

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.**

<p>5</p>	<p>Project description. Please distinguish between the scope of the project and the justification and/or need for the project.</p> <p>a. Project scope: Please describe clearly and concisely the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? For example, if this is part of a larger project, please be specific as to what portion on which the grant funds will be used.</p> <ul style="list-style-type: none"> • Converting Redmond Way from 160th Ave. NE to Avondale Way to one through lane in each direction, center turn lane, and auxiliary lanes each end of the corridor; • Converting Cleveland St. to one through lane in each direction; • Widening sidewalks; curb extensions, ADA-complying curb ramps, gateway treatments, on-street parking and • ITS improvements to monitor traffic flows. <p>b. Project justification, need or purpose: Please explain the intent, need or purpose of this project. What is the goal or desired outcome?</p> <ul style="list-style-type: none"> • Intend, need or purpose: is to make downtown Redmond more user-friendly and easier to get around (for automobiles, pedestrians, bicycles and transit) encouraging economic revitalization and supporting continued mixed-use development. • The goal or desired outcome: is to reclaim downtown Redmond as an economically healthy, people-friendly place, enhanced by the movement of automobiles, pedestrians, transit and a diversity of businesses.
<p>6</p>	<p>Project location: Redmond Way and Cleveland St. Corridors</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): Bear Creek Parkway</p> <p>Crossroad/landmark nearest to end of project (identify landmark if no crossroad): 170th Ave. NE</p>
<p>7</p>	<p>Map: 1. Include a legible 8½” x 11” project map with the completed application form. 2. Include a legible vicinity map with the completed application form (can be smaller than 8½” x 11”).</p> <p>Note: If unable to send the map electronically, mail a copy on diskette and provide a paper copy by fax or mail.</p>

8	<p>Federal functional classification code (Please select <u>only one</u> code using the table below)</p> <p>For assistance determining functional classification, contact Stephanie Rossi at 206-971-3054 or srossi@psrc.org.</p> <p>Important: A roadway must be <u>approved</u> on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities). Projects on a roadway with a functional classification of 09, 19, 29, or 39 are not eligible to use federal transportation funds unless they are one of the exceptions listed below. If your project is an exception, identify its functional class code as "00".</p> <p><u>Examples of exceptions:</u></p> <ul style="list-style-type: none"> • Any bicycle and/or pedestrian project. • Projects not on a roadway and using CMAQ or other funds • Any transit project, including equipment purchase and park-and-ride lot projects. 	
9.	<p style="text-align: center;">Rural Functional Classifications "Under 5,000 population" (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" (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 checked="" type="checkbox"/> 14 Principal Arterial</p> <p><input type="checkbox"/> 16 Minor Arterial</p> <p><input type="checkbox"/> 17 Collector</p> <p><input type="checkbox"/> 19 Local Access</p> <p><input type="checkbox"/> 31 Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> 32 Proposed Principal Arterial – Expressway</p> <p><input type="checkbox"/> 34 Proposed Principal Arterial</p> <p><input type="checkbox"/> 36 Proposed Minor Arterial</p> <p><input type="checkbox"/> 37 Proposed Collector</p> <p><input type="checkbox"/> 39 Proposed Local Access</p>

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.

a. Growth: This project supports Redmond’s development and activity plans for downtown by transforming the current Redmond Way and Cleveland St. one-way couplet which has the primary purpose of moving vehicles through the heart of Downtown Redmond into great streets. These new great streets will improve mobility & safety for pedestrians and create a destination in Downtown Redmond where people can live, work, & shop. This transformation is critical to encouraging the continued transformation of Downtown Redmond into a true mixed-use urban center. This project creates a people-friendly place by improving pedestrian & transit users access & safety. It creates a sense of place by replacing utility poles & street lights with pedestrian level lighting, providing street trees, over two miles of 8' to 12' wide sidewalks, over 70 ADA-complying curb ramps & signage. Mixed use development with a total of over 850 residential units, 35,000 sf of retail space, over 100,000 sf of office space and a 120 room hotel are currently under construction either directly on or near the corridor. The project is intended to support this growth and continued implementation of similar projects. The 2022 Growth Target for Downtown Redmond is 7,068 dwelling units & 4.6M sf commercial (retail, office).

b. Plans and Policies: Optimizing the two principal corridors through the heart of downtown Redmond improves safety, mobility & access to and within Downtown Redmond helping it develop in a manner consistent with the City of Redmond’s Comprehensive plan embracing a mix of residential, employment, retail & recreational opportunities. The project creates an urban neighborhood where people can live, work and play. This project supports City of Redmond Comprehensive Plan policies LU-44 “leverage local, ... and federal agency funding for needed transportation projects that will increase mobility to, from and within the Centers.” & LU-46 "Emphasizes access for Pedestrians ... with attractive "local" streets...". (see attachment A) and TR-8, Parts of DT-29 thru DT-35 (especially DT-34), DT-39 and DT-42.

c. Economic Strategy: Because the current one-way Redmond Way and Cleveland St. couplet is conducive to through put traffic and not destination traffic it does not support a healthy retail environment and is not a pedestrian-friendly place. The one-way street system also creates driver confusion with many visitors getting lost upon entering the downtown corridor. All these factors impeded redevelopment and real

estate investment in businesses. This project supports economic growth by making Downtown Redmond more attractive to the public through easier navigation of downtown streets, increased pedestrian friendliness elements such as streetscape improvements, reduced crossing time of Redmond Way and Cleveland Street & improving access for transit users and providing easy access to on-street parking. This project creates, sustains and provides benefits to a targeted cluster business. Downtown Redmond is designated an "Information Technology Cluster". Businesses benefitting include Cingular Wireless (over 1,500 employees), Microsoft Corp. (offices in Redmond Town Center), Redmond Medical Center, Group Health, the Marriott Hotel (over 100) & Macy's (over 100). The Redmond Way and Cleveland St. corridor ITS improvements optimizes these critical principal arterials and provides improved traveler information through downtown Redmond improving traffic flow, transit access & safety linking technology businesses with services such as shopping & health care.

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).

a. Long-Term Benefit: Two way streets provide critical access and improved circulation for downtown businesses and residents (vehicles don't have to travel around the block to get to their destination). Creating great streets in Downtown Redmond by constructing over two miles of wide sidewalks and other pedestrian amenities provides permanent safer access for pedestrians and supports the future vision of Downtown Redmond as an outstanding place to work, shop, live and recreate.

b. User Groups Supported:

(1) Large number of users: Downtown Redmond is a major employment center with 8,000 employees & residential center with 2,600 housing units (5,000 residents). Downtown Redmond is the home to the 1.6M sf Town Center mixed-use mall (retail, office, hotel & recreational) with regional headquarters for Cingular Wireless (over 1,500 employees); the 442 room Marriott Hotel (over 100 employees) and the .5M sf Bella Bottega Mall with shopping, dining & theaters.

(2) Improves access for a variety of users: This project improves safety & access for the following users:

a. Commercial: Improves traffic flow & safety on Redmond Way & Cleveland St. Freight & Goods MTS truck routes.

b. Pedestrians: Construct over two miles of 8' to 12' wide sidewalks for pedestrians. In addition, removes obstacles (utility poles) in sidewalks.

c. Transit riders: Improves access to adjacent Downtown Redmond Transit Center TOD & 386 space P & R with ITS improvements improving traffic flow, improving transit reliability, speed, safety & ridership.

d. Low income: Improves access to low income housing: YWCA Family Village, Terrace View Apts. & Transit Center TOD low income housing & low income resources (all within two to three blocks of the project).

e. Disabled: Constructs over 70 ADA-complying curb ramps making two miles of Redmond's downtown sidewalk system ADA accessible.

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.

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."

- **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.

13. Circulation within the Center:

a. Safety and Convenience: Wide sidewalks and on-street parking increase the space between pedestrians and vehicles. Curb bulb-outs and narrow lanes reduce street crossing distances and speeds increasing pedestrian safety and convenience.

b. Intermodal Opportunities and Connections:

- **Walkability:** constructs over two miles of widen sidewalks and approximately 70 ADA-complying curb ramps which promotes walking for trip making and improves access to transit.
- **Public Transit, Access, Speed and Reliability:** Project includes ITS improvements (11 traffic signal upgrades, system detector loops) enabling the city to monitor traffic flows (and provide electronic driver information signs on the best route to take) to improve the flow of traffic & transit access, speed & reliability through downtown Redmond.
- **Safety and security:** Wide sidewalks connect to sidewalk system in Town Center Mall and surrounding downtown area.
- **Bicycle Mobility:** Slower speeds and longer traffic gaps provided by signal synchronization will enable bicycles to share the roadway.
- **Streetscape improvements:** constructs over two miles of colored & patterned extra wide concrete sidewalk, five colored, patterned concrete intersections, benches, trash receptacles, bike parking, art and over 160 street trees.

• **Traffic Calming:** Wide sidewalks, curb bulb-outs, colored and patterned concrete intersections, narrow lanes & synchronized traffic signals will reduce traffic speeds.

c. Travel Choices: This project improves pedestrian (over two miles of wide sidewalk), transit (speed & reliability), bicycle (slower speeds on Cleveland St. will allow shared roadway facility), and car (safety and access).

d. System Continuity: Constructs over two miles of wide sidewalk connecting to the existing sidewalk system in Town Center Mall & downtown Redmond.

e. Parking: Project includes over 100 on-street parking spaces.

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 direct population served by this project is the 8,000 employees, 2,600 households (5,000 residents) and 14 METRO & Sound Transit routes in Downtown Redmond.

(1) Roadway Capacity:

a. Existing/improvements: Dedicated turn lanes & more efficient signal operation will maintain traffic operations along this principal arterial through the heart of Downtown Redmond. The volume of traffic on the Redmond Way is 19,000 ADT. Additionally, Redmond is investing over \$40,000,000 of City money in other new street connections in downtown (Bear Creek Parkway, 161st Ave. NE, 164th Ave. NE) to provide additional street access and circulation in Downtown to enable Redmond Way and Cleveland St. to be converted from one-way to two-way operation.

b. Mutimodal connections: Connects to existing downtown Redmond and Town Center Mall pedestrian systems.

c. Shorter Trips: Converting from one-way to two-way traffic allows vehicles to make more direct trips to their destination (and not have to go around the block).

(2) Transit: Improves traffic flow, improving transit speed, reliability & encourages riders for the 14 METRO/Sound Transit routes by improving pedestrian access. Because of the proposed Redmond Way and Cleveland Street corridor improvements, there will be future opportunities for METRO and Sound Transit to use this corridor to provide additional transit service for downtown Redmond and the surrounding area. Also supports efficient location of mixed-use development within close proximity to frequent and reliable existing transit service.

a. CTR: Downtown Redmond’s Cingular Wireless & Marriott Hotel are CTR Program “Pacesetter Award” winning companies.

b. Mode Shift/VMT: Improving and widening over two miles of sidewalks, improving transit reliability and ridership, & supporting pedestrian traffic encourages a shift from SOV & reduces VMT.

(3) Bicycle and / or pedestrian facilities: This project reduces speeds on Cleveland St. enabling bicyclists to more easily share the roadway facility. In addition, this project constructs over two miles of extra wide 8' to 12' concrete sidewalk and curb bulb outs connecting to the existing downtown Redmond & Town Center Mall sidewalk systems.

(4) Signalization & other ITS improvements: Upgrades 11 traffic signals, installs system detector loops along Redmond Way and Cleveland Street enabling Redmond to monitor traffic flows and provide motorists with useful travel information regarding the best route to take. In addition, the project synchronizes the signal system on the Redmond Way and Cleveland Street corridors improving traffic flow, and reducing travel time an estimated 16% for the automobiles (& 4.5% AM peak period truck traffic) & corresponding idling & connects to Redmond's Traffic Management Center.

(5) Reduce emissions: ITS improvements such as upgrading traffic signals, synchronizing the signal system, installing system detector loops optimizes traffic flow reducing congestion and improving transit reliability improving transit ridership. Travel times decrease as trips are made by transit & walking reducing idling vehicles & reducing emissions.

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 needed d. Relocation Plan (if applicable).

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

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

Not needed g. Relocation Certification, if applicable.

Not needed - 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.).

- | | |
|---------------|--|
| a. March 2011 | Final FHWA approval of environmental documents |
| b. March 2010 | True Cost for ROW |
| c. April 2010 | Right-of-way plans |
| e. April 2011 | Right-of-way certification |
| f. May 2011 | Certification Audit by WSDOT R/W Analyst |
| h. April 2011 | Engineers Estimate 100% design |
| i. April 2011 | All environmental permits obtained |

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
CN	4/1/2011	STP	\$6,000,000
			\$
			\$
Totals:			\$6,000,000

Table B: Existing Secured Funding

Phase	Estimated Obligation date by Phase* (mm/dd/yy)	Source	Amount
PE	NA	City of Redmond	\$2,730,000
ROW	NA	City of Redmond	\$1,870,000
CN	1/1/2011	City of Redmond	\$11,500,000
			\$
			\$
TOTAL:			\$16,100,000

*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:			\$0

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:	\$2,730,000	Preliminary Engineering/Design:	4-1-2011
Right of Way:	\$1,870,000	Right of Way:	4-1-2011
Construction:	\$17,500,000	Construction:	10-31-2012
Other (Specify) :	\$	Other (specify) :	
Total Project Cost:	\$22,100,000	Estimated date of completion (i.e. open for use)	10-31-2012

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

PE, ROW, CN

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.

Attachment A

City of Redmond
2009 King Countywide STP



LAND USE

Countywide Planning Policies and the Multicounty Planning Policies for the central Puget Sound region (*effective when approved by regional actions*).

Center designations are a strategy employed in King County and in the central Puget Sound region for purposes of growth management and transportation planning, and for programming of regional transportation funds to areas of concentrated growth. Centers throughout the County are envisioned as higher density focal points within communities, attracting people and businesses to advantages such as an excellent transportation system and diverse economic opportunities, a variety of well-designed and distinctive places to live, and proximity to shopping, recreation and other amenities. Maps LU-2 and LU-3 show the boundaries of these centers. Redmond's policies and regulations for these locations meet the regional housing, employment, transit, and urban design criteria for centers.

General Policies

LU-43 Designate Redmond's Downtown and the Overlake Center as Urban Centers under the Countywide Planning Policies and recognize these areas as such in all relevant local, regional policy, planning and programming forums. Through plans and implementation strategies, encourage and accommodate focused office, retail, and housing growth and a broad array of complementary land uses. Also, emphasize support for transit use, pedestrians, and bicycling.

LU-44 Leverage local, regional, State and federal agency funding for needed public facilities and services within Redmond's Urban Centers. Give priority to these centers for transit service and improvements, as well as for other transportation projects that will increase mobility to, from, and within these Urban Centers.

LU-45 Establish development standards, including level-of-service standards, impact fees, and public facility plans and funding strategies, to encourage development within Redmond's Urban Centers. Periodically review development within these areas to identify and resolve barriers to efficient and predictable permitting. Consider City preparation of SEPA review if issues can be addressed on an areawide basis to resolve barriers.

Designation Policies

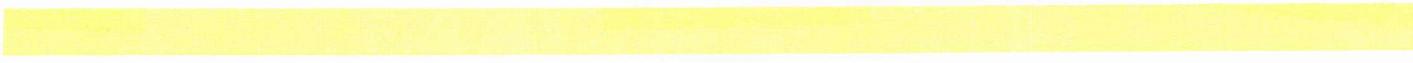
LU-46 Downtown Mixed-Use Designation

Purpose. Encourage development of the Downtown as a place that:

- ◆ Meets community needs for employment, shopping, recreation, civic activities, and cultural and night life opportunities;
- ◆ Provides attractive and safe places to live close to amenities, such as restaurants and cafes, a wide selection of stores and services, frequent transit service, and plazas, parks, and art;
- ◆ Emphasizes access for pedestrians and bicycles, with attractive "local" streets appropriate for a destination environment;
- ◆ Enhances its urban feel by retaining a rich natural setting, including open

Attachment B

City of Redmond
2009 King Countywide SP



**Redmond Way and Cleveland
Street Corridor Improvements**

City of Redmond

DOWNTOWN PIPELINE PROJECTS -May 2009

Alexan
-323 unit mixed-use
-11k s.f. retail

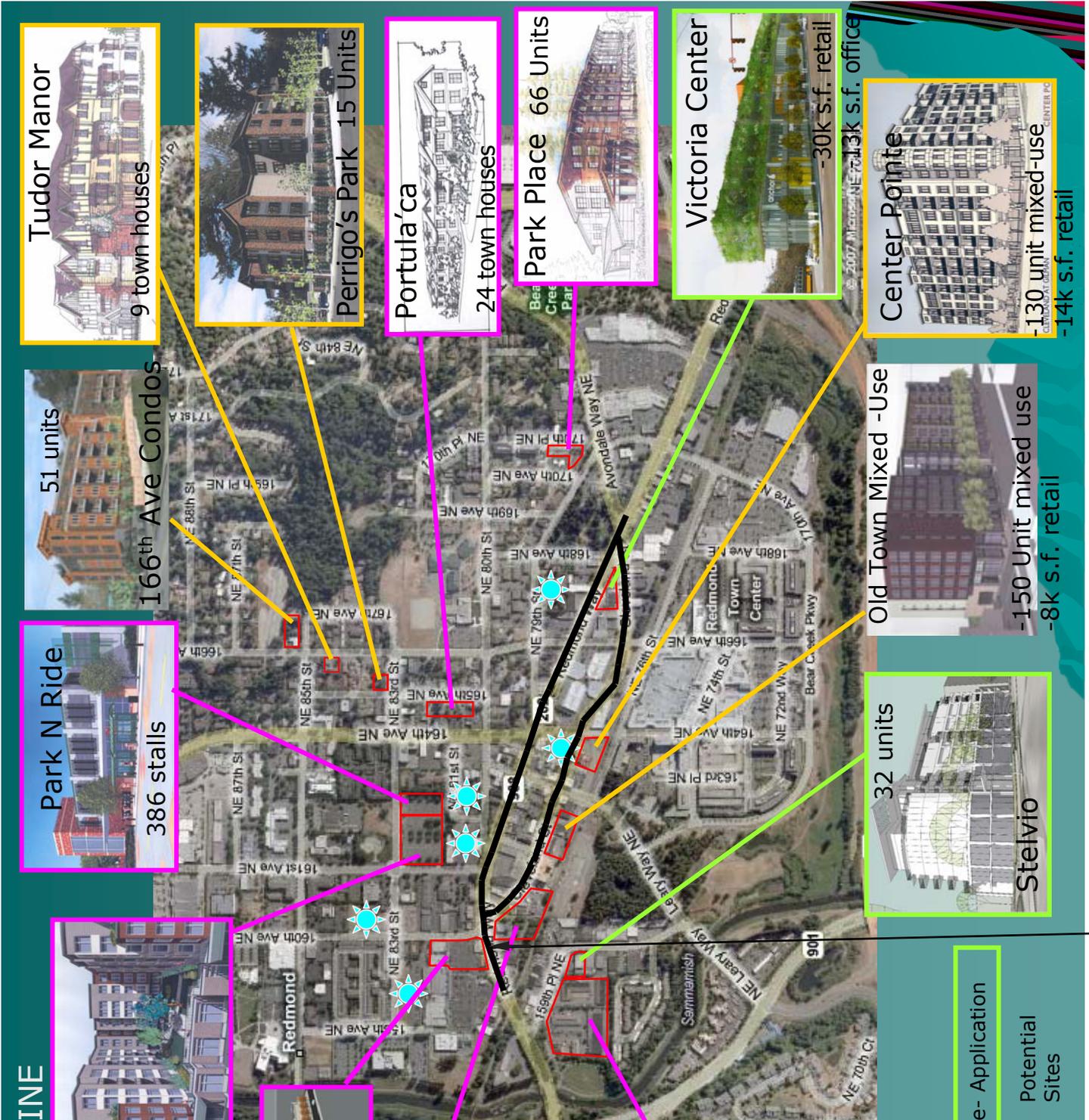
Trader Joe's
& retail

Redmond Way East & West
-250 unit mixed-use
-12k s.f. retail



River Park
-316 apartment units
room hotel
-108k s.f. office bldg
-15k s.f. retail

- Under Construction
- Approved-On Hold
- Pre- Application
- Potential Sites



Park N Ride
386 stalls

51 units
166th Ave Condos

Tudor Manor
9 town houses

Perrigo's Park
15 Units

Portula'ca
24 town houses

Park Place
66 Units

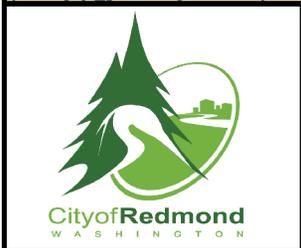
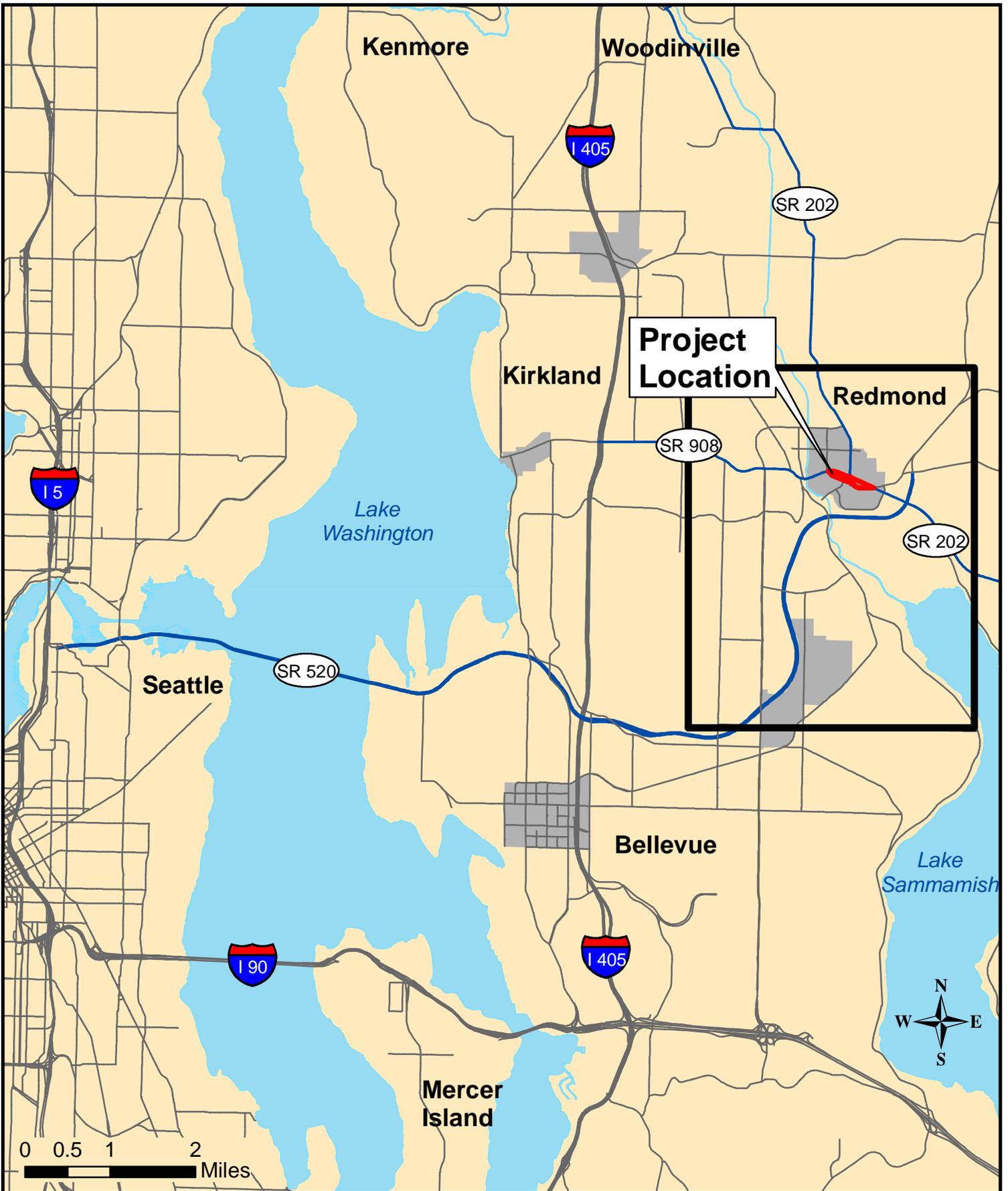
Victoria Center
-30k s.f. retail
-13k s.f. office

Old Town Mixed -Use
-150 Unit mixed use
-8k s.f. retail

Stelvio
32 units

Center Pointe
-130 unit mixed-use
-14k s.f. retail

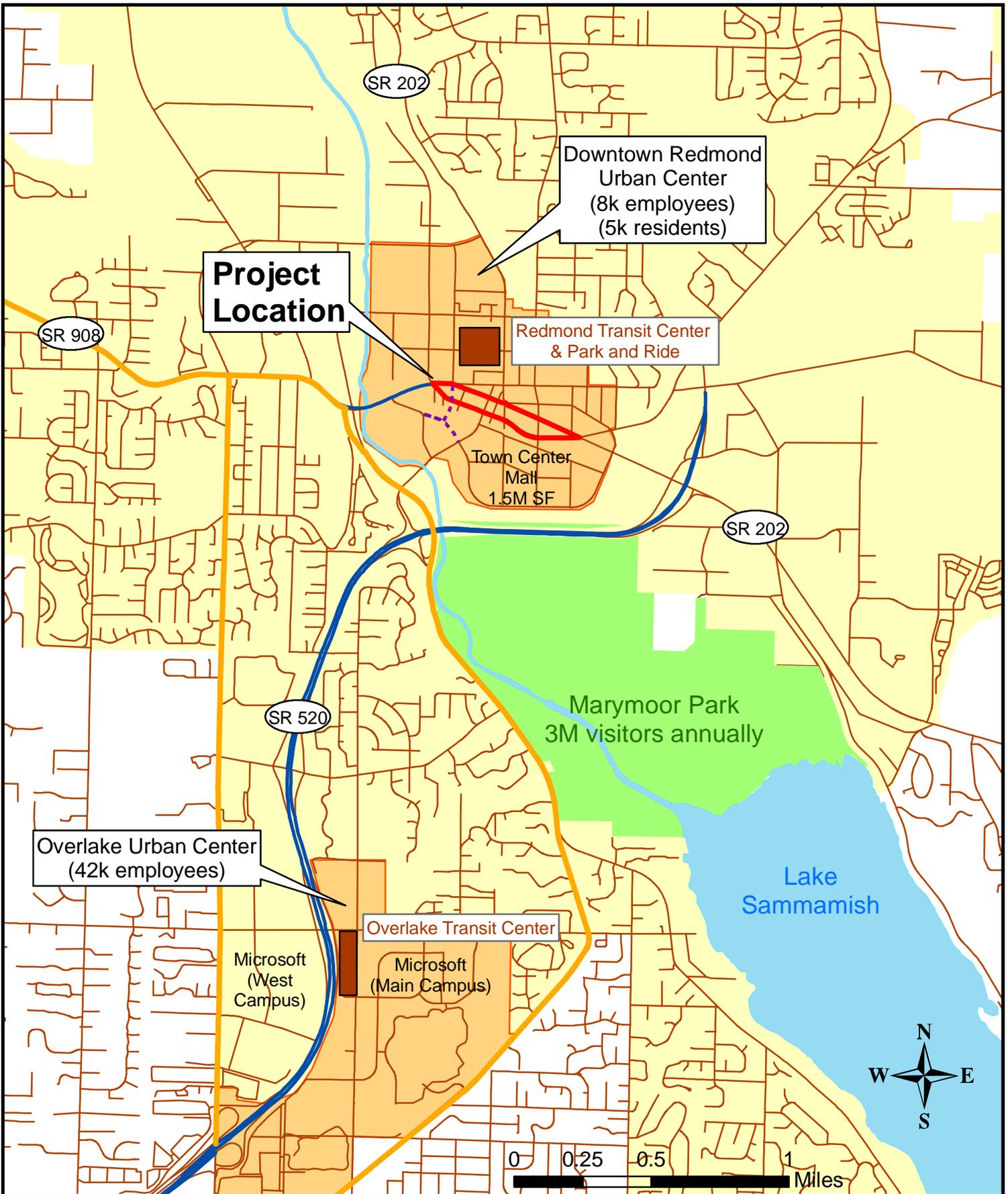
Project Location



Legend	
	Project Location
	Urban Center
	Project Map Extent
	Freight & Goods MTS

Vicinity Map

Redmond Way and Cleveland St.
Corridor Improvements



Overlake Urban Center
(42k employees)

Downtown Redmond
Urban Center
(8k employees)
(5k residents)

**Project
Location**

Redmond Transit Center
& Park and Ride

Town Center
Mall
1.5M SF

Marymoor Park
3M visitors annually

Lake
Sammamish

Overlake Transit Center

Microsoft
(West
Campus)

Microsoft
(Main Campus)



- Legend**
- Project Location
 - Urban Center
 - Freight and Goods MTS
 - TRUCK ROUTE
 - New Connections Under Construction or Fully Funded

Project Map

**Redmond Way and Cleveland St.
Corridor Improvements**