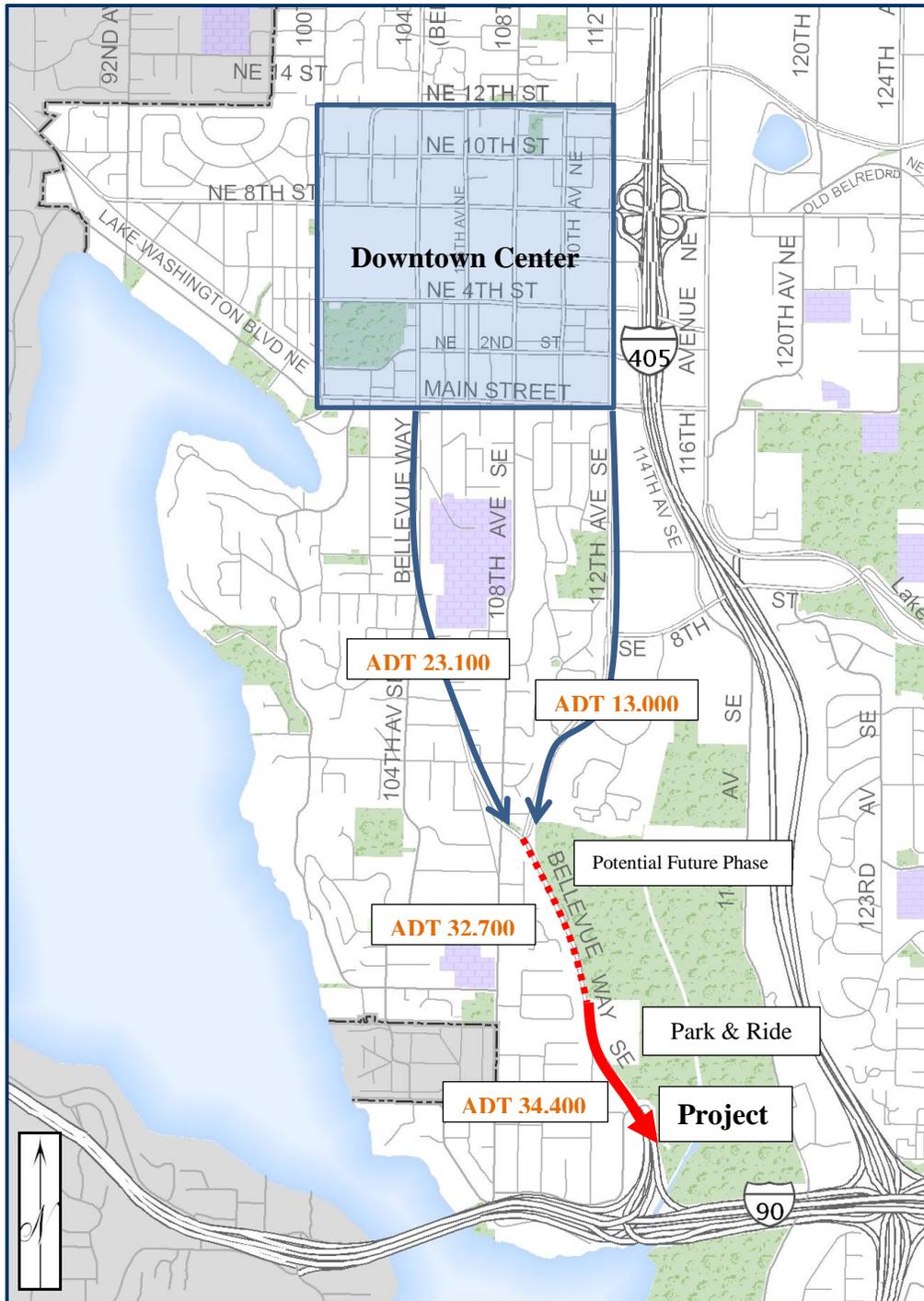


2012 Regional Competition City of Bellevue Candidate Project – Vicinity Map

Project Name	Bellevue Way SE HOV Lane
Project Location	Bellevue Way SE/South Bellevue Park & Ride to I-90 Ramps
Regional Category	Corridor Serving Centers



2012 Regional Competition Application for PSRC's FHWA Funds (STP/CMAQ)

This application is available on the Puget Sound Regional Council website at www.psrc.org/transportation/tip/selection.

****Please read this section before completing the application****

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.

Sponsors of projects recommended for funding as a result of the competition should be aware that information provided on this application will be used in the future to monitor compliance with PSRC's adopted project tracking policies. It is also important to remember that funds are awarded to projects, not agencies. Please refer to PSRC's website for more information on the project tracking program:

www.psrc.org/transportation/tip/tracking.

Submitting Applications

There is no set page limit for applications submitted to the regional competition. It is important to provide complete, detailed responses, but please be as concise as possible. Additional supporting information such as maps and other diagrams are encouraged, but other attachments such as comprehensive plan materials are unnecessary. Please note: the project budget spreadsheet is a required attachment; more information is found at question 19d.

Attach your completed application to an email and send it to TIPRPEC@psrc.org. For questions or to confirm receipt of your application, contact Linda Fox at (206) 971-3051 or lfox@psrc.org. All applications must be submitted by **5:00p.m. April 13, 2012**.

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: Bellevue Way SE HOV Lane (South Bellevue Park & Ride to I-90 Ramps)</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>Transportation 2040 ID#: 3477</p> <p>To be eligible for federal funding, a project must be in, or consistent with, Transportation 2040, the region's long-range metropolitan transportation plan. Current Transportation 2040 projects may be found at www.psrc.org/assets/4889/T2040_AppendixM_FINAL.pdf. Some TIP projects may be connected to more than one Transportation 2040 project; if this is the case, sponsors may add additional ID #s. Some projects may be below the threshold for requiring a Transportation 2040 ID (please refer to www.psrc.org/transportation/t2040/candidate-to-approval-process/ for more information); if this is the case, please indicate "n/a" in the ID # field.</p> <p>For assistance or questions regarding these issues, contact Kimberly Scrivner at (206) 971-3281 or kscrivner@psrc.org.</p>
3	<p>a. Sponsoring agency: City of Bellevue</p> <p>b. Co-sponsor(s) if applicable:</p> <p style="padding-left: 20px;">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? For more information on Certification Acceptance and to find a listing of current CA agencies, please refer to www.wsdot.wa.gov/LocalPrograms/LAG/CA.htm</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>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>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="padding-left: 20px;">The project will construct a southbound HOV lane on Bellevue Way SE from the main entrance of the South Bellevue Park & Ride to the I-90 on-ramps. A new signal at the south entrance to the Park & Ride will be installed and pedestrian facilities at the intersections serving both entrances will be installed or improved.</p> <p>b. Project justification, need or purpose: Please explain the intent, need or purpose of this project. What is the goal or desired outcome?</p> <p style="padding-left: 20px;">Bellevue Way SE is the major arterial corridor connecting Downtown Bellevue (a designated regional growth center) to I-90 and the centers/communities it serves. Severe congestion during the PM peak can impact transit reliability and serves as a deterrant to additional growth in the center. The situation will worsen with the planned expansion of the South Bellevue Park & Ride to also serve as an East Link light rail station. The expansion includes construction of 900 new parking stalls - almost tripling the current capacity of the facility. The new HOV lane will serve as a relief valve for congestion generated by downtown commuters, improve transit travel time and reliability, and accommodate changes in travel patterns once the light rail line opens.</p>

6	<p>Project location: Bellevue Way SE</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): Main entrance to the South Bellevue Park & Ride (near 112th Avenue SE)</p> <p>c. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): I-90 on ramps (south of 113th Avenue SE)</p>
7	<p>Map: Please include a legible project and vicinity map, if available. Maps may be attached to the email and submitted along with the application.</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>For more information on functional classification, please refer to www.wsdot.wa.gov/mapsdata/travel/hpms/functionalclass.htm</p>
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Rural Functional Classifications "Under 5,000 population"
(Outside federal-aid urbanized and federal-aid urban areas)
<input type="checkbox"/> 00 Exception <input type="checkbox"/> 01 Principal Arterial - Interstate <input type="checkbox"/> 02 Principal Arterial <input type="checkbox"/> 06 Minor Arterial <input type="checkbox"/> 07 Major Collector <input type="checkbox"/> 08 Minor Collector <input type="checkbox"/> 09 Local Access <input type="checkbox"/> 21 Proposed Principal Arterial – Interstate <input type="checkbox"/> 22 Proposed Principal Arterial <input type="checkbox"/> 26 Proposed Minor Arterial <input type="checkbox"/> 27 Proposed Major Collector <input type="checkbox"/> 28 Proposed Minor Collector <input type="checkbox"/> 29 Proposed Local Access

Urban Functional Classifications "Over 5,000 population"
(Inside federal-aid urbanized and federal-aid urban areas)
<input type="checkbox"/> 00 Exception <input type="checkbox"/> 11 Principal Arterial – Interstate <input type="checkbox"/> 12 Principal Arterial – Expressway <input checked="" type="checkbox"/> 14 Principal Arterial <input type="checkbox"/> 16 Minor Arterial <input type="checkbox"/> 17 Collector <input type="checkbox"/> 19 Local Access <input type="checkbox"/> 31 Proposed Principal Arterial – Interstate <input type="checkbox"/> 32 Proposed Principal Arterial – Expressway <input type="checkbox"/> 34 Proposed Principal Arterial <input type="checkbox"/> 36 Proposed Minor Arterial <input type="checkbox"/> 37 Proposed Collector <input type="checkbox"/> 39 Proposed Local Access

PLAN CONSISTENCY INFORMATION

All projects must be consistent with a comprehensive plan that has been certified by PSRC as being consistent with the Growth Management Act, VISION 2040 and Transportation 2040. Projects must be consistent with the comprehensive plan of each jurisdiction in which the project is located. If a comprehensive plan has not been certified, projects located in that jurisdiction may not be included in the Regional TIP. For more information, please refer to www.psrc.org/growth/planreview or contact Jeff Storrar at (206) 587-4817 or jstorrar@psrc.org.

9	<p>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/growth/planreview/statusreportppr/.</p>
	<p>a. Is the project specifically identified in a local comprehensive plan?</p> <p><input checked="" type="checkbox"/> Yes. Indicate (1) plan name, (2) relevant section(s), and (3) page number where it can be found: City of Bellevue Comprehensive Plan: Downtown Bellevue Subarea Plan - Project 308 (page 119) Bellevue Transit Plan: Capital Element - Project 14 (page IX-32-33)</p> <p><input type="checkbox"/> No. Describe how the project is consistent with the applicable local comprehensive plan, citing <u>specific</u> 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.</p>
	<p>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.</p> <p><input type="checkbox"/> The project is located outside the designated urban growth area. (Refer to Map of Urban/Rural Boundaries at www.psrc.org/assets/468/fedaidmap.pdf for more information.)</p> <p><input checked="" type="checkbox"/> The project is located within the designated urban growth area.</p> <p><input type="checkbox"/> 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 www.psrc.org/growth/centers for more information.)</p>

REGIONAL PROJECT EVALUATION

Projects will be evaluated and scored based on the information provided in Parts 1 and 2 which follow. Refer to the "2012 Regional Project Evaluation Criteria for PSRC's FHWA Funds" (Section 4 of the 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

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.

This category is best suited for projects located within a designated regional growth center. Refer to Attachment 6 of the Call for Projects for a map of the centers.

Manufacturing/Industrial Center: Complete section B and proceed directly to Part 2.

This category is best suited for projects located within a designated manufacturing/industrial center. Refer to Attachment 6 of the Call for Projects for a map of the centers.

Corridors Serving Centers: Complete section C and proceed directly to Part 2.

This category is best suited for projects located on a corridor serving one or more designated regional growth or manufacturing/industrial centers.

A. Designated Regional Growth Centers

Instructions: Complete this section (questions 11-13) if you selected “Designated Regional Growth Center” 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:

- Describe how the project will support the existing and planned housing/employment densities in the regional growth center.
- Describe how the project will support the development/redevelopment plans and activities (objectives and aims) of the center. Please provide a citation and copy of the corresponding policies in a subarea plan or in the comprehensive plan.
- Describe whether the project helps to create, expand or retain family-wage jobs for shared economic prosperity, including those in the targeted industry clusters within the center; these clusters are identified in the adopted Regional Economic Strategy.

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

- 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.
- 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).

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

- Describe how the project improves safe & convenient access to major destinations within the center.
- 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.
- Describe how the project provides users (e.g. employees, residents, customers) a range of travel modes or provides a “missing” mode.
- Describe how the project completes a physical gap or provides an essential link in the transportation network.
- 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 (questions 14-15) if you selected “Manufacturing/Industrial Center” in question 10, and then proceed directly to Part 2. Do not complete Sections A or C.

14. Development and Users Benefit. Please address the following:

- Describe how the project will benefit or support the development of the manufacturing/industrial center.
- Describe how the project helps to create, expand or retain family-wage jobs for shared economic prosperity, including those in the targeted industry clusters within the center; these clusters are identified in the adopted Regional Economic Strategy.
- 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.

15. Mobility and Accessibility Benefit. Please address the following:

- Describe how the project provides opportunities for freight movement.
- Describe how the project completes a physical gap, provides an essential link, or removes a barrier in the Freight & Goods component of the Metropolitan Transportation System.
- Describe how the project improves safety and reduces modal conflicts to help achieve a “seamless” system.
- 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.
- Describe how the project promotes Commute Trip Reduction (CTR) opportunities.

C. Corridors Serving Centers

Instructions: Complete this section (questions 16-17) if you selected “Corridors Serving Centers” in question 10, and then proceed directly to Part 2. Do not complete Sections A or B.

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

- Describe how this project will benefit or support the housing and employment development in a regional growth center(s) and/or employment growth in a manufacturing/industrial center(s). Does it support multiple centers?
- Describe how the project provides or benefits a range of travel modes to users traveling to centers, or if it provides a missing mode.
- 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).
- Describe whether the project helps to create, expand or retain family-wage jobs for shared economic prosperity, including those in the targeted industry clusters within the center; these clusters are identified in the adopted Regional Economic Strategy.

HOUSING AND EMPLOYMENT DEVELOPMENT

Downtown Bellevue is an employment, commercial, retail, and entertainment hub for the city and the greater Eastside. Based on current forecasts, Downtown Bellevue is expected to accommodate about 75% of the city’s planned employment growth and 50% of planned residential growth by 2030.

Downtown Bellevue has been one of the fastest growing neighborhoods in Bellevue over the past couple of decades with the number of housing units increasing tenfold and population following suit. In 1990, Downtown Bellevue had 703 units and 1,182 residents. Currently (2012) Downtown has more than 7,500 units and nearly 10,000 in population. The residential population is projected to near 20,000 by 2030.

Downtown Bellevue currently hosts approximately 8.9 million square feet in office space and 4.5 million square feet in retail space. As of the first quarter 2012, there were 15 major development projects in the permit pipeline for the downtown center designed to add more than 1,500 residential units, nearly 500 hotel rooms, 472,000 square feet of retail space, and more than 1.5 million square feet of office space.

The commercial growth in Downtown Bellevue will support an additional 39,000 employees by 2030. The daily person trips generated by downtown growth are projected to grow from 350,000 in 2008 to 695,000 by 2030.

Much of the city’s ability to attract new economic development and housing is dependent on efficient mobility within and accessibility to the center. Besides the congested I-405 (the portion adjacent to the downtown is one of the greatest chokepoints on the state system), Bellevue Way SE is the most direct access route from the center to I-90.

MULTIPLE MODES

The Bellevue Way SE HOV lane benefits all shared-ride commute modes, including carpools, van pools, and bus transit. According to the city's 2011 Mode Share survey, approximately 17 percent of downtown employees commute by transit and 11 percent by carpool/vanpool.

Benefit to Transit: Currently five transit routes utilize Bellevue Way SE - Metro 222, 240, 942 and ST 550, 560. Adding the HOV lane will reduce travel time and increase reliability for bus routes from north of the Park & Ride to I-90. Travel time benefits of the new HOV lane are projected to save bus transit riders a total of approximately 15,300 person hours annually by 2030.

Travel time savings will also accrue to car pool and van pool participants using the lane. The increased capacity provides a slight benefit to the general purpose lanes as well, increasing average speed by 1-2 miles per hour.

In the longer term, the project supports new travel patterns serving the planned light rail station associated with the South Bellevue Park & Ride lot. It is anticipated that commuters heading to the Seattle, Downtown Bellevue, and Redmond/Overlake urban centers will use this station to access light rail.

USER GROUPS

The project primarily serves downtown commuters whether they drive or take public transportation. Recent surveys indicate that approximately 21 percent of those commuters live in Seattle and another 7 percent live in Issaquah -- both communities are readily accessible via I-90, a facility in greater use since the introduction of tolling on SR-520.

This project connects the south side of Bellevue's urban center to the regional freeway system and supports a robust transit (and eventually light rail) system. This connectivity is particularly important to the diverse downtown population. Currently 44 percent of downtown residents represent ethnic/cultural minorities and 9 percent of the population lives below the federal poverty level. Census mapping shows a concentration of minority residents live in the southwest corner of the downtown, an area directly served by Bellevue Way and most impacted by congestion on the corridor.

INDUSTRY CLUSTERS

Employment in Downtown Bellevue is heavily concentrated in technology firms, including Microsoft and Expedia. The work of these firms, large and small, provide support and services to many of the regional industry clusters including aerospace, clean technology, and life science firms. Technology based firms constitute approximately 20 percent of the downtown employment (including a portion of the FIRES sector and the Services sector).

17. System Continuity/Long-Term Benefit and Sustainability. Please address the following:

- 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.
- Describe how this project provides a "logical segment" that links to a regional growth or manufacturing/industrial center.
- Describe how the project fills in a missing link or removes barriers to a center.
- 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.
- Describe how this project improves safety and/or reduces modal conflict, and provides opportunities for active transportation.

CORRIDOR EFFICIENCY

The two southbound lanes of Bellevue Way SE operate at capacity during the PM peak hours. The physical constraints of the roadway already create a chokepoint near the South Bellevue Park & Ride - that is compounded when I-90 is backed up due to accidents or major events in Seattle, such as Mariners or Sounder games.

The ADT within the project limits is 34,400. Recently completed comparison studies along Bellevue Way indicate the average weekday volume has increased more than 21 percent since tolling on SR 520 was instituted, which is consistent with regional patterns of use on I-90 versus SR 520.

The travel conditions on the roadway will continue to worsen with the magnitude of employment and residential growth anticipated in the downtown. In addition, the South Bellevue Park & Ride will be expanded from 540 to 1400 parking stalls to accommodate demand for the light rail station to be co-located at the facility. The Sound Transit EIS forecasts that intersections associated with the main and south entrances to the Park & Ride will operate at LOS F by opening if no additional capacity is added.

The solution is the addition of a new southbound HOV lane to serve as a relief valve.

LOGICAL SEGMENT

This project will create a new HOV link to the planned I-90 two-way HOV facilities to provide downtown residents and employees and users of the light rail station/Park & Ride with a direct and efficient connection to Seattle and communities east of Bellevue. The connection from the Park & Ride to I-90 is a logical first segment in a potential arterial HOV solution within Bellevue currently under consideration through the city's Downtown Plan and Transportation Facilities Plan updates.

SAFETY

Bellevue Way SE from just north of the Park & Ride to the I-90 ramps averages 10 accidents per year, of which approximately 75 percent are rear end and side swipe collisions typical of heavily congested areas. One collision in 2011 resulted in a fatality. The project will mitigate conditions more likely to generate congestion-related accidents.

OVERALL SYSTEM PERFORMANCE

The HOV lane on this direct route from the downtown will decrease southbound congestion in general and provide HOV and transit vehicles travel time and reliability benefits. Modeling for the 2030 PM peak hour shows a more than 20 percent decrease in travel times along the Bellevue Way SE corridor for vehicles in the general purpose lanes and a nearly 60 percent decrease in travel time for vehicles in the HOV lane as compared to a no build alternative. In non-peak hours, travel time improves an average of 17 percent. As travel demand on the roadway increases, the HOV lane will stem the downgrading of level of service along the corridor.

The project also has near-term benefits for system performance. Sound Transit estimates construction impacts related to light rail implementation will affect Bellevue Way SE for approximately three years. For at least one year or more, one northbound lane of Bellevue Way SE will be closed to accommodate construction staging. The plan is to construct the new HOV lane prior to that period so that the additional capacity can be utilized creatively during peak times (two way operations, general purpose support, etc.). Impacts on the local system from both the construction period and expanded Park & Ride are rationale for Sound Transit's match support of this project.

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

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 included in the project, 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. transit buses or 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 ADT within the project limits is 34,400. Recently completed comparison studies along Bellevue Way indicate the average weekday volume has increased more than 21 percent since tolling on SR 520 was instituted. The current congestion will be compounded by 900 new stalls at the South Bellevue Park & Ride and additional travel demand generated by downtown growth. Without the proposed project, the corridor will be mired in gridlock and delay.

The HOV lane on this direct route from the downtown to I-90 will decrease southbound congestion in general and provide HOV and transit vehicles travel time and reliability benefits. Modeling for the 2030 PM peak hour shows a more than 20 percent decrease in travel times along the Bellevue Way SE corridor for vehicles in the general purpose lanes and a nearly 60 percent decrease in travel time for vehicles in the HOV lane as compared to a no build alternative. In non-peak hours, travel time improves an average of 17 percent. As travel demand on the roadway increases, the HOV lane will stem the downgrading of level of service along the corridor. This projected travel time benefit will result in significant greenhouse gas emissions reductions along the corridor.

By providing a direct and efficient link from the South Bellevue Park & Ride just off I-90, the project will also improve the performance of regional facilities like I-90. The convenient access to the East Link line connecting Bellevue to Seattle to the west and Redmond/Overlake to the east, will decrease vehicle miles traveled on the regional facilities. The South Bellevue East Link Station is expected to support from 4,500 to 5,000 boardings daily by 2030.

E. Project Readiness/Financial Plan

There are two parts to this section, with specific questions for each part identified below: the project's readiness to obligate PSRC funds, and the project's financial plan. 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 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.

For assistance completing this section, contact Larry Burris at (206) 464-5301 or lburris@psrc.org.

19. Financial Plan

Identify the source and amount of PSRC funds for which you are applying. Indicate the phase(s) requested and the estimated obligation year. Per PSRC's project tracking policies adopted in April 2010, if awarded PSRC's FHWA funds, planning and preliminary engineering/design phases are expected to obligate within the year designated; right of way, construction and/or other phases will receive a one-year grace period beyond the year designated. The 2012 project selection process is distributing FFY 2013-2014 funds; per policy, estimated obligation year must be either 2013 or 2014. For more information on PSRC's project tracking program, please go to www.psrc.org/transportation/tip/tracking.

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.

19a. Select only one funding source below, STP or CMAQ.

STP

CMAQ

19b. Identify the amount requested by phase, and identify the estimated year of obligation (2013 or 2014).

<u>Phase</u>	<u>Amount</u>	<u>Estimated Year of Obligation</u>
Construction	\$3,000,000.00	2014

[select phase]

[select phase]

19c. Identify the project phases that will be fully completed if requested funding is obtained:

The requested funds will support the construction of the project.

In the table below please provide information on the financial budget and schedule for the entire project. Please indicate amounts and sources of both secured and unsecured funds, by phase. Include all phases in the project, from start to finish, and indicate when each phase will be completed. The requested PSRC funds identified above must also be reflected in the table below. Use as many rows per phase as necessary to reflect the financial plan for each phase.

19d. Project Budget and Schedule

In this section you will be asked to provide information on the financial budget and schedule for the entire project. The required table to provide this information is a separate Excel spreadsheet which you will need to download from PSRC's website. Attach the completed spreadsheet, along with this application, to the email submitted to PSRC by the deadline of April 13, 2012. The project budget spreadsheet may be downloaded at <http://www.psrc.org/transportation/tip/selection>.

20. Project Readiness:

PSRC recognizes that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before federal funding is typically eligible to obligate. These questions are designed to identify those requirements and assist sponsors to:

- Identify which obligation prerequisites and milestones apply to their specific project.
- Identify which of these have already been satisfied at time of application.
- Provide an explanation and realistic completion date for all obligation prerequisites and milestones not yet completed.

In the section below, sponsors will be asked to provide complete information on the status of necessary milestones for the project seeking PSRC funds. Past experience has shown that delays in one phase often result in a delay to subsequent phases. PSRC's project tracking policies require that funds be obligated within a set timeframe or be returned for redistribution. Consequently, sponsors are encouraged to carefully consider the complexity of their project and develop a project schedule that is realistic.

Based on the phase(s) for which PSRC funds are being requested, please answer the questions below. If funds are requested for Planning or Preliminary Engineering/Design only, this section is not required.

20A. If funds are requested for Right of Way:

20A-1: What is the status of Preliminary Engineering/Design?

- Is the PE/Design phase complete? No
- If not, identify all relevant milestones, including the current status and estimated completion date of each. For example:
 - What is the level of environmental documentation under the National Environmental Policy Act (NEPA) for this project?
 - Environmental Impact Statement (EIS)
 - Environmental Assessment (EA)
 - Documented Categorical Exclusion (DCE)
 - Categorical Exclusion (CE)
 - Has the NEPA documentation been approved? Please provide the date of approval, or the anticipated date of completion. Both FTA and FHWA Records of Decision were received in November 2011.
 - At what stage of completion is your design?
 - Have Preliminary Plans been submitted to WSDOT for approval? No
 - If not, when is this milestone scheduled to be complete? June 2013
 - When are Preliminary Plans expected to be approved? July 2013
 - Are there any other PE/Design milestones not listed above? Please identify and provide estimates dates of completion.

20A-2: What is the status of Right of Way?

- How many parcels do you need? Depending on final design, partial acquisitions on up to four parcels may be required.
- What is the zoning in the project area (e.g., commercial, residential, etc.)? Residential
- Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this. The schedule assumes sufficient time to secure possession and use of needed right of way.
- Does your agency have experience in conducting right of way acquisitions of similar size and complexity? Yes
- If not, when do you expect a consultant to be selected, under contract, and ready to start?
- Identify all relevant right of way milestones, including the current status and estimated completion date of each. For example:
 - True cost estimate of Right of Way April 2013

- Right of Way Plans (stamped) April 2013
- Relocation Plan (if applicable) NA
- Right of Way Certification
- Right of Way Acquisition March 2014
- Certification Audit by WSDOT Right of Way Analyst May 2014
- Relocation Certification, if applicable NA

20B. If funds are requested for Construction:

Complete sections 20A-1 and 20A-2 above.

20B-1: What is the status of the milestones for the construction phase?

- Do you have an Engineer’s Estimate? Please provide a copy if available. Yes, based on preliminary design efforts. Full design will commence spring 2012.
- Identify the environmental permits needed for the project and when they are scheduled to be acquired. Full permit requirements will be detailed as part of the design process, but will include local clear and grade and critical areas permits.
- Is PS&E approved? Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval. No
- When is the project scheduled to go to ad? October 2014

Note: for projects awarded PSRC funds through this competition, the information provided above for each milestone will be incorporated into the project’s Quarterly Progress Report for future monitoring, as part of PSRC’s project tracking program.

F. Other Considerations

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. In addition, please describe any innovative components included in your project: these could include design elements, cost saving measures, or other innovations. Per PSRC Board direction, we are conducting research into innovative programs and concepts in the region and throughout the country, and will report back to the Board for potential ideas for an Innovations Program in our region in the future.

REMINDER: When you submit this application to PSRC, please remember to also attach the Project Budget and Schedule spreadsheet and any maps or other project schematics, if applicable.

Project Budget and Schedule

Complete all entries below; identify sponsor and title, and answer questions 19d, 19e and 19f.

Project Sponsor:	City of Bellevue
Project Title:	Bellevue Way SE HOV Lane (South Bellevue Park & Ride to I-90 Ramps)

19d. Project Budget and Schedule

In the table below please provide information on the financial budget and schedule for the entire project. Please indicate amounts and sources of both secured and unsecured funds, by phase. Include all phases in the project, from start to finish, and indicate when each phase will be completed. The requested PSRC funds identified in the application must also be reflected in the table below. Use as many rows per phase as necessary to reflect the financial plan for each phase.

You may add additional rows as needed; if a phase is not required for the project, indicate "n/a." If you need assistance completing this section, contact Tracy Murray at (206) 971-3277 or tmurray@psrc.org.

Phase	Funding Source(s)	Secured / Unsecured	Amount	Schedule
Planning				Estimated Phase Completion Date: <input style="width: 100%; height: 20px;" type="text"/>
Planning				
Planning				
Planning TOTAL:			\$ -	
Preliminary Engineering / Design	Sound Transit	Secured	\$800,000	Estimated Phase Completion Date: <input style="width: 100%; height: 20px;" type="text" value="Jun-13"/>
Preliminary Engineering / Design				
Preliminary Engineering / Design				
Preliminary Engineering / Design TOTAL:			\$ 800,000	
Right of Way	Sound Transit	Secured	\$700,000	Estimated Phase Completion Date: <input style="width: 100%; height: 20px;" type="text" value="Mar-14"/>
Right of Way				
Right of Way				
Right of Way TOTAL:			\$ 700,000	
Construction	Sound Transit	Secured	\$2,000,000	Estimated Phase Completion Date: <input style="width: 100%; height: 20px;" type="text" value="Dec-15"/>
Construction	STP Request	Unsecured	\$3,000,000	
Construction				
Construction				
Construction				
Construction TOTAL			\$ 5,000,000	
Other				Estimated Phase Completion Date: <input style="width: 100%; height: 20px;" type="text"/>
Other				
Other TOTAL:			\$ -	
TOTAL Estimated Project Cost, All Phases:			\$ 6,500,000	Estimated Project Completion Date: <input style="width: 100%; height: 20px;" type="text" value="Dec-15"/>

19e. Provide documentation and/or an explanation of the secured funds identified above.

For example, provide web links to a grant award notification, provide the page number of local funds identified for the project in the local 6-year transportation program or transit plan, etc. For more information on the definition of secured/unsecured funds, refer to:

www.psrc.org/assets/7911/Definitions_SecuredandUnsecuredFunding.pdf

Letter of support from Sound Transit (available for Regional application Deadline of April 13, 2012).

19F. Provide additional information on any funds identified in the table above as unsecured. For example, identify the estimated approval date of funds for the project into the local 6-year program; if applying for future grants, indicate when you will apply and to what program; if pursuing a limited improvement district, bonding, or other local funding mechanism, when will that occur and what additional steps are required; etc. For more information on the definition of secured/unsecured funds, refer to :

www.psrc.org/assets/7911/Definitions_SecuredandUnsecuredFunding.pdf