

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

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

PROJECT DESCRIPTION INFORMATION

1	Project Title: Mountains to Sound Greenway Trail Design - Closing the Gap <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>Complete the design of a separated multi-use trail along the south side of I-90 between Factoria Boulevard and the Sunset Pedestrian Bridge to connect Seattle to Ellensburg through a major regional trail system. In general, the design will include a 12-foot wide, hard-surface facility complemented as appropriate by grade-separated crossings (at Factoria Boulevard and/or 150th Avenue SE), trailhead treatments, wayfinding, landscaped buffer, lighting and natural storm drainage. The design phase includes completion of applicable NEPA/SEPA documentation.</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 Mountains to Sound Greenway Trust was organized in 1991 to set aside from urbanization the forested corridor of I-90 through the mountains so that current and future generations could always enjoy these amenities. The many scenic, recreational and historic qualities along I-90, combined with the Trust's success in conserving more than 1,300 acres of scenic and recreational lands, led to designation of the Mountains to Sound Greenway as a National Scenic Byway in 1998. One of the primary goals of the Greenway Trust's Corridor Management Plan has been to stimulate development of a cross-state trail system. The Trust worked with WSDOT to complete the Mountains to Sound Greenway Implementation Plan in 1998.</p> <p>The Mountains to Sound Greenway encompasses a world class trail system approximately 100 miles long that connects Seattle to Central Washington. Within this trail system, there are a few notable missing links including an approximately 3-mile long stretch through the Factoria and Eastgate employment centers in Bellevue. In 2011 the Mountains to Sound Greenway Trust secured a National Scenic Byways grant to complete a conceptual design of how the trail could be incorporated into this highly urbanized area. The grant was transferred to the City of Bellevue, which completed the conceptual design process in 2012. A copy of study report can be viewed at: http://www.bellevuewa.gov/pdf/Transportation/MTSG_FINAL_Study_12-21-12.pdf</p> <p>Once constructed, the trail would fill a major gap in this east-west regional trail system and connect Seattle to critical employment, education, and transit destinations in Bellevue, as well as communities to the east.</p>
<p>5</p>	<p>Project Location: Parallel to the south-side of I-90</p> <p>Answer the following questions if applicable:</p> <p>b. Crossroad/landmark nearest to beginning of project: Factoria Boulevard <i>(Identify landmark if no crossroad)</i></p> <p>c. Crossroad/landmark nearest to end of project: Sunset Pedestrian Bridge <i>(Identify landmark if no crossroad)</i></p>
<p>6</p>	<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 align="center"><u>Rural Functional Classifications</u> <u>("under 5,000 population")</u></p> <p align="center">(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 align="center"><u>Urban Functional Classifications</u> <u>("over 5,000 population")</u></p> <p align="center">(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>Examples of Exceptions:</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 proposed project falls within two of the City's designated employment centers - Factoria and Eastgate/I-90. Closing the Bellevue Gap in the Mountains to Sound Greenway Trail system provides an important amenity to foster the economic development envisioned for the centers and provides a safer travel route for walkers and bicycle commuters traveling to and through the area.

SUPPORT FOR NON-MOTORIZED MODES: The project adds a dedicated multi-purpose pathway along an almost three-mile stretch through Bellevue that is also a gap within a significant regional facility. The project is being designed to ensure safe and convenient connections to other non-motorized facilities in the area and grade-separated structures to facilitate ped-bike travel around highly congested intersections, namely at Factoria Boulevard and 150th Avenue SE.

ENHANCES EMPLOYMENT/HOUSING POTENTIAL: The Factoria and Eastgate/I-90 areas combine to support more than 25,000 employees (representing about 18 percent of the city's workforce). New economy jobs, including those in the high-tech sector, are among the main types of jobs held by workers in the office complexes along the I-90 corridor including major employers like T-Mobile and Microsoft.

FURTHER ADOPTED PLANS/POLICIES: The Eastgate/I-90 Land Use and Transportation Plan envisioned changing the nature of the centers from an automobile-centric series of office parks to a diverse transit-oriented, walkable, mixed-use neighborhood. Recent land use changes allow for additional retail and multi-family housing units around Factoria's retail center (the Factoria Mall). The presence of lifestyle amenities, such as the Mountains to Sound Trail, attract developments and employers to the area.

PUBLIC ACCESS: In addition to the many employers with offices near the proposed alignment of the trail, Factoria and Eastgate are also centers for recreation, retail (Factoria Mall), and services for nearby residential neighborhoods. Many other uses exist in the area including Bellevue College (which has an annual student population of 37,000) and the Eastgate Park & Ride, which serves more than 18 bus routes.

• 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 Mountains to Sound Greenway Trail currently has a more than three-mile gap along the I-90 corridor within the City of Bellevue limits. Bicyclists traveling the route must transfer to surface streets, such as Factoria Boulevard or Eastgate Way, to travel through Bellevue to pick up the trail east of the City limits. Neither facility is hospitable for cyclists due to vehicles turning at major intersections or into the many driveways along the routes. The separated trail would provide safe, convenient access to both regional and local destinations.

USER GROUPS: The facility will be used by bicycle commuters (including using it to access transit service at Eastgate Park & Ride), recreational riders, and residents/employees/students within the centers, who may use it to run nearby errands or to enjoy a midday walk or ride in support of a healthier lifestyle.

IMPROVE BIKE, WALKING, TRANSIT, and STREETSCAPE FACILITIES: The new trail facility, complete with trailhead and landscaping elements, provides capacity for bicyclists and pedestrians. The trail's connection with the existing 142nd Avenue overcrossing of I-90 provides access to Bellevue College and the many transit routes at the Eastgate Park & Ride.

- **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.

IMPROVES ACCESS and CIRCULATION: The 3-mile Bellevue gap covers a short but dangerous link that will navigate along the highway to connect the populous areas of downtown Seattle with Bellevue's Factoria and Eastgate commercial area. As a testament to the trail's role in the transportation system, many of the comments received during the

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.”

various outreach efforts reinforced that the trail needed to provide access to other key destinations, such as Bellevue College, Factoria Mall, and the Eastgate Park & Ride.

EXTENDS REGIONAL/LOCAL SYSTEM/COMPLETES GAP: The primary purpose of this project is to close one of the most critical gaps in the regional Mountains to Sound Greenway Trail system. Within the employment centers along I-90, the project also fills a gap of providing safer facilities for employees and residents to use to access local services.

IMPROVES SAFETY: Completion of the Mountains to Sound Greenway Trail through Bellevue would eliminate a major barrier for cyclists and pedestrians in the Eastgate/I-90 corridor and increase the safety of those modes by separating them from the travel lanes on Eastgate Way, including eliminating potential safety conflicts from right-turning vehicles at intersections and destinations long the corridor.

Eastgate Way, which most cyclists use to travel through the Factoria/Eastgate area has had more than 130 accidents in the past five years. Although there has been no reported injury accidents involving pedestrians or bicyclists, one need only spend an hour watching bike commuters to see numerous "near hits" along the corridor.

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>
PE/Design	\$1,266,000.00	2015
[select phase]		
[select phase]		

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

Project award would complete the Design Phase, including environmental documentation.

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?

COLLABORATIVE PLANNING PROCESS: Multiple groups have been involved in gathering input on the development of the trail through Bellevue.

In 2007 the Mountains to Sound Greenway Trust assembled an advisory group of bicycle and pedestrian user groups to review alternatives, obstacles, and opportunities. The Trust then secured pro bono support from CH2MHill Engineering to identify routes and alternatives and provide supporting graphics. These materials were delivered to the Bellevue Transportation Commission and City Council in October 2007. The results were incorporated into the city's 2009 Pedestrian and Bicycle Transportation Facilities Plan update. Interested parties were able to provide input at traditional open houses, through on-line surveys, and by submitting pictures of areas needing ped-bike facilities through a Flickr account.

The City of Bellevue, along with the Cascade Bicycle Club, hosted an outreach bike ride on July 26, 2011 during the evening commute. The purpose of the event was to solicit feedback from the cycling community on bicycle facilities in the I-90 corridor, especially alignment alternatives for the Bellevue Gap in the MTSG Trail system. The 7.5 mile ride spanned the Eastgate area, with two stops for discussion. Forty-two cyclists participated in the ride. Follow up surveys were sent by e-mail to provide an opportunity for more detailed feedback.

The project has also been highlighted in several open houses - including two held in the Eastgate area in September 2012.

Public involvement reports for the 2009 Ped-Bike Plan can be found at <http://www.bellevuewa.gov/pedbikeplan.htm>.

Comments gathered through the bike ride and follow up survey can be viewed at http://www.bellevuewa.gov/pdf/PCD/Outreach_Bike_Ride_Report_August_2011.pdf

Comments from attendees at the September 2012 Open Houses are summarized on page 11 of the MTSG Trail Study.

http://www.ci.bellevue.wa.us/pdf/Transportation/MTSG_FINAL_Study_12-21-12.pdf

SPECIFIED IN REGIONAL/LOCAL PLAN: The trail project is included in PSRC's T2040 as project ID #5501. The project is referenced in several plans adopted by reference into the City of Bellevue Comprehensive Plan including project O-137-N (page 386) in the Pedestrian and Bicycle Transportation Facilities Plan and is a featured transportation project in the Eastgate/I-90 Land Use and Transportation Plan.

OPPORTUNITY (BENEFITS AND MISSED): The city worked with the WSDOT Visual engineering Resource Group to produce a promotional video of the MTSG Trail project. The video features key stakeholders from WSDOT, Cascade Bicycle Club, Microsoft and the Mountains to Sound Greenway Trust supporting the project. View the video at <http://mtsgreenway.org/our-work/outdoor-recreation/regional-trails/closing-the-eastgate-gap>. The Mountains to Sound Greenway Trust has been working with the legislature to obtain implementation funding (see attached informational piece) but has received feedback that the project needs to be ready to implement - the first step is completing the design.

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.

ELIMINATES SOV TRIPS: The Mountains to Sound Greenway Trail will provide a complete connection from Puget Sound through the employment, education, and housing centers of east King County. This safe and convenient facility will be promoted through Commute Trip Reduction and Demand Management Programs as an alternative to driving alone - whether the employees and students choose to use their bike for their total trip or simply to access transit routes at the Eastgate Park & Ride.

POTENTIAL FOR NON-MOTORIZED USE: The more than 100 mile long MTSG trail system is 75 percent complete. While many think of the Greenway as a recreational facility, it also is a critical east-west bicycle commute corridor connecting Seattle and Bellevue. Bike counts completed in 2010 indicate the Eastgate Corridor is consistently the second most heavily used bike route in East King County, second only to the I-90 trail at Enatai. These two locations in Bellevue are among the most heavily used routes outside of Seattle, making this an important corridor for bicycle commuters in the region. (Cascade Bicycle Club Washington State Bicycle and Pedestrian Documentation Project, January 2011)

CONNECTIONS TO OTHER NON-MOTORIZED FACILITIES: This section of the east-west regional trail connects users to many other facilities, such as the I-90 Trail, Sunset Trail, West Lake Sammamish Parkway, and the future Eastside Rail Corridor.

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.

As a major regional trail, the project will provide a facility for complete non-motorized commutes that reduce VMT or for convenient access to 18 transit routes at the Eastgate Park & Ride. The separated path will also remove a majority of bicyclists from Eastgate Way, which will reduce delays caused by sharing the road and improve the flow of traffic.

PW-W/B-78 Mountains-to-Sound Greenway

Category: **Walkways/Bikeways**
 Department: **N/A**

Status: **New**
 Location: **I-90 Corridor - Factoria Blvd SE to Lakemont Blvd SE**

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
430,000	-	215,000	215,000	-	-	-	-	-

Description and Scope

This project will advance the design of priority segments of the Mountains to Sound Greenway Trail between Factoria Boulevard SE and Lakemont Boulevard SE. This project will continue work initiated by the Mountains to Sound Greenway Trail Design Study, completed in 2012 with funding from the Pedestrian and Bicycle Access Improvements program (CIP Plan No. PW-W/B-56). The project will bring segments of the missing trail to the 60% design level. Trail design will typically include a 12 foot wide, hard surface cross-section. Various trail corridor segments will include additional design elements that may include trailhead treatments, way-finding and signage; planted roadway medians, street trees, and/or landscaped trail buffers; bridges, crosswalks, and mid-block crossings; lighting, trail furniture, and public art; and natural storm drainage practices.

Future project implementation may occur in phases or include interim facilities dependent upon funding availability and coordination with other public capital investments or private developments along the project alignment.

Rationale

This project will further the design of the portion of Mountains to Sound Greenway Trail within Bellevue that will close a 3.6 mile gap in the Greenway Trail between Factoria Boulevard and Lakemont Boulevard, therefore addressing Bellevue's Comprehensive Plan which identifies the need to address the "Eastgate Gap" and "integrate into the designs of frontage roads along the I-90 freeway corridor the Mountains-to-Sound Greenway concept." (Policy UD-53). The desire to improve multi-modal facilities in order to provide safe transportation alternatives for commuters and recreational users is recognized in the vision outlined in the 2009 Pedestrian & Bicycle Transportation Plan and the City's Comprehensive Plan policies. At a 60 percent design phase project plans and costs will be more thoroughly developed making project more competitive for grants or other sources of implementation funding.

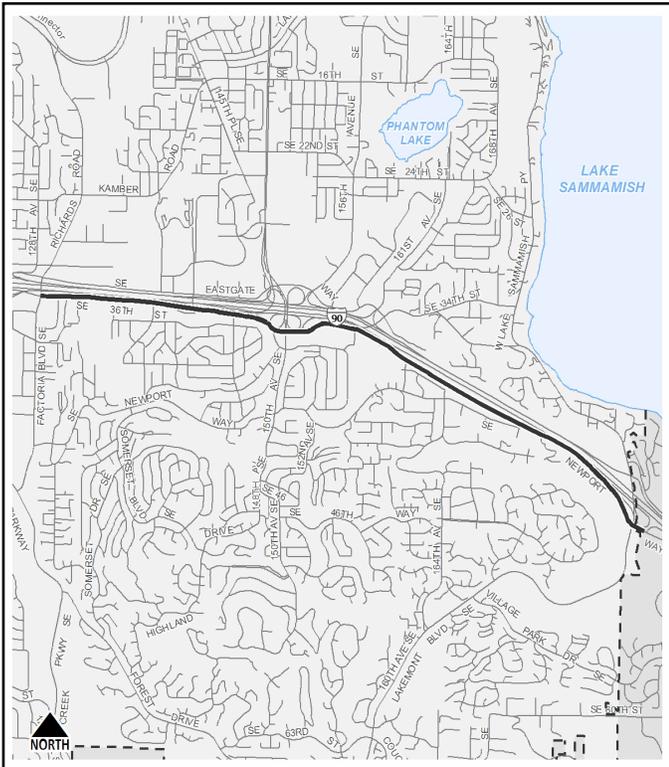
Environmental Impacts

A project specific environmental determination, consistent with federal requirements, will be made during the project design phase.

Operating Budget Impacts

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

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2013 - 2014	430,000
Total Budgetary Cost Estimate:		430,000
Means of Financing		
Funding Source	Amount	
General Taxes & LTGO Bond Proceeds	430,000	
Total Programmed Funding:		430,000
Future Funding Requirements:		0

Comments

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	Mountains to Sound Greenway Trail Design

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

Planning TOTAL: \$ -

Estimated Planning Completion Date (month and year): N/A

Phase	Funding Source(s) (i.e. PSRC, state, local, etc.)	Secured / Reasonably Expected / or Unsecured*	Amount
PE/Design	CIP MTSG Program	Secured	\$ 250,000
PE/Design	CIP E/I-90 Program	Secured	\$ 349,959
PE/Design	CMAQ Request	Unsecured	\$ 1,266,000

Preliminary Engineering / Design TOTAL: \$ 1,865,959

Estimated PE/Design Completion Date (month and year): 6/1/2016

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

Right of Way TOTAL: \$ -

Estimated ROW Completion Date (month and year): 7/1/2016

Phase	Funding Source(s) (i.e. PSRC, state, local, etc.)	Secured / Reasonably Expected / or Unsecured*	Amount
Construction	TBD	Unsecured	\$ 15,617,056
Construction			
Construction			

Construction TOTAL \$ 15,617,056

Estimated Construction Completion Date (month and year): 12/1/2018

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

Other TOTAL: \$ -

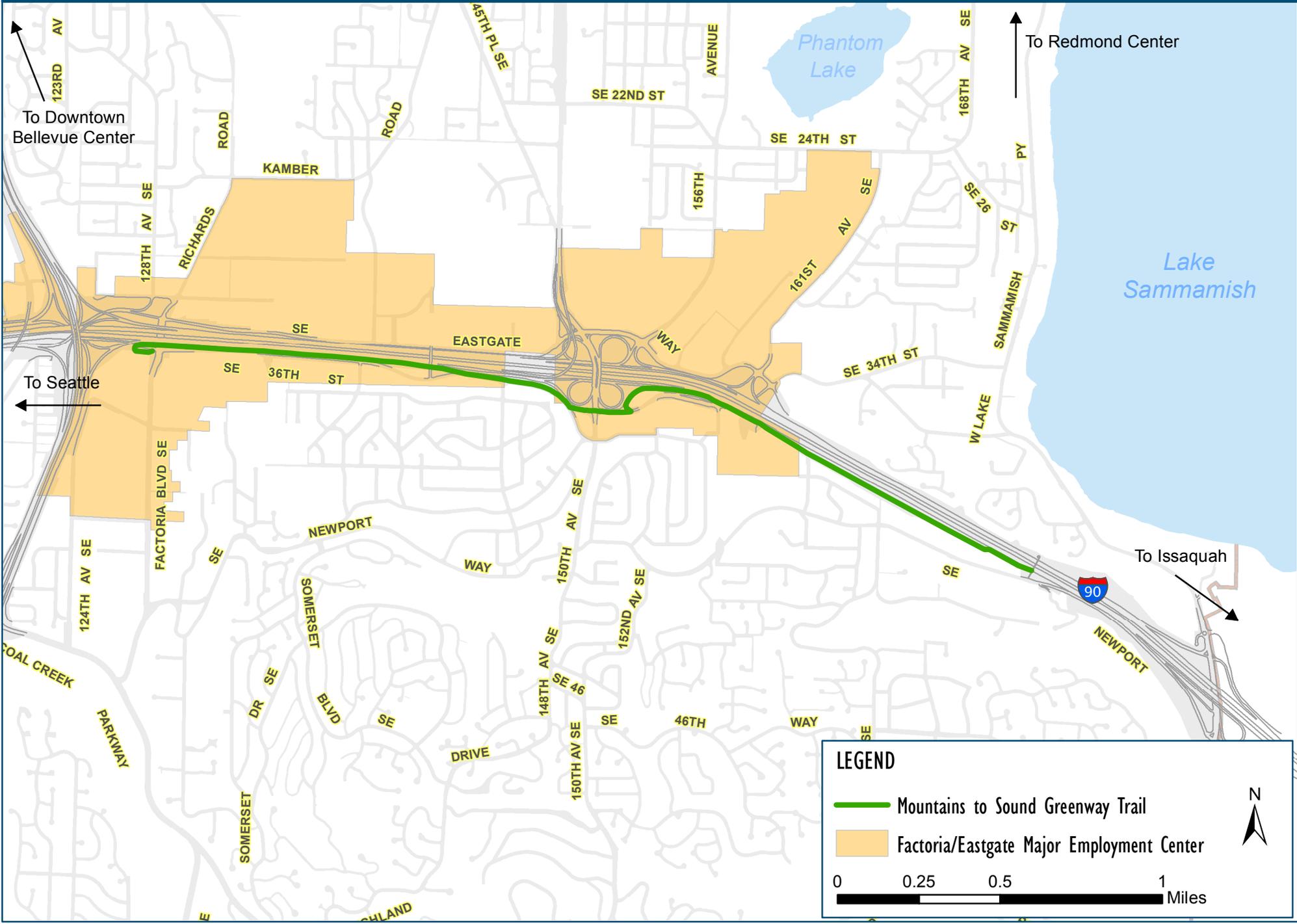
Estimated Other Completion Date (month and year): NA

TOTAL Estimated Project Cost, All Phases: \$ 17,483,015

Estimated Project Completion Date (month and year): 12/1/2018

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

Mountains to Sound Greenway Trail Design



To Downtown Bellevue Center

To Redmond Center

To Seattle

Lake Sammamish

To Issaquah

LEGEND

- Mountains to Sound Greenway Trail
- Factoria/Eastgate Major Employment Center

0 0.25 0.5 1 Miles

PW-R-177 Early Implementation of the Eastgate Subarea Plan

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

Status: **New**
 Location: **Eastgate Subarea**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget
500,000	-	250,000	250,000	-	-	-	-	-

Description and Scope

This project provides funding for early implementation of prioritized transportation projects recommended by the Eastgate Land Use and Transportation Plan, completed in 2012. Such work may include minor intersection, roadway, or non-motorized facility improvements to sidewalks, bike lanes, and multi-purpose trails. Work may also include conducting pre-design studies that will refine larger project scopes and costs for implementation over time through future funding cycles. This project may also provide supplemental funding for discrete projects that may be advanced in coordination with partner agencies or private development in the area.

Rationale

The Eastgate/I-90 regional corridor provides a mix of services to surrounding neighborhoods and serves as a vibrant and significant contributor to Bellevue's economic health containing approximately 18-percent of the city's total employment. A transit-oriented development (TOD) center is envisioned in the Eastgate area that accommodates a substantial portion of the corridor's projected office and residential growth. This project will provide early funding for projects that address improvements needed to support the future land use and significant growth anticipated in the Eastgate area.

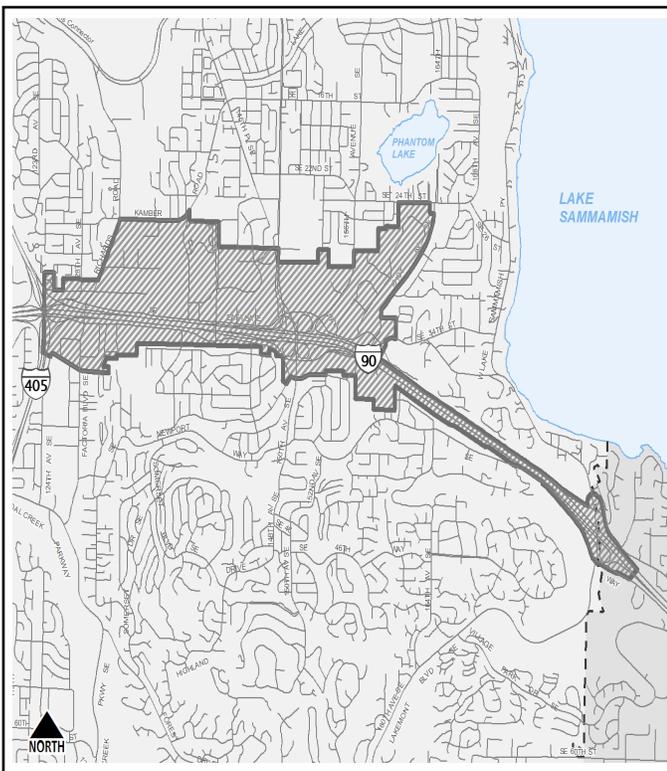
Environmental Impacts

Environmental impacts will be evaluated as specific implementation projects are identified.

Operating Budget Impacts

Ongoing maintenance and operations costs of any new facilities implemented by this project will be determined during the improvement's design phase.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2013 - 2014	500,000
Total Budgetary Cost Estimate:		500,000

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	500,000

Total Programmed Funding: 500,000
Future Funding Requirements: 0

Comments



Bellevue Regional Trail

Regional trail gap of 3.6 miles between the end of the I-90 trail at Factoria to the east end of Bellevue city limit

Filling this gap is a major piece of the Mountains to Sound Greenway vision of a connected trail system from Seattle to Ellensburg

Trail design funded by a National Scenic Byways grant of \$160,000 plus \$39,000 match from City of Bellevue

Mountains to Sound
Greenway Trust
mtsgreenway.org

BELLEVUE REGIONAL TRAIL CONNECTION

Proposed Trail Construction
November 2012

Funding Request

Washington State investment of \$7.5 million to the City of Bellevue to construct a portion of the missing east-west trail link through the city.

Vision for Trail Connection through Bellevue

The Mountains to Sound Greenway encompasses a world-class regional trail system. The vision is that a walker or bicyclist could travel on safe, enjoyable, non-motorized trails connecting Puget Sound urban areas, the Cascade Mountains and Central Washington State. There are a few missing links in this network, which are difficult to fill.

In Bellevue, we have an opportunity to begin to build a critical link in this trail system and improve the quality of life for residents and visitors alike.

Critical Missing Link

The missing link begins near the I-90/I 405 interchange and runs through the Eastgate neighborhood of Bellevue to the eastern city limits. The Mountains to Sound Greenway Trust secured a National Scenic Byways grant in 2011 to design a 3.6-mile trail. Now it is time to begin construction of a portion of this trail through a highly urbanized area.



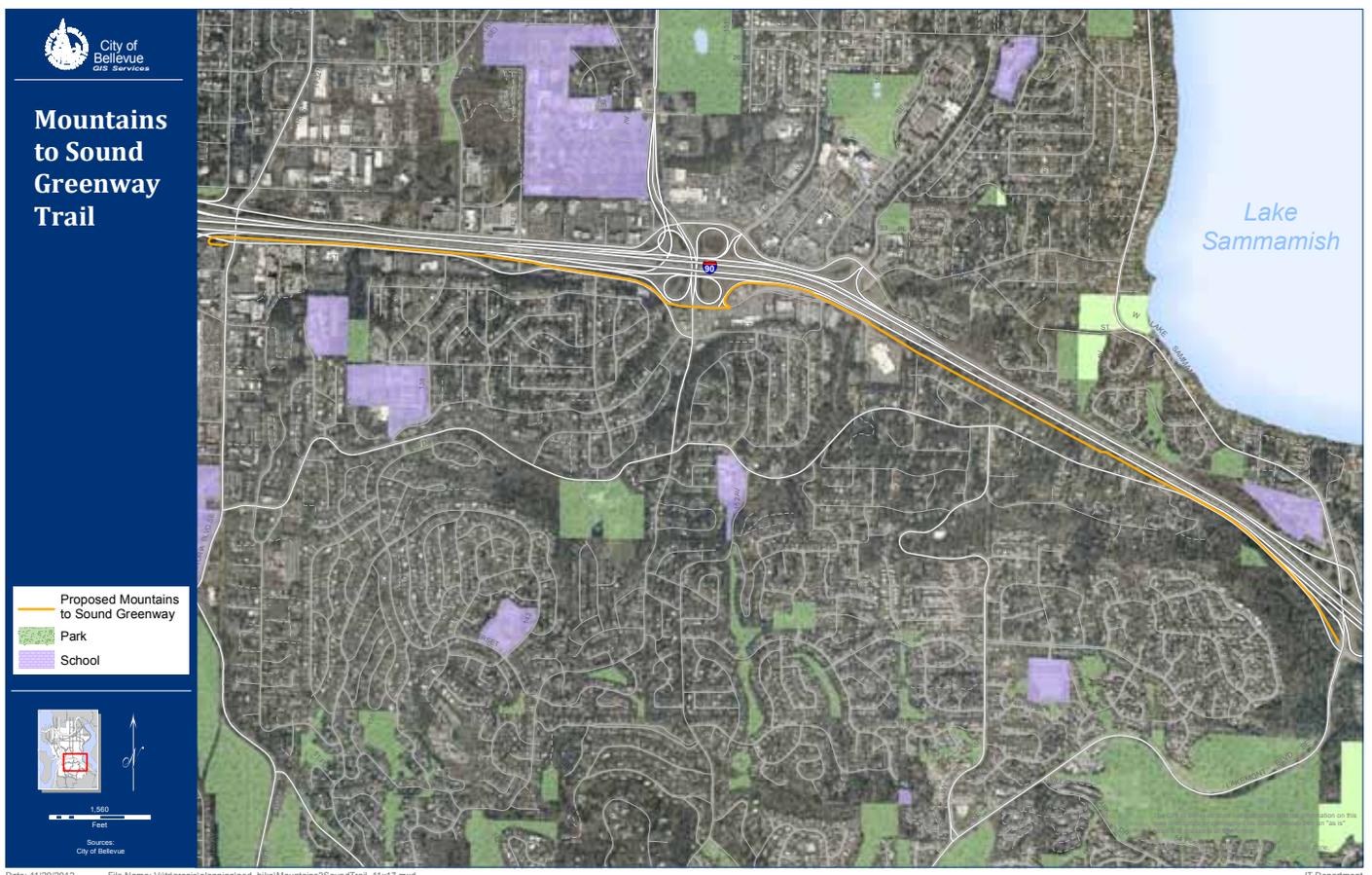
Conceptual design donated by CH2M HILL.

City's New Vision for Eastgate

Residents and city planners are working to create a transit-oriented, walkable, mixed-use neighborhood out of a locale originally designed for automobiles. Building an east-west regional trail through Bellevue will improve transportation options, work environments, and add opportunities for recreation. Increasing bicycle and pedestrian commutes will also improve public health and reduce greenhouse gas emissions.

Partnership efforts for this project come from the Washington State Department of Transportation, as much of the trail lies in the Interstate 90 right-of-way. The first segment to be constructed will be the westernmost section of trail, to extend the existing Mountains to Sound Greenway trail along Interstate 90 near I 405, heading east to the Eastgate Park & Ride and Bellevue College. This first phase includes a flyover bridge over the I-90 offramp at Factoria Boulevard and over Factoria Boulevard itself to provide safe and efficient travel for bicyclists and walkers.

The Mountains to Sound Greenway Trust proposes a Washington State investment of \$7.5 million to the City of Bellevue to construct the major first phase of the Mountains to Sound Greenway regional trail, to be built in partnership with the Washington State Department of Transportation.



Proposed trail alignment through Bellevue, much within the Washington State Department of Transportation Interstate 90 right-of-way.