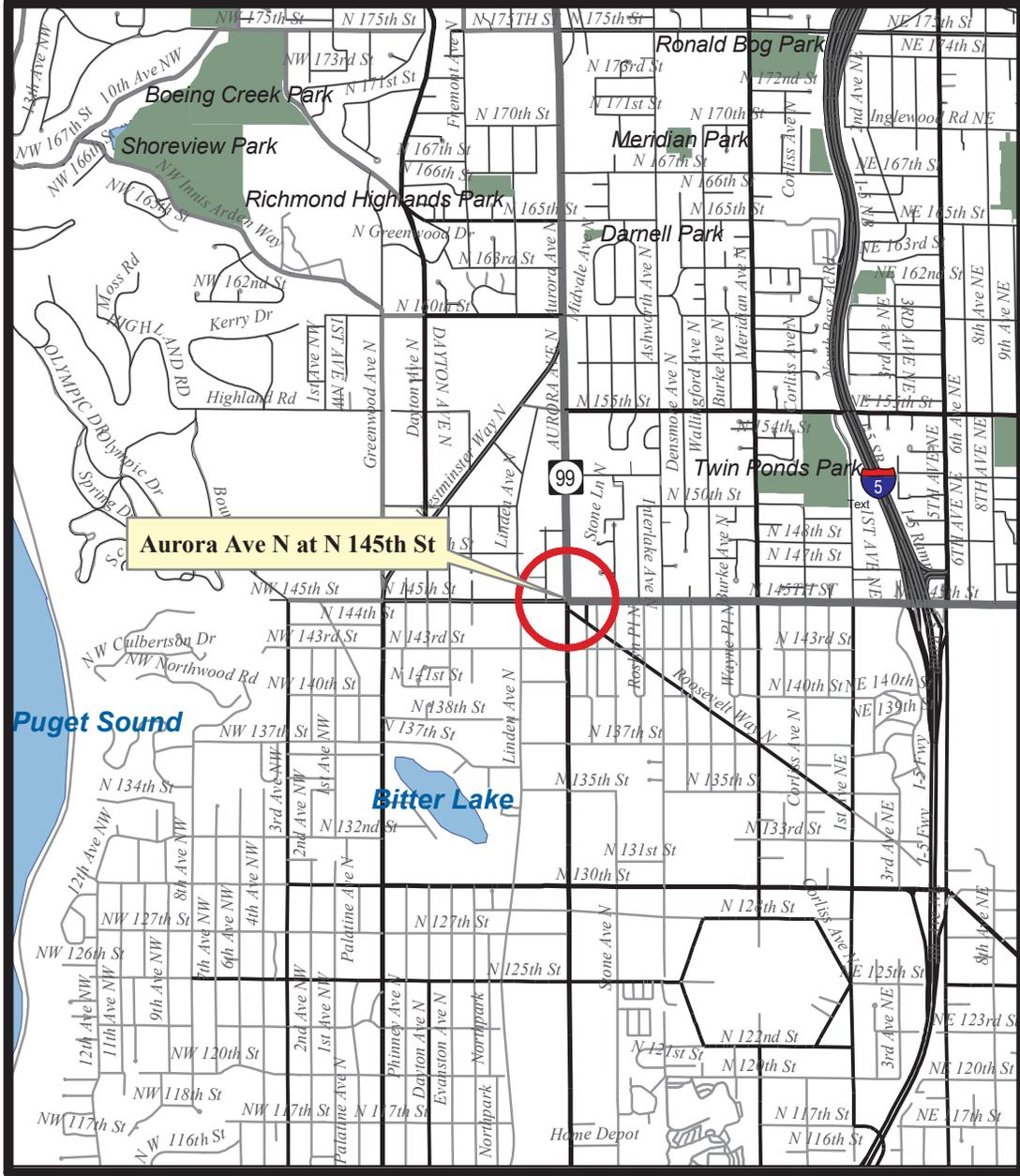
# Aurora Corridor Project, N 145th St to N 149th St Left Turn Lanes @ 145th and Street Light @ 149th



City of Shoreline

City of Seattle

## Aurora Ave N at N 145th St

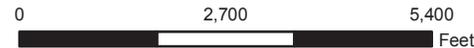


# SHORELINE

Geographic Information System



Intersection



1 inch equals 2,500 feet



No warranties of any sort, including accuracy, fitness, or merchantability, accompany this product.

Plot date: 4/3/2006

Enter city, 145th & Aurora, WSDOT SRWeb



Leave city, 145th & Aurora, WSDOT SRWeb

