

Section V.d. 2014 King County Countywide Competition Application for PSRC's FHWA Funds (STP/CMAQ)

❖ Nonmotorized Program

This application is available on the King County Department of Transportation website at:
<http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2014KCountywideCFP.aspx>

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

The importance of complete and accurate information on every application cannot be overemphasized. The evaluation and scoring of all submitted projects will be based on the answers provided in this application. A project's suitability for countywide funding may be compromised if the application is found to have omissions or inaccuracies.

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

Submitting Applications

There is no set page limit for applications submitted to the countywide 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. Attach your completed application to an email and send it to kcgrantcompetition@kingcounty.gov. All applications must be submitted by **11:59 p.m. Wednesday, May 7, 2014**.

Please note: the project budget spreadsheet is a required attachment, the budget spreadsheet can be downloaded from the following website:

<http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2014KCountywideCFP.aspx>

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. **Note: a project may request only one funding source – either STP or CMAQ, but not both.**

If you have questions please contact Peter Heffernan at 206-477-3814 or peter.heffernan@kingcounty.gov

Section VI.c. 2014 King County Countywide STP/CMAQ Non-Motorized Application

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<http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2014KCountywideCFP.aspx>

PROJECT DESCRIPTION INFORMATION

1	Project Title: Hospital Station Area Multi-Modal Connections <i>(For roadway project titles: list facility name, limits and any other identifying words; e.g., SR-520 HOV (104th Ave NE to 124th Ave NE))</i>
2	Sponsoring Agency: Bellevue Also identify any co-sponsor(s): N/A
3	Project Contact Person: Jen Benn Address: 450 110 th Avenue NE, Bellevue, WA 98004 Phone: 425-452-4270 Fax: 425-452-2817 E-Mail: jbenn@bellevuewa.gov

****Please read all of the text in this section before completing this application.****

<p>4</p>	<p>Project description. Please distinguish between the scope of the project and the justification and/or need for the project.</p> <p>a. Project scope: Please describe clearly and concisely the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? For example, if this is part of a larger project, please be specific as to what portion on which the grant funds will be used.</p> <p>The project will: inventory and assess the existing pedestrian and bicycle networks surrounding the Hospital Station area (e.g. sidewalks, crosswalks, formal paths, bike routes, bike storage, pedestrian refuge areas); conduct a connectivity analysis to identify and evaluate constraints and opportunities for improving pedestrian and bicycle connectivity to the light rail station; and complete preliminary engineering for at least two high priority capital improvements based on stakeholder input.</p> <p>b. Project justification, need or purpose: Please explain the intent, need or purpose of this project. What is the goal or desired outcome?</p> <p>The existence of a light rail station alone does not generate ridership. Bellevue is in the process of preparing plans for the areas around the six light rail stations to be built within the city’s jurisdiction. The Hospital/Wilburton station area plan is the most complex of these plans because of the range of issues that will be addressed (e.g. land use redevelopment, bicycle/pedestrian access, transit service, traffic, storm water, utilities, parking, water quality, ecological restoration, regional connectivity, and urban design). One of the most critical components of that plan will be the pedestrian/bicycle network to serve existing and future development and to connect with the future regional trail that will be the spine of that network with the light rail station becoming a primary hub in Bellevue. Identifying and designing multi-modal connections early will allow for better coordination of projects and cost savings if they can be constructed in conjunction with the light rail project or other complementary city-sponsored transportation improvements planned for the area.</p> <p>Reasons why the Hospital Station Area work is being prioritized include:</p> <ul style="list-style-type: none"> • Pedestrian access in much of the study area (see attached) is poor. A rough estimate based on current mapping data indicates approximately 10 miles of sidewalks within the study area and about one-third of those have gaps, defects or are substandard in other ways. • NE 8th Street is the major east-west arterial through this area and it is a primary link from the east part of the city with I-405 and Downtown Bellevue. The pedestrian/bicycle environment along NE 8th is among the most hostile in the study area due to heavy traffic and inadequate or non-existent pedestrian/bicycle facilities. There are no pedestrian crossings between 116th Avenue NE and 120th Avenue NE, a distance of about 1,200 feet. • In addition to creating better access for the future light rail station, this study area overlaps portions of two of Bellevue’s major employment centers (Bel-Red and 116th/Bellefield) and abuts a third (Downtown) as identified in the Bellevue Comprehensive Plan. The existing transportation network is dominated by streets designed to accommodate large volumes of automobile traffic.
<p>5</p>	<p>Project Location: NE 8th Street and 116th Avenue NE - 1/2 mile radius</p> <p>Answer the following questions if applicable:</p> <p>b. Crossroad/landmark nearest to beginning of project: N/A <i>(Identify landmark if no crossroad)</i></p> <p>c. Crossroad/landmark nearest to end of project: N/A <i>(Identify landmark if no crossroad)</i></p>

6	<p>Map: Include an 8½” x 11” legible vicinity map (if applicable) with completed application form. <i>If unable to send map electronically, provide separately by fax or mail.</i></p>	
7	<p>Federal Functional Classification Code (<i>Select only one</i>)</p> <p><i>Assistance in determining the functional classification of a project is available by calling Stephanie Rossi at 206-971-3054.</i></p>	
	<p style="text-align: center;"><u>Rural Functional Classifications</u> <u>(“under 5,000 population”)</u> (Outside the federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> 00 Exception</p> <p><input type="checkbox"/> 01 Principal Arterial - Interstate</p> <p><input type="checkbox"/> 02 Principal Arterial</p> <p><input type="checkbox"/> 06 Minor Arterial</p> <p><input type="checkbox"/> 07 Major Collector</p> <p><input type="checkbox"/> 08 Minor Collector</p> <p><input type="checkbox"/> 09 Local Access</p> <p><input type="checkbox"/> 21 Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> 22 Proposed Principal Arterial</p> <p><input type="checkbox"/> 26 Proposed Minor Arterial</p> <p><input type="checkbox"/> 27 Proposed Major Collector</p> <p><input type="checkbox"/> 28 Proposed Minor Collector</p> <p><input type="checkbox"/> 29 Proposed Local Access</p>	<p style="text-align: center;"><u>Urban Functional Classifications</u> <u>(“over 5,000 population”)</u> (Inside the federal-aid urbanized and federal-aid urban areas)</p> <p><input checked="" type="checkbox"/> 00 Exception</p> <p><input type="checkbox"/> 11 Principal Arterial – Interstate</p> <p><input type="checkbox"/> 12 Principal Arterial – Expressway</p> <p><input type="checkbox"/> 14 Principal Arterial</p> <p><input type="checkbox"/> 16 Minor Arterial</p> <p><input type="checkbox"/> 17 Collector</p> <p><input type="checkbox"/> 19 Local Access</p> <p><input type="checkbox"/> 31 Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> 32 Proposed Principal Arterial – Expressway</p> <p><input type="checkbox"/> 34 Proposed Principal Arterial</p> <p><input type="checkbox"/> 36 Proposed Minor Arterial</p> <p><input type="checkbox"/> 37 Proposed Collector</p> <p><input type="checkbox"/> 39 Proposed Local Access</p>
	<p>NOTE: <u>Federally Funded Projects.</u> A roadway must be <u>approved</u> on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities). Projects which are on a roadway with a functional classification of 09, 19, 29 or 39 are not eligible to use federal transportation funds unless they are one of the exceptions listed below. If your project is an exception, identify its functional class code as “00”.</p> <p><u>Examples of Exceptions:</u></p> <ul style="list-style-type: none"> • Any bicycle and/or pedestrian project. • Projects <u>not</u> on a roadway and using CMAQ or other funds • Any transit project, including equipment purchase and park-and-ride lot projects. 	

Important notice: The importance of complete and accurate information on every application cannot be overemphasized. The evaluation and scoring of all submitted projects will be based on the answers provided in this application. A project’s suitability for funding may be compromised if the application is found to have omissions or inaccuracies. In addition, sponsors of projects recommended for funding as a result of the competition should be aware that their application could be used in the future to evaluate the status of a project if it fails to comply with the requirements of the Puget Sound Regional Council’s (PSRC) Project Tracking program.

Projects receiving funding as a result of this competition: Funding distributed as a result of the 2014 STP/CMAQ King County Countywide Programs is awarded to projects, not to the sponsoring agency itself. Sponsors of projects that receive funds from this competition will be required to submit a more detailed TIPMOD or TIPNEW application, which will be due to the PSRC on July 7, 2014. Please note that these sponsors will also be asked to certify that they will comply with the conditions of the PSRC's Project Tracking Program, as a condition of accepting funding. Failing to comply with this condition, and/or with the conditions established in the PSRC's Project Tracking Program, may eventually result in the loss and/or transfer of funds to another countywide project.

Application length: Please be as brief as possible but provide sufficient information on your project, plus map(s) and/or other required supporting documents.

E-mail submissions are preferred: Attach your completed application to an e-mail and send to kcgrantcompetition@kingcounty.gov. Please name the file "(Agency): (Project tile)" and in the e-mail subject line identify which Countywide program the application is being submitted (Small Jurisdiction, Large Jurisdiction, All Other, Preservation, Non-motorized). All applications will be posted to the King County Web site. All applications must be submitted by 11:59 p.m., Wednesday, May 7, 2014.

PROJECT EVALUATION INFORMATION

IMPORTANT INSTRUCTIONS: Projects will be evaluated and scored based on the information provided in Parts 1 and 2 that follow. Refer to Section IVb, Evaluation Criteria for Countywide Grant Programs, Non-Motorized Projects for information on how the projects will be evaluated.

- **Part 1:** Choose one of the two project categories that best fits your proposed project and complete Section A or B
- **Part 2:** Complete all Sections C through F

PROJECT EVALUATION: PART 1

Choose which of the two Centers categories your project falls under:

- Project is located within a Center
> *NOTE: Complete Section A, then proceed to Sections C through F in Part 2*
- Connecting Corridors
> *NOTE: Complete Section B, then proceed to Sections C through F in Part 2*

SECTION A: CENTERS

Complete this section if your project is a “Centers” project, then proceed to Part 2

A. Please explain how your project addresses the following:

• Center Development

- Describe how the project will advance or support non-motorized modes within the center.
- Describe how the project or program will enhance or support the potential for increased housing/employment densities in the center.
- Describe how the project furthers the objectives and aims of existing adopted policies and plans for the center.
- Describe the level of public access to the project (for example, current and future land use in the vicinity of the facility such as schools, residences, commercial, retail, tourist areas, etc. that would be expected to provide utilization of the facility).

The project **ADVANCES** or **SUPPORTS NON-MOTORIZED MODES** by:

- Completing gaps and correcting deficiencies in the existing sidewalk network.
- Identifying the types and locations of capital investments in the pedestrian and bicycle networks that will be the most effective at creating connections to the light rail station, regional trail, and other destinations w/in the study area.
- Accommodating future non-motorized demand. The area is expected to continue to develop, especially medical-related uses, and the city is proceeding with two major roadway projects in this area that will benefit traffic flow and pedestrian/bicycle mobility as well. The light rail will generate additional pedestrian and bicycle travel in this area in combination with more residents and employees from new developments south and north of NE 8th Street.

The project **SUPPORTS INCREASED HOUSING/EMPLOYMENT DENSITIES** by:

Substantial portions of the study area are already planned or anticipated to be planned for redevelopment from the current, mostly low-rise commercial area to a more transit-oriented, mixed use type development pattern that will dramatically increase the potential residential and employment population of this area who can take advantage of the light rail station.

The Bel-Red Corridor, as a whole, is expected to accommodate more than 35,000 jobs by 2035, much of those concentrated in the westernmost transit-oriented node, northeast of the station area. The project also benefits the eastern edge of the Downtown Bellevue Regional Growth Center. Consistent with the Growth Management Act, most of Bellevue's employment and housing growth will be concentrated in the downtown core and near-in areas such as the Bel-Red Corridor. 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 27,000 new employees by 2035. The residential population in Downtown Bellevue is expected to nearly double, from about 10,500 today to 20,000 by 2020.

The creation of multi-modal network capacity in and around the station area will not only accommodate travel demand but also serve as an amenity for housing and employment growth.

The project **FURTHER OBJECTIVES OF ADOPTED POLICIES FOR THE CENTER** by directly implementing the following policies from adopted elements of the Comprehensive Plan:

- Policy S-BR-51. Support the Bel-Red Subarea Land Use Plan with a multi-modal transportation system...that provides enhanced, multi-modal travel connections within the Bel-Red Subarea, and to other parts of the City and region.

- Policy S-BR-63. Improve pedestrian connectivity and the quality of the pedestrian environment with a comprehensive sidewalk and trail system, including through-block pedestrian connections, and mid-block crossings. Include pedestrian amenities such as pedestrian-scaled lighting, seating, transit shelters, and weather protection.

LEVEL of PUBLIC ACCESS to the project area includes:

- Overlake Hospital, Group Health Clinic and multiple medical clinics and offices located along 116th Avenue NE

- Retail shopping exists on 116th north of NE 8th (e.g. Whole Foods, Bellevue Design Center) and along 120th south of NE 8th (e.g. Uwajimaya Asian grocery, Best Buy, Home Depot)

- Plans call for more intensive development of medical office along 116th across from the hospital and more office/commercial uses along 116th south of NE 8th. A separate station area plan process will be explore the potential for introducing more residential uses to the mix and possibly increasing the amount of development allowed in some areas. That effort is intended to concentrate more residents and employees within walking distance of the future light rail station.

- **Project's Benefit to the Center**

- Describe how the project remedies a current or anticipated problem for non-motorized modes within the center or reduces modal conflicts involving pedestrians and/or bicyclists?
- Describe the user groups who will benefit from this project (residents, commuters, employees, students, customers, tourists, seniors, people with disabilities, and those identified in the President's Order for Environmental Justice¹) and how it provides users with non-motorized option for travel.
- Describe how the project or program will improve: (address each relevant area)
 - Bicycle facilities
 - Walkability
 - Public transit access
 - Landscape and/or streetscape

REMEDY A PROBLEM: The project area is automobile-oriented and difficult for pedestrians and bicyclists to navigate. The East Link project and light rail station will attract increased pedestrian traffic, planned redevelopment to more office and commercial retail development in the Wilburton opportunity area more and medical development along 116th Avenue NE north of NE 8th Street, all of which are also likely to increase pedestrian and bicycle travel in the area and increased conflict with automobile traffic. The project will develop solutions to address improved pedestrian and bicycle access and safety and attract more travel to and within the station area using non-automobile modes.

¹ The President's Order for Environmental Justice states "each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority populations and low-income populations."

USER GROUPS: The non-motorized connections will benefit employees, residents in the Wilburton neighborhood in the southern portion of the study area, and patients/visitors to the many medical facilities/offices along 116th Avenue NE.

The project improves non-motorized modes as follows:

- The project will develop bicycle facilities including bike lanes on some streets as well off-street pedestrian and bicycle trails including the Eastside Rail Corridor.
- The walkability of the station area will be improved by addressing the connectivity and safety of the pedestrian network as well as providing amenities that enhance the pedestrian experience; A variety of treatments will be used including: sidewalks, trails and pathways providing new off-street connections; landscaping; and pedestrian-scaled lighting and street furniture such as seating.
- Foster transit ridership by designing transit facilities and services as well as non-motorized infrastructure so that they are integrated with public spaces and private developments to create an inviting public realm.

- **Circulation and Safety within the Center**

- Describe how the project improves access to major destinations or improves circulation within the center (home/work/school/other).
- Describe how the project or program completes a physical gap or completes an essential link in the non-motorized transportation network.
- Describe how the project improves safety or resolves an existing safety problem.
- Describe how the project extends or completes a regional or local bicycle or pedestrian system, and/or adds facilities to an existing bicycle and pedestrian system or network.

ACCESS: The Connectivity Plan will identify new sidewalks, off-street pathways and trails that will provide a variety of ways to get to the light rail station as well major destinations within the center, such as Group Health and Overlake Hospital.

COMPLETE A GAP: The project addresses several gaps in the pedestrian network, for example along NE 8th Street between 116th and 120th Avenues, where pedestrians must walk through parking lots and over concrete barriers blocking access to the abandoned rail line.

SAFETY: The intersection of NE 8th Street and 116th Avenue NE is heavily congested with many turning movements and drivers focused on positioning themselves to access freeway on-ramps. The hostile environment creates a safety hazard for pedestrians attempting to cross the 4-6 lanes of traffic. Based on public input to date, it is anticipated that one of the top priority projects will be a pedestrian overpass for this intersection, which would eliminate pedestrian-vehicle conflicts.

SECTION B: CONNECTING CORRIDORS

Complete this section if your project is a “Connecting Corridors” project, then proceed to Part 2.

A. Please explain how your project addresses the following:

- **Benefit to Center**

- Describe how the project provides users traveling to/from the center(s) with non-motorized options for travel.
- Describe how the project furthers the objectives and aims of adopted policies and plans for the center(s).
- Describe how this project will benefit or enhance support the development of the center(s). Does it support multiple centers?

- **System Continuity, Circulation and Safety**

- Describe how this project or program provides a "logical segment" that links to a center
- Describe how the project fills in a missing link or removes barriers to a center, and how the project extends or completes a regional or local bicycle or pedestrian system, and/or adds facilities to an existing bicycle and pedestrian system or network
- .Describe how the project improves safety and/or reduces modal conflict.

- **Sustainability**

- Describe how this project or program supports a long-term strategy to maximize the efficiency of the corridor and/or the bicycle or pedestrian network.
- Describe the user groups who will benefit from this project over time (residents, commuters, employees, students, customers, tourists, seniors, people with disabilities, and those identified in the President’s Order for Environmental Justice) and how it provides users with non-motorized options for travel.

PROJECT EVALUATION: PART 2

SECTION C: PROJECT READINESS/FINANCIAL PLAN

Once Section A or B in Part 1 has been completed, complete all of Part 2, Sections C through G.

2. Financial Plan

In this section, sponsors will address questions regarding the 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. 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. For more information on PSRC's project tracking program, please go to www.psrc.org/transportation/tip/tracking.

Required Match: A minimum of 13.5% match is required for both STP and CMAQ funds. Sponsors of projects awarded funds through this competition will be required to provide information on these matching funds at a later date.

2.1. Select only one funding source below, STP or CMAQ.

STP

CMAQ

2.2. Identify the amount requested by phase, and identify the estimated year of obligation (2015, 2016 or 2017).

<u>Phase</u>	<u>Amount</u>	<u>Estimated Year of Obligation</u>
Planning	\$200,000.00	2015
PE/Design	\$350,000.00	2016
[select phase]		

2.3 Identify the project phases that will be fully completed if requested funding is obtained:

The Multi-Modal Connectivity Study will be completed along with the design phase for two high priority projects.

2.4 Project Budget and Schedule

In this section you will be asked to provide information on the financial budget and schedule for the entire project. Please indicate amounts and sources of both secured and unsecured funds, by phase. Include all phases in the project, from start to finish, and indicate when each phase will be completed. The requested PSRC funds identified above must also be reflected in the Project Budget and Schedule spreadsheet. Use as many rows per phase as necessary to reflect the financial plan for each phase. The required table to provide this information is a separate Excel spreadsheet which you will need to download from following King County website:

<http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2014KCountywideCFP.aspx>

Attach the completed spreadsheet, along with this application, and submit via email to kcgrantcompetition@kingcounty.gov, by the deadline of 11:59 p.m. May 7, 2014. The Project Budget and Schedule spreadsheet form may be downloaded at:

<http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2014KCountywideCFP.aspx>

Project Readiness:

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

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

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

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

3. If funds are requested for Right of Way:

3.1 What is the status of Preliminary Engineering/Design?

- Is the PE/Design phase complete? [yes/no]
- If not, identify all relevant milestones, including the current status and estimated completion date of each. For example:
 - What is the level of environmental documentation under the National Environmental Policy Act (NEPA) for this project?

- Environmental Impact Statement (EIS)
- Environmental Assessment (EA)
- Documented Categorical Exclusion (DCE)
- Categorical Exclusion (CE)
- Has the NEPA documentation been approved? Please provide the date of approval, or the anticipated date of completion.
- At what stage of completion is your design?
 - Have Preliminary Plans been submitted to WSDOT for approval?
 - If not, when is this milestone scheduled to be complete?
 - When are Preliminary Plans expected to be approved?
- Are there any other PE/Design milestones not listed above? Please identify and provide estimates dates of completion.

3.2 What is the status of Right of Way?

- How many parcels do you need?
- What is the zoning in the project area (e.g., commercial, residential, etc.)?
- 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?
- If not, when do you expect a consultant to be selected, under contract, and ready to start?
- Identify all relevant right of way milestones, including the current status and estimated completion date of each. For example:
 - True cost estimate of Right of Way
 - Right of Way Plans (stamped)
 - Relocation Plan (if applicable)
 - Right of Way Certification
 - Right of Way Acquisition
 - Certification Audit by WSDOT Right of Way Analyst
 - Relocation Certification, if applicable

4. If funds are requested for Construction:

4.1 Complete sections 3.1 and 3.2 above.

4.2 What is the status of the milestones for the construction phase?

- Do you have an Engineer's Estimate? Please provide a copy if available.
- Identify the environmental permits needed for the project and when they are scheduled to be acquired.
- Is PS&E approved? Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval.
- When is the project scheduled to go to ad?

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

SECTION D: COMMUNITY SUPPORT/ENVIRONMENTAL JUSTICE/PLANNING

4. Please explain how your project addresses the following:

- Has the project been developed through a collaborative and inclusive planning process? Please describe. (If not, please describe how developed.)
- Is this project or program specifically identified in a local plan, transit plan, or regional plan. If not, is the project or program consistent with plan policies? Please provide citation of the corresponding policies and/or specific project references in the identified plan.
- Is this an important opportunity--if we fund this project or program now, what other benefits will result?
- Will an opportunity be missed if the project is not funded in this competition?

The project has been included in a variety of public processes, including:

- 1) Sound Transit EIS outreach process and follow on planning and design open houses
- 2) Public engagement for Bellevue Subarea Planning processes, including the Bel-Red Subarea Plan and Wilburton Subarea Plan
- 3) The City's station area planning process, which will ramp up in 2015 with the establishment of a citizen advisory committee.
- 4) Neighborhood Outreach processes for transportation capital projects in the Wilburton and Bel-Red areas.

The project is not specifically included in the Comprehensive Plan, but it is consistent with policies TR-75.25 (Develop and maintain a safe and convenient pedestrian network to light rail stations...) and TR-80 (Encourage transit use by improving pedestrian and bicycle linkages to current and future transit).

Funding the project now fosters opportunities for collaboration with the East Link final design and with city projects in the area.

SECTION E: MODE SHIFT

5. Please explain how your project addresses the following:

- Describe how the project eliminates SOV trips and induces a mode shift..
- Discuss the potential for non-motorized use. For example, use counts and/or user survey data from existing similar facilities combined with data on the population in the surrounding area to estimate the potential number of users of the proposed facility (more, less and why)
- Describe how the project connects to other non-motorized facilities.

Safe and convenient pedestrian and bicycle facilities connecting to the station area will encourage use of light rail rather than car trips. The pedestrian and bicycle network will include the Eastside rail corridor providing a north-south facility for non-motorized users.

The Eastside rail corridor connects with the East West trail next to State Route 520 and to the proposed trail along NE 15th Street as well as other regional trails outside the study area such as the Mountains to Sound Greenway that parallels I-90. Several of the large employers in the area have robust commute trip reduction programs that will promote the new connectivity to generate additional mode shift among their employees.

SECTION F: AIR QUALITY

NOTE: While project sponsors are not requested to provide detailed quantitative analyses at this time, those projects that are selected for CMAQ funds will be asked to assist staff in quantifying the benefits of their projects prior to TIP submittal.

6. Describe how your project will reduce emissions. Include discussion of the population served by the project – who will benefit, where and over what time period. Be as specific as possible and include examples. Answers will vary depending on the type of project, for example:

- Describe how your project will reduce VMT, either by eliminating or shortening vehicle trips;
- Describe how your project will result in a mode shift from SOVs to transit, carpool or nonmotorized;
- Describe how your project will result in an increase in transit ridership, either through new transit service or greater accessibility to transit;
- Describe how your project will improve the flow of traffic and reduce the amount of idling vehicles - how will this project relieve an existing problem;
- Describe how your project will reduce emissions through alternative fuels or vehicles.

Improvements to the pedestrian and bicycle network will attract more riders to the light rail station as well as bus stops throughout the study area. The project team will work with King County Metro Transit and Sound Transit to outline potential future bus service changes in the study area.

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.

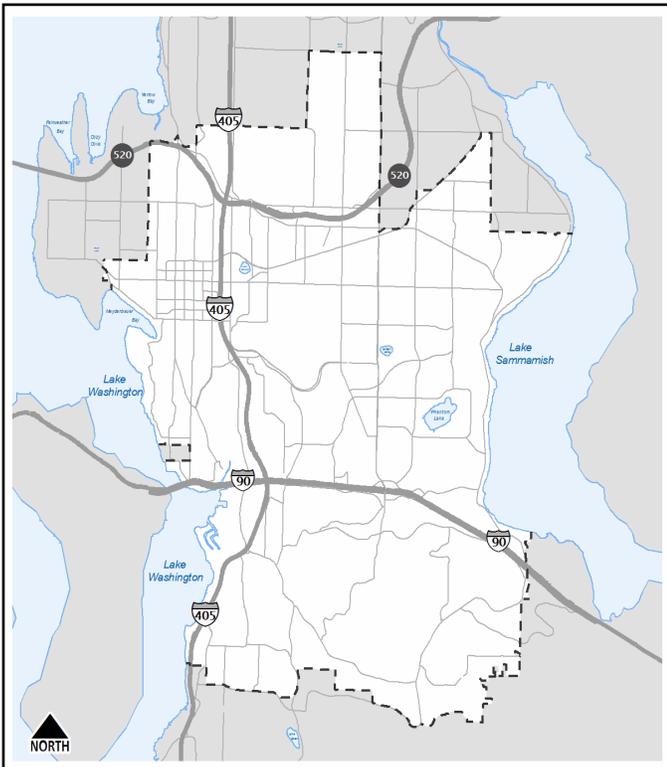
Environmental Impacts

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.

Section V.e. Total Estimated Project Cost and Schedule

Please fill in as many rows as needed in the tables below, to fully and accurately reflect your

Project Sponsor	Bellevue
Project Title	Hospital Station Area Multi-Modal Connections

Phase	Funding Source(s) (i.e. PSRC, state, local, etc.)	Secured / Reasonably Expected / or Unsecured*	Amount
Planning	City CIP - ELAD Program	Secured	\$ 125,000
Planning	STP Request	Unsecured	\$ 200,000
Planning			

Planning TOTAL: \$ 325,000

Estimated Planning Completion Date (month and year): 12/1/2015

Phase	Funding Source(s) (i.e. PSRC, state, local, etc.)	Secured / Reasonably Expected / or Unsecured*	Amount
PE/Design	City CIP - ELAD Program	Secured	\$ 400,000
PE/Design	STP Request	Unsecured	\$ 350,000
PE/Design			

Preliminary Engineering / Design TOTAL: \$ 750,000

Estimated PE/Design Completion Date (month and year): 12/1/2016

Phase	Funding Source(s) (i.e. PSRC, state, local, etc.)	Secured / Reasonably Expected / or Unsecured*	Amount
Right of Way	TBD	Unsecured	TBD
Right of Way			
Right of Way			

Right of Way TOTAL: \$ -

Estimated ROW Completion Date (month and year): TBD

Phase	Funding Source(s) (i.e. PSRC, state, local, etc.)	Secured / Reasonably Expected / or Unsecured*	Amount
Construction	TBD	Unsecured	TBD
Construction			
Construction			

Construction TOTAL: \$ -

Estimated Construction Completion Date (month and year): TBD

Phase	Funding Source(s) (i.e. PSRC, state, local, etc.)	Secured / Reasonably Expected / or Unsecured*	Amount
Other			
Other			

Other TOTAL: \$ -

Estimated Other Completion Date (month and year): _____

TOTAL Estimated Project Cost, All Phases: \$ 1,075,000

Estimated Project Completion Date (month and year): 12/1/2016

* Additional information on these categories may be found at
<http://www.psrc.org/assets/11214/FinancialConstraintGuidance.pdf>.

City of Bellevue Hospital Station Project Area

