

Section V - 2009 King Countywide STP/CMAQ Competition Application

To be used for projects submitted for the following Countywide Programs:

- ❖ Small Jurisdictions Program
- ❖ Larger Jurisdiction Program
- ❖ All Other Agency Program
- ❖ Rural Area Program

This application is available on the King County Web site at

<http://www.kingcounty.gov/transportation/kcdo/PlanningAndPolicy/RegionalTransportationPlanning/2009KCCtywideComp.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 2009 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 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 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 peter.heffernan@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 206-684-1812, Attn: Peter Heffernan. All applications must be submitted by **5pm May 15th, 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.**

PROJECT DESCRIPTION INFORMATION

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|---|---|
| 1 | <p>Project title: <i>I-90 Undercrossing from Gilman Blvd. to SE 62nd St.</i></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#: <i>The project is consistent with Destination 2030, as cited elsewhere in this application, and is in the PSRC TIP with reference I.D. ISS-22.</i></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 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: <i>City of Issaquah</i></p> <p>b. Co-sponsor(s) if applicable: <i>N/A, although WSDOT is a supporter and is active in all aspects of review, approval and permitting of the project.</i></p> <p>Important: 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> <p><i>N/A.</i></p> |
| 4 | <p>Project contact person: <i>Gary Costa, Transportation Manager</i></p> <p>Address: <i>City of Issaquah; P.O. Box 1307; Issaquah, WA 98027</i></p> <p>Phone: <i>425-837-3443</i> Fax: <i>425-837-3409</i> E-Mail: <i>garyc@ci.issaquah.wa.us</i></p> |

5 Project description. Please distinguish between the scope of the project and the justification and/or need for the project.

a. Project scope: Please describe clearly and concisely the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? For example, if this is part of a larger project, please be specific as to what portion on which the grant funds will be used.

*In conjunction with a segment that a private developer is contractually bound and scheduled to build, the I-90 Undercrossing Project will be completed from Gilman Blvd to SE 62nd St the **missing- link south portion of a long-planned and critically-needed third north-south arterial** connecting the north and south sides of Central Issaquah across the I-90 freeway. The I-90 Undercrossing project will provide a complete, **additional 2-3 lane north-south Minor Arterial**, with street lighting, traffic signal improvements, sidewalks, landscaping, surface water runoff control and treatment facilities, all designed to current best engineering and sustainability standards. This application is **for construction funds only**. There is **no right-of-way purchase required** for this project, design, NEPA and SEPA have been completed; WSDOT has supported the project in writing, has been an active partner in the reviews and approvals and has issued the final remaining construction permit, the terms of which have already been fully agreed upon. Issaquah is more than ready to obligate construction funds and put the project to bid as soon as the requested grant funds are available. The outcome will be the completion of a new arterial in the center of the Central Issaquah area, providing improved access to and circulation within the Center and, thereby, significantly facilitating the ability of this Center to attract and sustain the levels of mixed land use densities, employment, commercial and other activities called for in both local and regional plans for the Central Issaquah center area to provide.*

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

At present, there are only two routes providing access across I-90 in Central Issaquah – SR-900 and Front Street - both of which are regionally significant Principal Arterials, have interchanges with the freeway, and experience congestion and significant operational problems at these regional chokepoints. This situation has negative impacts, which will become even more increasingly severe over time, both on regional mobility and on the ability for the transportation system to support the access and circulation needed to sustain existing and support new, higher densities in this important Center. The I-90 freeway creates a barrier separating existing areas of employment, commercial and other activities which have the potential for significantly higher densities. Lack of adequate transportation access to and circulation within the Center is the critical factor that will keep this Center from fulfilling its designated regional land use role if not corrected. After years of study and analysis involving multiple agencies, the current I-90 Undercrossing project, which will extend 221st Avenue south under I-90 to Gilman Boulevard, was clearly determined the only feasible and effective alternative. Issaquah has taken an active role in advancing this project, having completed design, environmental and permitting work and negotiated and signed agreements which require private development to provide right of way and construction for significant portions of this southern missing link of the 221st corridor. The goal of this project is to reduce existing and future congestion on SR900 and Front Street - in particular at their intersections with the I-90 ramps, but also at other intersections – by shifting and balancing the north-south travel demand with a third north-south arterial route. Additionally, internal circulation within the Center will be enhanced to provide for a long-term solution to improve and sustain the effectiveness and vibrancy of the Center.

| | | |
|----|--|---|
| 6 | <p>Project location: <i>Central Issaquah on 221st Avenue SE</i></p> <p>a. County(ies) in which project is located: <i>King County</i></p> <p>Answer the following questions if applicable:</p> <p>b. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad): <i>Gilman Boulevard</i></p> <p>c. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): <i>SE 62ndth Street</i></p> | |
| 7 | <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 checked="" type="checkbox"/> <u>16</u> 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> |

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

A. Designated Regional Growth Centers

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

11. 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.
- **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.

As the eastern-most center of the designated Federal Urban Area and the Growth Management Area, Issaquah is designated in both local and regional plans to support densities of housing, commercial, community services, various activities and employment for a significantly large surrounding sub-area of eastern King County where there are no other centers. Though currently a relatively small city, Issaquah also plays a large role in regional transportation with all major roads - the freeway, state highway and principal arterials – converging in Central Issaquah and with the Issaquah Transit Center serving as the sub-area hub for all Metro and Sound Transit bus service as the designated eastern terminus/anchor for the future regional High Capacity Transit (HCT) system. While major regional transportation facilities may have been seen in the last century by many as a “blessing” for development potential, Issaquah, as elsewhere in America, now suffers from congested roadways that can and will choke off the critical access to and circulation within city centers that are the key to replacing sprawl with vibrant, compact, mixed

*use centers with a spectrum of land uses at densities that support non-motorized transportation and transit as viable alternatives to the automobile. This description reads like a summation of all the goals of Destination 2030 applicable to local jurisdictions and the local and regional land use plans developed under GMA, and, in fact, the **I-90 Undercrossing is a rare and very attractive project in accomplishing the major goals and policies**, as demonstrated by this list of applicable policies (copies of the pages are not attached to the application per instructions that that was not necessary, but can readily be made available):*

Destination 2030

Page A1:5 – RG-1, RC-2, RH-4, RE-7.

Page A1:6 – RT-8, RT-8.1.

Page A1:7 - RT-8.17, RT-8.18, RT-8.19, RT-8.20.

Page A1:8 - RT-8.21, RT-8.25.

Page A1:9 - RT-8.34, RT-8.36.

Page A1:10 - RE-7.6, RG-1.9, RG-1.10, RG-1.6, RE-7.12

Page A1:11 - RE-7.15, RG-1.9

Policies in certified local Comp Plans**, as Issaquah’s, follow the same GMA guidelines as the PSRC, so the best reference to cite in regard to local plans is the **zoning and the development regulations** implemented by the city to accomplish these policies - which are far more important than the policies similar to the regional policies cited above. **Issaquah is nearing completion of a three year public effort to guide the redevelopment of the Central Issaquah area as it evolves from a collection of suburban strip malls to a cohesive small scale urban town center.** Central Issaquah includes **900 acres** encompassing all the commercially zoned land outside of Olde Town/CBD, Issaquah Highlands and Talus. Goals of this plan include **urban mixed use, transit and non-motorized supporting development, and initial planning for accommodating and integrating High Capacity Transit**, which is designated to be implemented to Issaquah as part of Sound Transit 3. The plan calls for a major influx of a residential component of **mixed use to this area to balance the land use and transportation needs**, and also requires more options for mobility, with **an increased emphasis on pedestrian and transit modes.

*Implementation guidelines for this redevelopment effort are already in place in the recently adopted **Economic Vitality Plan**, developed through an inclusive public process and which has as a major goal to “**revise the City’s zoning and other regulations in order to permit higher densities.**” The plan includes an emphasis on mixed use development and redevelopment that **combines commercial, office, retail and residential uses and calls for targeted higher density “smart growth”** with building heights from 3 to 5 stories and residential densities of up to 20 dwelling units per acre. Further, the Economic Vitality Plan calls for a “**high density mixed use region**” that includes the Gilman Boulevard area and the area west of East Lake Sammamish Parkway, both of which will be **directly accessed by the I-90 Undercrossing project.***

*The new through road, 221st Avenue, will result from the I-90 Underpass project and **creates a new access to and circulation among** the major existing and the potential **new employment sites** in Issaquah. It provides the existing and future employment sites north of I-90, **improved access to the Transit Center**, which is located on the south side of I-90, and can provide a route for the Route 200 Issaquah Shuttle to **better circulate among those employment sites.** These benefits are needed to both **sustain and build upon** Issaquah’s role as an important sub-regional employment center with a current total of just under **20,000 jobs**, mostly in the Central Sub-Area that will be served by the Undercrossing project. The **jobs number** can be expected to rise substantially, **perhaps doubling**, under the new Central Sub-Area plans for higher densities, but new job projections based on those land use changes have not yet been performed. All developments with the necessary number of employees to fall under the **Commute Trip Reduction Act** will benefit by the Undercrossing project. Specific benefits can be identified for the closest sites **include Costco World Headquarters, Costco Travel Office, Siemens, two Microsoft sites, Space Labs, Alltel, Boeing, City of Issaquah Government offices and the KC Library Service Center***

12. Project's Benefit to the 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 Justice¹ and/or areas experiencing high levels of unemployment or chronic underemployment).

Congestion in Central Issaquah is worsening and the need for a third north-south arterial has long been identified and studied, with the Undercrossing project the resulting conclusion. The primary cause of congestion is the constraint caused by there being only two means to cross I-90. Just one example of a short-term benefit is the existing LOS F that occur at the intersection of the eastbound I-90 ramps with/Front Street and this project will mitigate by shifting traffic to the Undercrossing Project; on the projected day of opening in 2012 traffic modeling shows that a remarkable 18,300 daily vehicle trips will shift from SR900 and Front Street to the new, more direct 221st Avenue arterial that the Undercrossing project will complete, with the highest number shifting from and resolving the LOS F conditions at the Front Street/I-90 ramps. Although the capacity improvements provided by the Undercrossing are an excellent benefit, the long-term, sustainable solution – in Issaquah as throughout the region - is to provide compact, mixed-use density and internal circulation for all modes that supports that density and reduces SOV trips while making non-motorized and transit trips viable and realistic alternatives. This is specifically what is called for in Issaquah's Central Sub-Area update and the implementing guide lines in the Economic Vitality Plan, both described above. The Undercrossing project is specifically called out in those plans and, as described previously, it is the only viable and affordable major mobility opportunity for achieving what is called for in the regional and local transportation and land use plans. All types of user groups will significantly benefit. Commuters from both local and regional areas get particularly high benefit due to the access to employment sites; however, there are also major regional-level commercial areas as well as special commercial areas, such as Gilman Village, that draw and serve uses from a wide regional area. There are also various government offices that would benefit from this improvement.

13. Circulation within the 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.

¹ 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.”

Access to and circulation among all major sites of employment, commerce, transit, government services and a variety of activities in the center will be significantly be improved as the Undercrossing project completes an important missing link and physical gap in the arterial system, greatly improving the central transportation system network. All modes of travel will be able to use this facility. Traffic modeling has shown that on day of opening in 2012, 18,300 vehicles will shift from the existing congested arterials to this new, shorter and more direct route. While vehicular and non-motorized modes are obviously beneficiaries of a new roadway, less obvious are the benefits to transit, which will benefit in at least three ways: 1- Access is improved between the north side of I-90 where significant commercial and employment sites exist and the south side of I-90, which houses the Issaquah Transit Center, thus improving access to transit; 2- An important and very popular transit service is the Route 200 Issaquah Shuttle, which serves and interconnects the higher employment, housing and activity areas of Issaquah and the Transit Center. The Undercrossing, which is located in the middle of these areas, can offer an attractive new route option for the shuttle; 3- One, if not the most, effective means of increasing transit ridership (as well as to increase walking as means of accomplishing many trips) is to increase density. As described in the answer to Question 11, above, Issaquah is undertaking an aggressive and comprehensive effort to increase multi-use density in Central Issaquah and the Undercrossing is specifically identified as an important transportation project to advance that effort. All three of the items just mentioned also can provide a synergistic benefit for the City's Transportation Demand Management efforts.

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.
- **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 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.

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.

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.

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 I-90 Undercrossing project will provide an immediate high level of transportation capacity increase with traffic modeling showing that a remarkably high **18,300 vehicles a day will shift upon day of opening in 2012** to the new 221st Avenue Minor Arterial, with the **resulting significant improvement to congestion amount of air-polluting idling congestion** on the only two other arterials crossing I-90, SR900 and Front Street and **shorter trips, significantly reducing VMT, emission of greenhouse gases and air pollution**. The Undercrossing project provides this high level of added capacity at dramatically less cost than would be required to add additional lanes to the existing two streets crossing I-90, SR900 and Front Street, and the Undercrossing is much more safe and effective for a number of reasons. 1- A well-designed two-three lane arterial is safer – can be expected to **have fewer accidents** – than adding lanes to a five or six lane arterial to make a seven or eight lane arterial. 2- Many of the **trips** that will use the Underpass will be **more direct from origin to destination**, which means the trips will be shorter and require **fewer turning movements at intersections, which will result in fewer accidents, fewer VMT (vehicle miles traveled), less fuel used and less air pollution**. In addition **alternative modes of travel (pedestrian and bicyclists) are greatly enhanced by shorter access options to shopping, employment and access to transit**.*

*Additionally, **significant, long-term, sustainable air quality improvements can be obtained by the density increases that the Undercrossing will play a major role in making possible**. The dense mixed land use being actively pursued for the Central Issaquah area, as described in the answers to questions 12 and 13, results in a shift of vehicle trips to non-motorized trips and transit trips.*

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.

Already completed* A. Final FHWA or FTA approval of environmental documents including:
Already completed*- BA Concurrence: NMFS, U.S. Fish & Wildlife, WSDOT.
Not Needed- Section 106 Concurrence.
Already completed*- FHWA/FTA Environmental Classification Summary Checklist (or EA or EIS).

Not Needed b. True Cost Estimate for Right of Way.

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

Not Needed d. Relocation Plan (if applicable).

Not yet completed e. Right-of-way Certification. (*Only awaiting concurrence from FHWA for portion under I-90. Developer dedicating other portion of needed right of way that will be Certified in a very short timeframe.*)

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

Not Needed g. Relocation Certification, if applicable.

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

Already completed h. Engineer's Estimate.

Already completed i. All environmental and construction 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.).

All items required to obligate the requested construction funding are either complete or ready to be completed within weeks. No right of way remains to be acquired and the City and a right of way consultant are already working with WSDOT and soon to complete full right of way certification. A General WSDOT Construction Permit has been issued for the construction portion under I-90 and all the terms of the agreement have been worked out and executed. This project will be ready to go to add well before the earliest date that construction funds are available to be obligated in January, 2010.

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 |
|----------------|---|---|---------------------------|
| | | | \$ |
| | | | \$ |
| Construction | 1/15/10 | STP | \$2,850,000 |
| Totals: | | | \$2,850,000 |

Table B: Existing Secured Funding

| Phase | Estimated Obligation date by Phase* (mm/dd/yy) | Source | Amount |
|---------------|--|--------------|-------------|
| PE | 1/1/07 | Issaquah CIP | \$80,000 |
| Right of Way | n/a | Private | \$1,320,000 |
| Construction | n/a | Private | \$1,800,000 |
| Construction | 1/1/09 | Issaquah CIP | \$384,000 |
| | | | \$ |
| TOTAL: | | | \$3,584,000 |

*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: | \$n/a | Planning: | |
| Preliminary Engineering/Design: | \$80,000 | Preliminary Engineering/Design: | completed |
| Right of Way: | \$1,320,000 | Right of Way: | completed |
| Construction: | \$3,324,000 | Construction: | 12/30/10 |
| Other (Specify) : | \$ | Other (specify) : | |
| Total Project Cost: | \$4,634,000 | Estimated date of completion (i.e. open for use) | 12/30/10 |

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

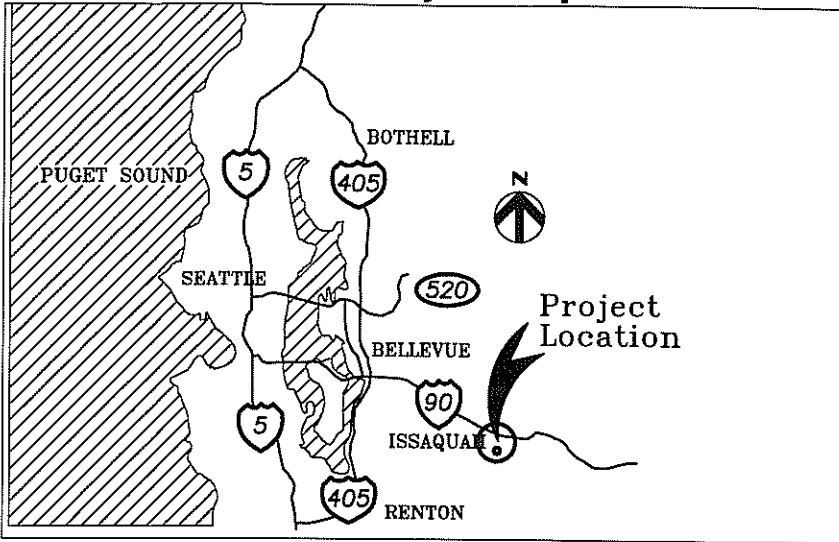
All phases will be fully completed and the roadway will be open for use including the northerly portion from I-90 to SE 62nd St that will be constructed by a private developer at a cost of \$1,800,000.

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.

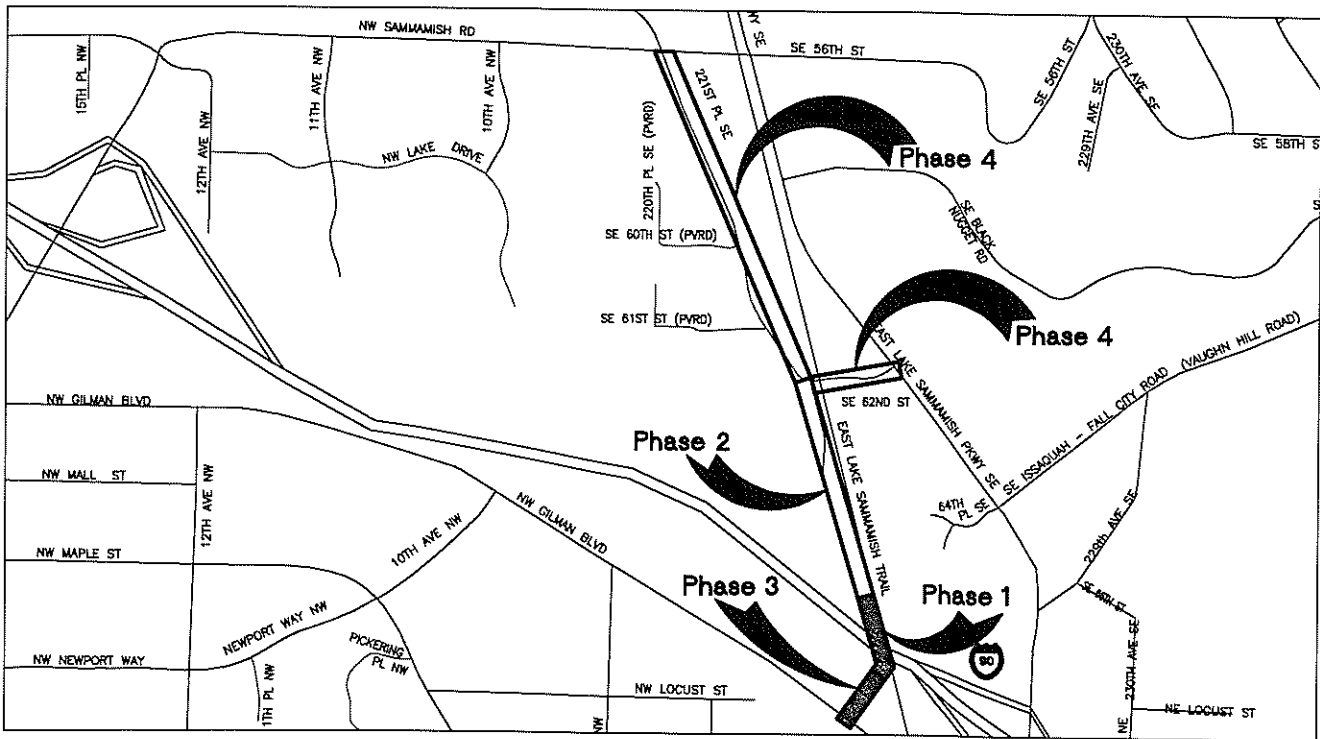
F. Other Considerations (No Points)

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.

Vicinity Map



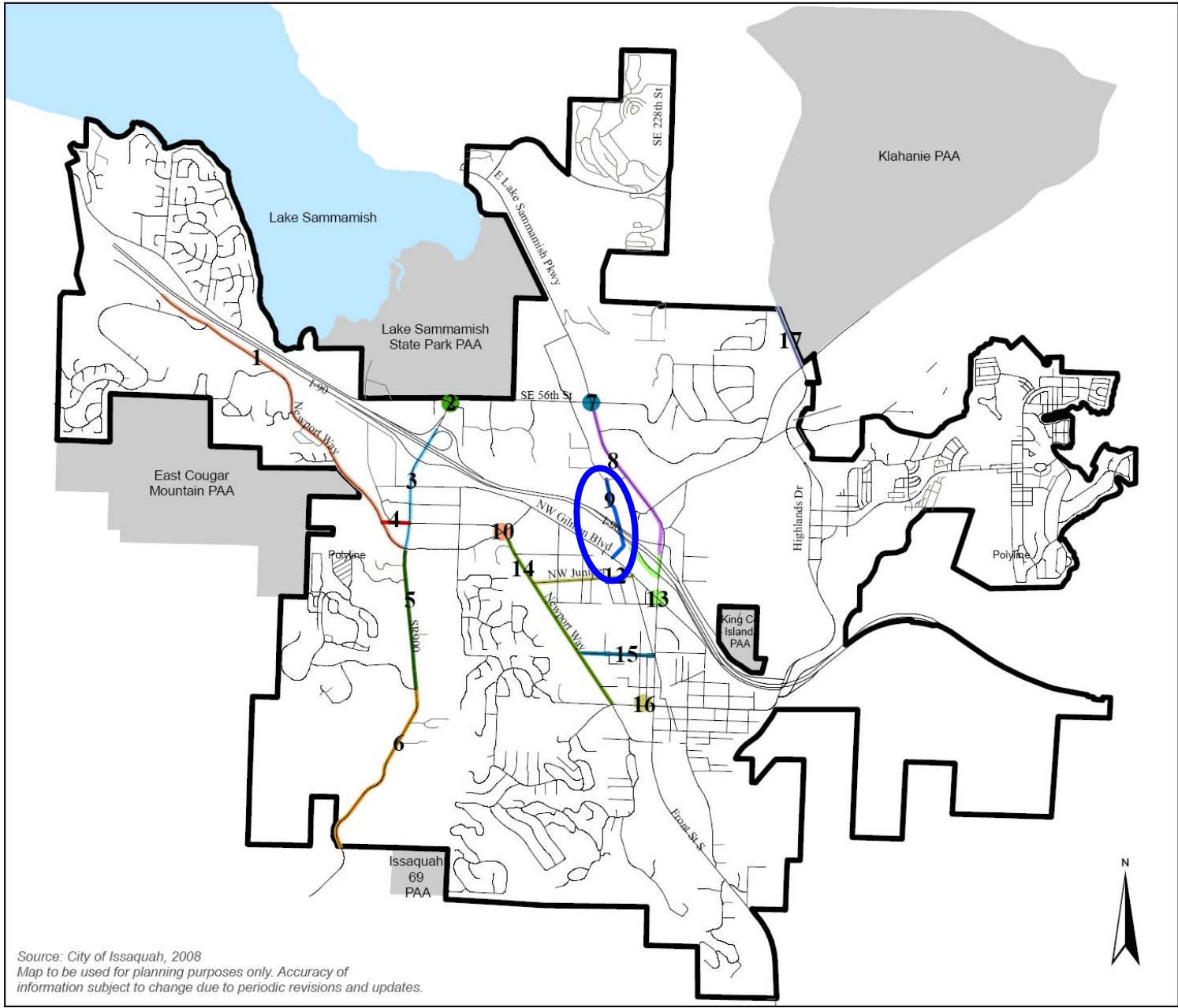
PROJECT LOCATION MAP



CITY OF ISSAQUAH I-90 UNDERCROSSING PROJECT

NEW ROAD CONNECTION
FROM SE 62ND ST TO NW GILMAN BLVD

APRIL 2009



LEGEND

- 1 NW Newport Way Improvements west of SR900
- 2 12th Ave NW/SR900/NW Sammamish Rd/ SE 56th St Intersection Improvements
- 3 SR 900 north of Newport Way
- 4 Maple Street Extension
- 5 SR900 (Middle Section) Widening
- 6 SR900 (South Section) Improvements
- 7 E Lake Sammamish Pkwy and SE 56th St Intersection Improvements
- 8 E Lake Sammamish Pkwy Improvements
- 9 I-90 Undercrossing
- 10 Maple St/Newport Way Intersection Improvements
- 11 Front St/I-90 Off Ramp 3-Lane Project
- 12 NW Juniper St Improvements
- 13 Front St and NW Gilman Blvd Intersection Improvements
- 14 Newport Way Improvements
- 15 NW Dogwood St Improvements
- 16 1st Ave and 1st PI TSM
- 17 Issaquah-Pine Lake Rd Improvements
- City Limits
- Potential Annexation Areas



Figure 20
20-Year Roadway Capacity Projects

Ordinance #2535
 Effective Date 11/03/08

Source: City of Issaquah, 2008
 Map to be used for planning purposes only. Accuracy of information subject to change due to periodic revisions and updates.





**Washington State
Department of Transportation**

Paula J. Hammond, P.E.
Secretary of Transportation

Transportation Building
310 Maple Park Avenue S.E.
P.O. Box 47300
Olympia, WA 98504-7300
360-705-7000
TTY: 1-800-833-6388
www.wsdot.wa.gov

April 23, 2009

The Honorable Dave Reichert
1223 Longworth House Office Building
Washington, D.C. 20515

Dear Congressman Reichert:

The Washington Department of Transportation supports the following request for High Priority Project funding in the Surface Transportation Reauthorization legislation:

- I-90 Undercrossing Project, City of Issaquah

This project has been identified as an important local and/or regional priority.

If you have any questions about this project, please contact the project sponsor or Larry Ehl at (360) 705-7507.

Sincerely,

A handwritten signature in black ink, appearing to read 'Paula Hammond', with a large, stylized flourish at the end.

Paula Hammond
Secretary of Transportation

PH:

cc: Larry Ehl, WSDOT



**Washington State
Department of Transportation**

Douglas B. MacDonald
Secretary of Transportation

Transportation Building
310 Maple Park Avenue, S.E.
P.O. Box 47300
Olympia, WA 98504-7300

360-705-7000
TTY: 1-800-533-6388
www.wsdot.wa.gov

February 3, 2005

The Honorable Dave Reichert
US House of Representatives
1223 Longworth House Office Building
Washington, DC 20515

Dear Congressman Reichert:

I am writing to express WSDOT's support for the Issaquah I-90 Crossing Project submitted to you by the city of Issaquah.

This project has been reviewed, and subsequently identified as an important priority, by the regional transportation planning organization. We at WSDOT agree with this assessment and hope you will give serious consideration to this project.

If you have questions about this project please contact the project sponsor or Larry Ehl at 360-705-7024.

Sincerely,

A handwritten signature in cursive script that reads "Douglas B. MacDonald".

Douglas B. MacDonald
Secretary of Transportation

DBM:vl

cc: Larry Ehl, WSDOT



RECEIVED ON

MAR 22 2007

City of Issaquah
Office of the Mayor

cc: Bob Brock

March 21, 2007

The Honorable Mayor Ava Frisinger
City of Issaquah
PO Box 1307
Issaquah, WA 98027-1307

RECEIVED
MAR 22 2007
PUBLIC WORKS ENG.

SUBJECT I-90 Crossing Project in Issaquah, Washington

Dear Mayor Frisinger:

I am writing to you concerning our facility on Gilman Boulevard in Issaquah and the proposed I-90 Crossing Project. As we are all aware, the Gilman Boulevard corridor suffers from significant congestion during peak hours. The City has advised us that the proposed crossing will provide not only additional capacity, but will improve mobility by allowing local movements across the freeway barrier, freeing up capacity for traffic accessing I-90.

Over the past two years, we have been working closely with the City to reduce the impact the project will have on our Main Office in Issaquah. We think the latest plans, which will require a reconfiguration of the parking lot at the facility, will benefit our customers and employees. It will also provide the additional capacity needed to allow the development of a vacant parcel zoned for commercial use that is owned by the Postal Service. Therefore, we have no objection to the Issaquah I-90 Crossing Project and view it as a win-win situation for both the City and the Postal Service.

Sincerely,

Harold J. Matz
District Manager

Distribution: Manager, Post Office Operations
Postmaster, Issaquah, WA