

2009 STP/CMAQ Regional Competition Application

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

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

Important notice:

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

Projects receiving funding as a result of this competition:

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

14-page limit:

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

Email submissions are preferred:

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

Definition of a project:

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

PROJECT DESCRIPTION INFORMATION

1	<p>Project title: NE 4th Street Extension (116th to 120th Avenues NE)</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#: NA</p> <p>To be eligible for federal funding, a project must be in, or consistent with, <i>Destination 2030</i>, the region's Metropolitan Transportation Plan (MTP). To confirm whether your project is specifically listed in <i>Destination 2030</i>, refer to Appendix 9 of <i>Destination 2030</i> at 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="margin-left: 20px;">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>
4	<p>Project contact person: Jen Benn</p> <p>Address: 450 110th Avenue NE, Bellevue, WA 98004</p> <p>Phone: 425-452-4270</p> <p>Fax: 425-452-2817</p> <p>Email: jbenn@bellevuewa.gov</p>
5	<p>Project description. Please distinguish between the scope of the project and the justification and/or need for the project.</p> <p style="margin-left: 20px;">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 style="margin-left: 20px;">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.</p> <p style="margin-left: 20px;">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 style="margin-left: 20px;">The NE 4th Street Extension serves as a key segment of a new alternative route between I-405 and SR 520. The roadway 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 center. Vehicles using NE 4th Street will be able to bypass the more congested roads serving Downtown Bellevue, especially NE 8th Street -- an east-west principle arterial that bridges I-405. Because the route will draw traffic away from NE 8th Street and other downtown roadways accessing and crossing I-405, it effectively balances traffic on downtown streets, supporting future employment and residential growth in the Downtown center and adjacent areas.</p>

6	<p>Project location: NE 4th Street</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</p> <p>c. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): 120th Avenue NE</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 (may 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. 	
	<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 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>
<p>PLAN CONSISTENCY INFORMATION</p>		
<p>Note: Cities, towns, and counties seeking federal funds managed by the PSRC may submit an application only if their comprehensive plan has been certified by the PSRC. Any other agency (e.g., transit agency, WSDOT, tribal nation, etc.) must show that its project is consistent with the applicable city and/or county comprehensive plan(s). The project also must be consistent with <i>VISION 2040, the growth management, environmental, economic and transportation strategy for the central Puget Sound region</i> (http://www.psrc.org/projects/vision/pubs/vision2040/index.htm), and with <i>Destination 2030, the central Puget Sound region’s Metropolitan Transportation Plan</i> (http://www.psrc.org/projects/mtp/d2030plan.htm). To obtain hard copies, please contact the PSRC’s Information Center at 206-464-7532 or infoctr@psrc.org. For questions about consistency and certification, contact Yorik Stevens-Wajda at 206-971-3276 or y Stevens@psrc.org. For questions regarding centers, contact Ben Bakkenta at 206-971-3280 or bbakkenta@psrc.org.</p>		

9 Consistency with adopted VISION 2040 and Destination 2030

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

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

- Certification Status: Certified
- Date of certification action (mm/dd/yy): 09/01/2004

b. Please check all boxes that apply to the project's location. If portions of the project are located in more than one of the locations listed, please check all appropriate boxes.

- The project is located outside the designated urban growth area.
(Refer to Map of Urban/Rural Boundaries at <http://www.psrc.org/projects/tip/applications/reference.htm> for more information.)
- The project is located within the designated urban growth area.
- The project is located within one or more formally designated regional growth or manufacturing/industrial centers.
(Please identify the center(s) in the space below; refer to <http://www.psrc.org/projects/monitoring/rgc.htm> for more information.)

c. Is the project specifically identified in a local comprehensive plan?

- Yes. Indicate (1) plan name, (2) relevant section(s), and (3) page number where it can be found:
The NE 4th Street Extension was adopted as policy S-WI-25 in the Wilburton/NE 8th Street sub-area plan within the City of Bellevue Comprehensive Plan. (Page 241)
- No. Describe how the project is consistent with the applicable local comprehensive plan, citing specific local policies and provisions the project supports. Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page number.

REGIONAL PROJECT EVALUATION

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

Instructions:

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

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

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

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

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

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 Regional Growth Centers” in question 10, and then proceed directly to Part 2. Do not complete Sections B or C.

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

- Growth. Describe how the project will support the potential for housing/employment densities in the center. Describe how the project will support the development/redevelopment plans and activities of the center.
- Plans and Policies. Describe how the project furthers the objectives and aims of existing policies for the center; please provide a citation and copy of the corresponding policies.
- Regional Economic Strategy. Describe whether the project helps to create or sustain jobs in the targeted industry clusters within the center; these clusters are identified in the adopted 2005 Regional Economic Strategy.

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

- Long-Term Benefit. Does the project remedy a current or anticipated problem (e.g. congestion, incomplete sidewalk system, inadequate transit service/facilities, modal conflicts and/or the preservation of essential freight movement)? Please describe.
- User Groups Supported. Describe the user groups that will benefit from the project (including commuters, residents, commercial users, those groups identified in the President’s Order for Environmental Justice¹ and/or areas experiencing high levels of unemployment or chronic underemployment).

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

- Safety and Convenience. Describe how the project improves safe & convenient access to major destinations within the center.
- Intermodal Opportunities and Connections. Describe how the project will improve circulation and enhanced opportunities for active transportation within the center for people and/or goods regarding (address each relevant area): walkability, public transit access, public transit speed and reliability, safety & security, bicycle mobility, bicycle facilities, streetscape improvements, traffic calming, preservation of essential freight movement and/or other.

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.”

- Travel Choices. Describe how the project provides users (e.g. employees, residents, customers) a range of travel modes or provides a “missing” mode.
- System Continuity. Describe how the project completes a physical gap or provides an essential link in the transportation network.
- Parking. If the project has a parking component, describe how it has been designed to be compatible with a pedestrian oriented environment, including any innovative parking management tools.

B. Manufacturing/Industrial Centers

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

14. Mobility and Accessibility. Please address the following:

- Freight Movement. Describe how the project provides opportunities for freight movement.
- Growth Plans and Policies. Describe how the project will benefit or support the development of the manufacturing/industrial center.
- System Continuity. Does the project complete a physical gap, provide an essential link, or remove a barrier in the Freight & Goods component of the Metropolitan Transportation System (See Destination 2030, Technical Appendix 4)? Please describe.
- Safety. Describe how the project improves safety and reduces modal conflicts to help achieve a “seamless” system.
- Improved Commute Access. Describe how the project improves access for one or more modes to major employment sites or access to residential areas outside the center, including opportunities for active transportation.
- Trip Reduction. How does the project promote Commute Trip Reduction (CTR) opportunities?
- User Groups Supported. Describe the user groups (e.g. employees, customers, modal carriers, those identified in the President’s Order for Environmental Justice and/or areas experiencing high levels of unemployment or chronic underemployment) that will benefit from the project.
- Regional Economic Strategy. Describe how the project helps to create or sustain jobs in the targeted industry clusters within the center; these clusters are identified in the adopted 2005 Regional Economic Strategy.

C. Connecting Corridors

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

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

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

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. 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,

existing and planned development will accommodate 28,000 new jobs - many in the high tech industry - and 9,000 new residents. To serve this growth with limited room to add or expand roadways in the downtown, the DIP and the Wilburton/NE 8th Subarea Plan (2008) identified strategies to maximize system utilization by balancing the circulation throughout the existing downtown grid. The NE 4th Street extension 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 4th Street will pull vehicles from the congested roadways serving and accessing the north half of downtown (NE 12th and NE 8th).

Downtown Bellevue is the western termini of an Innovation Corridor that extends eastward to the Overlake and Downtown Redmond regional growth centers. This corridor, including emerging Bel-Red transit-oriented nodes, is already home to major high tech industries from Microsoft to DrugStore.com to Expedia. The City of Bellevue's relationship with Dhalian, China - a dominant center for interactive gaming media - will only enhance the breadth of high tech industries drawn to the corridor. By 2030, the Bel-Red Corridor will accommodate the planned 4.5 million s.f. of new commercial space, 10,000 new jobs, and 5,000 new housing units. The Redmond Overlake growth center is 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 is the first, and most important, leg in an alternative connection between and the regional growth centers along the Innovation Corridor.

In addition to adding vehicular capacity to the system, NE 4th Street extends the non-motorized system to the Midlakes neighborhoods east of I-405. The project connects these neighborhoods (racial and cultural minorities represent approximately 22 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 or re-establishment of a rail corridor over the new NE 4th Street extension.

By balancing the circulation on downtown streets and providing an extension 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. 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 directly benefit from the more balanced volumes on the the four downtown arterials currently crossing I-405.

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.

The Innovation Corridor, anchored by the Downtown Bellevue center to the west and the Overlake and Downtown Redmond centers to the east, is connecting these three centers around the high tech industry cluster that will demand travel to, from, and between the centers. In fact, 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, 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, the project benefits regional travel as well as reducing congestion on Downtown Bellevue roadways like NE 8th Street.

On its own, the NE 4th Street Extension will attract between 13 and 15 percent of the future (2030) volume from the parallel segment of NE 8th Street (116th to 120th Avenues NE). 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 T2 truck route) heading to and from Downtown Bellevue. When combined with improvements to 120th Avenue NE (NE 4th to NE 8th Streets), the extension will carry more than 2,700 PM peak hour trips, which in turn reduces volumes on NE 8th and NE 12th Streets and improves the function of five major intersections in the vicinity.

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

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

The NE 4th Street Extension 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 NE 4th Street Extension allows traffic to bypass the worst congestion in the western portion of the corridor including Downtown Bellevue and the I-405 and SR 520 merge. Pulling the traffic away from this area has a significant benefit. With just NE 4th Street in place, the east to west travel time into Downtown Bellevue on NE 8th Street from 120th Avenue to 116th Avenue is decreased by 16 seconds per vehicle in the PM peak period. Due to these forecasted efficiencies, the NE 4th Street Extension is being considered as part of the routing for the Bel-Red Rapid Ride connection between Downtown Bellevue and Redmond Overlake.

The safety benefits of the project will be derived from reduced congestion producing fewer rear-end and side swipe accidents along NE 8th and NE 12th Streets and from the addition of separated non-motorized facilities providing a more inviting alternative to travel along NE 8th Street.

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 will reduce emissions through 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, NE 4th Street when paired with improvements to 120th Avenue NE, which will be constructed in the same timeframe, will reduce the delay at the NE 8th Street and 116th Avenue NE intersection by 43 seconds per vehicle. There are nine Metro Transit routes (Route Nos. 230, 233, 234, 249, 253, 261, 271, 272, and 921) providing over 420 daily trips crossing I-405 between Downtown Bellevue and points east on arterials that will benefit from the NE 4th Street Extension. These arterials 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, 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 Extension pedestrian and bicycle improvements will also advance non-motorized system connectivity between Downtown Bellevue and the regional trail system, specifically the Bike 520 trail which already provides connections to the Redmond Overlake and Downtown Redmond centers.

Bellevue's Bel-Red (Corridor) Subarea Plan (2009), supported by the NE 4th Street Extension 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 yet completed c. Right-of-way Plans (stamped).

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

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

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

Not yet completed g. Relocation Certification, if applicable.

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

Not yet completed h. Engineer's Estimate.

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

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

In January 2009, the Bellevue City Council adopted the Mobility and Infrastructure Initiative to quickly advance construction of several high priority projects needed to support planned growth in Downtown Bellevue and along the Bel-Red Innovation Corridor. The NE 4th Street Extension was the number one priority of this plan. As such, resources were advanced to begin project design by May, 2009. Environmental and Right of Way work will be completed in late 2010 and early 2011 to meet an April 2011 obligation date for the requested construction funding.

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

Guidelines:

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

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

Table A: Funding Requested from Regional Competition

Phase	Estimated Obligation Date by Phase (mm/dd/yy)	PSRC Federal Funding Source (enter either STP or CMAQ; choose only one)	PSRC Federal Funds Amount
CN	4/1/11	STP	\$5,600,000
			\$
			\$
Totals:			\$

Table B: Existing Secured Funding

Phase	Estimated Obligation date by Phase* (mm/dd/yy)	Source	Amount
Design/PE	5/1/09	Local CIP	\$2,975,000
ROW	1/1/10	Local CIP	\$9,275,000
CN	4/1/11	Local CIP	\$3,750,000
			\$
			\$
TOTAL:			\$16,000,000

*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:	\$2,975,000	Preliminary Engineering/Design:	10/1/10
Right of Way:	\$9,275,000	Right of Way:	3/1/11
Construction:	\$9,350,000	Construction:	12/31/12
Other (Specify) :	\$	Other (specify) :	
Total Project Cost:	\$21,600,000	Estimated date of completion (i.e. open for use)	12/31/12

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.

NE 4th Street Extension – 116th to 120th Avenues NE

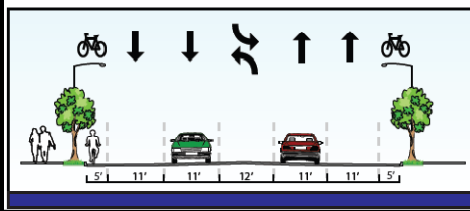
City of Bellevue

Redmond Overlake Regional Growth Center

Bel-Red Corridor

NE 15th/16th St (Proposed)

5-Lane with Bike Lane Typical Section



Related roadway projects

Downtown Bellevue Regional Growth Center

Extension

NE 4th Street

BNSF

HOME DEPOT

116th Ave NE

120th Ave NE

520

405

NE 24th St

134th Ave

NE 20th St

148th Ave NE

120th Ave NE

124th Ave NE

NE 12th St

Bel Red Rd

NE 8th St

116th Ave NE

NE 4th St

NE 4th St

116th Ave NE

KG

3347 ft

122° 09' 35.74" W