



## PROJECT FUNDING

The Aurora Corridor Project was initiated with a \$300,000 grant for the pre-design study from the Intermodal Surface Transportation Efficiency Act (ISTEA) and awarded through a competitive process by the Puget Sound Regional Council (PSRC).

The pre-design study provided a comprehensive analysis and broad public process that identified a preferred alternative for the corridor. Once the Citizen's Advisory Task Force (CATF) recommendation was approved (unanimously) by the Shoreline City Council, the project was ready to go ahead into preliminary engineering and environmental documentation. The safety, multimodal, and capacity features of the project are helping it to secure the funding to advance into the next phases of work.

Included in this fact sheet are descriptions of the various funding sources that have awarded money to the project and are helping to build a long-term transportation solution for Shoreline's main street.

### **TRANSPORTATION EQUITY ACT FOR THE 21ST CENTURY (TEA-21)**

The Transportation Equity Act for the 21st Century was enacted June 9, 1998 and is the successor to ISTEA. TEA-21 authorizes the federal surface transportation programs for highways, highway safety, and transit for the six-year period of 1998-2003. The Act was designed to serve the following national priorities: Rebuilding America, Improving Safety, Protecting the Environment, and Creating Opportunity.

The Aurora Corridor Project has received funds from two separate TEA-21 allocations. The largest (\$10.775M) was part of a statewide competitive program with selection administered by the Transportation Improvement Board (TIB). The other TEA-21 grant (\$1.5M) was awarded by PSRC to support development of the metropolitan transportation system (MTS) of which Shoreline's segment of the Aurora corridor is a key part. Both of these grants will be administered through WSDOT Local Programs.



## TRANSPORTATION IMPROVEMENT BOARD (TIB)



The Transportation Improvement Board (TIB) is a state agency directed by a 21-member board. The board is composed of six city members, six county representatives, two WSDOT officials, a governor appointee from a state agency, a private sector representative, a member representing special needs transportation, a non-motorized representative, a member representing the ports, and two representatives from transit. The primary purpose of the TIB is to administer state funding for local government transportation projects. Projects are funded by TIB revenue in combination with local matching funds and private sector contributions.

The Aurora Corridor Project has received a grant of \$4.9M from the TIB's Transportation Partnership Program (now funded under the Transportation Improvement Account). Projects selected to receive funding from this account have clearly demonstrated safety improvement, consistency with local, regional and state plans, support for economic development, and strong local matching resources.

## CONGRESSIONAL ALLOCATION

The Aurora Corridor Project was recently awarded a \$6M appropriation from the United States Congress. The money is listed in the Transportation Conference Report and can be attributed to the work Representative Jay Inslee has done to communicate the importance of the project to each member of the Appropriations Committee. This funding will be administered through WSDOT Local Programs. \$4.9M is allocated through the Section 378 - 2001 SR 99 Traffic Signal System Upgrade program. \$0.94M is allocated through the Transportation Community System Preservation Program.

## PROJECT PARTNERS

The Aurora Corridor Project has attracted a number of enthusiastic partners who have been involved in the project since the pre-design study and who continue to support the project technically and financially.

### **WASHINGTON STATE DEPARTMENT OF TRANSPORTATION (WSDOT)**

Aurora Avenue, identified in the State Highway System as State Route 99, is a high priority for safety improvements with WSDOT. The segment within the City of Shoreline consistently ranks at the top of WSDOT's list for the highest number of accidents. As part of its New Law Capital Construction Program (requiring new revenues), WSDOT estimates that it may contribute up to \$10M for construction between 2002 and 2005.

### **KING COUNTY**

King County has multiple interests in the Aurora Corridor Project. Aurora Avenue is a critical link in the Regional Arterial Network that provides mobility between centers in King County and throughout the region. It is also a major transit corridor, carrying a full 50 percent of all transit passenger activity in Shoreline. Transit service to downtown Seattle along the Aurora Corridor is frequent and direct. The County is contributing to the project through the development of a transit signal priority system and purchase of the associated hardware. In addition, the County has pledged an additional \$500,000 towards the project.

### **CITY OF SEATTLE**

The City of Seattle will soon be developing a long-term plan for its section of Aurora Avenue and, like WSDOT and King County, has been involved in Shoreline's Aurora Corridor Project from the beginning. To demonstrate support for the Aurora Corridor Project, Seattle has committed to design and financial participation in the North 145th Street intersection improvements.

### **CITY OF SHORELINE ROADS CAPITAL ACCOUNT**

Matching funds sufficient to obligate the federal and state grants have been set aside in the City's six-year Capital Improvement Program for the Aurora Corridor Project.

## WHY DOES THE AURORA CORRIDOR PROJECT SO SUCCESSFULLY ATTRACT PARTNERS AND FUNDING?

The traffic safety, capacity and multimodal features of the Aurora Corridor Project are consistent with local, regional, and state goals. The preferred alternative effectively addresses critical needs in the corridor. The process through which the Citizen's Advisory Task Force (CATF)'s preferred alternative was defined has been awarded for its open and inclusive approach. The project strikes a balance between the needs for through traffic, and transit as well as fulfilling local needs of business access and pedestrian amenities.

In addition to the excellent planning that has gone into this corridor, it is also recognized as a significant facility at the regional, state, and national levels. Aurora Avenue within the City of Shoreline is part of PSRC's Metropolitan Transportation System, has been identified as a Highway of Statewide Significance, and is listed on the National Highway System register.

### PROJECT FUNDING STATUS

The traffic safety, sidewalk, and transit mobility features of the Aurora corridor design continue to attract funding from a variety of sources. As of July 2001, funding totalled \$46.49M. The City Council is committed to seeking outside funding for this project. If we continue to successfully compete for grant funds, there will not be a need to assess property owners for costs.

<b>TEA-21 Statewide Competitive Program</b>	\$ 10.8M
<b>TEA-21 Region Funding Allocation</b>	\$ 1.5M
<b>Transportation Improvement Board (TIB) Transportation Partnerships Program</b>	\$ 4.9M
<b>City of Shoreline</b>	\$ 12.9M
<b>King County</b>	\$ 0.5M <small>committed over 6 years</small>
<b>City of Seattle</b>	\$ 0.05M
<b>WSDOT</b>	\$ 10M <small>committed over 6 years</small>
<b>TCSP (Transportation Community System Preservation</b>	\$ 0.94M
<b><u>Section 378 - 2001 Demo Program</u></b>	<b>\$ 4.9M</b>
<b>Remaining Funds Needed</b>	<b>\$ 28.51M</b>
<b>Total Project Cost</b>	<b>\$ 75 M*</b>

\*Escalated cost based on projected year of expenditure and inflation.

### FOR ADDITIONAL INFORMATION

For more information on the Aurora Corridor Project please contact Anne Tonella-Howe, City of Shoreline at (206) 546-1700.