

Section VI.b. 2012 King County Countywide STP/CMAQ Non-Motorized Application

This application is available on the King County Web site at

<http://www.kingcounty.gov/transportation/kcdot/PlanningandPolicy/RegionalTransportationPlanning/2012KCountywideCF.P.aspx>

****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 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 2012 STP/CMAQ King Countywide Programs is awarded to projects, 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 3, 2012. 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 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 Countywide 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.

E-mail submissions are preferred: Attach your completed application to an e-mail and send to 2012KCGrantCompetition@KingCounty.gov. Please name the file "(Agency): (Project tile)" and in the e-mail subject line identify which Countywide program the application is being submitted (Small Jurisdiction, Large Jurisdiction, All Other, Non-motorized). If you are unable to e-mail the application, please mail a copy of the electronic file on diskette, and fax or mail a corresponding paper copy. Electronic copies of all applications are required, as they will be posted to the King County Web site. Mailed materials should be sent to: Peter Heffernan, King County Department of Transportation, M.S. KSC-TR -0814, 201 South Jackson Street, Seattle, WA 98104-3856 and/or faxed to 206-684-2111, Attn: Peter Heffernan. All applications must be submitted by 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.**

PROJECT DESCRIPTION INFORMATION

| | |
|----------|--|
| 1 | Project Title: Shoreline Interurban Trail – Burke Gilman Connection – 195 th Street Trail, 1 st Ave NE – 5 th Ave NE <i>(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))</i> |
| 2 | Sponsoring Agency: City of Shoreline Also identify any co-sponsor(s): |
| 3 | Project Contact Person: Kirk McKinley Address: 17500 Midvale Avenue N, Shoreline, WA 98133 Phone: (206) 801-2481 Fax: (206) 801-2785 E-Mail: kmckinley@shorelinewa.gov |

4 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.

In 2008, the City of Shoreline completed construction of the entire 3.25-mile section of the Interurban Trail that runs north and south through the City of Shoreline, connecting users from Seattle in the south, north to the Snohomish County multi-modal trail system. While this enhancement meets the need of users traveling north/south through Shoreline, what is missing is a connection to the Burke-Gilman Trail, which is seen as the jewel of the county's bicycle system. Since that time, Shoreline and Lake Forest Park have collaborated on identifying northern and southern routes that would connect these two trails – providing an important link for both transportation and recreational usage.

These connections are made up of a combination of bicycle facilities, including signage, bicycle lanes, separated trails and a bridge. In 2011, Shoreline completed construction on one portion of the off-road, separated trail that serves as part of the northern connection to the Burke-Gilman Trail. This trail was constructed in undeveloped right-of-way on NE 195th Street, between Meridian Avenue N and 1st Avenue NE. This current request will complete the final segment of separated trail that is a piece of the northern connection between Shoreline's Interurban Trail and the Burke Gilman Trail in Lake Forest Park. Similar to the recently completed project, this trail will also be located on the undeveloped right-of way of NE 195th Street, between 1st Avenue NE and 5th Avenue NE and will provide a connection to the pedestrian/bicycle bridge crossing I-5. The scope of the project includes a 12' wide paved trail for pedestrian and bicyclist use and the relocation of power poles currently in the trail footprint. The project is adjacent to the Holyrood Cemetery to the north. Additional pedestrian connections, lighting and crosswalks at 1st and 5th are elements for future consideration.

b. Project justification, need or purpose: Please explain the intent, need or purpose of this project. What is the goal or desired outcome?

Shoreline's section of the Interurban Trail acts as the spine of the city's bicycle system and is a part of the regional trail network running from Seattle to Everett. Bicycle routes in the city connect neighborhoods to schools, city institutions, community businesses and recreational and commuter destinations, including transit linkages. These bike routes also provide connections to the Interurban Trail, linking residents to the regional trail network.

The Shoreline Interurban Trail provides north and south access from Seattle to Snohomish County; however, the city has no comparable east/west link. Interstate I-5 presents a major obstacle for east/west connections in Shoreline, as it effectively splits the city in half, leaving only 4 crossings in Shoreline, most with limited right of way that do not allow for simple bike improvements. One of these crossings is a pedestrian/bicycle bridge over I-5, located approximately 500 feet from the project and connected to this project by a quiet, low volume, dead-end residential street. The Shoreline City Council recently adopted the Shoreline Transportation Master Plan (2011) which formally recognizes the northern route and rated it as a high priority community need.

When fully completed, the two routes (northern and southern) identified by the cities of Shoreline and Lake Forest Park will connect the City of Shoreline defined urban center of Town Center with the Burke-Gilman Trail, which in turn connects to several other urban centers (including Seattle and Bellevue). This project will complete the final segment of separated trail associated with those routes.

| | | | |
|---|--|---|--|
| 5 | <p>Project Location: Shoreline</p> <p>Answer the following questions if applicable:</p> <p>b. Crossroad/landmark nearest to beginning of project: Undeveloped NE 195th Street right-of-way and 1st Avenue NE <i>(Identify landmark if no crossroad)</i></p> <p>c. Crossroad/landmark nearest to end of project: Undeveloped NE 195th Street right-of-way and 5th Avenue NE <i>(Identify landmark if no crossroad)</i></p> | | |
| 6 | <p>Map: Include an 8½” x 11” legible vicinity map (if applicable) with completed application form. <i>If unable to send map electronically, provide separately by fax or mail.</i></p> | | |
| 7 | <p>Federal Functional Classification Code <i>(Select only one)</i></p> <p><i>Assistance in determining the functional classification of a project is available by calling Stephanie Rossi at 206-971-3054.</i></p> | | |
| | <table border="0" style="width: 100%;"> <tr> <td style="width: 50%; vertical-align: top;"> <p style="text-align: center;"><u>Rural Functional Classifications</u> <u> (“under 5,000 population”)</u></p> <p style="text-align: center;">(Outside the federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> 00 Exception</p> <p><input type="checkbox"/> 01 Principal Arterial - Interstate</p> <p><input type="checkbox"/> 02 Principal Arterial</p> <p><input type="checkbox"/> 06 Minor Arterial</p> <p><input type="checkbox"/> 07 Major Collector</p> <p><input type="checkbox"/> 08 Minor Collector</p> <p><input type="checkbox"/> 09 Local Access</p> <p><input type="checkbox"/> 21 Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> 22 Proposed Principal Arterial</p> <p><input type="checkbox"/> 26 Proposed Minor Arterial</p> <p><input type="checkbox"/> 27 Proposed Major Collector</p> <p><input type="checkbox"/> 28 Proposed Minor Collector</p> <p><input type="checkbox"/> 29 Proposed Local Access</p> </td> <td style="width: 50%; vertical-align: top;"> <p style="text-align: center;"><u>Urban Functional Classifications</u> <u> (“over 5,000 population”)</u></p> <p style="text-align: center;">(Inside the federal-aid urbanized and federal-aid urban areas)</p> <p><input checked="" type="checkbox"/> 00 Exception</p> <p><input type="checkbox"/> 11 Principal Arterial – Interstate</p> <p><input type="checkbox"/> 12 Principal Arterial – Expressway</p> <p><input type="checkbox"/> 14 Principal Arterial</p> <p><input type="checkbox"/> 16 Minor Arterial</p> <p><input type="checkbox"/> 17 Collector</p> <p><input type="checkbox"/> 19 Local Access</p> <p><input type="checkbox"/> 31 Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> 32 Proposed Principal Arterial – Expressway</p> <p><input type="checkbox"/> 34 Proposed Principal Arterial</p> <p><input type="checkbox"/> 36 Proposed Minor Arterial</p> <p><input type="checkbox"/> 37 Proposed Collector</p> <p><input type="checkbox"/> 39 Proposed Local Access</p> </td> </tr> </table> | <p style="text-align: center;"><u>Rural Functional Classifications</u> <u> (“under 5,000 population”)</u></p> <p style="text-align: center;">(Outside the federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> 00 Exception</p> <p><input type="checkbox"/> 01 Principal Arterial - Interstate</p> <p><input type="checkbox"/> 02 Principal Arterial</p> <p><input type="checkbox"/> 06 Minor Arterial</p> <p><input type="checkbox"/> 07 Major Collector</p> <p><input type="checkbox"/> 08 Minor Collector</p> <p><input type="checkbox"/> 09 Local Access</p> <p><input type="checkbox"/> 21 Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> 22 Proposed Principal Arterial</p> <p><input type="checkbox"/> 26 Proposed Minor Arterial</p> <p><input type="checkbox"/> 27 Proposed Major Collector</p> <p><input type="checkbox"/> 28 Proposed Minor Collector</p> <p><input type="checkbox"/> 29 Proposed Local Access</p> | <p style="text-align: center;"><u>Urban Functional Classifications</u> <u> (“over 5,000 population”)</u></p> <p style="text-align: center;">(Inside the federal-aid urbanized and federal-aid urban areas)</p> <p><input checked="" type="checkbox"/> 00 Exception</p> <p><input type="checkbox"/> 11 Principal Arterial – Interstate</p> <p><input type="checkbox"/> 12 Principal Arterial – Expressway</p> <p><input type="checkbox"/> 14 Principal Arterial</p> <p><input type="checkbox"/> 16 Minor Arterial</p> <p><input type="checkbox"/> 17 Collector</p> <p><input type="checkbox"/> 19 Local Access</p> <p><input type="checkbox"/> 31 Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> 32 Proposed Principal Arterial – Expressway</p> <p><input type="checkbox"/> 34 Proposed Principal Arterial</p> <p><input type="checkbox"/> 36 Proposed Minor Arterial</p> <p><input type="checkbox"/> 37 Proposed Collector</p> <p><input type="checkbox"/> 39 Proposed Local Access</p> |
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NOTE: Federally Funded Projects. A roadway must be approved on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities). Projects which are on a roadway with a functional classification of 09, 19, 29 or 39 are not eligible to use federal transportation funds unless they are one of the exceptions listed below. If your project is an exception, identify its functional class code as "00".

Examples of Exceptions:

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

PROJECT EVALUATION INFORMATION

IMPORTANT INSTRUCTIONS: Projects will be evaluated and scored based on the information provided in Parts 1 and 2 that follow. Refer to Section IVb, Evaluation Criteria for Countywide Grant Programs, Non-Motorized Projects for information on how the projects will be evaluated.

- **Part 1:** Choose one of the two project categories that best fits your proposed project and complete Section A or B
- **Part 2:** Complete all Sections C through F

PROJECT EVALUATION: PART 1

Choose which of the two Centers categories your project falls under:

- Project is located within a Center
> NOTE: Complete Section A, then proceed to Sections C through F in Part 2
- Connecting Corridors
> NOTE: Complete Section B, then proceed to Sections C through F in Part 2

SECTION A: CENTERS

Complete this section if your project is a "Centers" project, then proceed to Part 2.

A. 1. Please explain how your project addresses the following:

- How will the project help the Center to develop in a manner consistent with adopted policies or comprehensive plans? Describe how the project will support increased activity in the Center, implement any development plans for the center, and enhance the Center's sense of place. Please provide a citation and copy of the appropriate pages(s) from the plan or policies.
- Describe the impact the project will have on the Center. Will the project remedy an existing or anticipated problem (e.g., congestion, incomplete sidewalk system, inadequate transit service or facilities, etc.), or benefit a large number or wide variety of users?
- Will the project provide access to a major destination or significantly improve circulation within the Center? For projects with a parking component, describe how it will be compatible with a pedestrian-oriented environment.

SECTION B: CONNECTING CORRIDORS

Complete this section if your project is a “Connecting Corridors” project, then proceed to Part 2.

B. 1. Please explain how your project addresses the following:

- Describe how the investment in the corridor improves access or directly benefits a center(s) by providing a range of travel modes and by serving multiple user groups.
- Describe how the project improves a corridor in logical segments, thereby preventing the creating of missing links or gaps.
- Describe how the project creates more effective and efficient travel flows along the corridor by filling missing links or removing barriers.
- Describe how the improvements create long-term sustainable solutions and improve the system as a whole.

This phase of the Interurban Trail Burke-Gilman Connection will significantly improve the multi-county and multi-jurisdictional trail system network. The Interurban and Burk-Gilman Trails provide strong north-south corridors; what are missing are equally strong east-west connections between them. Shoreline recognizes the importance of bicycling as a mode that addresses the city and the region's transportation and recreational needs, as well as efforts to reduce greenhouse gas emissions. The development of the Interurban Trail in Shoreline was one of the first projects undertaken by the city after incorporation in 1995. By the end of 2008, the 3.25 mile north/south Interurban Trail in Shoreline was completed, including bridge crossings over N 155th Street and Aurora Avenue N to further aid in trail user safety. Shoreline's section of the Interurban Trail acts as the spine of the city's bicycle system and is a part of the regional trail network. Bicycle routes in the city connect neighborhoods to schools, city institutions, community businesses and recreational and commuter destinations, including transit linkages. These bike routes also provide connections to the Interurban Trail, linking residents to the regional trail network. The Shoreline Interurban Trail provides north and south access from Seattle to Snohomish County; however, the city has no comparable east/west link. Interstate I-5 presents a major obstacle for east/west connections in Shoreline, as it effectively splits the city in half, leaving only 4 crossings in Shoreline, most with limited right of way that do not allow for simple bike improvements. One of these crossings is a pedestrian/bicycle bridge over I-5, located approximately 500 feet from the project and connected by a quiet, low volume dead-end residential street.

The larger proposed Interurban Trail Burke-Gilman Connection will connect the City defined urban center of the Shoreline Town Center with the Burke-Gilman Trail, which in turn connects to several other urban centers (including Seattle and Bellevue). With two regional bicycle facilities in the City of Shoreline and neighboring Lake Forest Park, connections between the Interurban and Burke-Gilman Trails are important. Developed in partnership, the two cities identified northern and southern routes connecting these two trails. The connections are made up of a combination of bicycle facilities, including signage, bicycle lanes, separated trails and improved crosswalks. The southern connection has two alternatives, one of which travels through Hamlin Park in Shoreline. The project identified in this application specifically works to construct the second and final off-road portion of the northern connection. The remaining phases of that connection include bicycle lanes, improvements to the N 195th bridge over I-5, sharrows and signage.

The completion of the Interurban Trail Burke-Gilman Connection will fill a missing link and remove barriers from users of the regional trail system. It will provide a consistent, signed east-west connection between two major north-south trail systems. The development of the Interurban/Burke Gilman Trail is identified in many development plans throughout the region and the state. The Shoreline portion of the Interurban/Burke-Gilman connection is explicitly identified in the Shoreline Park, Open Space and Recreation Services Plan (2011), the City of Shoreline Transportation Master Plan (2011), and the City of Shoreline Comprehensive Plan (2005). In addition, the proposed project is also identified in the State of Washington Trails Plan. A complete, contiguous and safe system of trails encourages use of trails for commuting, shopping, and recreation for the reduction of vehicle trips.

PROJECT EVALUATION: PART 2

SECTION C: PROJECT READINESS/FINACIAL PLAN

Once Section A or B in Part 1 has been completed, complete all of Part 2, Sections C through G.

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.

2.1. Select only one funding source below, STP or CMAQ.

STP

CMAQ

27b. Identify the amount requested by phase, and identify the estimated year of obligation (2013 or 2014).

| <u>Phase</u> | <u>Amount</u> | <u>Estimated Year of Obligation</u> |
|--------------|---------------|-------------------------------------|
| PE/Design | \$77,850 | 2013 |
| Construction | \$294,100 | 2014 |

[select phase]

2.2 Identify the project phases that will be fully completed if requested funding is obtained:

Construction.

2.3 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>

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.

3. If funds are requested for Right of Way:

3.1 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. 09/30/2013
 - At what stage of completion is your design?
 - Have Preliminary Plans been submitted to WSDOT for approval? No (is this also Not Applicable, as the work will not be performed in state ROW?)
 - If not, when is this milestone scheduled to be complete? 9/2013
 - When are Preliminary Plans expected to be approved? 12/2013
 - Are there any other PE/Design milestones not listed above? Please identify and provide estimates dates of completion.

3.2 What is the status of Right of Way?

- How many parcels do you need? 0 parcels
- What is the zoning in the project area (e.g., commercial, residential, etc.)? Single family residential
- Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this. No condemnation actions are anticipated, as the project will be designed and constructed within the existing right of way.
- Does your agency have experience in conducting right of way acquisitions of similar size and complexity? Yes
- If not, when do you expect a consultant to be selected, under contract, and ready to start? N/A
- 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 N/A
 - Right of Way Plans (stamped) N/A
 - Relocation Plan (if applicable) N/A
 - Right of Way Certification 3/2014
 - Right of Way Acquisition N/A
 - Certification Audit by WSDOT Right of Way Analyst N/A
 - Relocation Certification, if applicable N/A

No right of way milestones identified, as no acquisition is needed.

4. If funds are requested for Construction:

4.1 Complete sections 2.1 and 2.2 above.

4.2 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. SEPA/NEPA Checklist
- Is PS&E approved? Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval. 4/2014
- When is the project scheduled to go to ad? 5/2014

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.

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.

SECTION D: JOINT OPPORTUNITIES

4. Please explain how your project addresses the following:

- What other private and/or publicly funded project(s) will receive a benefit from this project? Describe the other project(s) and its relationship to your agency's project. Be specific. (*E.g., If funds are committed to another project, describe the commitment, including the amount. Describe any conditions associated with the commitment, including timing. If the commitment or partnership is non-financial, so indicate.*) In your answer, summarize relevant letters and/or documents describing commitments and key points. Include dates. Do not attach copies of these letters or documents.
- Will an opportunity be lost if the project does not receive funds through this project competition? Describe and explain the consequences.

The identification of the northern and southern connection routes between the Interurban Trail in Shoreline and the Burke Gilman Trail was a collaborative effort between the cities of Lake Forest Park and Shoreline. The selected routes incorporate existing facilities, such as bicycle lanes and the pedestrian/bicycle bridge crossing I-5. With the future construction of the Lynnwood Link extension of light rail, Sound Transit will locate a station at NE 185th Street, ½ mile south of the proposed project. Residents accessing the station from the northwest and northeast will be able to utilize this trail, as they can travel directly to the station on 5th Avenue NE, where bicycle lanes are planned in the future. Sound Transit is also likely to rebuild the I-5 crossing, as the light rail alignment will travel along I-5.

With the alignment of the east-west connections of the Interurban/Burke-Gilman Trails established, the City has made progress is making them a reality. This project will directly connect to the separated trail constructed in the 195th right-of-way between Meridian Avenue N and 1st Avenue NE.

SECTION E: PLANNING

5. Please explain how your project addresses the following:

- Describe the planning process through which this project has been developed.
- Describe how the project is consistent with a local jurisdiction's adopted comprehensive plan, local plan, transit plan, etc. **IMPORTANT:** Provide specific citations and a copy of the appropriate pages and include dates of adoption.
- Describe how the project is consistent with Destination 2030 (adopted May 2001). Refer to the PSRC website (www.psrc.org) for a list of Destination 2030 policies.

Planning for the Interurban Trail in Shoreline began before the city was even incorporated. In 1990, King County prepared a planning study, and an east/west connection to the Burke-Gilman Trail was included as part of this study. As the City took over responsibility for the development of the Interurban Trail, it became one of the top priorities of the City Council. Now complete, enhancements and connections to the trail remain a top priority for the City of Shoreline today.

In December 2011, the City of Shoreline adopted an updated Transportation Master Plan (TMP), which

includes a Bicycle Plan. The Bicycle Plan includes goals and policies addressing expansion of a safe, connective bicycle system in Shoreline. A Bicycle System Plan, showing the routes and facilities needed to create a network that connects neighborhoods, schools, commercial areas, recreational destinations and transit, is a major feature of the Bicycle Plan. The criteria used to identify the routes in Shoreline included connections to the Interurban Trail. Projects needed to complete the Bicycle System Plan are identified, including the proposed trail project.

This project is indicated by name in the following Shoreline documents:

1. City of Shoreline Transportation Master Plan (2011), page 76-77, Goal T VIII, Policy T14 and Implementation Strategy 14.2, page 78, Figure I, Bicycle System Plan and Figure J, Bicycle Projects Plan.
2. City of Shoreline Capital Improvement Plan (2012-2017), pages 78-79.
3. City of Shoreline Transportation Improvement Plan (2012-2017), page 2.

The City of Shoreline Comprehensive Plan (2011), contains Goals and Policies addressing the development of a complete bicycle system in Shoreline, including Goal T VIII and Policy T14.

In May 2006, the City of Shoreline voters approved a bond that included \$2,500,000 for hard and soft system trail system improvements in the Shoreline community. Some of these funds were earmarked for planning trail connections. To assist with the evaluation of the current trail system in Shoreline and to develop a recommendation for future trails (including a connection from the Interurban Trail to the Burke-Gilman Trail), the Shoreline Park Board created a Trail Corridor Study Group. During that process, Shoreline staff coordinated with City of Lake Forest Park Transportation Commission members and staff to develop recommended northern and southern alignments to connect the trails. The Trail Corridor Study Group's recommendations (including the two potential Interurban/Burke-Gilman connections) were presented to the Shoreline City Council on November 9, 2009, with Council consensus to move forward with design and implementation. On February 25, 2010, a public meeting was held to share the proposed connectors and to solicit feedback.

As part of the overall development of Shoreline's Transportation Master Plan (TMP) and its related Bicycle Plan, Open Houses were held on July 8, 2009 and April 20, 2011 to solicit input on potential bicycle projects and receive feedback from the community. The adopted Bicycle System Plan incorporates the two connector routes.

The completion of the Interurban Trail Burke-Gilman Connections is consistent with the principles outlined in Transportation 2040 regarding multi-modal transportation options, reduction of greenhouse gas emissions and affordable choices for transportation. Construction of bicycle projects is supported by the following Vision 2040 Goals and Policies:

Goal: The region will invest in transportation systems that offer greater options, mobility, and access in support of the regional growth strategy.

MPP-T-5: Foster a less polluting system that reduces the negative effects of transportation infrastructure and operation on the climate and natural environment.

MPP-T-6: Seek the development and implementation of transportation modes and technologies that are energy-efficient and improve system performance.

MPP-T-7: Develop a transportation system that minimizes negative impacts to human health.

Goal: The future transportation system will support the regional growth strategy by focusing on connecting centers with a highly efficient multimodal transportation network.

MPP-T-9: Coordinate state, regional, and local planning efforts for transportation through the Puget Sound Regional Council to develop and operate a highly efficient, multimodal system that supports the regional growth strategy.

MPP-T-11: Prioritize investments in transportation facilities and services in the urban growth area that support compact, pedestrian- and transit-oriented densities and development.

MPP-T-14: Design, construct, and operate transportation facilities to serve all users safely and conveniently, including motorists, pedestrians, bicyclists, and transit users, while accommodating the movement of freight and goods, as suitable to each facility's function and context as determined by the appropriate jurisdictions.

MPP-T-15: Improve local street patterns — including their design and how they are used — for walking, bicycling, and transit use to enhance communities, connectivity, and physical activity.

MPP-T-16: Promote and incorporate bicycle and pedestrian travel as important modes of transportation by providing facilities and reliable connections.

MPP-T-23: Emphasize transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options, especially to and within centers and along corridors connecting centers.

SECTION F: AIR QUALITY

NOTE: While project sponsors are not requested to provide detailed quantitative analyses at this time, those projects that are selected for CMAQ funds will be asked to assist staff in quantifying the benefits of their projects prior to TIP submittal.

6. Describe how your project will reduce emissions. Include discussion of the population served by the project – who will benefit, where and over what time period. Be as specific as possible and include examples. Answers will vary depending on the type of project, for example:

- Describe how your project will reduce VMT, either by eliminating or shortening vehicle trips;
- Describe how your project will result in a mode shift from SOVs to transit, carpool or nonmotorized;
- Describe how your project will result in an increase in transit ridership, either through new transit service or greater accessibility to transit;
- Describe how your project will improve the flow of traffic and reduce the amount of idling vehicles - how will this project relieve an existing problem;
- Describe how your project will reduce emissions through alternative fuels or vehicles.

According to Roger Geller, bicycle coordinator in Portland, Oregon, about 60 percent of the total US population can be classified as “interested but concerned” bicyclists. When put into context, these people want bicycle facilities with fewer cars or with greater separation from motor vehicles. (Planning, May/June 2012). The construction of separated paths, like the Interurban Trail Burke-Gilman Connection will help encourage this group of people to cycle. Its connection to other well used regional trails, can further this encouragement, reducing vehicle trips and vehicle miles travelled, while resulting in a mode shift from single occupancy vehicles to transit and non-motorized travel. The Interurban Trail Burke-Gilman Connection will have a dramatic safety impact, both perceived and real, for bicyclists and pedestrians using it. These benefits should remain, or increase, over time, as the multi-modal system region-wide continues to develop.

