

Section V - 2009 King Countywide STP/CMAQ Competition Application

❖ Larger Jurisdiction Program

PROJECT DESCRIPTION INFORMATION	
1	<p>Project title: NE 4th Street Extension (116th to 120th Avenues NE) with Widening of 120th Avenue NE (300 to 700 block)</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>
2	<p>Destination 2030 ID#: The segment of 120th Avenue NE is part of project 4264. NE 4th Street is consistent with D2030 policies, as described on page 7 of this application.</p> <p>In order 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 if your project is specifically listed in <i>Destination 2030</i>, refer to</p> <p>Appendix 9 of <i>Destination 2030</i> at http://www.psrc.org/projects/mtp/d2030plan.htm. For assistance or questions regarding these issues, contact Kimberly Scrivner at 206-971-3281 or kscrivner@psrc.org.</p>
3	<p>a. Sponsoring agency: City of Bellevue</p> <p>b. Co-sponsor(s) if applicable:</p> <p style="padding-left: 20px;"><u>Important:</u> 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: http://www.wsdot.wa.gov/ta/operations/lag/LAG13.pdf)</p>
4	<p>Project contact person: Jen Benn</p> <p>Address: 450 110th Avenue NE, Bellevue, WA 98004</p> <p>Phone: 425-452-4270 Fax: 425-452-2817 E-Mail: jbenn@bellevuewa.gov</p>

<p>5</p>	<p>Project description. Please distinguish between the scope of the project and the justification and/or need for the project.</p> <p>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.</p> <p>The NE 4th Street Extension will construct a new four to five lane roadway with arterial standard sidewalks (including planter strips) and 5-foot bike lanes on both sides. The extension will be designed to accommodate future development and uses of the BNSF corridor. The 120th Avenue NE segment will widen the existing 3 to 4 lane roadway to five lanes (two lanes in each direction with center turn lane/turn pockets) with sidewalks and 5-foot bike lanes on both sides. The request would support the phased construction of 120th Avenue NE followed by NE 4th Street.</p> <p>b. Project justification, need or purpose: Please explain the intent, need or purpose of this project. What is the goal or desired outcome?</p> <p>The NE 4th Street extension and 120th Avenue NE widening segments combine to create the first link in a new alternative route between I-405 and SR 520. The project connects Downtown Bellevue, a regional growth center, to the emerging activity centers along the Bel-Red Innovation Corridor and to neighborhoods and employment centers east of I-405, especially the Redmond/Overlake regional growth centers.</p> <p>In addition to providing access options between Downtown Bellevue and origins/destinations east of I-405, the project improves traffic circulation in downtown Bellevue. Vehicles using the NE 4th Street/120th Avenue NE link will be able to bypass the more congested roads serving Downtown Bellevue, especially NE 8th Street -- an east-west principal arterial that bridges I-405. Because the route will draw traffic away from NE 8th Street and other downtown roadways accessing/crossing I-405, it effectively balances traffic on downtown streets, supporting future employment and residential growth in the Downtown center and adjacent areas.</p>
<p>6</p>	<p>Project location: NE 4th Street and 120th Avenue NE</p> <p>a. County(ies) in which project is located: King</p> <p>Answer the following questions if applicable:</p> <p>b. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad): 116th Avenue NE and NE 4th Street</p> <p>c. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): 700 block of 120th Avenue NE (south of NE 8th Street)</p>
<p>7</p>	<p>Map: 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 (can be smaller than 8½” x 11”).</p> <p>Note: If unable to send the map electronically, mail a copy on diskette and provide a paper copy by fax or mail.</p>

8	<p>Federal functional classification code (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 srossi@psrc.org.</p> <p>Important: 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"> • 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. 	
9.	<p style="text-align: center;">Rural Functional Classifications "Under 5,000 population"</p> <p style="text-align: center;">(Outside 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;">Urban Functional Classifications "Over 5,000 population"</p> <p style="text-align: center;">(Inside federal-aid urbanized and federal-aid urban areas)</p> <p><input 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 checked="" 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 checked="" 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>

COUNTYWIDE PROJECT EVALUATION

Important: Projects will be evaluated and scored based on the information provided in Parts 1 and 2 that follow. Refer to the "2009 King County Countywide Project Evaluation Criteria" before completing these sections of the application for guidance, examples, and details on scoring.

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 Center: Complete section A (question 11) and proceed directly to Part 2 (questions 14-17).
- Manufacturing/Industrial Center: Complete section B (question 12) and proceed directly to Part 2 (questions 14-17).
- Connecting Corridors: Complete section C (question 13) and proceed directly to Part 2 (questions 14-17).

Note: 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

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 Centers 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).
- 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.

GROWTH PLANS AND POLICIES

At a regional level, the NE 4th/120th Avenue NE link is consistent with the following Destination 2030 policies: RT-8.1, RT-8.14, RT-8.19, RT-8.34, RT-8.36, RT-8.38, and RE-7.15. The project adds multi-modal capacity to the transportation network supporting multiple centers or growth areas. The 120th Avenue NE segment is currently a collector street, which is being re-classified as a principal arterial to accommodate its new function. Adding the connection improves the efficiency of the street grid in the north and east sectors of Downtown Bellevue, a regional growth center, and in turn supports the concentration of future employment and housing densities in downtown as dictated by the Growth Management Act.

The project enhances connections among centers and three of Bellevue's sub-areas: Downtown Bellevue, NE 8th Street/Wilburton, and Bel-Red.

Downtown Bellevue, a regional growth center, is a compact urban environment characterized by high-rise office buildings at its core and a major concentration of retail within and nearby Bellevue Square. This regional growth center also hosts the Downtown Park and a variety of cultural uses. High-density multi-family housing can be found within and along the perimeter of the downtown. The City completed the Downtown Implementation Plan (DIP) in 2003 to define the infrastructure and urban amenities needed to support significant future growth. In the next ten years, for example, new and planned development will accommodate 28,000 new jobs - many in the high tech industry - and 9,000 new residents. From 2004-2009 fourteen new developments added 2.3 million square feet of new leasable office space; 900,000

square feet of leasable retail space; and 3,700 new housing units. Another eleven projects are in the development review pipeline to begin in 2010 and beyond.

The Wilburton/NE 8th Street sub-area, immediately to the east of Downtown Bellevue, hosts a mix of uses including the city's medical district to the north, residential and commercial uses in the middle, and the expansive Wilburton Hill Park/Bellevue Botanical Gardens at the southern end. The area has convenient access to regional freeways and the city's principal arterials. Once home to Bellevue's auto row, Wilburton is now poised for redevelopment. One developer, who has controlling interest in five adjacent parcels, has completed the pre-application process for improvements that would add 900,000 square feet of new commercial/retail development and 600 new residential units. The development is projected to bring 2,400 new employees and 1,200 new residents to the area. To support this and other growth in the sub-area, the city completed an update to the Wilburton/NE 8th Street sub-area plan in 2008. The update lists the NE 4th Street Extension and 120th Avenue NE widening project as policy S-WI-25.

Downtown Bellevue and Wilburton are located along the western termini of the Bel-Red Innovation Corridor that extends eastward to the Overlake and Downtown Redmond regional growth centers. Currently the corridor has the highest concentration of light industrial uses in the city. The Bel-Red sub-area plan, completed in 2008 and adopted by the Bellevue City Council in 2009, provides a framework for transformation in the area. By 2030, the Bel-Red Innovation Corridor will accommodate 4.5 million square feet of new commercial space and 5,000 new housing units. A catalyst development proposed for nearly 40 acres of a former distribution facility with frontage on a northern segment of 120th Avenue NE, has the potential to bring 3.2 million square feet of new office and residential growth with the capacity to accommodate more than 15,000 new jobs. The Redmond/Overlake growth centers at the eastern terminus of the corridor are also planning for upwards of 6 million square feet of new commercial development and another 5,000 housing units by 2030.

The NE 4th Street extension and 120th Avenue NE widening project is the first, and most important, leg in an alternative connection between the regional growth centers connected by the Bel-Red Innovation Corridor.

TRAVEL CHOICES AND USER GROUPS

To serve the planned growth with limited room to add or expand roadways in the downtown, the DIP, Wilburton/NE 8th sub-area plan, and Bel-Red sub-area plan identified strategies to maximize system utilization by balancing the circulation throughout the existing downtown grid. The NE 4th Street extension/120th Avenue NE widening is a critical project designated for that purpose. NE 4th Street, a principal arterial through downtown, currently terminates at 116th Avenue NE, east of downtown and immediately to the east of a full-diamond interchange with I-405. Extending NE 4th Street up to 120th Avenue NE and then widening 120th Avenue NE provides an alternative route into and out of downtown that will draw cars from the congested roadways serving and accessing the northeastern quadrant of downtown, including NE 12th Street, NE 8th Street, and 116th Avenue NE. As a result, cars and freight (NE 8th near I-405 is a T-2 truck route) will see a significant improvement in travel time and intersection level of service along routes serving downtown.

Transit riders using nine Metro transit routes (making approximately 420 daily trips) between Downtown Bellevue and origins/destinations to the east of I-405 will also benefit from the balancing of volumes on downtown streets, which will reduce congestion and improve travel times on the four downtown arterials currently crossing I-405.

In addition to adding vehicular capacity to the system, the NE 4th Street/120th Avenue NE project extends the non-motorized system from the downtown center to the Midlakes neighborhoods east of I-405. The project connects these neighborhoods (racial and cultural minorities represent approximately 22 percent of the population) to the downtown through arterial standard sidewalks (8' with planter strip) and bike lanes. Residents can also access transit routes leading to South Bellevue and I-90 on 116th Avenue NE or walk/ride a few extra blocks to access regional transit options at the Downtown Transit Center.

The project is being designed to provide a grade separated crossing of the former BNSF rail corridor, which can be adapted to meet future trail uses and/or re-establishment of a rail corridor over the new NE 4th Street extension.

By balancing the multi-modal circulation on downtown streets and providing an extension and improvement to the non-motorized system, the project benefits downtown employees and employers, residents within downtown and in the neighborhoods east of I-405, pedestrians, bicyclists, transit, and freight.

REGIONAL ECONOMIC STRATEGY

Information Technology is the primary cluster supported by this project. The City of Bellevue hosts nearly 20 percent of high tech jobs in King County and about 15 percent of FIRES jobs (including Business Services industries such as computer programming and prepackaged software). The Business Services sector has added the greatest number of jobs to Bellevue's economy since 1995.

Both Expedia.com and Drugstore.com have located their headquarters in the downtown center. Microsoft is also moving a significant number of employees into downtown Bellevue. The company has leased three high-rise towers that will accommodate 5,500 employees (one tower is currently occupied; the remaining towers will be occupied by the end of 2009).

The emerging Bel-Red Innovation Corridor will also be supported by this project. Serving as a direct link between the Overlake center and Downtown Bellevue, the corridor is well positioned to support future high tech growth. The City of Bellevue's relationship with Dalian, China - a dominant center for interactive gaming media - will only enhance the breadth of high tech industries drawn to the corridor.

The city's Economic Development Office predicts that in the next decade software companies will be looking to occupy 6 million square feet of office space in East King County that does not yet exist. The centers and growth areas served by this project are likely beneficiaries of that growth.

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.

SERVING CENTERS

The NE 4th Street/120th Avenue NE project begins at 116th Avenue NE, just east of the I-405 interchange serving downtown Bellevue and ends at the intersection of NE 8th Street and 120th Avenue NE. This new link allows users to bypass NE 8th and NE 12th Streets, both congested east-west principal arterials serving downtown Bellevue, when entering or leaving the downtown center. From the 120th Avenue/NE 8th Street intersection users can travel north on 120th Avenue NE to Northup Way and access to SR 520 (instead of entering the I-405 merge) or east either on NE 8th Street or Bel-Red Road (both principal arterials) through the Bel-Red Innovation Corridor and on to the Overlake and Downtown Redmond centers. The bypass is also effective when traveling from the east to Downtown Bellevue.

The Bellevue-Kirkland-Redmond travel demand model forecasts that of the more than 3,000 PM peak hour trips (2030) that would use any portion of the NE 4th Street Extension/120th Avenue NE project, nearly fifty percent of the trips (1,472) would be destined for locations outside of the City of Bellevue. Even without improvements to the remainder of the system, the extension becomes a viable travel alternative to regional destinations east of I-405 because it bypasses the more congested routes in and around Downtown Bellevue. Therefore, in creating a new connection between downtown Bellevue and the Redmond/Overlake centers, the project benefits regional travel as well as reducing congestion on Downtown Bellevue roadways like NE 8th Street.

MISSING LINK/BARRIER TO ACCESS

Currently the street grid in Wilburton and along the western edge of the Bel-Red sub-area is insufficient for planned growth both in downtown Bellevue and the emerging Bel-Red Innovation Corridor. The grid scale was designed to support suburban and light industrial uses. As employment density increases in the downtown center and more employees live in the neighborhoods to the east, the commute transition from the large grid to the smaller grid of the downtown street network creates natural chokepoints and increased congestion for cars, buses, and freight entering on downtown Bellevue's east-west arterial gateways (NE 8th and NE 12th Streets).

The NE 4th Street Extension begins to fill in the east-west street grid serving the downtown. Currently there is no east-west access to downtown between NE 8th Street and Main Street, a 0.5 mile distance, despite a full diamond interchange at I-405/NE 4th Street and major traffic volumes generated by Home Depot and Best Buy (near the 400 block of 120th Avenue NE). This project will lessen the burden on NE 8th and NE 12th Streets by spreading out the demand on the transportation system.

CONGESTION RELIEF

The purpose of the project is to balance the volumes on the Downtown Bellevue street grid by reducing congestion on NE 8th and NE 12th Streets. The NE 4th Street extension/120th Avenue NE widening project will carry more than 2,700 PM peak hour trips and attract between 13 and 15 percent of the future (2030) volume from the parallel segment of NE 8th Street (116th to 120th Avenues NE). Volume reductions are also projected on the parallel section of 116th Avenue NE (NE 4th to NE 8th Streets).

This balancing of system capacity will result in congestion relief for automobile, transit (five Metro routes making over 220 trips/day currently cross I-405 on NE 8th Street) and freight traffic (the section of NE 8th Street near I-405 is designated a T-2 truck route) heading to and from Downtown Bellevue. For example, a vehicle traveling west on NE 8th Street and turning south on 116th Avenue NE to reach a downtown destination would be able to make the trip 70 seconds faster due to the congestion relief produced by the proposed project.

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.

EFFICIENCY

The NE 4th Street extension/120th Avenue NE widening project is the first segment in a series of improvements to create a new connecting corridor between Downtown Bellevue/I-405 and SR-520/Overlake. Currently there is no good way to travel from Downtown Bellevue to the other centers in East King County. SR 520, Northup Way/NE 20th Street, Bel-Red Road, and NE 8th Street (the four primary east-west facilities) are plagued with congestion, freight traffic, and/or frequent signals timed to serve commercial and residential areas. The link would allow traffic to bypass the worst congestion in the western portion of the corridor including Downtown Bellevue and the I-405 and SR 520 merge.

Drawing traffic away from this congested gateway to/from downtown Bellevue produces significant benefits including: reducing a forecasted 900 peak hour trips on NE 8th Street, more than 400 on NE 12th Street, and more than 700 on 116th Avenue NE; and improving the function of five key arterial intersections. In addition, the project increases the efficiency and continuity of the pedestrian and bicycle routes leading to/from downtown Bellevue.

Future projects supported by the Bel-Red sub-area plan that will complete the direct link to SR 520, include extending the widening of 120th Avenue NE to Northup Way; widening the northern section of 124th Avenue NE, and constructing a new east-west roadway along a NE 15th/16th Street alignment. NE 4th Street/120th Avenue NE is the first segment of this complete corridor. It was prioritized for early implementation because of the immediate, independent benefits it brings to the network serving downtown Bellevue.

SAFETY

The project is not designed to address safety issues, but nonetheless offers safety benefits. In the last three years there have been 114 accidents on the segment of NE 8th Street parallel to the proposed NE 4th Street Extension. Many of those accidents were rear end and lane change accidents common to congested roadways. Because NE 4th Street will draw up to 15 percent of the volume from NE 8th Street, it will also reduce the number of accidents caused by congested conditions (perhaps 15-17 accidents during the study period if a direct proportion to volumes is assumed).

On the 120th Avenue NE segment of the project there were 27 accidents during the past three years; 67 percent of which were right angle/broadside from turning movements into commercial driveways. In addition, there have been two reported vehicle/bicycle injury accidents in the past two years between NE 8th and NE 4th Streets. The improvements to this segment, including the construction of new bicycle lanes on both the NE 4th Street extension and 120th Avenue NE, will help to mitigate both categories of accidents.

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 NE 4th Street extension/120th Avenue NE widening will reduce emissions through the addition of roadway capacity, improved travel times for transit, the addition of bicycle and pedestrian facilities, and support for future transit-oriented mixed-use developments.

The new capacity will yield a significant reduction in arterial congestion and intersection delay. As previously noted, by balancing the utilization of the roadways within and around the Downtown Bellevue center, the project reduces travel time. For example, as of a 6/25/08 count, 5,139 vehicles traveled through all legs of the NE 8th Street/116th Avenue NE intersection during the PM peak hour. After the proposed project is constructed, modeling shows the delay at the intersection will be reduced by 43 seconds per vehicle – reducing the cumulative idling of cars in the PM peak by up to 61 hours and thereby eliminating more than 450 pounds of CO₂ emissions daily at just this location. Improved function at four other intersections and decreased corridor travel time will produce even more significant emissions reductions in this once congested area.

Transit also generates air quality improvements from reduced travel time on key arterials. Nine Metro routes (Route Nos. 230, 233, 234, 249, 253, 261, 271, 272, and 921) providing more than 420 daily trips crossing I-405 between Downtown Bellevue and points east will benefit from the project. The arterials with improved rates of travel include NE 8th Street (5 routes), NE 12th Street (2), Main Street (1) and the existing portion of NE 4th Street (1).

The addition of sidewalk and bike lanes will provide a continuous connection from the neighborhoods immediately to the east of I-405 to the downtown center. Currently, the logical option would be to walk into town via NE 8th Street, but the sidewalk has gaps on both sides making the trip uninviting. With an ADT of more than 35,000 and an at-grade railroad crossing, this section of NE 8th Street is also not inviting to bicyclists. With the extension, pedestrians and bicyclists will have direct access to downtown employment and to regional transit commute options. The NE 4th Street extension/120th Avenue NE widening project's pedestrian and bicycle improvements will also advance non-motorized system connectivity between Downtown Bellevue and the regional trail system, specifically the 520 bike trail that already provides connections to the Overlake and Downtown Redmond centers. With enhanced non-motorized connectivity, more commuters could viably reduce their VMT by walking and bicycling to work in the downtown rather than driving.

Bellevue's Bel-Red (Corridor) Subarea Plan (2009), supported by the NE 4th Street extension/120th Avenue NE widening project, focuses development into compact, mixed-use, and transit-oriented development nodes creating significant potential to reduce the number and length of vehicle trips, energy dependence, and greenhouse gas emissions. Since transportation emissions are responsible for fully half the region's greenhouse gas impacts, this type of development pattern is a major contributor to climate action.

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 needed c. Right-of-way Plans (stamped).

Not needed 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 needed g. Relocation Certification, if applicable.

(select one) - 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.).

To ensure the timely implementation of the connection, the 120th Avenue NE and NE 4th Street segments will be designed and constructed on a phased timeline.

ITEM	120 th Avenue NE Segment	NE 4 th Street Extension
a. Final FHWA Approval of Environmental Documents	Anticipate Documented Categorical Exclusion; to be completed 9/30/2010	Anticipate Environmental Assessment; to be completed 12/31/2010
b. True cost estimate for right of way	Real Property agents currently developing; to be completed 9/1/2009	Developer Agreement in negotiation, which requires appraisal and estimate; to be completed 6/30/2009
c. Right of way plan	Not Needed – Federal Funds will not be used for Right of Way Phase	Not Needed – Federal Funds will not be used for Right of Way Phase
d. Relocation plan	Not Needed – No relocations required for this segment	Not Needed – Federal Funds will not be used for Right of Way Phase
e. Right of way certification	Expected 9/30/2010	Expected 12/31/2010
f. Certification audit by WSDOT RW Analyst	Expected 9/15/2010	Expected 12/15/2010
g. Relocation Certification	Not needed	Not needed
h. Engineer's Estimate	A preliminary estimate has been prepared, but will be confirmed at 30% design, expected 10/1/2009	A preliminary estimate has been prepared, but will be confirmed at 30% of design, expected 1/1/2010
i. Environmental Permits Obtained	Expected 9/1/2010	Expected 2/1/2011

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 Countywide 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
120 th CN	10/1/2010	STP	\$2,600,000
NE 4 th CN	4/1/2011	STP	\$5,600,000
			\$
Totals:			\$8,200,000

Table B: Existing Secured Funding

Phase	Estimated Obligation date by Phase* (mm/dd/yy)	Source	Amount
Design/PE	5/1/2009	Local CIP	\$3,975,000
120 th ROW	7/1/2009	Local CIP	\$3,700,000
NE 4 th ROW	1/1/2010	Local CIP	\$9,275,000
120 th CN	10/1/2010	Local CIP	\$500,000
NE 4 th CN	4/1/2011	Local CIP	\$3,750,000
TOTAL:			\$21,200,000

*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
			\$
			\$
			\$
			\$
			\$
TOTAL:			\$

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:	\$3,975,000	Preliminary Engineering/Design:	10/1/2010
Right of Way:	\$12,975,000	Right of Way:	3/1/2011
Construction:	\$12,450,000	Construction:	12/31/2012
Other (Specify) :	\$	Other (specify) :	
Total Project Cost:	\$29,400,000	Estimated date of completion (i.e. open for use)	12/31/2012

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

With the requested funding, the City will be able to complete construction of the project.

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.

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.

CITY OF BELLEVUE
NE 4th Street Extension and 120th Avenue NE Widening
Vicinity Map

