

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: Redmond Way and Cleveland Street Improvements</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#: 4116 & 4117</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 Redmond</p> <p>b. Co-sponsor(s) if applicable: N/A</p> <p>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: Don Cairns</p> <p>Address: P.O. Box 97010</p> <p>Phone: 425-556-2834</p> <p>Email: dcairns@redmond.gov</p>

<p>5</p>	<p>Project description. Please distinguish between the scope of the project and the justification and/or need for the project.</p> <p>a. Project scope: Please describe clearly and concisely the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? For example, if this is part of a larger project, please be specific as to what portion on which the grant funds will be used.</p> <p>Improve pedestrian environment at intersections on Redmond Way and Cleveland Street from 160th Avenue NE to Avondale Way by widening sidewalks, shortening pedestrian crossings, and raising facilities to current ADA standards. Add a Business Access to Transit (BAT) lane WB to support the Sound Transit Route 545, and a que jump at the east end of the couplet. Convert both streets from one-way to two-operation to improve grid system in downtown. Grant money for this Downtown Redmond Regional Urban Center project completes the sixth and final phase of the Downtown Transportation Master Plan.</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> <ul style="list-style-type: none"> • Creates a more walkable downtown • Downtown Redmond is developing into a popular destination accessible by foot, bicycle, transit, and driving. • Project integrates into previous phases to provide a complete street network in Downtown <p>The Sound Transit 545 route has the second highest ridership of any Regional Express route, with over 1,775,000 boardings in 2011. The route connects Bear Creek Park and Ride, Downtown Redmond, Overlake, Evergreen Point, Montlake and Downtown Seattle with all-day service that operates at headways of 10 minutes or less in both directions during peak hours and 15-30 minute headways during off-peak hours.</p> <p>The City of Redmond has a vision to reclaim downtown as a job-rich, economically healthy, people-friendly place - enhanced by the movement of pedestrians, bikes, cars and a diversity of businesses. The couplet project will help to meet the community's goal to have a vibrant downtown that is a magnet for jobs and investment.</p> <p>This project will reduce driver confusion; provide adequate capacity to move traffic at reasonable safe speeds; provide greater accessibility and improve conditions for pedestrians; gateway treatments; overall strengthening of the downtown business environment.</p> <p>In particular: Streets will provide connectivity and circulation for all modes while maintaining a level of traffic flow consistent with an urban downtown - they accommodate and encourage the future land use vision. Designated parking areas are designed to be available for businesses, residents, visitors, and local deliveries. Facilities and services are designed to support the goal of having transit, walking, bicycling, and carpooling comprise a significant share of the trips to, from and within the downtown core. Transit mobility improvements along Redmond Way will support regional express routes including ST 545.</p> <p>This projects adjacency to the converted Burlington Northern railroad right-of-way allows the urban center to integrate even greater access to future high capacity transit, non-motorized trail and other economic opportunities. Conversion of the couplet is the final step required to transform a formerly job-scarce Downtown - into a job-rich Urban Center that supports and encourages a thriving economy.</p>
<p>6</p>	<p>Project location: City of Redmond</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): Western Terminus: Redmond Way at Bear Creek Parkway</p> <p>c. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): Eastern Terminus: Redmond Way at Bear Creek Bridge</p>
<p>7</p>	<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 Federal functional classification code (Please select only one code using the table below)

For assistance determining functional classification, contact Stephanie Rossi at (206) 971-3054 or srossi@psrc.org.

Important: A roadway must be approved 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".

Examples of exceptions:

- 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.

For more information on functional classification, please refer to www.wsdot.wa.gov/mapsdata/travel/hpms/functionalclass.htm

Rural Functional Classifications
"Under 5,000 population"

(Outside federal-aid urbanized and federal-aid urban areas)

- 00** Exception
- 01** Principal Arterial - Interstate
- 02** Principal Arterial
- 06** Minor Arterial
- 07** Major Collector
- 08** Minor Collector
- 09** Local Access
- 21** Proposed Principal Arterial – Interstate
- 22** Proposed Principal Arterial
- 26** Proposed Minor Arterial
- 27** Proposed Major Collector
- 28** Proposed Minor Collector
- 29** Proposed Local Access

Urban Functional Classifications
"Over 5,000 population"

(Inside federal-aid urbanized and federal-aid urban areas)

- 00** Exception
- 11** Principal Arterial – Interstate
- 12** Principal Arterial – Expressway
- 14** Principal Arterial
- 16** Minor Arterial
- 17** Collector
- 19** Local Access
- 31** Proposed Principal Arterial – Interstate
- 32** Proposed Principal Arterial – Expressway
- 34** Proposed Principal Arterial
- 36** Proposed Minor Arterial
- 37** Proposed Collector
- 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 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/.

a. 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:
(1) Redmond Comprehensive Plan. (2) DT-34, DT-38, DT-39, DT-42. (3) Pages 26-29; (1) Redmond Capital Investment Strategy (2) Appendix B (3) Page B-1; (1) Redmond Transportation Master Plan, Buildout-Plan & Facilities Plan. (2) Prioritization; Priority Projects; Project RED- TMP-083, RED-TMP-079 (3) Pages 6/4; 9/3; A1-4; 6/15; (1) Redmond 2012-2017 TIP. (2) C-53 (3) Pages 8, 16 & Map.
- 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.

- 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 www.psrc.org/assets/468/fedaidmap.pdf 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 www.psrc.org/growth/centers for more information.)

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.

This is the critical project to supporting additional high density residential (from 4,270 to 11,350 +166%) and employment (from 8,100 to 10,800 +33%) growth in Downtown between now and 2030.

Redmond is a critical high-tech center in Washington State. Information technology jobs are identified by the Washington Employment Security Department as providing among the very highest job-multiplier and high-export activity effects on Washington State. To succeed, these jobs depend upon mobility access for labor, intra-region mobility for labor and freight, and general mobility for business and tourism. This project supports the retention and expansion of high-value family-wage jobs.

The following extract statements and policies in support this project are from the City of Redmond Comprehensive Plan Land Use & Neighborhood Elements (updated and approved by the Redmond City Council in December 6, 2011):

- **Urban Centers:** Center designations are a strategy employed in King County and in the central Puget Sound region for the purposes of growth management and transportation planning, and for programming of regional transportation funds to areas of concentrated growth. Urban Centers within the County and Regional Growth Centers within the region are envisioned as higher density focal points within communities, attracting people and businesses to excellent multimodal transportation system and diverse economic opportunities, a variety of well-designed and distinctive places to live, and proximity to shopping, recreation and other amenities. Urban Centers are also intended to support more sustainable land use by accommodating growth in urban locations and reducing sprawl.
- **FW-10** Ensure Focuses and promotes office, housing and retail development in the Downtown and Overlake Urban Centers;
- **LU-37** Maintain the Urban Centers (Downtown and Overlake) as the major retail, service, entertainment, and cultural centers for the City and the greater Eastside. Ensure that other commercial areas in the City do not detract from the Urban Centers and help to meet other community commercial needs.
- **LU-43.** Designate portions of Redmond's Downtown and the Overlake neighborhoods as Urban Centers under the Countywide Planning Policies and Regional Growth Centers under Vision 2040, 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. Prioritize capital investment funds to build the necessary infrastructure for these Urban Centers, including transportation, utilities, stormwater management and parks. Also emphasize support for transit use, pedestrian and bicycling.
- **LU-44** Leverage local, regional, State and federal agency funding for needed public facilities and services within Redmond 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.
- **DT-34** Restore Redmond Way and Cleveland Street to two-way operation to improve the pedestrian and shopping ambiance by promoting slower vehicle speeds on Cleveland Street, and to improve local vehicular circulation and pedestrian access to individual businesses on Redmond Way and Cleveland Street. Restore these streets to two-way operation after improvements to extend Bear Creek Parkway, 161st Avenue NE and 164th Avenue NE have been completed.

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).

This project remedies confusion for drivers created by one-way couplet and creates pedestrian infrastructure, transit operations, and downtown grid needed to support residents and business. It provides adequate capacity to move traffic at reasonable safe speeds; provides greater accessibility to shopping, business and recreation, and improves conditions for pedestrians. Gateway treatments make the center more inviting. Overall it strengthens the downtown business environment.

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.

This project significantly improves pedestrian accessibility, transit operation, vehicle trip lengths are shortened due to improved grid, and overall traffic circulation for all users in Downtown is enhanced. In particular: Streets will provide connectivity and circulation for all modes while maintaining a level of traffic flow consistent with an urban downtown - they accommodate and encourage the future land use vision. Designated parking areas are designed to be available for businesses, residents, visitors, and local deliveries. Facilities and services are designed to support the goal of having transit, walking, bicycling, and carpooling comprise a significant share of the trips to, from and within the downtown core. Transit mobility improvements along Redmond Way will support regional express routes including ST 545. This projects adjacency to the converted Burlington Northern railroad right-of-way allows the urban center to integrate even greater access to future high capacity transit, non-motorized trail and other economic opportunities.

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.

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.

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.

This project, while focusing primarily on Redmond Way and Cleveland Street, is part of a larger concerted effort by the City of Redmond to improve, and where needed complete key connections in the existing street network. The couplet conversion - while neutral on vehicular traffic, works in concert with its forefather projects to provide grid-system traffic dispersal coupled with key alternate routes (including Bear Creek Parkway and SR-520). The Redmond Central Connector and parallel route NE 76th Street provide additional dispersion and alternatives. This project supports the Redmond Downtown Urban Center 2030 plan to accommodate 7,080 new residents, 3,870 new dwelling units, and 2,700 new jobs. It's a "New Urbanist"/smart growth plan for this designated Regional Center. Pedestrian improvements substantially benefit increased mode share and smart growth land use. The BAT lane and queue jump substantially reduces emissions for transit ridership (545 is second most productive ST route with 1,775,000 boardings in 2011 and 10 minute peak headways). During the 2030 peak hour the BAT lane will result in a 45 second transit travel time savings for each coach. METRO Transit reports that the two park 'n' ride lots that book-end this project, 712 (Bear Creek) and 726 (Redmond) are respectively at 105% and 100% of capacity. These transit hubs accompanied by improved bus service allow for more concentrated development Downtown and thus, a more walkable community. Improved transit and improved pedestrian facilities both encourage new transit ridership and shift travel from single occupant vehicles to multimodal options. Couplet conversion to two-way operations shortens trip lengths. Conversion allows the addition of shared lane markings on Cleveland Street which further encourages other modes and its contribution to improved air quality. The couplet conversion provides improved connections to regional non-motorized trails, including those linking to Bellevue and Woodinville. By introducing travel time indicator signs near the project termini, drivers will be able to make better informed decisions that help keep traffic flowing and reduce the air pollution contributed by excessive idling. Traffic signals and cameras linked to the City Hall ITS system will be used to coordinate and balance traffic for maximum efficiency.

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>
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Construction	\$5,000,000.00	2014
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[select phase]

[select phase]

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

Construction

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. Anticipated Date of completion: 02/15/2014
 - 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? 05/01/2014
 - When are Preliminary Plans expected to be approved? 11/15/2014
 - Are there any other PE/Design milestones not listed above? Please identify and provide estimates dates of completion. N/A

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

- How many parcels do you need? Total of 23 easements from 23 parcels (No Relocation).
- What is the zoning in the project area (e.g., commercial, residential, etc.)? Downtown Mixed Use; mix of residential, business and light commercial within a property.
- Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this. Legislative action to authorize acquiring necessary property rights for the project will include the ability to use eminent domain, if necessary. Such action will be accomplished prior to the commencement of the right of way acquisition process. It will be understood that if negotiations fail after a reasonable amount of time and a reasonable amount of attempts to acquire the property rights through settlement, the City Attorney will already have the authorization to file documents necessary to pursue exercising eminent domain as well as have access to up to date information for serving respondents of record. Possession and Use will be pursued to

provide interim use of property. Time to process court filings and provide for responses has been factored into the schedule.

- Does your agency have experience in conducting right of way acquisitions of similar size and complexity? Yes. Acquisitions will occur under Right of Way Procedures approved by Washington State Department of Transportation supporting City's abilities and experience and the use of Qualified Right of Way Consultants, if necessary. Qualified Right of Way Consultants will be available under established City of Redmond's On-Call Consultant Agreements.
- If not, when do you expect a consultant to be selected, under contract, and ready to start? N/A
- 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 August 2013
 - Right of Way Plans (stamped) September 2013
 - Relocation Plan (if applicable) N/A, no relocations identified.
 - Right of Way Certification October 2014
 - Right of Way Acquisition September 2014
 - Certification Audit by WSDOT Right of Way Analyst October 2014
 - Relocation Certification, if applicable N/A, no relocations identified
 - Milestones and Estimated Completion Date
 - Receipt of Right of Way Plan July 2013
 - True Cost Estimate August 2013
 - Receipt of Approved Right of Way Plan September 2013
 - Appraisal /Appraisal Reviews/Just Compensation Concurrence January 2014
 - Authorization to Present Offer for Easements (NEPA completed) February 2014
 - Negotiation/Acquisition/Possession and Use September 2014
 - Right of Way Certification October 2014.

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
- Identify the environmental permits needed for the project and when they are scheduled to be acquired. See Q.20.A-1 NEPA Categorical Exclusion; DOE Stormwater Permit 10/15/2014.
- Is PS&E approved? Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval. 05/01/2014
- When is the project scheduled to go to ad? 12/15/2014

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.

This project is strongly supported by Sound Transit. WSDOT has noted it's satisfaction that the modeling completed shows an acceptable level of service for the proposed configuration. Travel time indicator signs posted near the

project termini, will help drivers make better informed route decisions - the kind that help keep traffic flowing and reduce the air pollution contributed by excessive idling.

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 Redmond
Project Title:	Redmond Way and Cleveland Street Improvements

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	Local	Secured	\$ 743,903	Estimated Phase Completion Date:
Planning				
Planning				
Planning TOTAL:			\$ 743,903	3/17/2009
Preliminary Engineering / Design	Local	Secured	\$ 1,209,008	Estimated Phase Completion Date:
Preliminary Engineering / Design				
Preliminary Engineering / Design				
Preliminary Engineering / Design TOTAL:			\$ 1,209,008	11/15/2014
Right of Way	Local	Secured	\$ 4,531,611	Estimated Phase Completion Date:
Right of Way				
Right of Way				
Right of Way TOTAL:			\$ 4,531,611	10/15/2014
Construction	Local STP	Secured	\$ 5,169,056	Estimated Phase Completion Date:
Construction				
Construction TOTAL:			\$ 10,169,056	7/30/2016
Other				Estimated Phase Completion Date:
Other				
Other TOTAL:			\$ -	N/A
TOTAL Estimated Project Cost, All Phases:			\$ 16,653,577	9/30/2016

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

The project is in a high state of readiness. The Planning phase was completed in 2009 using local funds. The City of Redmond is currently using local funds to complete design and ROW phases and remaining funds for construction will be secured prior to the time of application to PSRC. This request is for STP construction funds (2014 obligation), to complete the final phase of the project. The Redmond City Council included this near-term project in the Capital Investment Startegy they adopted on 12/12/2013.

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

The only funds listed as unsecured is the Construction money requested under this STP grant.



KIRKLAND

REDMOND

DOWNTOWN REDMOND
REGIONAL GROWTH CENTER

Downtown Transit Center

PROJECT LOCATION

Bear Ck Transit Center

SR 405

Overlake Transit Center

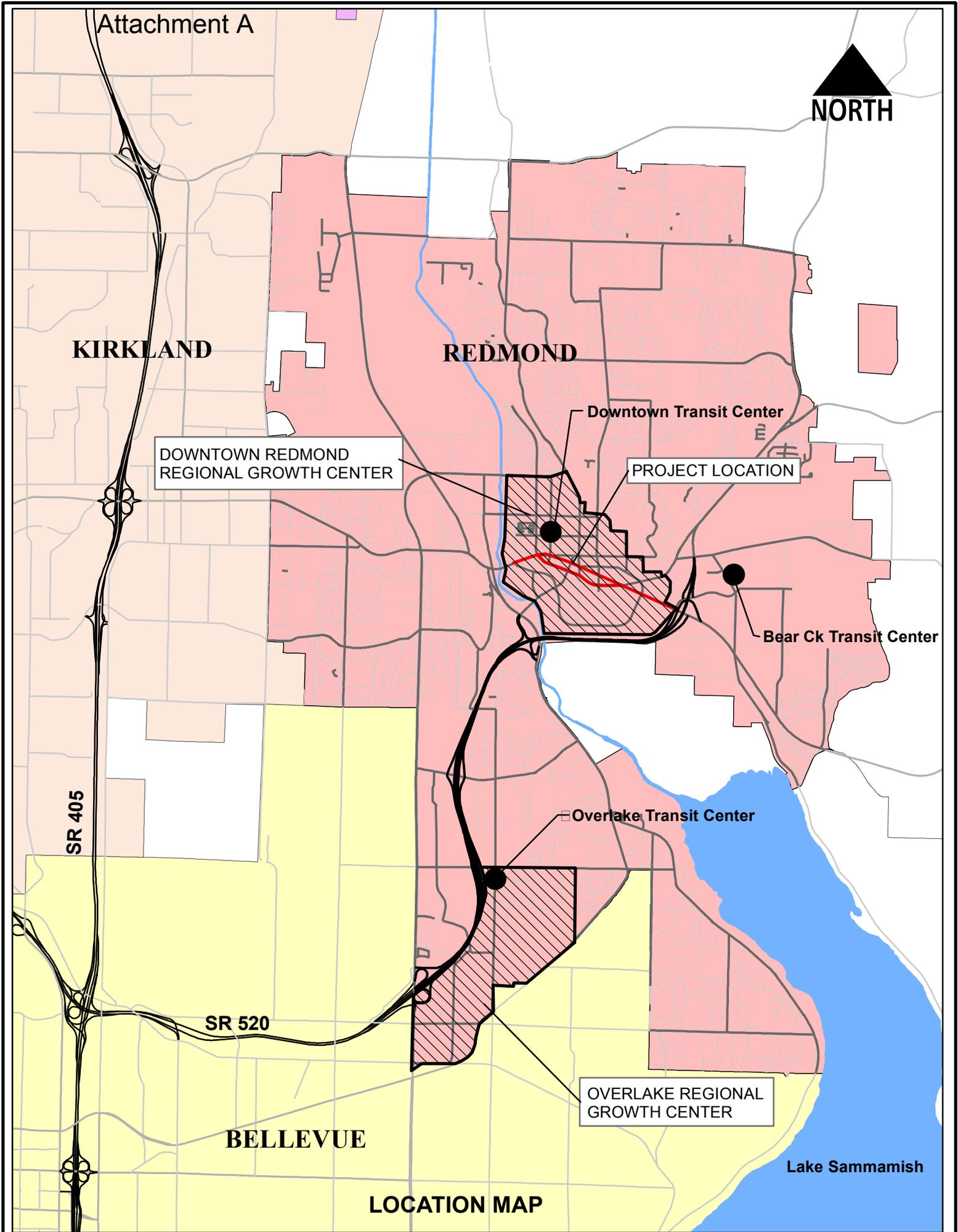
SR 520

OVERLAKE REGIONAL
GROWTH CENTER

BELLEVUE

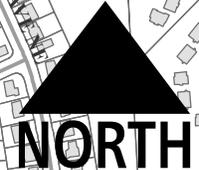
Lake Sammamish

LOCATION MAP



Attachment B

To Seattle
Via Overlake



202

DOWNTOWN TRANSIT
CENTER & PARK & RIDE

PRIMARY TRANSIT CORRIDOR (S.T. 545)

202

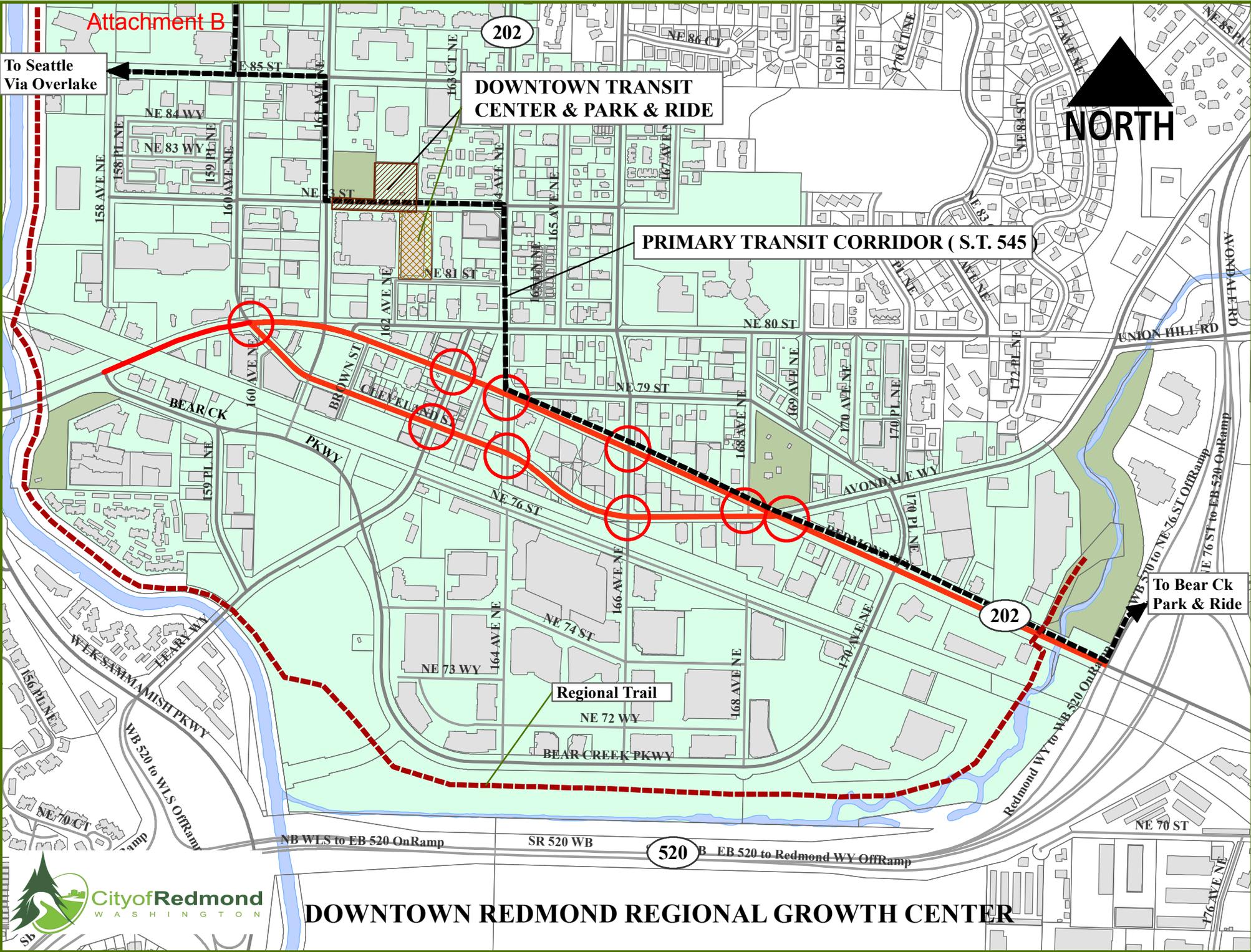
To Bear Ck
Park & Ride

Regional Trail

520



DOWNTOWN REDMOND REGIONAL GROWTH CENTER





Couplet Conversion
 from 158th Avenue NE to Avondale Way NE
 Based on 161st Median Bid Prices

VERSION 5
 REVISED: 11/12/10

Item No.	Spec. Section	Description	Unit	Unit Price	Quantity	Amount
ROADWAY ITEMS						
1-04	Minor Change		FA	\$ 200,000.00	1	\$ 200,000.00
1-05	Record Drawings		LS	\$ 16,000.00	1	\$ 16,000.00
1-05	Surveying		LS	\$ 86,744.95	1	\$ 86,744.95
1-07	Potholing		FA	\$ 10,000.00	1	\$ 10,000.00
8-01	Stormwater Pollution Prevention Plan (SWPP, TESC, SPCC)		LS	\$ 6,000.00	1	\$ 6,000.00
1-08	Type B Progress Schedule (Min. Bid Price \$10,000 LS)		LS	\$ 10,000.00	1	\$ 10,000.00
1-09	Mobilization		LS	\$ 578,299.65	1	\$ 578,299.65
1-10	Project Temporary Traffic Control		LS	\$ 350,000.00	1	\$ 350,000.00
2-01	Clearing and Grubbing		LS	\$ 30,000.00	1	\$ 30,000.00
2-01	Tree Removal		EA	\$ 400.00	38	\$ 15,200.00
2-02	Removal of Structures and Obstructions		LS	\$ 25,000.00	1	\$ 25,000.00
2-02	Removing Cement Concrete Sidewalks and Driveways		SY	\$ 8.00	4369	\$ 34,952.00
2-02	Removing Cement Concrete Curb and Gutter		LF	\$ 5.00	3379	\$ 16,895.00
2-03	Roadway Excavation Including Haul		CY	\$ 30.00	2270	\$ 68,100.00
2-03	Unsuitable Foundation Excavation Including Haul		CY	\$ 27.00	550	\$ 14,850.00
2-03	Gravel Borrow Including Haul		TON	\$ 17.00	1275	\$ 21,675.00
4-04	CSTC		TON	\$ 25.00	2510	\$ 62,750.00
5-04	HMA, Class A		TON	\$ 70.00	4920	\$ 344,400.00
5-04	Planing Bituminous Pavement		SY	\$ 4.00	1440	\$ 5,760.00
5-04	Pavement Repair Excavation Incl. Haul		SY	\$ 14.00	1310	\$ 18,340.00
8-04	Cement Concrete Curb and Gutter, Type A-1		LF	\$ 16.00	5965	\$ 95,440.00
8-06	Cement Conc. Approach, 3 Day		SY	\$ 50.00	395	\$ 19,750.00
8-13	Adjust Monument Case & Cover		EA	\$ 320.00	4	\$ 1,280.00
SIDEWALK ITEMS						
8-14	Plain Cement Conc. Sidewalk		SY	\$ 40.00	1880	\$ 75,200.00
8-14	Scored Concrete Sidewalk		SY	\$ 40.00	5383	\$ 215,320.00
8-14	Cement Concrete Sidewalk Ramp Type 1		EA	\$ 850.00	37	\$ 31,450.00
8-14	Cement Concrete Sidewalk Ramp Type 2		EA	\$ 850.00	13	\$ 11,050.00
8-14	Cement Concrete Sidewalk Ramp Type 4a		EA	\$ 800.00	2	\$ 1,600.00
TRAFFIC CONTROL DEVICE ITEMS						
8-09	Raised Pavement Marker Type 1		Hundred	\$ 220.00	48	\$ 10,560.00
8-09	Raised Pavement Marker Type 2		Hundred	\$ 380.00	11	\$ 4,180.00
8-21	Permanent Signing		LS	\$ 20,000.00	1	\$ 20,000.00
8-21	Bridge Sign		EA	\$ 50,000.00	2	\$ 100,000.00
8-22	Plastic Crosswalk Stripe		SF	\$ 3.00	5255	\$ 15,765.00
8-22	Plastic Stop Bar		SF	\$ 5.00	1480	\$ 7,400.00
8-22	Painted Line (4-In., White)		LF	\$ 0.70	1010	\$ 707.00
8-22	Painted Line (8-In., White)		LF	\$ 0.70	0	\$ -
8-22	Plastic Traffic Arrow		EA	\$ 85.00	101	\$ 8,585.00
8-22	Plastic Bicycle Lane Marking		EA	\$ 200.00	12	\$ 2,400.00
8-22	Temporary Pavement Markings		LF	\$ 0.25	10775	\$ 2,693.75
8-22	Removal of Temporary Pavement Markings		LF	\$ 0.25	10775	\$ 2,693.75
ROADSIDE DEVELOPMENT ITEMS						
8-02	Streetscape / Urban Design		LS	\$ 300,000.00	1	\$ 300,000.00
8-32	Open Space Enhancements		FA	\$ 200,000.00	1	\$ 200,000.00
STORM DRAINAGE ITEMS						
7-04	Storm Drainage System		LF	\$ 125.00	1885	\$ 235,625.00
7-04	Urban Storm Water Treatment		LS	\$ 80,000.00	1	\$ 80,000.00
TRAFFIC SIGNAL ITEMS						
8-20	Signal Modifications, Complete		EA	\$ 50,000.00	4	\$ 200,000.00
8-20	New Traffic Signal System, Complete		EA	\$ 200,000.00	7	\$ 1,400,000.00
8-20	Signal Interconnect		LF	\$ 40.00	3200	\$ 128,000.00
ILLUMINATION SYSTEM ITEMS						
8-20	Illumination System Complete		LF	\$ 275.00	2125	\$ 584,375.00
UNDERGROUND UTILITY ITEMS						
8-31	Underground Utility Design / Coordination		LF	\$ 20.00	4100	\$ 82,000.00
8-31	Utility Undergrounding		LF	\$ 170.00	4100	\$ 697,000.00

Subtotal	\$ 6,448,041.10
Contingency (15%)	\$ 967,206.16
Unforeseen Risk Factor (10%)	\$ 644,804.11
Construction Total	\$ 8,060,051.37

ROW COST SUMMARY^{1,3}	
ROW Cost (\$200/SF)	\$ 3,338,370.00
TCE Cost (\$5,000/EA)	\$ 120,000.00
ROW Administration	\$ 166,918.50
ROW Contingency (25%)	\$ 906,322.13
ROW Total	\$ 4,531,610.63

COUPLER CONVERSION COST SUMMARY	
CONSTRUCTION COST	\$ 8,060,051.37
ROW COST	\$ 4,531,610.63
CITY ADMINISTRATION FEE (5%)	\$ 403,002.57
ENGINEERING DESIGN (15%)	\$ 1,209,007.71
CONSTRUCTION MANAGEMENT (10%)	\$ 806,005.14
REGIONAL STORM WATER FEE	\$ 242,296.00
INFLATION RATE (4%/YR)	\$ 657,700.19
PROJECT TOTAL	\$ 15,909,673.60

Assumptions

- ROW is to back of sidewalk
- Permanent Signing Costs include length of channelization and signing between intersections
- Reflected ROW cost as shown above includes permanent takes from Developer frontage
 If Developer contributes to frontage improvements

Row Cost (\$225/SF) = \$4,010,580.00
 ROW Admin = \$200,529.00
 TOTAL ROW Cost = \$4,211,109.00

Attachment D

The following extract statements and policies in support this project are from the City of Redmond Comprehensive Plan Land Use & Neighborhood Elements (updated and approved by the Redmond City Council in December 6, 2011):

- *Urban Centers: Center designations are a strategy employed in King County and in the central Puget Sound region for the purposes of growth management and transportation planning, and for programming of regional transportation funds to areas of concentrated growth. Urban Centers within the County and Regional Growth Centers within the region are envisioned as higher density focal points within communities, attracting people and businesses to excellent multimodal transportation system and diverse economic opportunities, a variety of well-designed and distinctive places to live, and proximity to shopping, recreation and other amenities. Urban Centers are also intended to support more sustainable land use by accommodating growth in urban locations and reducing sprawl.*
- *FW-10 Ensure Focuses and promotes office, housing and retail development in the Downtown and Overlake Urban Centers;*
- *LU-37 Maintain the Urban Centers (Downtown and Overlake) as the major retail, service, entertainment, and cultural centers for the City and the greater Eastside. Ensure that other commercial areas in the City do not detract from the Urban Centers and help to meet other community commercial needs.*
- *LU-43. Designate portions of Redmond's Downtown and the Overlake neighborhoods as Urban Centers under the Countywide Planning Policies and Regional Growth Centers under Vision 2040, 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. Prioritize capital investment funds to build the necessary infrastructure for these Urban Centers, including transportation, utilities, stormwater management and parks. Also emphasize support for transit use, pedestrian and bicycling.*
- *LU-44 Leverage local, regional, State and federal agency funding for needed public facilities and services within Redmond 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.*
- *DT-34 Restore Redmond Way and Cleveland Street to two-way operation to improve the pedestrian and shopping ambiance by promoting slower vehicle speeds on Cleveland Street, and to improve local vehicular circulation and pedestrian access to individual businesses on Redmond Way and Cleveland Street. Restore these streets to two-way operation after improvements to extend Bear Creek Parkway, 161st Avenue NE and 164th Avenue NE have been completed.*

APPROVED 12-17 Six-Year Transportation Improvement Program

Project List

Street or Project	From	To	Proj Start	Proj End	Un Funded	Six-Year Project Funding Information (All Dollars in Thousands)			Total Project Cost*
						Local Funding	Federal Funding	State Funding	
C46 NE 51st St & 148th Ave NE Intersection Improvements	51st Street	148th Ave	2014	2015		1,450			1,450
C47 NE 31st St and 156th Ave NE Intersection Widening	31st Street	156th Avenue	2014	2014		1,450			1,450
C48 Bellevue-Redmond Rd and West Lake Sammamish Parkway Roundabout	Bellevue-Redmond Rd	West Lake Sammamish Parkway	2015	2016	11,400			0	11,400
C49 West Lake Sammamish Parkway NE Widening	Bel-Red Road	NE 51st Street	2017	2017	28,450			0	28,450
C50 NE 76th Street Extension	185th Ave NE	188th Ave NE	2014	2015		8,800			8,800
C51 NE 73rd Street Extension	185th Ave NE	188th Ave NE	2016	2017		12,500			12,500
C52 188th Ave NE Extension	NE 68th Street	Union Hill Road	2014	2015		19,000			19,000
C53 Redmond Way and Cleveland Street One Way Couplet Conversion	160th Avenue NE	170th Avenue NE	2015	2016	14,400			0	14,400
C56 Overlake Access Ramp	SR 520	152nd Avenue NE	2014	2017	53,100			0	53,100
C57 152nd Avenue NE Improvements, Phase 1	NE 24th Street	Ne 31st Street	2015	2017	24,000			0	24,000
C58 Cleveland Street Streetscape	160th Ave NE	170th Ave NE	2012	2014	1,950	2,950			4,900
C59 NE 40th Street Improvements, Phase 1	156th Ave NE	Bel-Red Rd	2014	2014	200			0	200
C60 NE 40th Street Improvements, Phase 2	148th Ave NE	156th Ave NE	2015	2016	2,000			0	2,000
PLANNING									233,300
L5 Transportation Master Plan Update			2012	2012		840			840
L8 148th Avenue NE Corridor Master Plan	Bellevue-Redmond Road	SR 520 Interchange	2013	2013		500			500
L9 Sound Transit East Link			2012	2012		300			300
L11 SR 520 Corridor Planning Study			2015	2015			500		500
PRESERVATION									2,140
P1 Pavement Management Program			2012	2017		7,000			7,000

TIP - Project Descriptions

MAJOR STREET

C53 Redmond Way and Cleveland Street One Way Couplet Conversion

Convert Redmond Way from 160th Ave NE to Avondale Way to 1 through lane in each direction and center turn lane with west end having two westbound starting at 161st Ave NE and east end having two eastbound lanes starting at 168th Ave NE. Convert Cleveland St to 1 through lane in each direction. A realignment of the streets at eastern and western ends will improve traffic flow and include gateway treatments. Pedestrian improvements will be constructed on Redmond Way.

C56 Overlake Access Ramp

Construct eastbound access ramp from SR 520 to 152nd Ave NE at 148th Ave NE Interchange. Ramp would diverge from eastbound 148th Ave NE off-ramp, be grade-separated from 148th Ave NE and connect with 152nd Ave NE at roughly NE 29th St. The ramp would include 1 general purpose lane, and auxiliary lanes and HOV/Transit treatments as applicable.

C57 152nd Avenue NE Improvements, Phase 1

The 152nd Ave NE Corridor Study will determine a final cross section for 152nd Ave NE corridor as well as 151st Ave NE. The 152nd Ave NE cross section will include one through lane in each direction, turn lanes, bike lanes, on-street parking, sidewalks and additional pedestrian amenities. In addition the corridor study is proposing east-west connecting streets to complete a grid system for enhanced mobility including transit access to all modes.

C58 Cleveland Street Streetscape

In advance of the conversion of Redmond Way/Cleveland St Couplet Conversion back to two-way operation construct curb extensions, wide sidewalks, pedestrian amenities and gateway treatments. The project will focus on the area between Brown St and 164th Ave NE.

C59 NE 40th Street Improvements, Phase 1

Improve NE 40th Street for non-motorized modes by a combination of techniques, including modifications to curb returns and restriping the roadway with narrower lanes.

C60 NE 40th Street Improvements, Phase 2

Improve NE 40th Street for non-motorized modes by a combination of techniques, including leading pedestrian intervals, pedestrian warning signs, modifications to curb returns and restriping the roadway with narrower lanes.

PLANNING

L5 Transportation Master Plan Update

The Transportation Master Plan (TMP) which was adopted in 2004 included a planned update starting in 2010. With the completion of the Three-Year Action Plan the focus will turn towards data collection for the five year tracking measures included in the TMP, evaluation of the implementation of the 2004 TMP and the TMP update in coordination with the update of the Redmond Comprehensive Plan update.

L8 148th Avenue NE Corridor Master Plan

In a partnership with the City of Bellevue develop a corridor master plan for 148th Ave NE. The corridor master plan will complete a preliminary design for the corridor, which will add vehicle capacity to accommodate anticipated future growth in the corridor. The corridor master plan would include sidewalk and landscaping improvements; low impact development techniques, including ways to accommodate stormwater; and take into consideration existing and planned land uses along the corridor. It would also be developed in coordination with Sound Transit's future light rail alignment.

6. TRANSPORTATION FACILITIES PLAN

Project Cost Estimates

Project costs used in this TFP were originally based on cost estimates prepared for the City in 2004 and were updated in 2007.

Updated cost estimates reflect the most current information about specific projects. In some cases cost updates reflect new information about a given project, either changes in the project concept or new information from engineering studies. In other cases, the project concept remained the same, but costs were updated to reflect current unit costs. Other projects were in active development (preliminary engineering or final design) so that recent estimates were available.

Project cost estimates include the costs of construction and right-of-way acquisition. Related “soft costs” for engineering services and services associated with land buying are not included in these estimates. Soft costs are budgeted as part of the Public Works Department ongoing operations.

Prioritization

Overall priorities for the City’s transportation program have been set by City Council as part of developing the Transportation Element of the Comprehensive Plan (see Chapter 2). The Council’s policy (TR-6) is to:

“Allocate resources in the City’s transportation Capital Investment Program (CIP) according to the following in order of priority:

- *Address public health and safety concerns, including neighborhood traffic protection;*
- *Ensure adequate maintenance of existing facilities throughout the City;*
- *Ensure that as development occurs, the City’s transportation concurrency and level-of-service (LOS) standard are met by completing planned facilities, including capacity projects; providing travel choices; supporting funding partnerships; and efficiently operating the transportation system.”*

Additional guidance was obtained from the public process conducted as part of development of the Transportation Master Plan. Citizens attending these meetings and workshops articulated a coherent set of themes that remained consistent throughout Plan development.

The Redmond public identified the following themes for use in shaping the TMP. These themes were supported and further developed by the City’s Planning Commission during its deliberations on the Transportation Element.

- *Implement downtown transportation plan.* People liked the Downtown Transportation Master Plan that had been prepared prior to initiating development of this city-wide TMP. Specific project elements, such as the 4-lane to 3-lane conversions, the acquisition of the BNSF rail right of way, the extension of Bear Creek Parkway, the Downtown Transit Center and conversion of the one-way pair (Redmond Way and Cleveland Avenue) to two-way operation have received continued support.
- *Provide connections within Redmond.* The public feels that it is too difficult to circulate within town. They note that it is as hard to gain access to Redmond destinations from Redmond origins as it is to travel to places elsewhere in the region. This diminishes community cohesiveness and has a negative influence on quality of life. People feel that, with better connectivity within Redmond, the city would simultaneously become stronger economically and a more desirable place to live.
- *Provide “real choices” for mobility.* The public experience has been that transit, walking and bicycling are desirable ways to travel, but do not represent real choices because of the time and convenience disadvantages of those modes in Redmond today. Especially in the case of transit, people feel that if travel on regional trunk routes (especially the Sound Transit routes) was direct and time-competitive with the car, they would be able to use transit more than they do today.
- *Protect & enhance community character.* There is a consensus among people who live and work in Redmond that it is a “great place.” While it will and should change, they believe it should not lose its unique community character. When asked to describe what is appealing about the City’s character, citizens agreed on two characteristics:
 - *Small town feel.* Residents like the fact that Redmond is part of a great metropolitan region with extensive urban amenities, but at the same time feels like a small town.
 - *Green city.* The public likes the way Redmond has not become a “hardscape” environment like other parts of the region. The landscape, with its hills and river valleys is dominated by vistas of trees and sky with occasional glimpses of Rainier and the North Cascades. People would like to see this “green” character protected.

9. THREE-YEAR PRIORITY ACTION PLAN

bounded on the north by NE 133rd St., on the south by SR 202, and on the west by Avondale Way. On the east the study will extend as far into rural King County as necessary to provide a thorough evaluation. The study will consider forecasted future growth patterns and will identify future roadway connections or expansion of existing roadways to serve this growth, implementing the functional classification provisions of Chapter 5 (including the Connector Street classification), and taking into account access needs associated with future high capacity transit station locations. The study will also address how to better facilitate the circulation of and provide priority treatment for non-SOV modes.

- h. *Local Transit Service Study.* Perform a detailed examination of the needs, opportunities and feasibility of various local transit options. The study will also examine how best to serve Redmond's neighborhoods and activity centers, as well as connect local transit into the regional transit system.
- i. *TDM Plans.* The City will undertake several initiatives to help mainstream TDM as part of its transportation solutions. These include:
 - Identifying strategies, mechanisms and implementation plans to close the gap in getting people to and from multimodal corridors to help maximize the use of core transit infrastructure;
 - Identifying and implementing ways to coordinate and integrate TDM with transportation infrastructure planning and implementation, including construction.
 - Undertaking an analysis to evaluate the role, availability and efficient use of on-street parking needs to ensure consistency with the City's mobility goals.
- j. *Freight and Goods Activity Study.* Undertake a study that identifies issues, types, and the needs of freight and goods movement in Redmond. This study should address how the current and future transportation facilities are affected.
- k. Assessment of Redmond's north-south corridors and Willows Rd north.

Project Development

Before projects can be built they must be designed. The design process normally involves a preliminary engineering step and a final design step. Right-of-way mapping may be required, and in some instances special environmental studies may be needed. The major

projects scheduled in the City's CIP will have budget and workload implications for the City in the years prior to actual groundbreaking.

The projects for which the City will undertake project development during this three-year period include:

- a. Bear Creek Parkway Extension;
- b. 164th Extension Across RR R/W;
- c. Design conversion of One-Way Couplet to Two-Way operation;
- d. 85th 4-Lane to 3-Lane Conversion;
- e. 164th 4-Lane to 3-Lane Conversion;
- f. West Lake Sammamish Parkway;
- g. Union Hill Rd. (178th to Avondale);
- h. Red-Wood Road (Preliminary Design);
- i. BNSF Corridor; and,
- j. 172nd Extension.

Major Construction Projects

During the next three years the City will initiate construction activities on the following projects:

- a. SR 520 Bikeway Connection to Sammamish River Regional Trail;
- b. 156th Ave NE Sidewalk Improvements from NE 59th St to NE 61st St;
- c. Union Hill Rd Ph II from Avondale Rd to 178th Pl NE;
- d. NE 116th St Phase I;
- e. Redmond Way/NE 76th St Intersection Modifications;
- f. East Lake Sammamish Pkwy Intersections
- g. NE 83rd St -- 160th Ave NE to 161st Ave NE;
- h. Old Redmond Rd -- 132nd Ave NE to 140th Ave NE;
- i. Redmond Intelligent Transportation System Phase I (Overlake);
- j. Redmond Intelligent Transportation System Phase II (Redmond Way);

A1. BUILDOUT TRANSPORTATION PLAN

Figure A1.1 Buildout TFP Project List

Project ID	Location	Description	TMP Code
RED-TMP-028	158th Ave NE	Construct new 158th Ave NE from Redmond Way to NE 83rd St. Improvements include 1 through lane in each direction, parking, sidewalks, street lights, pedestrian amenities, storm drainage, right-of-way and easements.	42
RED-TMP-030	150th Ave NE	Construct new 150th Ave NE from NE 51st St to 148th Ave NE. Improvements include 1 through lane in each direction, left turn lanes, bike lanes, sidewalks, street lights, storm drainage, right-of-way and easements.	44
RED-TMP-032	187th Ave NE	Widen 187th Ave NE from East Lake Sammamish Pkwy to Redmond Way. Improvements include 1 through lane in each direction, left turn lanes, bike lanes, curb, gutter, sidewalks, street lights, storm drainage.	46
RED-TMP-033	Overlake Center	Construct new streets in Overlake Center vicinity. Improvements include 1 through lane in each direction, parking, sidewalks, street lights, pedestrian amenities, storm drainage, right-of-way and easement acquisition.	n/a
RED-TMP-036	West Lake Sammamish Pkwy at Leary Way	Intersection modification. Add southbound double left, medians, and nonmotorized improvements, including grade-separated crossing for SR 520 Trail.	AC
RED-TMP-037	Southeast Redmond	Construct additional collector streets to serve area traffic and future high capacity transit station.	n/a
RED-TMP-065	Willows Road	Widen Willows Rd from NE 90th St to NE 116th St. Improvements include 2 through lanes in each direction, center left turn lanes/medians, bike lanes, curb, gutter, sidewalks, street lights, storm drainage, underground power, right-of-way and easement acquisition.	49
RED-TMP-066	Redmond Way	Construct missing sidewalk segments and improve existing sidewalk along Redmond Way from 132nd Ave NE to West Lake Sammamish Way. Improvements include sidewalks, street lights, pedestrian amenities, right-of-way and easement acquisition.	n/a
RED-TMP-082	156th Avenue NE Multi-use Trail	Provide a wide (12-foot) multi-use trail on the east side of 156th Avenue NE from Bel-Red Road to NE 51st Street. This trail can expand upon the existing sidewalk to accommodate both pedestrians and bicyclists.	59
RED-TMP-083	Redmond Way and Cleveland Street	Complete improvements consistent with Downtown East-West Corridor Master Plan. Improvements would include widening Redmond Way to accommodate on-street parking on both sides, completing intersection improvements and sidewalk widening along both corridors, and realigning NE 79th and NE 80th Street connections to Redmond Way.	63

6. TRANSPORTATION FACILITIES PLAN

Figure 6.2 2022 TFP Project List

Project ID	Location	Description	TMP Code	Estimated Remaining Cost	Estimated Remaining Cost - Comment
RED-TMP-072	192nd Ave NE Extension	Construct new 192nd Ave NE from NE 68th St to Union Hill Rd. Improvements include 1 through lane in each direction, left turn lanes, bike lanes, sidewalks, street lights, traffic control, storm drainage, right-of-way and easements.	54	\$16,580,000	n/a
RED-TMP-073	NE 80th St Trail	Construct new NE 80th St Trail from 185th Ave NE to 188th Ave NE. Improvements include 10'-12' wide multi-use hard surface trail situated in a 20' wide easement or right of way.	55	\$1,200,000	n/a
RED-TMP-078	148th Ave NE	Create third northbound through lane on 148th Ave NE from NE 22nd St to SR 520 westbound on-ramp using primarily existing right turn lanes and modify SR 520 westbound on-ramp to allow HOV access. At NE 24th St and 148th Ave NE intersection add second left turn lane on the eastbound and westbound approaches, add right turn lane on northbound approach, and extend right turn lane on westbound approach.	58	\$10,000,000	Adjusted for anticipated Bellevue Contribution (50%).
RED-TMP-079	Redmond Way and Cleveland Street	Convert Redmond Way from 160th Ave NE to Avondale Way to 1 through lane in each direction and center turn lane with west end having two westbound starting at 161st Ave NE and east end having two eastbound lanes starting at 168th Ave NE. Convert Cleveland St to 1 through lane in each direction. Improvements include curb extensions, widened sidewalks, pedestrian amenities, gateway treatments and realignment of street at eastern and western ends to improve traffic flow.	19	\$20,000,000	n/a



**Washington State
Department of Transportation**
Paula J. Hammond, P.E.
Secretary of Transportation

Northwest Region
15700 Dayton Avenue North
P.O. Box 330310
Seattle, WA 98133-9710

206-440-4000
TTY: 1-800-833-6388
www.wsdot.wa.gov

December 2, 2009

Joel Pfundt, Project Manager
City of Redmond
Public Works Department
P.O. Box 97010, Mail Stop 2NPW
Redmond, WA 98073-9710

Dear Mr. Pfundt,

In March of this year WSDOT provided a conditional letter of support for the City of Redmond's Downtown East West Corridor Study, and specifically for the recommendation of the study to decouple the SR 202/908 Couplet. In our letter WSDOT requested that certain operational considerations be evaluated in more detail and that a five-lane section on Redmond Way be evaluated as a build option.

In response to our letter, the City and its consultants did further sensitivity modeling of the original proposal to see if acceptable levels of service could be met with a less than ideal distribution of traffic (less traffic diverting to alternate routes – more staying on the mainline). WSDOT staff had a chance to fully evaluate the revised model.

WSDOT is satisfied that the revised modeling shows that an acceptable level of service can be met with the project as proposed by the City. The proposal is for a three lane section on SR 202 (Redmond Way), a two-lane, two-way section on Cleveland Street, and a three to five lane section on Bear Creek Parkway.

There are still several unresolved issues mentioned in the conditional letter of support referenced above that will need to be addressed as the project design moves forward, including the proposed expansion of on-street parallel parking. Please work with my staff to identify and resolve these issues as soon as possible.

I appreciate the efforts the City made to involve our staff in the sensitivity modeling to ensure everyone's needs are satisfied. WSDOT looks forward to working with the City on the final design elements of this project.

Sincerely,

A handwritten signature in blue ink, appearing to read "Lorena Eng".

Lorena Eng, P.E.
Regional Administrator
Northwest Region

LEE/rr/fd

cc: Russ East – Asst. Region Administrator, SnoKing
Chris Picard – WSDOT Office of Urban Mobility
Mark Leth / Rick Roberts – NW Region Traffic Office



March 21, 2012

John Marchione
Mayor of Redmond
Mail Stop: 4N EX
15670 NE 85th Street
PO Box 97010
Redmond, WA 98073-9710

**Re: PSRC 2012 STP/CMAQ Grant Funding Competition:
Redmond Way and Cleveland Street Improvements Project**

Dear Mayor Marchione:

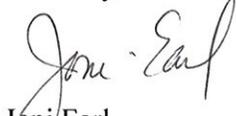
Sound Transit strongly supports funding of the City of Redmond's Redmond Way and Cleveland Street Improvements Project under the PSRC 2012 STP/CMAQ grant funding competition. In addition to street and pedestrian improvements, this project includes a 1,000 foot westbound business access and transit (BAT) lane and signalized queue bypass on Redmond Way west of the SR 520/SR 202 interchange. Currently over 32,000 vehicles per day travel on this six-lane segment, making it one of the most congested areas in the City of Redmond.

The BAT lane and queue bypass will provide a significant travel time benefit for Sound Transit Route 545 by expediting the movement of 83 daily westbound buses through the congested Downtown Redmond urban center. Route 545 is Sound Transit's second largest route in terms of ridership, and provides frequent express service between Redmond and Seattle that is competitive with the car in terms of travel time.

In addition to the transit operational benefits, the Redmond Way and Cleveland Street Improvements Project will improve Downtown Redmond's walkability for transit riders and other pedestrians by widening sidewalks, shortening pedestrian crossings to comply with ADA standards and converting two streets to two-way operation. These improvements, together with Downtown Redmond's existing and planned mixed uses, provide an attractive market for the benefit of transit users.

We believe this project is very competitive for the 2012 STP/CMAQ funds because it improves access to and through a growing urban center, completes a walkable street network, helps increase transit mode share and helps reduce vehicle emissions. We therefore strongly support grant funding for this project.

Sincerely,


Joni Earl
Chief Executive Officer

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Pierce County Executive

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Julia Patterson
King County Councilmember

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Snohomish County Executive

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CHIEF EXECUTIVE OFFICER

Joni Earl