

King Countywide 2014 FHWA Grant Program 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 this online application 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.

All applications must be submitted by **11:59p.m. May 7, 2014.**

Project Information

Project Title

NE Sunset Blvd (SR 900) Corridor Improvements - Phase 1

Transportation 2040 ID#

2341

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 Renton

Co-Sponsoring Agency

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Does sponsoring agency have "Certification Acceptance" (CA) status from WSDOT?

More information on certification acceptance and a listing of current CA agencies can be found [here](#).

Yes

No

If not, which agency will serve as your CA sponsor?

-

Contact Information

Project Contact Name

Jim Seitz

Project Contact Phone

425-430-7245

Project Contact Email

Jfries@Rentonwa.gov

Project Description

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.

This grant will fund right-of-way acquisition for the NE Sunset Blvd Corridor Improvements - Phase 1. Sunset Blvd will be transformed to improve all forms of mobility and create an inviting corridor through urban design amenities (Complete Street concepts). Phase 1 includes a wider right-of-way to allow for sidewalk separated from the travel lane by a landscaped buffer on the south side of NE Sunset Blvd, a multi-use trail along the north side of NE Sunset Blvd and two travel lanes in each direction.

Improvements to traffic operations include traffic signal priority for transit vehicles; a landscaped median with left turn lanes at the intersections, and consolidate driveway access locations.

Phase 1 improvements also include new curb and gutter, pedestrian ramps per current ADA standards, marked crosswalks at intersection, street lighting, traffic signal upgrades and interconnect, channelization, stormwater quality and drainage facilities. These improvements together with streetscape elements such as street trees, transit amenities, street furniture, public art and pedestrian scale illumination will result in a sustainable, long term solution to the community's transportation needs.

Project Justification, Need, or Purpose

Please explain the intent, need or purpose of this project. For example, what is the goal or desired outcome?

The NE Sunset Blvd Corridor (SR 900) is a federally classified principal arterial and a National Highway System route, carrying 30,000 vehicles a day and serving as a major east-west connection between Renton's Regional Urban Center and the locally designated Highlands Center Village. NE Sunset Blvd (SR 900) also provides a direct connection to the regional transportation system (I-405).

NE Sunset Blvd provides direct access to Boeing Commercial Airplane manufacturing plant, which employs 15,000 people and is expected to expand to thousands of new employees to accommodate dramatic increase in production of the 737 Next Generation and the upcoming production of the new Boeing 737-MAX. NE Sunset Blvd also provides direct access from the Highlands to other regional destinations such as the Gene Coulon Park, and the Lake Washington Trail and the Cedar River Trail. The NE Sunset Blvd project is included on the list of King County Regional High Priority Investments Over the Next Ten Years.

The existing narrow sidewalks adjacent to the roadway, non-existent bicycle lanes, numerous driveways, and the heavy traffic volume create an unsafe and undesirable situation for pedestrians, bicyclists and motorists.

The Phase 1 project improvements focus on walking, bicycling and transit use; but will also support other transportation needs including commuter, freight and other general purpose traffic, assuring a safe, comfortable and attractive travel environment in a community that is currently characterized by a mix of public housing, single and multi-family residences, retail and commercial uses. The project will support the public and private redevelopment of the community with medium to high-density multi-family, mixed-income, mixed-use residential, upgraded retail and commercial space and public amenities (community center, senior center, public library, and new park/open space) planned over a 20-year period. Over \$18M in public investment in infrastructure and a new library is underway. Also, \$57M (public and private) has been secured towards the revitalization of the Sunset area.

Project Location

Project Location

For example, please include street, route or trail name, or other identifiable location.

NE Sunset Blvd (SR 900)

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:

Harrington Ave NE

Crossroad/landmark nearest to the end of the project:

NE 12th St

Please identify the center(s), regional and local, the project is located in or supports.

Refer to PSRC's [centers page](#) for more information on the regional centers.

Renton Regional Growth Center and the locally designated Highlands Center Village.

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](#).

Please select the appropriate project category (rural or urban) followed by the corresponding functional classification.

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.

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

Please select the appropriate urban classification.

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. For more information, please refer to [PSRC's Plan Review](#) page or contact Yorik Stevens-Wajda at 206-464-6179

Is the project specifically identified in a local comprehensive plan?

Yes

No

If yes, indicate 1) plan name 2) relevant section 3) page number.

(1)City of Renton Comprehensive Plan, Transportation Element, (2) Renton Arterial Plan, Renton HOV Plan (3) pages: XI-20 and XI-37.

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

Category Specific Questions

Select one of the following three criteria categories that best fits your project.

Corridor Serving Center(s)

NOTE: Once a selection is made, you will be taken to a new page to enter additional information based on the category selected.

Designated Regional or Local Center

You have selected Designation Regional or Local Center. If this is not the appropriate classification, please go back and change your selection. 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 King Countywide Project Evaluation Criteria](#) for PSRC's FHWA Funds in the King Countywide Call for Projects for guidance, examples, and details on scoring for additional information.

A1. Regional or Local Center Development

Please address the following:

- Describe how the project will support the existing and planning housing/employment densities in the regional or local center.
- Describe how the project will support the development/redevelopment plans and activities of the center. Please provide a citation of the corresponding policies and/or specific project references in a subarea plan or in the comprehensive plan.
- Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses including those in the industry clusters identified in the adopted Regional Economic Strategy.

A2. Project's Benefit to the Regional or Local Center

Please address the following:

- Describe how the project remedies 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)?
- Describe the user groups that will benefit from the project. User groups may include commuters, residents, commercial users, those groups identified in the President's Order for Environmental Justice, seniors, people with disabilities, and/or areas experiencing high levels of unemployment or chronic underemployment.

A3. Circulation Within the Regional or Local Center

Please address the following:

- Describe how the project improves safe & convenient access to major destinations within the center, such as by completing a physical gap or providing an essential link in the transportation network for people and/or goods.
- Describe how the project will improve circulation and enhanced opportunities for active transportation within the center regarding (address each relevant area): walkability, public transit access, public transit speed and reliability, safety & security, bicycle mobility, bicycle facilities, streetscape improvements, traffic calming, etc.
- Describe how the project provides users (e.g. employees, residents, customers) a range of travel modes or provides a “missing” mode.
- 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.

Manufacturing/Industrial Center

You have selected Manufacturing/Industrial Center. If this is not the appropriate classification, please go back and change your selection. 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 King Countywide Project Evaluation Criteria](#) for PSRC’s FHWA Funds in the King Countywide Call for Projects for guidance, examples, and details on scoring for additional information.

B1. Development and Users Benefit

Please address the following:

- Describe how the project will benefit or support the development plans and activities of the manufacturing/industrial center. Please provide a citation of the

corresponding policies and/or specific project references in a subarea plan or in the comprehensive plan.

- Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses, including those in the industry clusters identified in the adopted Regional Economic Strategy.
- Describe the user groups that will benefit from the project. User groups may include commuters, residents, commercial users, those groups identified in the President's Order for Environmental Justice, seniors, people with disabilities, and/or areas experiencing high levels of unemployment or chronic underemployment.

B2. Mobility and Accessibility Benefit

Please address the following:

- Describe how the project provides and/or enhances 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, including opportunities for active transportation.
- Describe how the project promotes Commute Trip Reduction (CTR) and other TDM opportunities.

Corridor Serving Center(s)

You have selected Corridor Serving Center(s). If this is not the appropriate classification, please go back and change your selection. 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 King Countywide Project Evaluation Criteria](#) for

PSRC's FHWA Funds in the King Countywide Call for Projects for guidance, examples, and details on scoring for additional information.

C1. Benefit to Regional, Local, or Manufacturing/Industrial Center

Please address the following:

- **Describe how this project will benefit or support the housing and employment development in a regional or local center(s) and/or employment growth in a manufacturing/industrial center(s). Does it support multiple centers? Please provide a citation of the relevant policies and/or specific project references in a subarea plan or in the comprehensive plan.**
- **Describe how the project provides or benefits a range of travel modes to users traveling to/from 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, seniors, people with disabilities and/or areas experiencing high levels of unemployment or chronic underemployment.**
- **Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses including those in the industry clusters identified in the adopted Regional Economic Strategy.**

This Phase 1 project improves a segment of an existing major transportation corridor facility (SR 900) to a more efficient multi-modal transportation facility that serves existing residential and commercial areas. This phase is critical in supporting current (within next 2 years) and future planned medium to high-density mixed-use developments along the corridor and within the locally designated Highlands Center Village. The Center Village is characterized by areas that provide an opportunity for redevelopment as an urban mixed-use residential, commercial and public amenity areas that are pedestrian oriented. The Highlands Center Village is also anticipated to provide a wide range of residential, commercial, and public places serving citywide and sub-regional markets (see pages IX-46 to IX-48 of Renton's Comprehensive Plan - attached). The Highlands Center Village has historically provided an important housing base within close proximity of the Boeing 737 manufacturing plant.

NE Sunset Blvd (SR 900) connects the Highlands Center Village to the Urban Center – North (a sub-area of Renton's Regional Urban Center). The Urban Center – North employs 18,000 people with aerospace the dominating industry.

The NE Sunset Blvd (SR 900)- Phase 1 project will improve mobility, access and safety for multiple modes, including transit, freight, pedestrians and bicyclists on a segment of an east-west connection serving both Renton's Urban Center and Highlands Center Village. This project will benefit multiple user groups: commuters, area residents, employees and commercial/retail customers travelling along the corridor to and from the Renton Urban Center and within the Highlands Center Village.

King County Metro provides transit service (Route 111 and Route 240, with 85 bus trips per day) along

the NE Sunset Blvd corridor. The transit riders will benefit from improved transit amenities including expanded bus zones, shelters with adequate lighting and street furniture. Transit stops will be located adjacent to pedestrian and bicycles facilities to encourage the use of alternatives modes of travel. Special pavement to be included in the project will clearly identify transit stops.

Pedestrians and bicyclists will benefit from new multi-use trail, pedestrian scale lighting, upgraded pedestrian crossings and pedestrian ramps per current ADA standards.

Motorists, including commuters and freight, will benefit from the traffic flow and safety improvements included with this project.

The project will improve access for minority, low income and other protected classes. PSRC's Environmental Justice data show a sizable area of "15% to 29% minority population" within and surrounding the project corridor. According to the 2012 Census, 27% of the households live below the federal poverty line. Of the students at the neighborhood elementary school, 75% qualify for free or reduced lunch, while 35% have limited English proficiency. The pedestrian and transit improvements will assist the user groups identified above with better access to employment centers, shopping and recreation. The NE Sunset Blvd (SR 900) project helps create and sustain jobs by providing infrastructure that is attractive and desirable for businesses and residents to invest and work in the Highlands Center Village, thus facilitating economic and employment growth.

The Highlands Center Village has historically provided an important housing base within close proximity of the Boeing 737 manufacturing plant.

NE Sunset Blvd (SR 900) connects the Highlands Center Village to the Urban Center – North (a sub-area of Renton’s Regional Urban Center). The Urban Center – North employs 18,000 people with aerospace dominating the industry. Boeing’s operation accounts for 15,000 employees and is expected to expand to thousands of new employees coming to Boeing’s 737 manufacturing plant to accommodate dramatic increase in the production of the 737 Next Generation and the upcoming production of the new Boeing 737-MAX. The Urban Center - North has seen intense growth within the last seven (7) years, with redevelopment from industrial to high-density mixed use.

The project is part of the Sunset Area Community Revitalization Plan, with investments in housing, jobs, education, health, environment and transportation. The revitalization has a potential capacity for an annual 1.25 million square feet of service/retail in the Sunset area over the next 20 years, generating hundreds of new jobs.

This project improves travel connections through pedestrian and bicyclists improvements, transit service, and roadway improvements, which contribute to improved access for employees/workforces and for delivery of freight goods within the Highlands Center Village, and to and from the Urban Center - North. The project improvements will be important in maintaining and reinforcing transit links between the Renton Urban Center and the Highlands Center Village, and to other regional urban centers.

C2. System Continuity/Long-Term Benefit and Sustainability

Please address the following:

- **Describe how this project supports a long-term strategy to maximize the efficiency of the corridor, including TDM and TSM opportunities. Describe the problem and how this project will remedy it.**
- **Describe how this project provides a “logical segment” that links to a regional, local, or**

manufacturing/industrial center.

- **Describe how the project fills in a missing link or removes barriers to/from a center.**
- **Describe how this project will relieve pressure or remove a bottleneck on the 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.**

- **Maximize Corridor Efficiency (TSM):** The efficiency of the corridor will be maximized through intersection and signal improvements, such as signal timing optimization and coordination, signage and lighting, motor-vehicle detection.

Pedestrian efficiency will be improved by wider sidewalks separated from the driving lanes, and illumination.

Bicycle travel efficiency and safety will be improved by the installation of a ped/bike path separated from the driving lanes and illumination.

To support the planned revitalization/redevelopment of the Highlands Center Village, the City has committed to providing infrastructure in the areas of transportation and mobility. These improvements are also intended to improve the visual quality of NE Sunset Blvd, resulting in a sustainable, long term solution to the community's transportation needs.

The segment of NE Sunset Blvd addressed by Phase 1 has traffic operation and safety problems (especially those involving mid-block turns), narrow sidewalks and lack of bicycle facilities precluding safe and convenient pedestrian walks and bicycle travel. The existing streetscape lacks a consistent and aesthetically pleasing atmosphere important to creating an active and attractive community.

Phase 1 addresses the above deficiencies by providing: a combined pedestrian/bicycle path separated from the travel lane by a planter strip, ADA compliant curb ramps, transit amenities, access management improvements (center median) to restrict mid-block left-turns; widening and channelization improvements; upgrading traffic signals; street lighting with pedestrian scale illumination, which will improve safety and circulation of all modes of travel. Installation of landscaped medians and pedestrian buffers will improve the overall aesthetics of the corridor. The improved pedestrian/bicycle accessibility and safety will support increases in non-motorized travel and promote the development of strong communities.

Additionally, transportation demand management mode-shift ranges place non-motorized facilities with a high potential for attracting commuter traffic as much as a 5% reduction in average daily traffic along the facility.

This project enhances a segment of one of the few major east-west connections to I-405 south of I-90.

The NE Sunset Blvd (SR 900) corridor project improves an existing transportation facility into a more efficient multi-modal transportation system, which links the Highlands Center Village to the Urban Center North (Boeing manufacturing plant, Paccar truck manufacturing plant, the Landing – a new high density mixed-use area).

NE Sunset Blvd Corridor (SR 900) presents a barrier to more efficient motorized, pedestrian and bicycle travel. This project will provide wider sidewalks separated from the roadway by buffers and upgrade

facilities at intersection to address the needs of persons with disabilities to improve pedestrian access and mobility; new street lighting, landscaping, street furniture and public art will improve the pedestrian environment; installation of medians to restrict mid-block left-turns, and add left-turn lanes at intersections will reduce traffic delay and accidents.

The intent of the project is to balance the needs of all modes of travel on a segment of Renton's transportation system that is important to future revitalization/redevelopment within the Highlands Center Village, and is an important link to the manufacturing and mixed-use area in Renton's Urban Center-North and to other local and regional transportation facilities. The project supports the region's long-term comprehensive planning which anticipates a more concentrated urban development pattern (more concentrated center for employment and commercial/retail and residential development) that encourages and supports transit and pedestrian modes of travel in urban centers that are linked to the regional transportation system.

This project will improve safety for motorized travel by introducing a center median to restrict mid-block left-turns, channelization improvements and traffic signal upgrades. Studies have shown that effective access management can reduce accidents by as much as 50%. Pedestrian and bicyclist safety will be improved by new wider sidewalk separated from the travel lane by a landscaped buffer (south side), and eastbound bicycle lane, and a multi-use trail along the north side.

This project will improve corridor aesthetics and contribute to building a healthy and sustainable community through the installation of landscaping and street trees. Health impacts will be felt by transit riders, bicyclists and pedestrians using the corridor. Pedestrian and bicycle facilities will encourage walking and biking in a more comfortable and safe environment. Encouraging the use of non-motorized modes of travel will improve health by increasing physical activity and reducing air pollution.

Air Quality and Climate Change

You have not selected a category and these questions were skipped. Please go back and make your selection.

Additional guidance on the evaluation of air quality and climate change benefits is available [here](#), in addition to the information contained in the [2014 King Countywide FHWA Project Evaluation Criteria](#).

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, etc.)
- Alternative Fuels or Vehicle Technology
- Other

- Diesel Particulate Emissions Reduction Projects: Describe the types of vehicles, vessels, engines, duty cycles, etc. being addressed. Describe the emissions vintage of the existing engines, and the number of vehicles to be addressed. Describe how often they are used, where they are used, how much fuel is consumed annually and when the benefits from this project will occur.
- Roadway Capacity (general purpose and high occupancy lanes): 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. Describe the transit routes currently using the facility and anticipated in the future. Does this project connect to or expand an existing high occupancy vehicle or business access transit lane system? What is the length of the project and the population served? What source of data indicates the expected conversion of single occupant vehicle trips to transit or carpool?
- Transit (park-and-ride lots, new or expanded transit service, transit amenities, etc.): Describe the current transit ridership in the project area. Describe the current transit routes serving the project area, including average trip length. 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. Describe the population served that will be expected to use the new/improved service. What source of data indicates the expected conversion of single occupant vehicle trips to transit?
- Bicycle/Pedestrian Facilities: Describe the length of the proposed facility, including 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). Does the facility connect to transit? What is the expected population served, and what source of data indicates the expected conversion of single occupant vehicle trips to this mode?
- Intelligent Transportation Systems: Describe the existing conditions in the area, including level of service, average daily traffic, average speed, etc. Describe how the project is expected to improve traffic flow through improved speeds, reducing idling, reducing accidents, etc. What is the percentage of heavy trucks using 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)? What are the transit routes along the corridor, and will this project improve transit reliability on the corridor?
- Alternative Fuels or Vehicle Technology: 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.

Transit amenities including expanded bus zones, shelters with adequate lighting, street furniture, transit stops located adjacent to pedestrian and bicycles facilities should increase ridership and contribute to a mode shift from SOV travel, by increasing ridership, thus contributing to a reduction in emissions. Modeling has shown a reduction in Greenhouse Gases (GHG) estimated at 3,900 metric tons per year, primarily due to the transit and opportunities to bike/walk in place of using a car.

The Phase 1 project includes installation of 1,800 lineal feet of a new multi-use trail. This facility will contribute to a mode shift away from SOV by providing a more inviting environment for pedestrian and bicycle commuters and improved facilities for residents to walk/bike to neighborhood stores, the Post Office, the library, parks, and transit facilities, and in turn reduce vehicle miles travelled, thus contributing to a reduction in emissions. Non-motorized elements of the project will improve the connectivity between NE Sunset Blvd and the residential and commercial area in the Highlands Center Village and to other regional bicycle and pedestrian facilities, such as Lake Washington Trail, Cedar River Trail, and Gene Coulon Park.

The project will improve traffic flow by making the existing lane configuration more efficient through: signal coordination, restriction of mid-block left turn, consolidating driveways, the addition of a multi-use trail. Reduced slowing and stopping will improve efficiency and reduce emissions for commuters, freight and general purpose traffic.

Other environmental elements include landscaping of medians and pedestrian buffers and street trees (vegetation will provide carbon sequestration), that will contribute to improving air quality and addressing climate change.

The project has the potential to reduce emissions, from the reduction of vehicular trips in terms of green gas emissions, by fostering a walkable community and offering greater transportation and recreational choices to the residents of Renton and will encourage residents to choose a non motorized means of travel. The project will provide a friendly pedestrian and bicycle environment, promoting physical activity and the community will experience improved health and wellness.

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

Right-of-Way

Year

2016

Amount Requested

\$ 1,730,000

Total PSRC Funding Request:

\$ 1,730,000

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.

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
Local	Secured	\$ 200,000

Total Planning Phase Cost:

\$ 200,000

Actual or estimated date of completion (month and year):

Apr 2011

Preliminary Engineering/Design Phase

Funding Source	Funding Status	Funding Amount
Federal CMAQ	Secured	\$ 136,726
Federal STP	Secured	\$ 1,177,209
Local	Secured	\$ 1,086,065

Total Preliminary Engineering/Design Phase Cost:

\$ 2,400,000

Actual or estimated date of completion (month and year):

Feb 2017

Right of Way Phase

Funding Source	Funding Status	Funding Amount
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Federal STP	Unsecured	\$ 1,730,000
Local	Reasonably Expected	\$ 270,000

Total Right of Way Phase Cost:

\$ 2,000,000

Actual or estimated date of completion (month and year):

Feb 2017

Construction Phase

Funding Source	Funding Status	Funding Amount
Federal STP	Unsecured	\$ 5,100,000
TIB	Unsecured	\$ 3,000,000
WSDOT	Unsecured	\$ 1,000,000
Local	Unsecured	\$ 1,000,000

Total Construction Phase Cost:

\$ 10,100,000

Actual or estimated date of completion (month and year):

Jun 2018

Other Phase

Funding Source	Funding Status	Funding Amount
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Total Other Phase Cost:

\$ 0

Actual or estimated date of completion (month and year):

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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:

\$ 14,700,000

Estimated Project Completion Date (month and year):

Jun 2018

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.

[NILjicyQ_Sunset_STIP.pdf](#)

[mkAowGF6_Sunset_TIP.pdf](#)

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](#).

Upon award of this grant, the City will allocate the matching funds to this project via budget adjustment.

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.

Project Readiness

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)?

Dec 2016

Are there any other PE/Design milestones associated with the project? Please identify and provide dates of completion. You may also use this space to explain any dates above.

30% completion by Aug 2015 - 1st submittal to WSDOT as it is part of a State Route

60% completion by Mar 2016 - 2nd submittal to WSDOT

90% completion by Oct 2016

Project Readiness

What is the current or anticipated 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?

- Yes
 No

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

Jan 2016

Project Readiness

Will right of way be required for the project?

- Yes
 No

How many parcels do you need?

15

What is the zoning in the project area?

Center Village - medium to high-density residential and mixed-use commercial

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

Condemnation is not anticipated at this time.

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 Washington State Department of Transportation Right of Way Analyst**
- **Relocation certification, if applicable**

If this grant is awarded, below is the proposed schedule for right-of-way acquisition and certification.
True cost estimate of right-of-way: April 2016
Right-of-way plans: April 2016
Relocation plan: N/A (not anticipated at this time)
Right-of-way certification: Nov 2016
Right-of-way acquisition: Nov 2016
Certification audit by WSDOT: Feb 2017
Relocation certification: Feb 2017

Project Readiness

Are funds being requested for construction?

- Yes
 No

Do you have an engineer's estimate?

- Yes
 No

Please upload a copy of your engineer's estimate below.

-

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.

File Submission

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

[INbOaBqk Sunset VicinityMap Phase 1.pdf](#)

[EehHRIBi Sunset Phase 1 cross section concept plan.pdf](#)

[KDRjwudz Comp Plan policies.pdf](#)

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 May 7th deadline. After the deadline has passed, the form site will close and sponsors will not have access for revisions.

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

April 18, 2014

MPO/RTPO: PSRC

Y Inside

N Outside

County: King

Agency: Renton

Func C/Is Number	Project PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
14		REN-25	20	1,000	EIS	Yes	N Park Dr	Monroe Ave NE	25,910,000	14-01

NE Sunset Blvd (SR 900) Corridor Improvements

The project includes sidewalk separated from the travel lane by a landscaped buffer on the south side of NE Sunset Blvd, a multi-use trail along the north side of NE Sunset Blvd, an eastbound bike lane and two travel lanes in each direction. Improvements to traffic operations include traffic signal priority for transit vehicles; landscaped median with left turn lanes at the intersections, and consolidate driveway access locations. Subsequent right-of-way acquisition and construction of this project will be implemented in stages.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2014	CMAQ	136,726		0	21,339	158,065
PE	2014	STP(UL)	1,177,209		0	1,064,726	2,241,935
Project Totals			1,313,935		0	1,086,065	2,400,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	2,400,000	0	0	0	0
Totals	2,400,000	0	0	0	0

CITY OF RENTON
PUBLIC WORKS
TRANSPORTATION SYSTEMS DIVISION
2014 - 2019 TRANSPORTATION IMPROVEMENT PROGRAM

NE Sunset Boulevard (SR 900) Corridor Improvements

Functional Classification: Principal
Proj. Length: 3.0 mi
TIP No. 11

Fund: 317
Proj: 122902
CONTACT: Jim Seitz 425.430.7245

Community Planning Area: City Center, Highlands & East Plateau

DESCRIPTION:

This corridor needs a series of key improvements in this corridor to improve traffic operations such as channelization, traffic signal modifications, signal treatments, possible queue jumps, access management through installation of medians. This project will seek to also address pedestrian, transit and bicycle needs. The corridor limits are from I-405 on the west to the east City limits.

STATUS:

The Sunset Area Planned Action EIS initiated in 2010 delineated transportation needs along Sunset Blvd from N Park Dr to Monroe Ave NE, as a Phase 1 project. The cost of the first phase is estimated at \$26M. The project is currently on the PSRC Countywide Contingency list for Design funding.

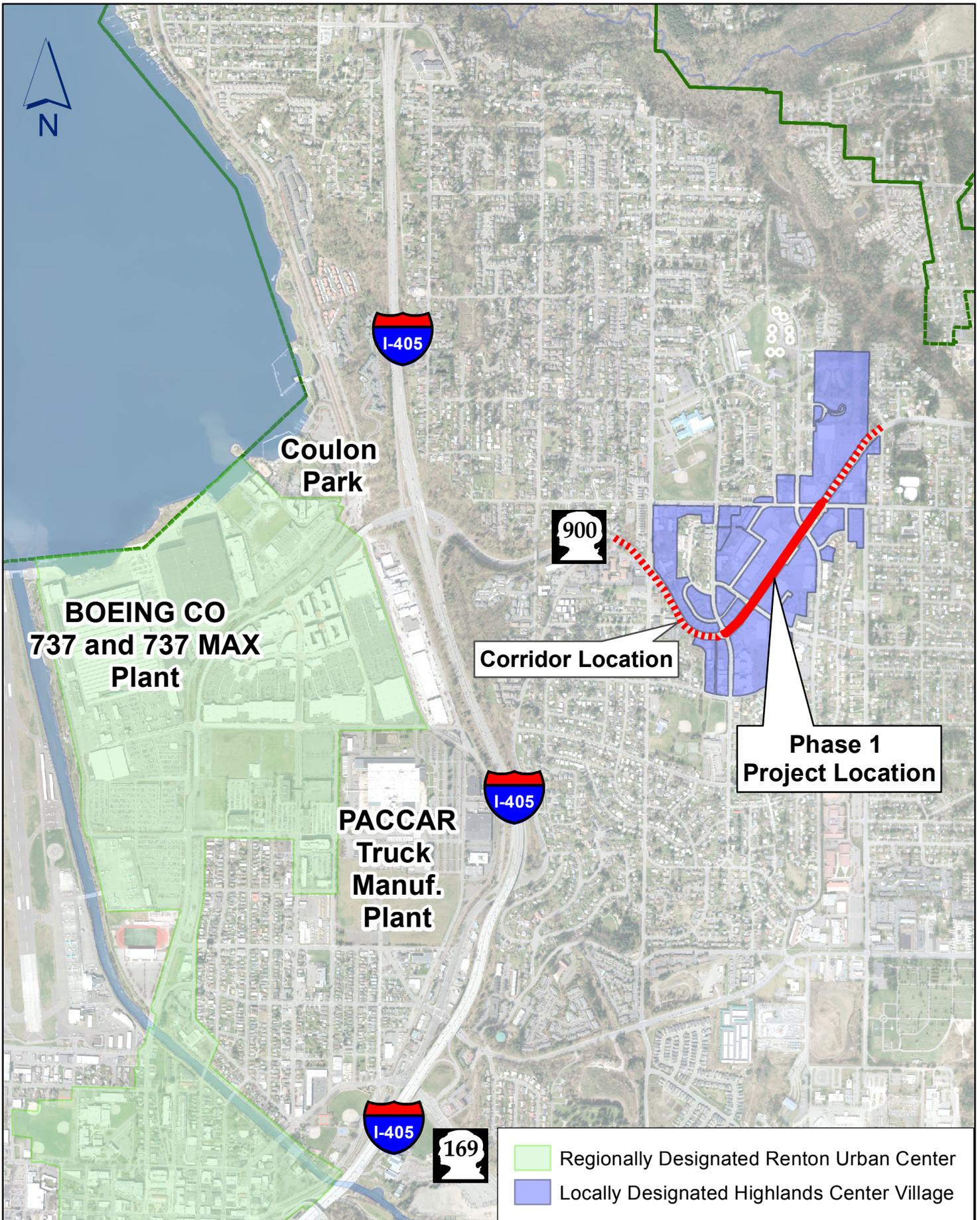
JUSTIFICATION:

This corridor has strong potential for transit usage and is experiencing residential and retail growth.

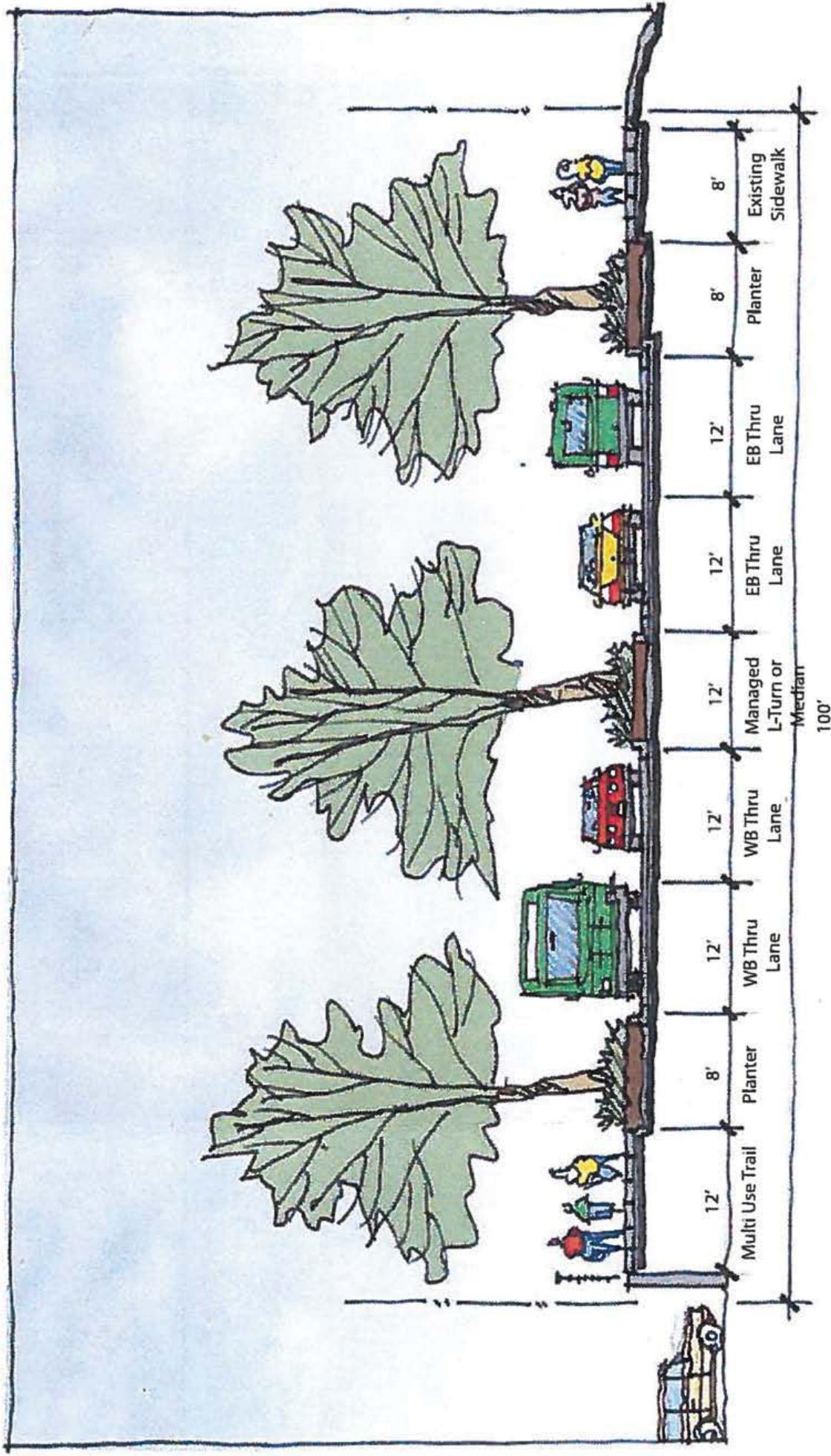
CHANGES:

Funded : 200,000 **Unfunded :** 26,000,000

Project Totals		Programmed Pre-2014		Six Year Program						
ITEM	Programmed	Spent Pre-2013	2013	Total	2014	2015	2016	2017	2018	2019
EXPENSES:										
Planning	200,000	200,000								
Preliminary Engineering	2,700,000			2,700,000		1,000,000	1,700,000			
R-O-W (includes Admin)	2,100,000			2,100,000			1,000,000	1,100,000		
Construction	19,100,000			19,100,000				7,000,000	12,100,000	
Construction Services	2,100,000			2,100,000				770,000	1,330,000	
Post Construction Services										
TOTAL EXPENSES	26,200,000	200,000		26,000,000		1,000,000	2,700,000	8,870,000	13,430,000	
SOURCES OF FUNDS:										
Vehicle Fuel Tax										
Business License Fee										
Proposed Fund Balance										
Grants In-Hand (1)										
Grants In-Hand (2)										
Mitigation In-Hand										
Other In-Hand (CED)	200,000	200,000								
Other In-Hand										
Grants Proposed (STP)										
Undetermined	26,000,000			26,000,000		1,000,000	2,700,000	8,870,000	13,430,000	
TOTAL SOURCES	26,200,000	200,000		26,000,000		1,000,000	2,700,000	8,870,000	13,430,000	



Renton - NE Sunset Blvd (SR 900) Corridor Phase 1 Improvements Vicinity Map



RENTON - NE Sunset Blvd (SR 900) Corridor Phase 1 Improvements

Typical Cross Section



**RENTON - NE SUNSET BLVD (SR 900) CORRIDOR PHASE 1 IMPROVEMENTS
PROJECT CONCEPT PLAN**



Comprehensive Plan

Adopted November 1, 2004
Ordinance 5099 & 5100



Policy LU-231. Designate land for Urban Center- North s zoning if the property is either west of Logan Avenue.

Policy LU-232. Support existing airplane manufacturing and accessory uses while allowing for the gradual transition to other uses should The Boeing Company surplus property within District Two.

Policy LU-233. Allow airplane manufacturing and related accessory uses such as airplane sales and repair, laboratories for research, development and testing, medical institutions, and light industrial uses including small scale or less intensive production and manufacturing, and fabricating with accessory office and support services.

Objective LU-WW: If Boeing elects to surplus property in District Two, land uses should transition into an urban area characterized by high-quality development offering landmark living, shopping and work environments planned to take advantage of access and views to the adjacent river and lake shorelines.

Policy LU-234. Should The Boeing Company elect to surplus properties in District Two support the redevelopment with a range and variety of commercial, office, research, and residential uses.

- 1) Support a mid- to high-rise scale and intensity of development.
- 2) Support retail and service activities as ancillary uses that are synergistic with commercial, office, biotech, research, technology, and residential activities. Traditional retail (Main Street), general business and professional services, and general offices are examples of the types of uses that are supported in combination with other activities.
- 3) Support urban scale residential development in District Two. North of N. 8th Street structured parking should be required.
- 4) Allow a limited range of service uses, such as churches, government offices and facilities, commercial parking garages, and day care centers through the conditional use process.
- 5) Allow eating and drinking establishments and cultural facilities as part of office or mixed-use development.
- 6) Prohibit new warehousing, storage including self-storage, vehicle sales, repair and display (including boats, cars, trucks and motorcycles), assembly and packaging operations, heavy and medium manufacturing and fabrication unrelated to production of new commercial airplanes.
- 7) Support development of public amenities such as public open space, schools, recreational and cultural facilities, and museums.
- 8) Allow commercial uses such as retail and services provided that they support the primary uses of the site and are architecturally and functionally integrated into the development.

Purpose Statement: Center Village is characterized by areas of the City that provide an opportunity for redevelopment as close-in urban mixed-use residential and commercial areas that are pedestrian-oriented. These areas are anticipated to provide medium to high-density residential development and a wide range of commercial activities serving citywide and sub-regional markets. Center Villages typically are developed within an existing suburban land use pattern where opportunities exist to modify the development pattern to accommodate more growth within the existing urban areas by providing for compact urban development, transit orientation, pedestrian circulation, and a community focal point organized around an urban village concept.

Objective LU-XX: Develop Center Villages, characterized by intense urban development supported by site planning and infrastructure that provide a pedestrian scale environment.

Policy LU-235. Apply the Center Village designation to areas with an existing suburban and auto-oriented land use pattern, which, due to availability and proximity to existing residential neighborhoods, are candidate locations for a higher density mixed-use type of development.

Policy LU-236. Implement the Center Village Designation using multiple zoning designations including Residential 14 (R-14), Center Village (CV), and the Residential Multi-family zones (RMF, RM-U, RM-T).

Policy LU-237. Zone property as Center Village in areas served by transit that are characterized by existing commercial and multi-family development that are envisioned to become mixed use, pedestrian oriented, community centers and serve as a community focal point.

Policy LU-238. Zone property R-14 within the Center Village land use designation in areas where a compact mix of housing types (including small lot single family, semi-attached, and attached housing) is desired. Ideally, R-14 areas provide a transition between higher intensity zones within the Center Village designation and the surrounding land uses.

Policy LU-239. Zone property for Residential Multi-Family (RMF), Residential Multi-Family Urban (RMU), or Residential Multi-Family Traditional (RMT) development where existing multi-family development exists at the intensity suggested by the zone, or where additional multi-family development is desired and can be buffered from lower intensity land uses by the R-14 zone.

Policy LU-240. Allow residential density ranging from a minimum of 10 to a maximum of 80 dwelling units per acre in the Center Village designation.

Policy LU-241. Encourage mixed-use structures and projects.

Policy LU-242. Encourage shared parking to use urban land efficiency.

Policy LU-243. Encourage uses in Center Villages that serve a sub-regional or citywide market as well as the surrounding neighborhoods.

Policy LU-244. Encourage more urban style design and intensity of development (e.g. building height, bulk, landscaping, parking) within Center Villages than with land uses outside the Centers.

Policy LU-245. Promote the clustering of community commercial uses and discourage the development of strip commercial areas.

Policy LU-246. Residential development within Center Villages is intended to be urban scale, stacked, flat and/or townhouse development with structured parking.

Policy LU-247. Prohibit new garden style multi-family development.

Policy LU-248. Provide community scale office and service uses.