PSRC's 2014 Regional FHWA Application

Important: Please review the following information before beginning the application.

Definition of a project: For the purposes of this competition, a project must be clearly defined by geographic limits and/or functionality. If a 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).

Projects that include multiple components or sponsors are allowed to be submitted, but the scope of work, funding amounts and schedules for each individual agency and/or component must be clearly identified at the time of application. If awarded PSRC funds, these projects may be separated into their individual components or lead agency in the regional Transportation Improvement Program. Each individual TIP project will be subject to PSRC's project tracking policies and will be administered according to the scope of work and funding awarded for each. If you have questions please contact Kelly McGourty at (206) 971-3601 or kmcgourty@psrc.org.

Resources: A resource document has been developed to assist sponsors in completing PSRC's online applications for the 2014 project selection process. The document summarizes information needed by sponsors to complete applications, as well as provides useful information on various topic areas such as financial constraint and project tracking requirements.

Submitting Applications: 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.

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.

All applications must be submitted by 5:00p.m. April 8, 2014.

Project Information

Project Title

NE 15th Street Multi-Modal Corridor

Transportation 2040 ID#

4526

The current list of investments that are required to be on the Transportation 2040 Regional Capacity Project List and have a designated ID # can be accessed at Appendix N of the 2014 Transportation 2040 Update, here. If your project is exempt from this requirement, please enter "N/A." Helpful information on those exempt investments that are considered programmatic in nature or are on local facilities and therefore not required to be on the Project

List can be found here.

For assistance or questions regarding these issues, contact Kimberly Scrivner at 206-971-3281 or kscrivner@psrc.org.

Sponsoring Agency

City of Bellevue

Co-Sponsoring Agency

N/A

CA Status

- (•) Yes
- ( ) No

CA Sponsor (if applicable)

Contact Information

Project Contact Name

Jen Benn

Project Contact Phone

425-452-4270

Project Contact Email

jbenn@bellevuewa.gov

Project Description

Project Scope

The project will design a new east-west roadway to serve as a centerpiece for land use and transportation changes in the Bel-Red Corridor, which connects the regional growth centers of Downtown Bellevue and Redmond Overlake.

The cross section of NE 15th Street from 116th Avenue NE to 120th Avenue NE will include two travel lanes in each direction with a separated wide multi-use path on the north side and sidewalk on the south side. The cross section between 120th and 124th Avenues NE will include two travel lanes in each direction with widened outside lanes for shared bicycle use and wide sidewalk on both sides. Both sections will include signalized intersections connected to the city's traffic adaptive control system, turn pockets, center turn lanes where appropriate, landscaping, lighting, and storm water treatment and drainage facilities.

NE 15th Street will be designed in coordination with Sound Transit's East Link light rail project, including a planned overcrossing of the rail alignment and a planned station in the vicinity of 120th Avenue NE.

Project Purpose

NE 15th Street was identified as a necessary transportation facility through the city's Bel-Red Subarea planning process, which concluded with Council adoption in 2009. The intent of the Bel-Red Plan was, in partnership with the community and key stakeholders, to develop a comprehensive vision for the future of Bel-Red that would transform the pattern of light industrial uses to office, retail, and residential densities consistent with the concept of transit-oriented development.

Downtown Bellevue is expected to accommodate most of the city's growth over the next twenty years. Redmond is preparing for growth in its Overlake Center. The Bel-Red Corridor will also attract major new developments and thousands of new jobs, particularly those in the high tech and clean energy technology fields that already are concentrated in the Bellevue and Redmond regional growth centers.

Redevelopment of the Bel-Red Corridor as an adjunct to the eastside centers will not occur if sufficient multi-modal transportation infrastructure closely coordinated with East Link facilities is not "on the ground" to serve as an amenity for new businesses and residents.

NE 15th Street is one of a number of high priority transportation investments within the Bel-Red corridor intended to improve access, circulation, and mobility options for passenger cars, transit, freight, pedestrians, and bicycles, traveling between regional growth centers, regional highways and trails, and locally designated employment centers.

Project Location

NE 15th Street

Please identify the county(s) the project is located in. Check all that apply.

- [x] King County
- [ ] Kitsap County
- [ ] Pierce County
- [ ] Snohomish County

Please identify the crossroad, milepost or landmark nearest the beginning and end of the project below, if applicable. Crossroad/landmark nearest to the beginning of the project:

116th Avenue NE

Crossroad/landmark nearest to the end of the project:

124th Avenue NE

Please identify the center(s)

Downtown Bellevue (directly) and Redmond Overlake (indirectly)

Federal Functional Classification

Roadways must be approved on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities), unless the project meets certain exceptions. Resources to identify a facility's functional classification or exceptions to this requirement may be found here.

Federal Functional Class

Urban Functional Classification Population over 5,000

You have selected Rural. If this is not the appropriate classification, please go back and change your selection.

Please select the appropriate rural classification.

You have selected Urban. If this is not the appropriate classification, please go back and change your selection.

Please select the appropriate urban classification.

36 Proposed Minor Arterial

Plan Consistency

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.

Is the project specifically identified in a local comprehensive plan?

- (●) Yes
- ( ) No

Is the project specifically identified in a local comprehensive plan?

City of Bellevue Comprehensive Plan - Bel-Red Subarea Plan - Project #107 - page 48. The separated path associated with NE 15th is referenced within the Pedestrian and Bicycle Transportation Facilities Plan as depicted on the map on page 57.

If no, describe how the project is consistent with the applicable local comprehensive plan, including specific local policies and provisions the project supports.

N/A

Category Specific Questions

Select the project category

Corridor Serving Centers

Designated Regional Growth Center

In the sections below,please provide complete but concise responses, addressing as many bullet points as possible. The evaluation and scoring of all submitted projects will be based on the answers provided by the sponsor. Refer to the 2014 Regional Project Evaluation Criteria for PSRC's FHWA Funds in PSRC's Call for Projects for guidance, examples, and details on scoring for additional information.

A1. Regional Growth Center Development

A2. Project's Benefit to the Regional Growth Center

A3. Circulation Within the Regional Growth Center

Manufacturing/Industrial Center

B1. Development and Users Benefit

In the sections below,please provide complete but concise responses, addressing as many bullet points as possible. The evaluation and scoring of all submitted projects will be based on the answers provided by the sponsor. Refer to the 2014 Regional Project Evaluation Criteria for PSRC’s FHWA Funds in PSRC's Call for Projects for guidance, examples, and details on scoring for additional information.

B2. Mobility and Accessibility Benefit

Corridor Serving Center(s)

In the sections below,please provide complete but concise responses, addressing as many bullet points as possible. The evaluation and scoring of all submitted projects will be based on the answers provided by the sponsor. Refer to the 2014 Regional Project Evaluation Criteria for PSRC's FHWA Funds in PSRC's Call for Projects for guidance, examples, and details on scoring for additional information.

C1. Benefit to Regional Growth or Manufacturing/Industrial Center

HOUSING AND EMPLOYMENT

Downtown Bellevue is expected to grow by an additional 5.5 million square feet of employment-generating space between now and 2020. This growth includes new office space, retail, hotel, and cultural uses for more than 20,000 new employees. The gross residential density in Downtown Bellevue is expected to increase from about 10,300 to 26,300 persons per square mile by 2020.

The Bel-Red Plan established the framework to support a vibrant corridor of mixed uses that create opportunities for housing and jobs not found elsewhere in the city. Dense nodal areas around planned East Link light rail stations will be integrated with recreational opportunities, access to regional bike trails, restored streams, and innovative storm water facilities. Because the corridor represents a gap between the growth centers in downtown Bellevue and Redmond, new developments will be able to easily take advantage of the services and destinations in both centers without waiting for suburban infrastructure to catch up with the growth.

The first major development in the Bel-Red Corridor is The Spring District, which is converting the 36-acre former Safeway Distribution Facility into a transit oriented, mixed-use urban neighborhood. This more than $1.5 billion effort will fill the equivalent of 16 city blocks with commercial, residential, and retail tenants. A CRITICAL AMENITY FOR THE AREA IS TO HAVE DIRECT ACCESS TO THE DOWNTOWN BELLEVUE REGIONAL GROWTH CENTER, which is accomplished with the construction of the NE 15th Street project.

TRAVEL MODES

NE 15th Street supports multi-modal travel options be providing new capacity for vehicles; extending the non-motorized system with sidewalks, separated paths, and bicycle facilities to Downtown Bellevue to the west and easier access to the regional trail system to the east; and providing multiple ways to access the planned light rail connection from Seattle to Redmond.

USER GROUPS

The NE 15th Street alignment runs through an area that is currently characterized as light industrial with no residential facilities. But in the future, the multi-modal features of the roadway will serve downtown Bellevue, Redmond, and Bel-Red residents and people who bike as a commute mode and for recreation. Because NE 15th Street helps to balance traffic volumes on east-west roadways serving the downtown core, it also benefits residents in the culturally and economically diverse Crossroads area who use Metro's B Line (that routes along the parallel NE 8th Street) to access employment and services in the downtown center.

INDUSTRY CLUSTERS

LOGICAL SEGMENT

NE 15th Street directly connects downtown Bellevue to the western most Transit-Oriented Development Node in the Bel-Red Corridor. In addition, once all sections are completed, NE 15th Street will also be part of an alternate route between I-405 and SR 520 that includes the NE 4th Street Extension and the widening of 120th Avenue NE already under construction.

MISSING LINK

Due to the current light industrial land uses in the Bel-Red Corridor, the existing street network is limited, which makes access to and from the area from the regional centers on either side inconvenient. NE 15th Street will be the east-west spine of a new finer grain street grid that will provide greater access to and from the new developments.

PERFORMANCE

By 2024 the new roadway is predicted to have an ADT of 12,600 to 20,900 vehicles between 116th and 120th Avenues NE and between 5,000 and 9,700 between 120th and 124th Avenues NE. Some of the volume is generated by the new development and the rest by the balancing of traffic on the east-west roadways serving the downtown center. This system balancing leads to reduced delay at select intersections and improved travel time along currently congested routes, such as NE 8th Street.

SAFETY

As a multi-modal corridor, users will have the opportunity to enjoy wide sidewalks and bicycle facilities to access the growth center as well as the regional trail system and local parks. The separation of these modes, especially from turning vehicles, will enhance the safety of all users along the facility.

Please 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). Specific questions have been prepared to assist you in responding to this criterion depending on the type of project.

Please select all of the elements in the list below that are included in the project's scope of work, and provide the requested information in the text box below.

- ☐ Diesel Particulate Emissions Reduction Projects (e.g. diesel engine retrofits)
- ☑ Roadway Capacity (general purpose and high occupancy lanes)
- ☐ Transit
- ☑ Bicycle/Pedestrian Facilities
- ☑ Intelligent Transportation Systems (signalization, etec.)
- ☐ Alternative Fuels or Vehicle Technology
- ☐ Other

ROADWAY: NE 15th Street is a new facility. The new roadway is expected to carry between 12,500 and 14,500 ADT upon opening, with increases in volumes anticipated as the corridor redevelops. Once constructed it is projected to reduce travel time on parallel east-west roads up to 12 seconds between 116th and 124th Avenues NE and improve congestion at select intersections.

BIKE/PED FACILITIES: The project provides new east-west bicycle facilities and sidewalks connecting the downtown regional center to the Spring District and improving the route to regional facilities such as the SR 520 trail. In addition, the non-motorized facilities provide a direct connection to the 120th Avenue NE light rail station, that will run parallel to NE 15th Street.

ITS: Three intersections along the corridor will be incorporated into the city's adaptive traffic control system, which coordinates travel movements not only on the proposed new roadway, but also in the greater project area, including connections on NE 12th, NE 8th, and NE 4th into the downtown regional center.

Financial Plan & Project Readiness

In this section, sponsors will address questions regarding the PSRC funding request, the total estimated project cost and schedule, and the project's readiness to obligate PSRC funds. Sponsors should be aware of the following information before completing this section:

Funding Request: Sponsors may request funding for any single project phase, but requests for multiple phases are limited to preliminary engineering plus the subsequent phase necessary. I.e, a sponsor may request funding for both preliminary engineering and right of way phases or preliminary engineering and construction phases, but not both right of way and construction phases.

Funding Requirements: A minimum of 13.5% of local matching funds is required for both Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding. The combination of the requested PSRC funds plus all other funding must be adequate to fully fund that phase. Requests that do not result in a phase being fully funded will be considered ineligible for PSRC funding.

Obligation Requirements: Per PSRC's project tracking policies, all project phases awarded PSRC funds must obligate by June 1st of the program year selected. For more information, see PSRC's project tracking policies here.

PSRC Funding Request

Please identify the phase(s) for which PSRC funds are being requested, the funding source,the amount, and expected year of obligation. Confirm the total by pressing the calculate button.

Funding Source

- (●) STP
- ( ) CMAQ

Phase

Preliminary EngineeringDesign

Obligation Year

2015

Amount Requested

3000

Phase

Obligation Year

Amount Requested

Total PSRC Funding Request

3000

Total Estimated Project Cost and Schedule

In the table below, please provide the total estimated cost and schedule for all phases of the project, from start to finish, and indicate when each phase was, or is planned to be, completed. If a phase is not required for the project, indicate with N/A.

Please include all funding amounts and sources (including the requested PSRC funds) and identify whether they are secure, reasonably expected, or unsecure. PSRC's definitions and guidance for determining secure and reasonably expected funds may be found here.

NOTE: If you find that you need more rows than provided in the tables below, please fill out the supplemental project cost spreadsheet available here and upload in the area below.

Upload (only if necessary)

Planning Phase

Please note, the planning phase of a capital project is considered to be part of the preliminary engineering phase. Complete this section only if this project is an independent planning study.

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Total Planning Phase Cost

0

Actual or estimated completion date

N/A

Preliminary Engineering/Design Phase

Funding Source

City CIP NE 15th Zone 1

Funding Status

Secured

Funding Amount

1357

Funding Source

City CIP NE 15th Zone 2

Funding Status

Secured

Funding Amount

1345

Funding Source

City CIP ELAD Program

Funding Status

Secured

Funding Amount

751

Funding Source

STP

Funding Status

Unsecured

Funding Amount

3000

Funding Source

Funding Status

Funding Amount

Total Preliminary Engineering/Design Cost

6453

Actual or estimated completion date

December 2016

Right of Way Phase

Funding Source

City CIP ST MOU

Funding Status

Secured

Funding Amount

33099

Funding Source

City TBD

Funding Status

Unsecured

Funding Amount

9401

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Total Right of Way Phase Cost

42500

Actual or estimated completion date

December 2017

Construction Phase

Funding Source

TBD

Funding Status

Unsecured

Funding Amount

31670

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Total Construction Phase Cost

31670

Actual or estimated completion date

December 2019

Other Phase

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Total Other Phase Cost

0

Actual or estimated completion date

N/A

Project Summary

The calculated total project cost below is based on the entries completed above. Please review for accuracy before proceeding to ensure all funding is reflected.

Total Estimated Project Cost

80623

Estimated Project Completion Date

December 2019

Financial Documentation

Please provide supporting documentation using the upload function below to demonstrate that all additional funds for the phase(s) for which PSRC funds are being requested are secure or reasonably expected.

Upload

http://fs19.formsite.com/psrc/files/f-0-475-7880887_NHSidINC_CIPDetailSheet

Upload

http://fs19.formsite.com/psrc/files/f-0-480-7880887_1zbHhxUm_CIPDetailSheets_All_Projects_PW_R_173.pd

Upload

http://fs19.formsite.com/psrc/files/f-0-481-7880887_bUfXQeQ4_CIPDetailSheets_All_Projects_PW_R_159.pd

Please describe the secure or reasonably expected funds identified in the supporting documentation. For funds that are reasonably expected, an explanation of procedural steps with milestone dates for completion which will be taken to secure the funds for the project or program should also be included. For more information, refer to PSRC's financial constraint guidance.

The local match for the design phase is being met through two CIP projects: NE 15th Street Zone 1 (CIP Project PW-R-172) and NE 15th Street Zone 2 (CIP Project PW-R-173) and one CIP Program - East Link Analysis and Development (CIP Project PW-R-159). All funds are secured as part of the adopted 2013-2019 Capital Investment Program - Transportation Element.

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 be obligated. The questions in this section 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 following section, sponsors will be asked a series of questions about the project. Based on these responses, sponsors will be directed to the appropriate set of subsequent questions addressing the project's readiness.

NOTE: Sponsors applying for funds for only planning studies or preliminary engineering/design phases are not required to provide further information for project readiness and will be directed to the next required set of questions.

Are you requesting funds for ONLY a planning study or preliminary engineering?

- (●) Yes
- ( ) No

Is preliminary engineering for the project complete?

- ( ) Yes
- ( ) No

What was the date of completion (month and year)?

Have preliminary plans been submitted to WSDOT for approval?

- ( ) Yes
- ( ) No

When are preliminary plans expected to be complete and approved by WSDOT (month and year)?

Are there any other PE/Design milestones not listed above?

Project Readiness

What is the current level of NEPA documentation?

- ○ Environmental Impact Statement (EIS)
- ○ Environmental Assessment (EA)
- ○ Documented Categorical Exclusion (DCE)
- ○ Categorical Exclusion (CE)

Has the NEPA documentation been approved?

- ○ Yes
- ○ No

Please provide the date of NEPA approval, or the anticipated date of completion (month and year).

Project Readiness

Will right of way be required for the project?

- Yes
- No

How many parcels do you need?

What is the zoning in the project area?

Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.

Does your agency have experience in conducting right of way acquisitions of similar size and complexity?

- Yes
- No

If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?

In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each. For example, these might include:• True cost estimate of right of way• Right of way plans (stamped)• Relocation plan• Right of way certification• Right of way acquisition• Certification audit by WSDOT • Relocation certification

Project Readiness

Are funds being requested for construction?

- ○ Yes
- ○ No

Do you have an engineer's estimate?

- ○ Yes
- ○ No

Identify the environmental permits needed for the project and when they are scheduled to be acquired.

Are Plans, Specifications & Estimates (PS&E) approved?

- ○ Yes
- ○ No

Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year).

When is the project scheduled to go to ad (month and year)?

Other Considerations

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.

A benefit to designing and constructing NE 15th Street prior to the construction of the East Link light rail alignment is that the construction will be significantly more efficient (and therefore less costly) to construct without having to accommodate the East Link operations.

File Submission

Please provide any additional supporting documents, including maps, through the upload functions below.

Upload

Upload

Final Review

Please review all application form questions to ensure you have completed all fields. An email containing a PDF version of the project application will be sent to the project contact upon submission.

NOTE: Sponsors may update and resubmit information included in the application until the April 8th deadline. After the deadline has passed, the form site will close and sponsors will not have access for revisions.

Last Update

2014-03-19 23:52:03

Start Time

N/A with Save & Return

Finish Time

N/A with Save & Return

IP

66.235.48.56

Browser

Safari

OS

Mac

Referrer

http://fs19.formsite.com/res/formLoginReturn

FY2013-2019 Capital Investment Program

PW-R-172 NE 15th Street (Zone 1) - 116th Avenue NE to 120th Avenue NE

Category: **Roadways**
Department: **Transportation**
Status: **New**
Location: **Bel-Red Subarea**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget
1,356,597	-	102,100	444,339	454,559	355,599	-	-	-

Description and Scope

This project will advance to a 60% design level a new arterial street connection between NE 12th Street/116th Avenue NE and 120th Avenue NE, with the widening of NE 12th Street between 116th Avenue NE and the new street connection. The project includes signalized intersection improvements at the NE 12th Street connection and modifications to the existing NE 12th Street/116th Avenue NE intersection. The planned roadway cross-section will include two travel lanes in each direction with turn pockets or a center turn lane, curb, gutter, a separated 16 foot wide multi-purpose path along the north side and a six foot sidewalk on the south side, landscaping, irrigation, illumination, storm drainage, water quality treatment, and other underground utilities. The project will be designed in coordination with the Sound Transit East Link light rail line project and the planned station in the vicinity of 120th Avenue NE. The project will be designed to reflect Bel-Red urban design criteria and will also be coordinated with private development in the vicinity and the development of NE 15th Street - 120th to 124th Avenues NE (Zone 2; CIP Plan No. PW-R-173) and 120th Avenue NE Improvements – NE 12th Street to Northup Way (Stage 3; CIP Plan No. PW-R-168).

Rationale

The NE 15th Street project is one of a number of high priority transportation investments that will improve access, circulation, and mobility options for passenger cars, transit, freight, pedestrians, and bicycles to and between Downtown Bellevue, Wilburton, the new Bel-Red transit-oriented-development nodes, and the larger city and region. This project in coordination with the extension of NE 4th Street, a widened and realigned 120th Avenue NE corridor, the planned NE 6th Street extension, and a widened and improved 124th Avenue NE corridor have been associated and advanced as part of the Mobility and Infrastructure Initiative (M&II) of 2009. The package of M&II projects was formed to address recent growth, accommodate planned new land use development in the vicinity, and to ensure coordinated design and implementation with the Sound Transit East Link light rail project.

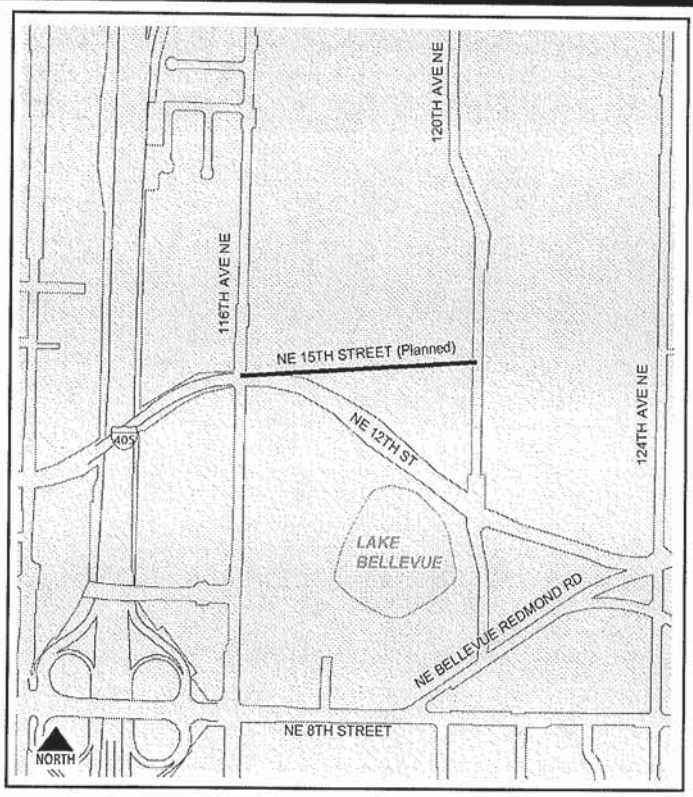
Environmental Impacts

An environmental determination will be made in conjunction with a final design for this project.

Operating Budget Impacts

Ongoing maintenance and operations costs of the new facilities will be determined during the project's design phase.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2013 - 2016	1,356,597
Total Budgetary Cost Estimate:		1,356,597

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	1,356,597
Total Programmed Funding:	1,356,597
Future Funding Requirements:	0

Comments

FY2013-2019 Capital Investment Program

PW-R-173 NE 15th Street (Zone 2) - 120th Avenue NE to 124th Avenue NE

Category: **Roadways**
Department: **Transportation**
Status: **New**
Location: **Bel-Red Subarea**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget
1,345,415	-	102,100	334,561	449,211	459,543	-	-	-

Description and Scope

This project will advance to a 60% design level a new arterial street connection between 120th and 124th Avenues NE, including signalized intersections at 120th, 121st, 123rd, and 124th Avenues NE. The planned roadway cross-section will include two travel lanes in each direction with widened outside lanes for shared bicycle use, turn pockets or center medians, curb, gutter, and 14 foot wide sidewalks on both sides, landscaping, irrigation, illumination, storm drainage, water quality treatment, and other underground utilities. A 10 foot wide on-street parking and transit vehicle layover space will be provided along the north side of the roadway alignment. The project will be designed in coordination with the Sound Transit East Link light rail line project and the planned station in the vicinity of 120th Avenue NE. The project will be designed to reflect Bel-Red urban design criteria and will also be coordinated with private development in the vicinity, including the development of parallel non-motorized system improvements along the NE 16th Street alignment. The project will also be coordinated with the development of NE 15th Street - 120th to 124th Avenues NE (Zone 1; CIP Plan No. PW-R-172), 120th Avenue NE Improvements – NE 12th Street to Northup Way (Stage 3; CIP Plan No. PW-R-168), and 124th Avenue NE Improvements – NE 14th Street to Northup Way (CIP Plan No. PW-R-166).

Rationale

The NE 15th Street project is one of a number of high priority transportation investments that will improve access, circulation, and mobility options for passenger cars, transit, freight, pedestrians, and bicycles to and between Downtown Bellevue, Wilburton, the new Bel-Red transit-oriented-development nodes, and the larger city and region. This project in coordination with the extension of NE 4th Street, a widened and realigned 120th Avenue NE corridor, the planned NE 6th Street extension, and a widened and improved 124th Avenue NE corridor have been associated and advanced as part of the Mobility and Infrastructure Initiative (M&II) of 2009. The package of M&II projects was formed to address recent growth, accommodate planned new land use development in the vicinity, and to ensure coordinated design and implementation with the Sound Transit East Link light rail project.

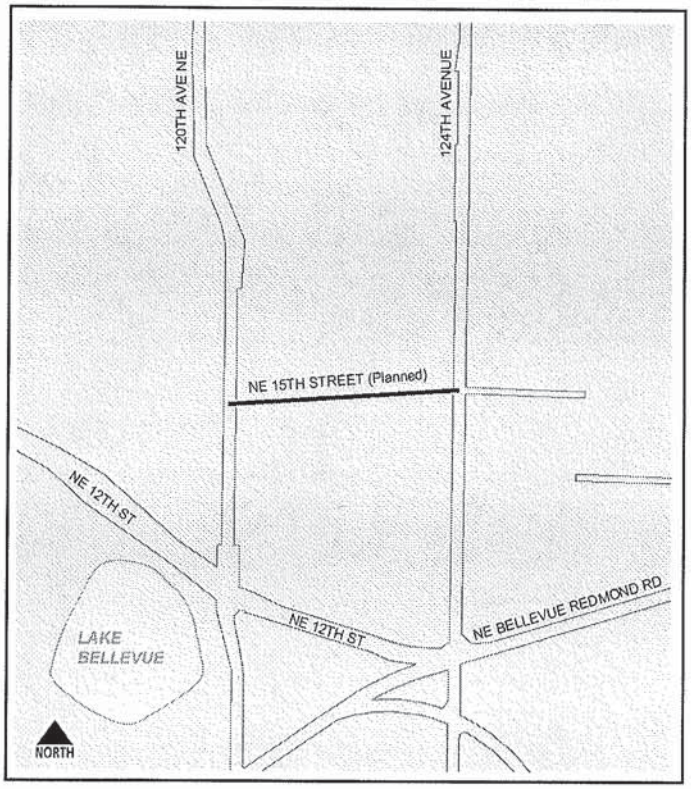
Environmental Impacts

An environmental determination will be made in conjunction with a final design for this project.

Operating Budget Impacts

Ongoing maintenance and operations costs of the new facilities will be determined during the project's design phase.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2013 - 2016	1,345,415
Total Budgetary Cost Estimate:		1,345,415

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	885,872
Impact Fees	459,543
Total Programmed Funding:	1,345,415
Future Funding Requirements:	0

Comments

FY2013-2019 Capital Investment Program

PW-R-159 East Link Analysis and Development

Category: **Roadways**
Department: **Transportation**

Status: **Approved and Begun**
Location: **Various locations**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget
11,158,000	4,707,000	3,391,000	3,060,000	-	-	-	-	-

Description and Scope

Utilize in-house and consultant resources to participate with Sound Transit and other potential project partners to advance the planning, analysis, and design of the East Link light rail project. Work tasks will include, but are not limited to activities that relate directly or indirectly to the East Link project, including City-sponsored projects and programs. Key tasks include transportation demand modeling; traffic analysis including operational simulation; identification and evaluation of potential funding sources and associated financial analyses; specialized environmental analyses; engineering support relating to alignments, track profiles, stations, and city roadway-light rail interface; design issues; community and stakeholder outreach; intergovernmental relations and agreements; and other tasks necessary for the City to fully engage in and influence the East Link project.

Rationale

East Link is a Sound Transit-funded light rail project that will connect Bellevue with Seattle and with the Overlake area of Redmond by 2023. The $2.8+ billion project will be routed through south Bellevue, downtown Bellevue, and the Bel-Red corridor with six stations. The East Link alignment has now been set and the City and Sound Transit have executed (in November 2011) a Memorandum of Understanding (MOU), which commits the City to a financial contribution of up to $160 million. Additionally, both parties endorsed an ongoing Collaborative Design Process (CDP) to advance project design and address project mitigation issues. In 2013/2014 it is expected that property acquisitions, utility relocations, and other pre-construction activities will be underway. Construction is anticipated to commence in 2015. During this time the City will likely focus on refining the downtown Bellevue tunnel and station options, station area planning, and other project elements. Other issues along the line that must be resolved during this period include: investigating and resolving design variations; coordinating City roadway projects in the vicinity of East Link with Sound Transit; determining and implementing an appropriate permitting and inspection process; identifying and evaluating complimentary City actions; and analyzing community issues and preferences. The Bellevue City Council has indicated its desire to adhere to the lessons learned from the Light Rail Best Practices Project to ensure that the system is "done right the first time" and is an asset to the community. The City is therefore investing resources in the East Link project to ensure issues are analyzed adequately and decisions are fully informed.

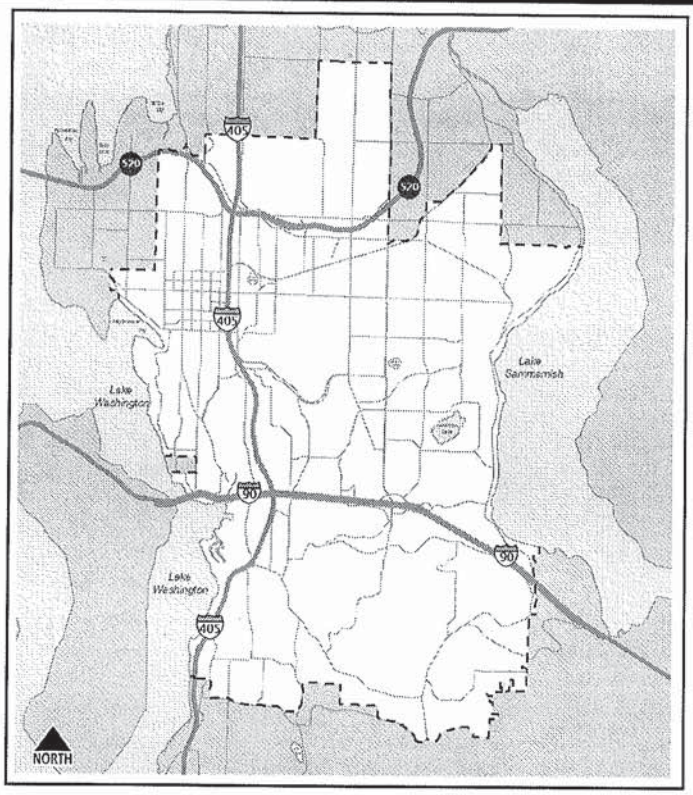
Environmental Impacts

Not applicable

Operating Budget Impacts

At this time, this project has no known impact to operating revenues and/or expenditures.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2011 - 2014	11,158,000
Total Budgetary Cost Estimate:		11,158,000

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	11,098,000
Operating Transfers In	60,000
Total Programmed Funding:	11,158,000
Future Funding Requirements:	0

Comments

Capital Costs/Revenue: Capital costs increased by $3,930,000 to allow for targeted studies and evaluation of issues as articulated in the City of Bellevue-Sound Transit East Link MOU and CDP work program.

NE 15th Street - 116th to 124th Avenue NE