

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

E. Lake Sammamish Parkway Improvements from SE 56th St to north of Issaquah Fall City Rd.

Transportation 2040 ID#

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 Issaquah

Co-Sponsoring Agency

-

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

Gary Costa

Project Contact Phone

425-837-3443

Project Contact Email

garyc@issaquahwa.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 application requests funding for the balance of funds needed to construct improvements along East Lake Sammamish Parkway (T-1 Truck Route and Principal Arterial). The project will be ready to advertise for construction at the time these funds are available.

The project consists of constructing improvements along the west side of East Lake Sammamish Parkway from SE 56th Street to just north of Issaquah-Fall City Road. Design is nearly complete and the City has submitted documents to WSDOT for obligation to begin acquisition of Right-of-Way. The improvements consist of widening the west side of the roadway to:

- add a vehicle southbound travel lane; and
- add a five feet wide bicycle lane; and
- add landscaping; and
- add an eight feet wide sidewalk; and
- add two connections to the East Lake Sammamish Trail from the sidewalk; and
- intersection and signal modifications at Black Nugget Road and SE 62nd Street; and
- off-site stormwater improvements and wetland mitigations; and
- placing the existing power lines underground.

Project Justification, Need, or Purpose

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

This project will eliminate a vehicle capacity constriction along the T-1 Truck Route and Principal Arterial that is causing congestion in the southbound direction and will provide safety improvements for non-motorized modes of travel by providing bike lanes, sidewalks, and connections to the East Lake Sammamish Trail.

The purposes of these improvements are:

- to facilitate regional traffic mobility linking regional centers of Redmond, Sammamish and Issaquah and the I-90 corridor; and
- to improve mobility serving locally Issaquah's designated 'Activity area' centers of higher density, mixed use residential, commercial, civic and cultural with approximately 19,500* existing jobs and an additional 20,000 jobs projected by 2031. *This is calculated based on current data from the KC Assessor for commercial square footage and applying ratios for square foot per employee for different generalized commercial classifications, in this case Retail, Office, and Industrial.
- to eliminate significant safety problems resulting from south bound merges and back-ups into through travel lanes from left turn queuing; and
- to facilitate non-motorized connectivity linking regional growth centers; and
- to improve internal and regional traffic circulation; and
- to improve freight mobility; and
- to improve transit mobility as this is also a bus route.

Constructing these improvements not only meets the purposes of the project but has added benefits of:

- improving fuel efficiencies along the corridor due to improved level of service; and
- improved experiences for the regional users of the East Lake Sammamish Trail due to the wetland mitigations being provided along the trail on the City's Darst Park.

Project Location

Project Location

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

E. Lake Sammamish Parkway

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:

Between SE 56th Street

Crossroad/landmark nearest to the end of the project:

to Issaquah Fall City Road

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.

The project is within the City of Issaquah's Central Issaquah Subarea known as Central Issaquah that was adopted by City Council and is adopted per the Comprehensive Plan. This area includes an Urban Core that is able to exceed the 2006-2031 Growth Targets for jobs (20,000) and housing units (5,750). The project also serves the local Center of the Downtown area. Due to the facility being a Federally Classified Principal Arterial, it serves the Urban Center of Redmond and the Local Center of Sammamish.

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.

-

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

Please select the appropriate urban classification.

14 Principal Arterial

Plan Consistency

All projects must be consistent with a comprehensive plan that has been certified by PSRC as being consistent with the Growth Management Act, VISION 2040 and Transportation 2040. Projects must be consistent with the comprehensive plan of each jurisdiction in which the project is located. If a comprehensive plan has not been certified, projects located in that jurisdiction may not be included in the Regional TIP. 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.

City of Issaquah TIP page T-12, Table T-3 of the Comprehensive Plan, project No. 8 adopted January 20, 2014, Ordinance No. 2706, AB 6739. The project is also referenced in Vision 2040 as #265.

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 project improves access to the downtown area that services the region from Redmond, Sammamish and areas further north and east. The project enables the safe and efficient movement of people, goods and services and supports and complements the City's land use values and goals that will benefit and support housing and employment development in downtown Issaquah and Central Issaquah. This is a vital regional corridor that is heavily used by those accessing I-90. The project will improve the safety and mobility of vehicular modes using the corridor for this purpose. The project will also provide much needed non-motorized facilities that will link major retail centers (Fred Meyer, Home Depot, new Overlake development including Bartells, Overlake Medicine and many others) to downtown Issaquah residential, business and retail areas including King County Regional Library.

The East Lake Sammamish Parkway project supports the following Central Issaquah goal and policies.

- Invest public investment dollars in Central Issaquah infrastructure to promote private investment, stimulate the location of businesses and create an attractive employment center. (EV Policy A6)
- Support regional and countywide growth management strategies to create Transit Activity Centers linking urban centers with a high-capacity transit system, buses and other transit modes. (C&M Policy A7)
- Increase the share of trips made by pedestrians and bicyclists as Central Issaquah redevelops. (Connectivity and Mobility Goal B)
- Improve vehicle and pedestrian connectivity within Central Issaquah and between Central Issaquah, Olde Town and the rest of the City. (C&M Policy D1)

This project is an important route for all modes – a heavy commuter route, numerous school bus routes and King County Metro routes, the highest level (T-1) freight facility and an important non-motorized corridor and the route connects directly to an HOV ramp bypass lane at I-90.

Major adjacent land uses are designated and already are largely developed as commercial/retail activity areas/centers with significant numbers of multi-story office employment sites, an industrial site and multi-family housing in the immediate vicinity and accessed by East Lake Sammamish Parkway. Of the approximately 19,500 jobs in Issaquah, projected to grow by an additional 20,000 jobs by 2031 in response to Issaquah's 2006-2031 Growth Targets that are established by the State, King County and Puget Sound Regional Council for the purpose of Growth Management.

This project is also within the Central Issaquah area, which includes approximately 1,000 acres and nine of the top ten City employers. Two of the larger employers are Costco World Headquarters (approximately 2,400 jobs) and Microsoft (approximately 1,840 jobs) which are adjacent to the project site. "The Central Issaquah" has been adopted by City Council. The Urban Core within Central Issaquah (approximately 460 acres) recommended for approval by the Growth Management Planning Council as an Urban Center, was approved by King County and is expected to be ratified by the cities in July 2014. An application for Regional Growth Center Designation will be submitted by fall 2014. This project will provide benefit to the proposed Regional Growth Center.

The Central Issaquah includes the ability to accommodate above the 2006-2031 Growth Targets for jobs (20,000) and housing units (5,750) and includes development and design standards so that development and re-development applications can be processed immediately after plan/development standards adoption.

The project is located in one of three Issaquah subareas designated as an "Activity Area" in Issaquah's Comprehensive Plan. Activity Areas, "Encourage a mix of commercial, cultural, civic and residential uses that reinforce the community vitality of the commercial, office and service areas.." and "Activity Areas should receive frequent peak hour transit service., " and "Activity Areas shall...reduce dependence on the SOV and shall encourage bicycle travel and pedestrian activity" (Land Use Element Objective L-4). This project supports these Activity Area objectives.

The project provides benefits for all modes: transit, freight, vehicular traffic and non-motorized. The project is able to improve capacity for all modes, decrease delay, improve travel times and improve safety. The project will provide a missing mode: non-motorized. Bicycle lanes and sidewalks are not currently in place and will be constructed in this project. The City of Issaquah and the surrounding area

has a large recreational bicycle user population. Bicycle lanes will provide safe access to trails that can be accessed from East Lake Sammamish Parkway including the Issaquah-Preston Trail (that ultimately links up to the Preston-Snoqualmie Trail) and the East Lake Sammamish Trail. The East Lake Sammamish Trail is a 44-mile corridor from Seattle's Ballard neighborhood to Issaquah.

The project is located in one of three Issaquah subareas designated as an "Activity Area" in Issaquah's Comprehensive Plan. Activity Areas, "Encourage a mix of commercial, cultural, civic and residential uses that reinforce the community vitality of the commercial, office and service areas.." and "Activity Areas should receive frequent peak hour transit service., " and "Activity Areas shall...reduce dependence on the SOV and shall encourage bicycle travel and pedestrian activity" (Land Use Element Objective L-4). This project supports these Activity Area objectives.

All users that will benefit from this project as it will improve capacity and safety along this Regional Principal Arterial. Specifically, this project will support users dependent on transit and will support freight mobility and goods movement through the corridor. The addition of ADA compliant non-motorized facilities will benefit users with physical challenges. This is an important corridor for freight. This is a State-designated "T-1" (highest level) freight route. Adjacent freight needs served include the "Lakeside" industrial area and a large regional commercial area. Other large commercial areas are in the immediate vicinity and utilize this facility for access to I-90. This corridor services a wide range of users include commuters for local and regional job sites via I-90. Many buses use this route including school buses and Metro Routes 200, 269 and 927. The facility connects to an HOV lane to westbound I-90 and the improved capacity and decreased congestion will improve access to this facility. This is a significant non-motorized corridor with the adjacent East Lake Sammamish Trail and Issaquah-Preston Trail. However, at this time, there are no bike lanes, and there are no pedestrian facilities on the west side of the corridor.

This project will directly support jobs in clusters identified in the adopted Regional Economic Strategy. Specifically, the project will support the creation, expansion and retention in the Information Technology and Life Sciences Cluster. East Lake Sammamish Parkway in the vicinity of the project area serves a technology park at the north end of the corridor and will also serve new Life Sciences Facilities including a new medical building on 4th Avenue NW and the Swedish Hospital and Medical Complex on Highlands Drive. It will also serve an existing Life Sciences complex at the south end of the corridor at the intersection of Issaquah Fall City Road.

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.**

There are several problems with this corridor. It currently experiences high vehicular delay which impacts all modes including freight and transit. As well, it does not provide safe and efficient non-motorized access. This project supports the long-term strategy to maximize the efficiency of the corridor as it includes not only vehicular facilities but those for non-motorized modes. The goal of this project is to balance modes: to provide safe, efficient and convenient access for motorized and non-motorized users. As well, by improving traffic flow on this corridor, transit service will be improved and made more reliable attracting more users further balancing modes. As noted, the City has implemented ITS strategies on this corridor to maximize vehicular efficiency, safety and throughput. ITS has been shown throughout the region to decrease delay and improve travel times.

This project completes the missing link by removing the barrier to Central Issaquah for all modes by completing the only remaining segment of the corridor north of I-90. It will improve the East Lake Sammamish Parkway corridor that is a Principal Regional Arterial that carries a significant amount of traffic to the Central Issaquah area that provides services to those in Issaquah, Sammamish and Redmond.

The project will fill in the missing link and remove a barrier to Central Issaquah by constructing and extending the second southbound through lane. The project will also install bike lanes and complete a missing link in the sidewalk between SE 56th and Issaquah Fall City Road. This will link the following subareas identified in the City's Comprehensive plan: Providence Point, North Issaquah, Gilman and Olde Town.

The bottleneck occurs just south of the signalized intersection at SE 56th St and East Lake Sammamish Parkway. Southbound traffic must merge into a single lane at this point. The design and operation of the signal has been optimized to minimize back-ups so the next logical improvement is to widen the receiving lane to two lanes. The project will remove this bottleneck by continuing the two southbound lanes from SE 56th Street to Issaquah Fall City Road. The Metropolitan Transportation System is the system of regionally significant transportation facilities in a metropolitan planning area used to identify regional transportation problems, develop solutions, and monitor system performance according to PSRC's VISION 2040 document. This corridor is part of the Metropolitan Transportation System per PSRC. As well, the performance of this facility directly impacts I-90 which is also part of the MTS. Less congestion and delay on East Lake Sammamish Parkway means that the I-90 westbound on and off-ramps will perform better and the risk of back-ups onto the mainline is reduced.

This project improves safety in many ways. The first way it improves safety is by eliminating accidents caused by merging vehicles where southbound East Lake Sammamish Parkway merges into one lane just south of SE 56th Street. Another way it improves safety and reduces modal conflict by providing a dedicated bike lane. Non-motorized safety is of utmost importance to the City and eliminating these

potential serious accidents is a key goal of this project. The project will also reduce the likelihood of rear-end accidents due to the removal of the bottleneck caused by a single southbound lane on East Lake Sammamish Parkway that currently exists between SE 56th Street and just west of Issaquah Fall City Road where southbound East Lake Sammamish Parkway widens to two lanes. This project provides significant opportunities for active transportation as two of the major elements of the project are the construction of ADA accessible sidewalks and bicycle lanes.

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.

Roadway Capacity:

The project will increase the capacity of the project corridor by 25% by adding an additional southbound through lane from SE 56th Street to just west of Issaquah Fall City Road. The posted speed on this facility is 40 mph. The average daily traffic is currently 33,000 vehicles per day (vpd) for both directions and the average travel speed in the southbound direction is 13 mph. With the improvements, the average daily traffic is expected to be 40,000 vpd in both directions and the existing travel speed is expected to improve to 26 mph in the southbound direction. The project provides for additional multimodal connections through the construction of sidewalks and bike lanes throughout the corridor. This would provide additional opportunities for connections between non-motorized and transit. Shorter vehicle trips are

anticipated as travel times and delay will decrease with the additional capacity.

Transit:

The corridor is currently served by the following King County Metro routes: 200, 269, 927. The decrease in delay resulting from the additional roadway capacity and operational improvements as part of this project will improve transit reliability making transit service more attractive to users thereby increasing ridership and improving the balance between modes.

Bicycle and pedestrian facilities:

The length of the project corridor is approximately 2900' or .55 miles. The new non-motorized facilities being constructed in this project—sidewalks and bike lanes—provide a direct connection to major non-motorized facilities. Specifically, there are 3 connections to the East Lake Sammamish Trail at SE 56th St, Black Nugget Rd and 350 ft. south of Black Nugget Rd. The East Lake Sammamish Trail is part of a 44-mile corridor from Seattle's Ballard neighborhood to Issaquah. The other major non-motorized connection is to the Issaquah-Preston trail at East Lake Sammamish Parkway and the I-90 westbound ramps as part of the Mountains to Sound Greenway. The Issaquah-Preston trail (7 miles) now connects to the Preston-Snoqualmie trail making this a 14 mile non-motorized corridor.

Signalization and other ITS improvements:

This corridor already includes ITS devices. The improvements will allow reprogramming of the central system that will allow for improved traffic signal operations optimization in the southbound direction. By re-optimizing signal operations in this corridor, the corridor can be monitored and managed to optimize traffic flow, minimize delay and respond to incidents that may cause congestion. Because the ITS system improves operations on this corridor, it will improve the performance of the HOV access to westbound I-90 including improvements for Freight.

Other:

The current one lane southbound makes it difficult to coordinate the traffic signals efficiently because long queue back ups occur in the peak periods trying to access to I-90. Adding the second southbound through lane, and with the existing ITS System, will allow improved efficiencies by reprogramming the traffic signal timing along the corridor thus eliminating "idling" at the various traffic signals resulting in reduced emissions.

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

Construction

Year

2015

Amount Requested

\$ 2,561,161

Total PSRC Funding Request:

\$ 2,561,161

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

Total Planning Phase Cost:

\$ 0

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

-

Preliminary Engineering/Design Phase

Funding Source

Funding Status

Funding Amount

LOCAL

Secured

\$ 119,349

PSRC STP

Secured

\$ 477,398

Total Preliminary Engineering/Design Phase Cost:

\$ 596,747

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

6/1/2014

Right of Way Phase

Funding Source

Funding Status

Funding Amount

LOCAL

Secured

\$ 229,128

TIB

Secured

\$ 1,093,692

PSRC TAP CONT EMERG. FUNDS

Reasonably Expected

\$ 500,000

Total Right of Way Phase Cost:

\$ 1,822,820

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

3/1/2015

Construction Phase

Funding Source	Funding Status	Funding Amount
LOCAL	Secured	\$ 255,223
TIB	Secured	\$ 2,330,345
PSRC STP REQUEST	Unsecured	\$ 2,561,161

Total Construction Phase Cost:

\$ 5,146,729

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

6/1/2016

Other Phase

Funding Source	Funding Status	Funding Amount
----------------	----------------	----------------

Total Other Phase Cost:

\$ 0

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

N/A

Project Summary

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

Total Estimated Project Cost:

\$ 7,566,296

Estimated Project Completion Date (month and year):

6/1/2016

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.

[QJZGNezt City of Issaquah City Council Approval of TIB Grant.pdf](#)

[nIJmdsr0 City of Issaquah City Council Approval of PSRC STP PE Funds.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](#).

The funds that are secured per the attached City Council Agenda Bills. The PE/Design Local funds and PSRC STP Funds totals to \$596,747 which completes the Design Phase; Right of Way funded by Secured TIB funding, Secured City funding and Reasonably Expected funds from the PSRC TAP Emergency Funding in the amounts of \$1,093,692,\$229,128, and \$500,000, respectively provides complete funding for Right of Way Phase; and Construction Secured TIB and Secured Local Funds in the amounts of \$2,330,345 and \$255,223, respectively. The Right of Way PSRC TAP funds requested from the Emergency Funding in the amount of \$500,000 is reasonably expected for Right of Way Phase because the project will be ready to Obligate Right of Way by August. The City is requesting \$2,561,161 from the PSRC STP Countywide program for the rest of the funds in the amount of \$2,561,161 to obligate Construction.

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)?

12/2014

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.

The PE Phase is at 60% completion and is close to 90% completion by the end of June, 2014 and scheduled for 100% in August, 2014.

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).

5/2014

Project Readiness

Will right of way be required for the project?

- ☒ Yes
☐ No

How many parcels do you need?

4

What is the zoning in the project area?

The zoning for the 4 parcels the City needs to acquire a strip of land from is Mixed Use.

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

The schedule for completing Right of Way is March, 2015 which includes the time needed if condemnation is required. The action would require an ordinance adopted by City Council that would allow adverse possession and to be completed by the completion date. We believe this is doable.

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

True Cost Estimate of Right completed and submitted to WSDOT April/2014

Right of way plans completed and submitted to WSDOT April/2014

Relocation plan to be submitted May 2014

Right of way certification expected April 2015

Right of way acquisition to be completed March 2015

Relocation certification expected April 2015

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.

[qNBnWFMJ_Cost_Estimates_ELSP_60_05-01-2014.pdf](#)

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

Corps of Engineers Sec. 404 April 2015

Critical Areas Ordinance (CAO) Permit April 2015

National Pollutant Discharge Elimination System (NPDES) April 2015

TESC Plans Completed at JARPA application April 2015

Water Quality Certification - Section 401 April 2015

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).

May 2015

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

June 2015

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.

The City has an interest in improving traffic circulation in the North Issaquah area, including SR-900, SE 56th Street, East Lake Sammamish Parkway and providing additional and improved access to Pickering Park from the northwest at SR-900 , and from East Lake Sammamish Parkway and the I-90 undercrossing in the area of SE 62nd Street.

There are Regional traffic demands that the Countywide STP funding would help improve. Currently the transportation network in the surrounding area is operating at near capacity, which is essentially prohibiting further development in the Pickering Park area. Capacity improvements identified in the study area are estimated to allow for an additional 800,000 to 1 million square feet of development within Pickering Park, as well as enhancements to the value and development potential of other portions of the study area, most notably the properties along 221st Place SE and the properties that receive access from East Lake Sammamish Parkway between SE 65th Street and I-90.

The City received letters of support from the City of Sammamish, Mountains to Sound Greenway and King County Parks, see attached.

File Submission

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

[wz1xkQO6_Support_for_ELSP_Improvement_Project_-_2014_04_30.pdf](#)

[WTq3YPK7_KingCountyParks140408Issaquah_ELSP_4f_letter_2.pdf](#)

[TqDbOsg7_Issaquah_E_Lake_Sammamish_Pkwy_Improvement_Support_Letter_PSRC.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.

- d) AB 6766 - Sale of Surplus City Property; **Approved the sale of approximately 13,499 sq. ft. of surplus property adjacent to Issaquah Highlands Blocks 25-27 (Discovery Heights Phase III) to Devco in the amount of \$18,224 and authorized the Mayor to execute all necessary documents.**
- e) AB 6776 - Extension of Recreational Marijuana Moratorium; **Referred AB 6776 to the February 11, 2014, Council Land and Shore Committee meeting for review and recommendation, returning the full Council on February 18, 2014; and, Directed the Administration to schedule a Public Hearing for February 18, 2014, on the proposed moratorium extension.**
- f) AB 6777 - Amended and Restated Interlocal Agreement Establishing eCityGov Alliance and Related Articles of Incorporation; **Referred AB 6777 to the February 6, 2014 Council Services & Safety Committee for review and recommendation, returning to the full Council on February 18, 2014.**
- g) AB 6778 - ARCH 2013 Fall Housing Trust Fund Recommendation; **Referred AB 6778 to the February 6, 2014 Council Services and Safety Committee meeting for review and recommendation, returning to the March 3, 2014 full Council meeting.**

REGULAR BUSINESS

- a) AB 6764 - East Lake Sammamish Parkway Grant Acceptance

Mayor Butler Introduced the item and Public Works Engineering Director Sheldon Lynne and Finance Director Diane Marcotte, provided a brief presentation.

Following Council discussion,

IT WAS MOVED BY SCHAEER, SECONDED BY WINTERSTEIN, TO:

Accept the TIB grant of \$3,424,037 for the East Lake Sammamish Parkway SE project and authorize the Mayor to enter into and execute the Agreement.

MOTION CARRIED, 6-0.

- b) AB 6783 - Sounds Cities Association/PIC: Transportation Funding, King County Transportation Benefit District (TBD)

Mayor Butler introduced the item and Public Works Engineering Director Sheldon Lynne provided a brief presentation.

Following Council discussion,

There was not a "sense of the body". Although there is a firm commitment to transit, questions and concerns were raised, such as: Does this package really save Metro transit? Is there engagement with the Legislature on a comprehensive long term solution? Are there other options?



**CITY COUNCIL
AGENDA BILL**
City Council Regular Meeting - 03 Feb 2014

UPDATED
AB 6764 -
Regular
Business

East Lake Sammamish Parkway - Grant
Acceptance

Proposed Council Action:
Accept / Authorize

**DEPARTMENT OF
COUNCIL COMMITTEE LIAISON
OTHER COUNCIL MEETINGS**

PWE - Public Works Engineering, Gary Costa
Councilmember Schaer
August 5, 2013 (AB 6670); January 6, 2014 and January 21, 2014
(AB 6764)

EXHIBITS

A. Agreement
B. Memo Re Funding Options

POLICY & BUDGET INFO

Comp Plan Policy Nos.	T-1; T-2; T-10; T-13; T-14; T-15
Consistent:	Yes
Other Policies	n/a

Expenditure Required

\$ 3,424,037

Amount Budgeted

\$ 9,470,805

SUMMARY STATEMENT

On June 3, 2013 City Council approved Agenda Bill 6654 to accept a Federal STP(U) grant in the amount of \$975,000 for the purpose of designing improvements to East Lake Sammamish Parkway adding curb, gutter, sidewalk, bike lane, and a new south bound through lane from 56th St. to just north of Issaquah Fall-City Rd.

On August 5, 2013, the City Council approved Agenda Bill 6670 that authorized the submittal of a Transportation Improvement Board (TIB) grant application.

The city was successful in receiving an award for a \$3,424,037 grant from TIB. Based upon the latest engineers estimate derived from the 30% design that was completed for the N. Issaquah Transportation Network Improvements, the total cost for these improvements are estimated at \$7,566,296. With acceptance of this grant, the City will be committing to a match of 2,282,692 plus as a condition of accepting this grant, TIB is requiring the City to certify complete funding for the project before November 22, 2014 or these funds will be required to be returned to TIB. Also, the TIB funds cannot be used until the City Certifies the complete funding for the project and once the City has certified complete funding for the project, the City will have 4 years to start construction. At this time, the City has \$4,399,037 (including this TIB grant) of outside funding. In addition to the City's match of \$2,282,692, the City would be required to certify funding to TIB of an additional \$884,567 to completely fund the project costs. This would require the City to develop a funding package for its share that equals \$3,167,259 (\$2,282,692+\$884,567). The City's share could come from a combination or in total from 1) Formation of the N. Issaquah Transportation Network Improvements LID; or 2) future PSRC Countywide STP grant with call for project in Spring, 2014; or 3) City Funds.

PHASE	Project 80% Estimate ⁽²⁾	FUNDING SOURCES		
		CITY	PSRC	TIB ⁽¹⁾
PS&E	\$336,747	\$119,349	\$477,336	\$0
R/W & CONST	\$6,969,349	\$3,047,910	\$497,602	\$3,424,037
TOTAL	\$7,566,296	\$3,167,259⁽³⁾	\$975,000	\$3,424,037

Footnote:

(1) Transportation Improvement Board (TIB)

(2) Project 80% Estimate has a confidence level at +/- 20%

(3) TIB Match \$2,292,692 + additional city funds of \$84,567 = \$3,167,259 Total City Funds Required

The current budget of \$9,470,805 anticipates the formation of a Local Improvement District and currently has City funds (\$243,750) that provide the match for the current PSRC grant.

This project will add curb, gutter, sidewalk, bike lane, landscaping, street lights, underground utilities, modifications to the intersections at Black Nugget Rd and at SE 62nd St. and a new south bound through lane on the west side of East Lake Sammamish Parkway SE from just south of SE 56th Street to just north of Issaquah Fall City Road. Construction is anticipated to start early 2015.

Consistency With Comprehensive Plan:

T-1 - Maintain the Comprehensive Plan's land use vision in the vicinity of transportation projects by remaining consistent with the land use designations shown in the Land Use Designation Map, Figure 1, land Use Element, Volume 1.

T-2 - Coordinate land use planning with public transportation service to provide opportunities that reduce transportation demand city-wide.

T-10 - Maintain a capital improvement program that improves existing substandard roadways to current standards, provides a balanced system of automobile, nonmotorized and HOV facilities and recognizes road improvements that are needed to improve traffic flow and High Accident Locations and meet transportation needs and concurrency requirements.

T-13 - Adequately fund, design and build the roadway network in accordance with the 20-year roadway shown in Figure 20 (Volume 1) in order to achieve the desired roadway classifications.

T-14 - Complete missing links, sidewalks, and other enhancements in the existing street system to provide more effective use of existing roads through implementation of the Roadway, Transit, Bicycle and Shared Use Maps and Sidewalk Inventory Map and Sidewalk priority criteria.

T-15 - Design arterial to be consistent with their roadway and transitway classifications shown in the Roadway and Transitway Classification Maps. New roadways must be included in the 20-year transportation plan prior to design so that the design is consistent with its roadway and transitway classifications.

Administration's Recommendation:

The Administration recommends to accept the TIB grant of \$3,424,037 for the East Lake Sammamish Parkway SE project and authorize the Mayor to execute the Agreement.

Update:

Update 1 – January 21, 2014:

The Council Infrastructure Committee met on January 7, 2014 to review AB 6764. Following discussion, the Committee recommends approval of AB 6764 and forward to the full Council for discussion and approval on Regular Business. A memorandum regarding funding options has been provided as Exhibit B.

Update 2 – February 3, 2014:

At the Council Meeting of January 21st, Council deferred action on this agenda bill to its next regular meeting. At Monday's meeting, staff will provide a presentation and address Council questions.

Alternative(s):

- 1) Approve AB 6764 without referral to the January 7, 2014 Council Infrastructure Committee.
- 2) Do not authorize the acceptance of the grant. [Impact: Places the burden of financing on the City.]

RECOMMENDATION

Council Infrastructure Committee/Joshua Schaer, Chair:

MOVE TO:

~~Refer AB 6764 to the January Council Infrastructure Committee meeting for review and recommendation, returning to the full Council on January 20, 2014.~~

MOVE TO: Accept the TIB grant of \$3,424,037 for the East Lake Sammamish Parkway SE project and authorize the Mayor to enter into and execute the Agreement.



Washington State Transportation Improvement Board

TIB Members

Councilmember Sam Crawford, Chair
Whatcom County

Councilmember Jessica Burbridge, V, Chair
City of Federal Way

Jill Albert
Office of Financial Management

Pasco Babcock, P.E.
WSDOT

Todd Coleman, P.E.
Port of Vancouver

Kathleen Davis
WSDOT

Mark Freiburger, P.E.
City of Snohomish

Mayor James Irish
City of Everett

Councilmember R.E. Bob Olson
City of Everett

Laura Phillips, P.E.
City of Snohomish

Heldi Stuenkel
HS Public Affairs

Commissioner Richard Stevens
Grant County

Harold Taniguchi
King County Metro Transit

John Vothovich
City of Snohomish

Jay Weber
County Road Administration Board

Ralph Wessels, P.E.
Bicycle Alliance of Washington

Cory White
Snohomish County

Stevan E. Gorcester
Executive Director

P.O. Box 40801
Olympia, WA 98504-0801
Phone: 360-586-1340
Fax: 360-586-1365
www.tib.wa.gov

November 25, 2013

Mr. Sheldon Lynne
Public Works Director
City of Issaquah
Post Office Box 1307
Issaquah, WA 98027-1307

RECEIVED

DEC 04 2013

City of Issaquah

Dear Mr. Lynne:

Congratulations! We are pleased to announce the selection of your project, E Lake Sammamish Parkway SE, SE 56th St to SE Issaquah-Fall City Rd, TIB project number 8-1-108(010)-1.

Total TIB funds for this project are \$3,424,037.

Before any work is allowed on this project, you must:

- Verify the information on the Project Funding Status Form, revise if necessary, and sign;
- Sign both copies of the Fuel Tax Grant Distribution Agreement; and
- Return the above items to TIB.

You may only incur reimbursable expenses after you receive approval from TIB.

In accordance with RCW 47.26.84, you must certify full funding by November 22, 2014 or the grant may be terminated. Grants may also be rescinded due to unreasonable project delay as described in WAC 479-05-211.

If you have questions, please contact Greg Armstrong, TIB Project Engineer, at (360) 586-1142 or e-mail GregA@tib.wa.gov.

Sincerely,

Stevan Gorcester
Executive Director

Enclosures

Investing in your local community



Washington State Transportation Improvement Board

February 13, 2014

TIB Members

Councilmember Sam Crawford, Chair
Whatcom County

Deputy Mayor Jeanne Burbidge, V. Chair
City of Federal Way

Jim Albert
Office of Financial Management

Pasco Sokotich, P.E.
WSDOT

Todd Coleman, P.E.
Port of Vancouver

Kathleen Davis
WSDOT

Gary Elstedt, P.E.
Yakima County

Mark Fraeburger, P.E.
City of Sedro-Woolley

Mayor James Irish
City of La Center

Councilmember R.E. Bob Olson
City of Kennewick

Laure Philpot, P.E.
City of Sammamish

Heldi Stamm
HS Public Affairs

Commissioner Richard Stevens
Grant County

Harold Teniguchi
King County Metro Transit

John Vodopich
City of Bonney Lake

Jay Weber
County Road Administration Board

Ralph Wessels, P.E.
Bicycle Alliance of Washington

Clay White
Snohomish County

Stevan E. Gorcester
Executive Director

P.O. Box 40801
Olympia, WA 98504-0801
Phone: 360-586-1140
Fax: 360-586-1165
www.tib.wa.gov

RECEIVED

FEB 21 2014

City of Issaquah

Mr. Sheldon Lynne
Public Works Director
City of Issaquah
Post Office Box 1307
Issaquah, WA 98027-1307

Dear Mr. Lynne:

Your copy of the signed Fuel Tax Agreement for the E Lake Sammamish Parkway SE project, TIB # 8-1-108(010)-1, is enclosed.

When can I begin work on this project?
Reimbursable work on the phase may now begin.

How much money can I spend on the phase?
You have \$1,116,000 in TIB funds to spend on right of way.

Is a Cultural Resource Assessment (CRA) required?
Since this project has received federal funding, Section 106 requirements must be met.

Is a Value Engineering (VE) study required?
TIB staff determined a VE study is required for your project. It is recommended that the VE study begin when design is about 30% complete.

What do I need to do before I can solicit construction bids?

1. Request an electronic copy of the Bid Authorization Form from your project engineer.
2. Fill out and return the completed Bid Authorization Form along with the plans, specs, and engineer's estimate to TIB for review and approval.

We would be happy to assist you with any questions regarding this process. You can contact Greg Armstrong, TIB Project Engineer, at (360) 586-1142 or via e-mail at GregA@TIB.wa.gov.

Sincerely,

Stevan Gorcester
Executive Director

Enclosure



City of Issaquah
8-1-108(010)-1
E Lake Sammamish Parkway SE
SE 56th St to SE Issaquah-Fall City Rd

RECEIVED
FEB 13 2014
TIB

STATE OF WASHINGTON
TRANSPORTATION IMPROVEMENT BOARD
AND
City of Issaquah
AGREEMENT

THIS GRANT AGREEMENT (hereinafter "Agreement") for the E Lake Sammamish Parkway SE, SE 56th St to SE Issaquah-Fall City Rd (hereinafter "Project") is entered into by the WASHINGTON STATE TRANSPORTATION IMPROVEMENT BOARD (hereinafter "TIB") and City of Issaquah, a political subdivision of the State of Washington (hereinafter "RECIPIENT").

1.0 PURPOSE

TIB hereby grants funds in the amount of \$3,424,037 for the project specified above, pursuant to terms contained in the RECIPIENT'S Grant Application, supporting documentation, chapter 47.26 RCW, title 479 WAC, and the terms and conditions listed below.

2.0 SCOPE AND BUDGET

The Project Scope and Budget are initially described in RECIPIENT's Grant Application and incorporated by reference into this Agreement. Scope and Budget will be further developed and refined, but not substantially altered during the Design, Bid Authorization and Construction Phases. Any material alterations to the original Project Scope or Budget as initially described in the Grant Application must be authorized by TIB in advance by written amendment.

3.0 PROJECT DOCUMENTATION

TIB requires RECIPIENT to make reasonable progress and submit timely Project documentation as applicable throughout the Project. Upon RECIPIENT's submission of each Project document to TIB, the terms contained in the document will be incorporated by reference into the Agreement. Required documents include, but are not limited to the following:

- a) Project Funding Status Form
- b) Bid Authorization Form with plans and engineers estimate
- c) Award Updated Cost Estimate
- d) Bid Tabulations
- e) Contract Completion Updated Cost Estimate with final summary of quantities
- f) Project Accounting History

4.0 BILLING AND PAYMENT

The local agency shall submit progress billings as project costs are incurred to enable TIB to maintain accurate budgeting and fund management. Payment requests may be submitted as often as the RECIPIENT deems necessary, but shall be submitted at least quarterly if billable



amounts are greater than \$50,000. If progress billings are not submitted, large payments may be delayed or scheduled in a payment plan.

5.0 TERM OF AGREEMENT

This Agreement shall be effective upon execution by TIB and shall continue through closeout of the grant or until terminated as provided herein, but shall not exceed 10 years unless amended by the Parties.

6.0 AMENDMENTS

This Agreement may be amended by mutual agreement of the Parties. Such amendments shall not be binding unless they are in writing and signed by persons authorized to bind each of the Parties.

7.0 ASSIGNMENT

The RECIPIENT shall not assign or transfer its rights, benefits, or obligations under this Agreement without the prior written consent of TIB. The RECIPIENT is deemed to consent to assignment of this Agreement by TIB to a successor entity. Such consent shall not constitute a waiver of the RECIPIENT's other rights under this Agreement.

8.0 GOVERNANCE & VENUE

This Agreement shall be construed and interpreted in accordance with the laws of the state of Washington and venue of any action brought hereunder shall be in the Superior Court for Thurston County.

9.0 DEFAULT AND TERMINATION

9.1 NON-COMPLIANCE

- a) In the event TIB determines, in its sole discretion, the RECIPIENT has failed to comply with the terms and conditions of this Agreement, TIB shall notify the RECIPIENT, in writing, of the non-compliance.
- b) In response to the notice, RECIPIENT shall provide a written response within 10 business days of receipt of TIB's notice of non-compliance, which should include either a detailed plan to correct the non-compliance, a request to amend the Project, or a denial accompanied by supporting details.
- c) TIB will provide 30 days for RECIPIENT to make reasonable progress toward compliance pursuant to its plan to correct or implement its amendment to the Project.
- d) Should RECIPIENT dispute non-compliance, TIB will investigate the dispute and may withhold further payments or prohibit the RECIPIENT from incurring additional reimbursable costs during the investigation.

9.2 DEFAULT

RECIPIENT may be considered in default if TIB determines, in its sole discretion, that:



- a) **RECIPIENT** is not making reasonable progress toward correction and compliance.
- b) **TIB** denies the **RECIPIENT's** request to amend the Project.
- c) After investigation **TIB** confirms **RECIPIENT'S** non-compliance.

TIB reserves the right to order **RECIPIENT** to immediately stop work on the Project and **TIB** may stop Project payments until the requested corrections have been made or the Agreement has been terminated.

9.3 TERMINATION

- a) In the event of default by the **RECIPIENT** as determined pursuant to Section 9.2, **TIB** shall serve **RECIPIENT** with a written notice of termination of this Agreement, which shall be served in person, by email or by certified letter. Upon service of notice of termination, the **RECIPIENT** shall immediately stop work and/or take such action as may be directed by **TIB**.
- b) In the event of default and/or termination by either **PARTY**, the **RECIPIENT** may be liable for damages as authorized by law including, but not limited to, repayment of grant funds.
- c) The rights and remedies of **TIB** provided in the **AGREEMENT** are not exclusive and are in addition to any other rights and remedies provided by law.

9.4 TERMINATION FOR NECESSITY

TIB may, with ten (10) days written notice, terminate this Agreement, in whole or in part, because funds are no longer available for the purpose of meeting **TIB's** obligations. If this Agreement is so terminated, **TIB** shall be liable only for payment required under this Agreement for performance rendered or costs incurred prior to the effective date of termination.

10.0 USE OF TIB GRANT FUNDS

TIB grant funds come from Motor Vehicle Fuel Tax revenue. Any use of these funds for anything other than highway or roadway system improvements is prohibited and shall subject the **RECIPIENT** to the terms, conditions and remedies set forth in Section 9. If Right of Way is purchased using **TIB** funds, and some or all of the Right of Way is subsequently sold, proceeds from the sale must be deposited into the **RECIPIENT's** motor vehicle fund and used for a motor vehicle purpose.

11.0 INCREASE OR DECREASE IN TIB GRANT FUNDS

At Bid Award and Contract Completion, **RECIPIENT** may request an increase in the **TIB** funds for the specific project. Requests must be made in writing and will be considered by **TIB** and awarded at the sole discretion of **TIB**. All increase requests must be made pursuant to WAC 479-05-202 and/or WAC 479-01-060. If an increase is denied, the recipient shall be liable for costs incurred in excess of the grant amount. In the event that final costs related to the specific project are less than the initial grant award, **TIB** funds will be decreased and/or refunded to **TIB** in a manner that maintains the original ratio between **TIB** funds and total project costs.



12.0 INDEPENDENT CAPACITY

The RECIPIENT shall be deemed an independent contractor for all purposes and the employees of the RECIPIENT or any of its contractors, subcontractors, and employees thereof shall not in any manner be deemed employees of TIB.

13.0 INDEMNIFICATION AND HOLD HARMLESS

The PARTIES agree to the following:

Each of the PARTIES, shall protect, defend, indemnify, and save harmless the other PARTY, its officers, officials, employees, and agents, while acting within the scope of their employment as such, from any and all costs, claims, judgment, and/or awards of damages, arising out of, or in any way resulting from, that PARTY's own negligent acts or omissions which may arise in connection with its performance under this Agreement. No PARTY will be required to indemnify, defend, or save harmless the other PARTY if the claim, suit, or action for injuries, death, or damages is caused by the sole negligence of the other PARTY. Where such claims, suits, or actions result from the concurrent negligence of the PARTIES, the indemnity provisions provided herein shall be valid and enforceable only to the extent of a PARTY's own negligence. Each of the PARTIES agrees that its obligations under this subparagraph extend to any claim, demand and/or cause of action brought by, or on behalf of, any of its employees or agents. For this purpose, each of the PARTIES, by mutual negotiation, hereby waives, with respect to the other PARTY only, any immunity that would otherwise be available to it against such claims under the Industrial Insurance provision of Title 51 RCW. In any action to enforce the provisions of the Section, the prevailing PARTY shall be entitled to recover its reasonable attorney's fees and costs incurred from the other PARTY. The obligations of this Section shall survive termination of this Agreement.

14.0 DISPUTE RESOLUTION

- a) The PARTIES shall make good faith efforts to quickly and collaboratively resolve any dispute arising under or in connection with this AGREEMENT. The dispute resolution process outlined in this Section applies to disputes arising under or in connection with the terms of this AGREEMENT.
- b) Informal Resolution. The PARTIES shall use their best efforts to resolve disputes promptly and at the lowest organizational level.
- c) In the event that the PARTIES are unable to resolve the dispute, the PARTIES shall submit the matter to non-binding mediation facilitated by a mutually agreed upon mediator. The PARTIES shall share equally in the cost of the mediator.
- d) Each PARTY agrees to compromise to the fullest extent possible in resolving the dispute in order to avoid delays or additional incurred cost to the Project.
- e) The PARTIES agree that they shall have no right to seek relief in a court of law until and unless the Dispute Resolution process has been exhausted.



15.0 ENTIRE AGREEMENT

This Agreement, together with the RECIPIENT'S Grant Application, the provisions of chapter 47.26 Revised Code of Washington, the provisions of title 479 Washington Administrative Code, and TIB Policies, constitutes the entire agreement between the PARTIES and supersedes all previous written or oral agreements between the PARTIES.

16.0 RECORDS MAINTENANCE

The RECIPIENT shall maintain books, records, documents, data and other evidence relating to this Agreement and performance of the services described herein, including but not limited to accounting procedures and practices which sufficiently and properly reflect all direct and indirect costs of any nature expended in the performance of this Agreement. RECIPIENT shall retain such records for a period of six years following the date of final payment. At no additional cost, these records, including materials generated under the Agreement shall be subject at all reasonable times to inspection, review or audit by TIB personnel duly authorized by TIB, the Office of the State Auditor, and federal and state officials so authorized by law, regulation or agreement.

If any litigation, claim or audit is started before the expiration of the six (6) year period, the records shall be retained until all litigation, claims, or audit findings involving the records have been resolved.

Approved as to Form
Attorney General

By:

Signature on file

Guy Bowman
Assistant Attorney General

Lead Agency


Transportation Improvement Board



Signature of Chairman/Mayor

2/1/14

Date



Executive Director

2/13/2014

Date

Fred Butler

Print Name

Stevan Gorcester

Print Name

- g) AB 6658 - Amendment to Eastside Fire & Rescue Agreement Re: Forming a Nonprofit Corporation and Ratifying Articles of Incorporation; **Referred AB 6658 to the June Council Services & Safety Committee for review and recommendation, returning to the full Council on July 1, 2013.**
- h) AB 6666 - Ecology Stormwater Grant Application; **Authorized Grant Application...**
- i) AB 6667 - Transfer of Development Rights Code Amendments (IMC 18.10.2005 - 2090); **Referred AB 6667 to the June 11, 2013 Council Land & Shore Committee for review and recommendation, returning to the full Council on July 1, 2013.**

REGULAR BUSINESS

- a) AB 6662 - Bid Award, 2013 Water Main Replacement Project W00813

Presented by Todd Christensen, Water/Sewer Manager. Following Council discussion,

IT WAS MOVED BY FORKNER; SECONDED BY WINTERSTEIN, TO:

Award the 2013 Water Main Replacement Project contract to Sanders General Construction for the Base Bid amount of \$520,314.44 (tax included) and contingencies for the amount of \$52,635.56 for a total project budget of \$677,750.

MOTION CARRIED, 5-0.

- b) AB 6654 - Federal Grant for East Lake Sammamish Parkway

PWE Director Sheldon Lynne was on hand to answer questions. Following Council discussion,

IT WAS MOVED BY FORKNER; SECONDED BY BUTLER, TO:

Accept the grant and authorize the Administration to execute the Local Agency Agreement and the Project Prospectus for the East Lake Sammamish Parkway and authorize the expenditure of \$1,218,750 in 2013.

MOTION CARRIED, 4-1. (Councilmember Winterstein dissenting.)

Note: At a later date, Council desires the opportunity to review where the funds come from. Whether it's Complete Streets Funds or somewhere else.

GOOD OF THE ORDER – None.

EXECUTIVE SESSION

At 8:35 PM, Council took a five minute break. At 8:40 PM, Council recessed into Executive Session to discuss two items for approximately 30 minutes:

- Potential Litigation, RCW 42.30.110 (1)(i). The item is expected to take 25 minutes. No action anticipated; and,
- Active Litigation, RCW 42.30.110 (1)(i). The item is expected to take 5 minutes. No action anticipated.

At 9:10 PM, the Executive Session was extended 10 minutes.



**CITY COUNCIL
AGENDA BILL**
City Council Regular Meeting - 03 Jun 2013

NEW
AB 6654 -
Consent
Calendar

Federal Grant for East Lake Sammamish
Parkway

Proposed Council Action:
Accept Grant, Authorize Expenditure

DEPARTMENT OF
COUNCIL COMMITTEE LIAISON
OTHER COUNCIL MEETINGS
EXHIBITS

PWE - Public Works Engineering, Gary Costa
Councilmember Forkner
n/a
A. Project Prospectus
B. Local Agency Supplemental Agreement
C. Funding Recommendation

POLICY & BUDGET INFO

Comp Plan Policy Nos.	T-1; T-2; T-10; T-11; T-13; T-14; T-15;
Consistent:	Yes
Other Policies	n/a

Expenditure Required

\$ 1,218,750

Amount Budgeted

\$ 0

SUMMARY STATEMENT

This agenda bill requests the City Council's consideration to accept a Federal STP(U) grant in the amount of \$975,000 for the purpose of designing improvements to East Lake Sammamish Parkway which add curb, gutter, sidewalk, bike lane, and a new south bound through lane from just south of Southeast 56th Street to just north of Issaquah Fall-City Road. This project has been on the City's Transportation Improvement Program (TIP) since 2004.

During the 2012 PSRC Countywide STP Federal Funds Competition, the City of Issaquah's project application for the E. Lake Sammamish Parkway Project requested \$975,000 of Federal STP funds for Preliminary Engineering. Based on the final prioritization of the projects approved by the PSRC's Executive Board in 2012, the E. Lake Sammamish Parkway Project did not make the prioritized funded list but was listed in priority order on the Countywide STP Contingency List. The total estimated project cost at that time during the application process was \$10,431,900 with a total Preliminary Engineering Estimate of \$1,218,750.

Per Federal Highway Administration's requirements, each region must meet its obligation delivery targets in order to not lose portions of its federal funds. The deadline to meet the delivery targets is August 1st, otherwise those projects that are not able to obligate their federal funds by August 1st, will lose the Federal Funds for that region. A number of projects that were funded have not been able to meet their deadlines to obligate the federal funding. Therefore, in order to guarantee that PSRC is able to meet the delivery targets, on May 23, 2013, the Executive Board approved the RPEC Recommendation to use the 2012 Adopted Contingency List of projects immediately ready to go, Exhibit C, which includes the Federal Funding in the amount of \$975,000 for the E. Lake Sammamish Parkway Project Preliminary Engineering.

Now that the Executive Board approved the projects on the 2012 Adopted Contingency List, time is be of

the essence to submit the Project Prospectus (Exhibit A) and the Local Agency Supplemental Agreement (Exhibit B) to WSDOT for obligation authority. There needs to be time to process the applications through WSDOT prior to June 15th in order to be sure the projects are obligated at the drop dead date of August 1st mainly due to the number of obligation requests WSDOT will be receiving.

Per direction from WSDOT, the submittal for obligation is based on a project estimate that was done at the time of the application process for the 2012 STP Countywide Competition.

Based on the estimates at the time of the 2012 STP Countywide Competition, it was anticipated to complete the project over 3 years with design beginning in 2013 and completed in 2014. This project is a component project of the North Issaquah Network Improvements proposed Local Improvement District. It is currently planned that the City would fund the acquisition of right of way and construction through TIB grants with matching local funds coming from the LID. Should the LID not form, the City would have to develop another funding strategy for acquisition of right of way and construction funding for the project completion.

Following design, right of way acquisition would occur in 2014, followed by construction which would be anticipated in 2015. Below is a table showing the estimated expenditures based upon the 2012 STP Countywide Competition:

Activity	2013		2014		2015		Total
	Federal	Local	Federal	Local	Federal	Local	
Preliminary Engineering	\$975,000	\$243,750					\$ 1,218,750
Right-of-Way				\$2,800,000			\$ 2,800,000
Construction						\$6,413,150	\$ 6,413,150
Total							\$10,431,900

part of the preparation to form the proposed LID, this project component's costs are estimated to be lower than this and will be refined as the design nears completion.

The Local matching funds for Preliminary Engineering, \$243,750, representing a 20% match as required for the STP federal funding, would come from the balance of the 2013 Complete Streets Program funds. The project supports Complete Streets with the installation of bike lanes and sidewalks along the corridor.

Consistency With Comprehensive Plan:

T-1 - Maintain the Comprehensive Plan's land use vision in the vicinity of transportation projects by remaining consistent with the land use designations shown in the Land Use Designation Map, Figure 1, land Use Element, Volume 1.

T-2 - Coordinate land use planning with public transportation service to provide opportunities that reduce transportation demand city-wide.

T-10 - Maintain a capital improvement program that improves existing substandard roadways to current standards, provides a balanced system of automobile, nonmotorized and HOV facilities and recognizes road improvements that are needed to improve traffic flow and High Accident Locations and meet transportation needs and concurrency requirements.

T-11 - Support multi-modal transportation solutions including general purpose lanes, High Capacity Transit, HOV lanes, transit and nonmotorized improvements that implement the 20-year transportation projects shown in the Roadway Projects Map (figure 20, Volume 1), Transit and Transit Programs Map (Figure 22, Volume 1) and the Nonmotorized Corridor map (Figure 7, Volume 1). Use the best available technologies when implementing these projects.

T-13 - Adequately fund, design and build the roadway network in accordance with the 20-year roadway

plan shown in Figure 20 (Volume 1) in order to achieve the desired roadway classifications.

T-14 - Complete missing links, sidewalks, and other enhancements in the existing street system to provide more effective use of existing roads through implementation of the Roadway, Transit, Bicycle and Shared Use Maps and Sidewalk Inventory Map and Sidewalk priority criteria.

T-15 - Design arterial to be consistent with their roadway and transitway classifications shown in the Roadway and Transitway Classification Maps. New roadways must be included in the 20-year transportation plan prior to design so that the design is consistent with its roadway and transitway classifications.

Administration's Recommendation:

The Administration recommends accepting the grant and authorize the Mayor to sign the Local Agency Agreement and the Project Prospectus and Authorize the Expenditure of \$1,218,750 in 2013 without referral to committee.

Update:

n/a

Alternative(s):

- 1) Refer AB 6654 to the Council Infrastructure Committee for review and recommendation, returning to the full Council on July 1, 2013. [Impact:- Referral to committee will delay the submittal of paperwork to receive the obligation and may result in the city not receiving the grant.]
- 2) Decline the grant money and wait until another source of funding becomes available.

RECOMMENDATION

Administration/Public Works Engineering:

MOVE TO: Accept the grant and authorize the Administration to execute the Local Agency Agreement and the Project Prospectus for the East Lake Sammamish Parkway and authorize the expenditure of \$1,218,750 in 2013.



**Washington State
Department of Transportation**

**Local Agency Federal Aid
Project Prospectus**

Prefix		Route	()	Date	
Federal Aid Project Number		1915		Central Contractor Registration Exp. Date	
Local Agency Project Number	t03209	(WSDOT Use Only)		Federal Employer Tax ID Number	91-6001446
Agency City of Issaquah		Federal Program Title <input checked="" type="checkbox"/> 20.205 <input type="checkbox"/> Other			
Project Title East Lake Sammamish Parkway SE		Start Latitude 47.5519		Start Longitude -122.0437	
		End Latitude 47.5454		End Longitude -122.0385	
Project Termini From - To SE 56th Street SE Issaquah-Fall City Road		Nearest City Name Issaquah		Project Zip Code 98027	
From:	To:	Length of Project .52 miles	Award Type <input checked="" type="checkbox"/> Local <input type="checkbox"/> Local Forces <input type="checkbox"/> State <input type="checkbox"/> Railroad		
Federal Agency <input checked="" type="checkbox"/> FHWA <input type="checkbox"/> Others		City Number 590	County Number 17	County Name King	WSDOT Region Northwest Region
Congressional District 08		Legislative Districts 47	Urban Area Number	TMA / MPO / RTPO PSRC	
Phase	Total Estimated Cost (Nearest Hundred Dollar)	Local Agency Funding (Nearest Hundred Dollar)	Federal Funds (Nearest Hundred Dollar)	Phase Start Date Month Year	
P.E.	\$1,218,750	\$243,750	\$975,000	07/2013	
RW	\$2,800,000	\$2,800,000	\$0	01/2014	
Const.	\$6,413,150	\$6,416,150	\$0	01/2015	
Total	\$10,431,900	\$9,459,900	\$975,000		
Description of Existing Facility (Existing Design and Present Condition)					
Roadway Width 56 feet		Number of Lanes 3 travel lanes with a two way center turn lane			
Currently there are 2 - 10' north bound through lanes, a 5' bike lane north bound, 1 - 10' south bound lane, an 11' center two-way turn lane, and on the east side there is an 8' sidewalk from Issaquah Fall City Road to Black Nugget Road and a 6' sidewalk from Black Nugget Road to SE 56th Street.					
Description of Proposed Work					
Description of Proposed Work (Attach additional sheet(s) if necessary)					
Complete plan, specifications and engineering for a new southbound lane with bike lane, curb and gutter, storm drainage system (including storage) and irrigation from just south of SE 56th Street to just north of Issaquah Fall City Road, a landscape planter and a 8' sidewalk will be included from just north of Black Nugget Road to just north of Issaquah Fall City Road. The project will require modifications to the existing traffic signal at Black Nugget Road and at SE 62nd Street to provide for the additional southbound lane. Additionally, the project will include widening of the eastbound approach of the intersection of SE 62nd Street and East Lake Sammamish Parkway resulting in three approach lanes. Project includes NEPA/SEPA environmental documentation, right of way acquisition and construction.					
Local Agency Contact Person Gary Costa		Title Transportation Manager		Phone (425) 837-3443	
Mailing Address PO Box 1307		City Issaquah		State WA	Zip Code 98027
Project Prospectus Approval		By _____ Title Public Works Director Approving Authority _____ Date _____			

Agency City of Issaquah	Project Title East Lake Sammamish Parkway SE	Date
----------------------------	---	------

Type of Proposed Work			Roadway Width	Number of Lanes
Project Type (Check all that Apply)			66	5
<input type="checkbox"/> New Construction	<input type="checkbox"/> Path / Trail	<input type="checkbox"/> 3-R		
<input checked="" type="checkbox"/> Reconstruction	<input type="checkbox"/> Pedestrian / Facilities	<input type="checkbox"/> 2-R		
<input type="checkbox"/> Railroad	<input type="checkbox"/> Parking	<input type="checkbox"/> Other		
<input type="checkbox"/> Bridge				

Geometric Design Data		
Description	Through Route	Crossroad
Federal Functional Classification	<input type="checkbox"/> Urban <input type="checkbox"/> Rural <input checked="" type="checkbox"/> NHS <input checked="" type="checkbox"/> Principal Arterial <input type="checkbox"/> Minor Arterial <input type="checkbox"/> Collector <input type="checkbox"/> Major Collector <input type="checkbox"/> Minor Collector <input type="checkbox"/> Local Access	<input checked="" type="checkbox"/> Urban <input type="checkbox"/> Rural <input type="checkbox"/> NHS <input type="checkbox"/> Principal Arterial <input checked="" type="checkbox"/> Minor Arterial <input type="checkbox"/> Collector <input type="checkbox"/> Major Collector <input type="checkbox"/> Minor Collector <input type="checkbox"/> Local Access
Terrain	<input checked="" type="checkbox"/> Flat <input type="checkbox"/> Roll <input type="checkbox"/> Mountain	<input checked="" type="checkbox"/> Flat <input type="checkbox"/> Roll <input type="checkbox"/> Mountain
Posted Speed	40	35
Design Speed	45	40
Existing ADT	25,828	39,750
Design Year ADT	27,000	41,400
Design Year	2030	2030
Design Hourly Volume (DHV)		

Performance of Work		
Preliminary Engineering Will Be Performed By Consultant	Others 92.5 %	Agency 7.5 %
Construction Will Be Performed By	Contract 100 %	Agency %

Environmental Classification	
<input checked="" type="checkbox"/> Final <input type="checkbox"/> Preliminary <input type="checkbox"/> Class I - Environmental Impact Statement (EIS) <input type="checkbox"/> Project Involves NEPA/SEPA Section 404 Interagency Agreement <input type="checkbox"/> Class III - Environmental Assessment (EA) <input type="checkbox"/> Project Involves NEPA/SEPA Section 404 Interagency Agreement <input checked="" type="checkbox"/> Class II - Categorically Excluded (CE) <input type="checkbox"/> Projects Requiring Documentation (Documented CE)	

Environmental Considerations There is a 8' trail approximately 10' from the south bound lane that will be used for pedestrian traffic for a portion of the roadway. There are existing wet lands between the road and the trail. NEPA documentation, Categorically Excluded (CE) is expected to be completed.

Agency City of Issaquah	Project Title East Lake Sammamish Parkway SE	Date
----------------------------	---	------

Right of Way

☐ No Right of Way Required
* All construction required by the contract can be accomplished within the existing right of way.

☒ Right of Way Required

☐ No Relocation

☒ Relocation Required

Description of Utility Relocation or Adjustments and Existing Major Structures Involved in the Project

Utilities will need to be readjusted within existing right of way. Right of Way will need to be acquired that may result in a full take. Relocation of existing business may be required.

FAA Involvement

Is any airport located within 3.2 kilometers (2 miles) of the proposed project?

☐ Yes ☒ No

Remarks

This project has been reviewed by the legislative body of the administration agency or agencies, or it's designee, and is not inconsistent with the agency's comprehensive plan for community development.

Agency City of Issaquah

Date _____

By _____
Mayor/Chairperson



Local Agency Agreement

Agency City of Issaquah
Address P.O. Box 1307
Issaquah, WA 98027

CFDA No. 20.206
(Catalog of Federal Domestic Assistance)

Project No. _____

Agreement No. _____

For OSC WSDOT Use Only

The Local Agency having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code Highways, (2) the regulations issued pursuant thereto, (3) 2 CFR 225, (4) Office of Management and Budget Circulars A-102, and A-133, (5) the policies and procedures promulgated by the Washington State Department of Transportation, and (6) the federal aid project agreement entered into between the State and Federal Government, relative to the above project, the Washington State Department of Transportation will authorize the Local Agency to proceed on the project by a separate notification. Federal funds which are to be obligated for the project may not exceed the amount shown herein on line r, column 3, without written authority by the State, subject to the approval of the Federal Highway Administration. All project costs not reimbursed by the Federal Government shall be the responsibility of the Local Agency.

Project Description

Name East Lake Sammamish Parkway SE Length .52 miles
Termini SE 56th Street to Issaquah Fall City Road

Description of Work

Complete plan, specifications and engineering for a new southbound lane with bike lane, curb and gutter, storm drainage system (including storage) and irrigation from just south of SE 56th Street to just north of Issaquah Fall City Road, a landscape planter and a 8' sidewalk will be included from just north of Black Nugget Road to just north of Issaquah Fall City Road. The project will require modifications to the existing traffic signal at Black Nugget Road and at SE 62nd Street to provide for the additional southbound lane. Additionally, the project will include widening of the eastbound approach of the intersection of SE 62nd Street and East Lake Sammamish Parkway resulting in three approach lanes. Project includes NEPA/SEPA environmental documentation, right of way acquisition and construction.

Type of Work		Estimate of Funding		
		(1) Estimated Total Project Funds	(2) Estimated Agency Funds	(3) Estimated Federal Funds
PE	a. Agency	80,000.00	16,000.00	64,000.00
80 %	b. Other Consultant	1,127,750.00	225,550.00	902,200.00
	c. Other			
Federal Aid Participation Ratio for PE	d. State	11,000.00	2,200.00	8,800.00
	e. Total PE Cost Estimate (a+b+c+d)	1,218,750.00	243,750.00	975,000.00
Right of Way	f. Agency			
%	g. Other			
	h. Other			
Federal Aid Participation Ratio for RW	i. State			
	j. Total R/W Cost Estimate (f+g+h+i)			
Construction	k. Contract			
	l. Other			
	m. Other			
	n. Other			
%	o. Agency			
Federal Aid Participation Ratio for CN	p. State			
	q. Total CN Cost Estimate (k+l+m+n+o+p)			
	r. Total Project Cost Estimate (e+j+q)	1,218,750.00	243,750.00	975,000.00

Agency Official

Washington State Department of Transportation

By _____

By _____

Title Ava Frisinger,

Director of Highways and Local Programs

Mayor

Date Executed _____

Construction Method of Financing (Check Method Selected)

State Aid and Award

- ☐ Method A - Advance Payment - Agency Share of total construction cost (based on contract award)
- ☐ Method B - Withhold from gas tax the Agency's share of total construction cost (line 4, column 2) in the amount of \$ _____ at \$ _____ per month for _____ months.

Local Force or Local Aid and Award

- ☒ Method C - Agency cost incurred with partial reimbursement

The Local Agency further stipulates that pursuant to said Title 23, regulations and policies and procedures, and as a condition to payment of the federal funds obligated, it accepts and will comply with the applicable provisions set forth below. Adopted by official action on

_____, Resolution/Ordinance No. _____

Provisions

I. Scope of Work

The Agency shall provide all the work, labor, materials, and services necessary to perform the project which is described and set forth in detail in the "Project Description" and "Type of Work."

When the State acts for and on behalf of the Agency, the State shall be deemed an agent of the Agency and shall perform the services described and indicated in "Type of Work" on the face of this agreement, in accordance with plans and specifications as proposed by the Agency and approved by the State and the Federal Highway Administration.

When the State acts for the Agency but is not subject to the right of control by the Agency, the State shall have the right to perform the work subject to the ordinary procedures of the State and Federal Highway Administration.

II. Delegation of Authority

The State is willing to fulfill the responsibilities to the Federal Government by the administration of this project. The Agency agrees that the State shall have the full authority to carry out this administration. The State shall review, process, and approve documents required for federal aid reimbursement in accordance with federal requirements. If the State advertises and awards the contract, the State will further act for the Agency in all matters concerning the project as requested by the Agency. If the Local Agency advertises and awards the project, the State shall review the work to ensure conformity with the approved plans and specifications.

III. Project Administration

Certain types of work and services shall be provided by the State on this project as requested by the Agency and described in the Type of Work above. In addition, the State will furnish qualified personnel for the supervision and inspection of the work in progress. On Local Agency advertised and awarded projects, the supervision and inspection shall be limited to ensuring all work is in conformance with approved plans, specifications, and federal aid requirements. The salary of such engineer or other supervisor and all other salaries and costs incurred by State forces upon the project will be considered a cost thereof. All costs related to this project incurred by employees of the State in the customary manner on highway payrolls and vouchers shall be charged as costs of the project.

IV. Availability of Records

All project records in support of all costs incurred and actual expenditures kept by the Agency are to be maintained in accordance with local government accounting procedures prescribed by the Washington State Auditor's Office, the U.S. Department of Transportation, and the Washington State Department of Transportation. The records shall be open to inspection by the State and Federal Government at all reasonable times and shall be retained and made available for such inspection for a period of not less than three years from the final payment of any federal aid funds to the Agency. Copies of said records shall be furnished to the State and/or Federal Government upon request.

V. Compliance with Provisions

The Agency shall not incur any federal aid participation costs on any classification of work on this project until authorized in writing by the State for each classification. The classifications of work for projects are:

1. Preliminary engineering.
2. Right of way acquisition.
3. Project construction.

In the event that right of way acquisition, or actual construction of the road, for which preliminary engineering is undertaken is not started by the closing of the tenth fiscal year following the fiscal year in which the agreement is executed, the Agency will repay to the State the sum or sums of federal funds paid to the Agency under the terms of this agreement (see Section IX).

The Agency agrees that all stages of construction necessary to provide the initially planned complete facility within the limits of this project will conform to at least the minimum values set by approved statewide design standards applicable to this class of highways, even though such additional work is financed without federal aid participation.

The Agency agrees that on federal aid highway construction projects, the current federal aid regulations which apply to liquidated damages relative to the basis of federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

VI. Payment and Partial Reimbursement

The total cost of the project, including all review and engineering costs and other expenses of the State, is to be paid by the Agency and by the Federal Government. Federal funding shall be in accordance with the Federal Transportation Act, as amended, 2 CFR 225 and Office of Management and Budget circulars A-102 and A-133. The State shall not be ultimately responsible for any of the costs of the project. The Agency shall be ultimately responsible for all costs associated with the project which are not reimbursed by the Federal Government. Nothing in this agreement shall be construed as a promise by the State as to the amount or nature of federal participation in this project.

The Agency shall bill the state for federal aid project costs incurred in conformity with applicable federal and state laws. The agency shall minimize the time elapsed between receipt of federal aid funds and subsequent payment of incurred costs. Expenditures by the Local Agency for maintenance, general administration, supervision, and other overhead shall not be eligible for federal participation unless a current indirect cost plan has been prepared in accordance with the regulations outlined in 2 CFR 225 - Cost Principles for State, Local, and Indian Tribal Government, and retained for audit.

The State will pay for State incurred costs on the project. Following payment, the State shall bill the Federal Government for reimbursement of those costs eligible for federal participation to the extent that such costs are attributable and properly allocable to this project. The State shall bill the Agency for that portion of State costs which were not reimbursed by the Federal Government (see Section IX).

1. Project Construction Costs

Project construction financing will be accomplished by one of the three methods as indicated in this agreement.

Method A – The Agency will place with the State, within (20) days after the execution of the construction contract, an advance in the amount of the Agency's share of the total construction cost based on the contract award. The State will notify the Agency of the exact amount to be deposited with the State. The State will pay all costs incurred under the contract upon presentation of progress billings from the contractor. Following such payments, the State will submit a billing to the Federal Government for the federal aid participation share of the cost. When the project is substantially completed and final actual costs of the project can be determined, the State will present the Agency with a final billing showing the amount due the State or the amount due the Agency. This billing will be cleared by either a payment from the Agency to the State or by a refund from the State to the Agency.

Method B – The Agency's share of the total construction cost as shown on the face of this agreement shall be withheld from its monthly fuel tax allotments. The face of this agreement establishes the months in which the withholding shall take place and the exact amount to be withheld each month. The extent of withholding will be confirmed by letter from the State at the time of contract award. Upon receipt of progress billings from the contractor, the State will submit such billings to the Federal Government for payment of its participating portion of such billings.

Method C – The Agency may submit vouchers to the State in the format prescribed by the State, in duplicate, not more than once per month for those costs eligible for Federal participation to the extent that such costs are directly attributable and properly allocable to this project. Expenditures by the Local Agency for maintenance, general administration, supervision, and other overhead shall not be eligible for Federal participation unless claimed under a previously approved indirect cost plan.

The State shall reimburse the Agency for the Federal share of eligible project costs up to the amount shown on the face of this agreement. At the time of audit, the Agency will provide documentation of all costs incurred on the project.

The State shall bill the Agency for all costs incurred by the State relative to the project. The State shall also bill the Agency for the federal funds paid by the State to the Agency for project costs which are subsequently determined to be ineligible for federal participation (see Section IX).

VII. Audit of Federal Consultant Contracts

The Agency, if services of a consultant are required, shall be responsible for audit of the consultant's records to determine eligible federal aid costs on the project. The report of said audit shall be in the Agency's files and made available to the State and the Federal Government.

An audit shall be conducted by the WSDOT Internal Audit Office in accordance with generally accepted governmental auditing standards as issued by the United States General Accounting Office by the Comptroller General of the United States; WSDOT Manual M 27-50, Consultant Authorization, Selection, and Agreement Administration; memoranda of understanding between WSDOT and FHWA; and Office of Management and Budget Circular A-133.

If upon audit it is found that overpayment or participation of federal money in ineligible items of cost has occurred, the Agency shall reimburse the State for the amount of such overpayment or excess participation (see Section IX).

VIII. Single Audit Act

The Agency, as a subrecipient of federal funds, shall adhere to the federal Office of Management and Budget (OMB) Circular A-133 as well as all applicable federal and state statutes and regulations. A subrecipient who expends \$500,000 or more in federal awards from all sources during a given fiscal year shall have a single or program-specific audit performed for that year in accordance with the provisions of OMB Circular A-133. Upon conclusion of the A-133 audit, the Agency shall be responsible for ensuring that a copy of the report is transmitted promptly to the State.

IX. Payment of Billing

The Agency agrees that if payment or arrangement for payment of any of the State's billing relative to the project (e.g., State force work, project cancellation, overpayment, cost ineligible for federal participation, etc.) is not made to the State within 45 days after the Agency has been billed, the State shall effect reimbursement of the total sum due from the regular monthly fuel tax allotments to the Agency from the Motor Vehicle Fund. No additional Federal project funding will be approved until full payment is received unless otherwise directed the Director of Highways and Local Programs.

X. Traffic Control, Signing, Marking, and Roadway Maintenance

The Agency will not permit any changes to be made in the provisions for parking regulations and traffic control on this project without prior approval of the State and Federal Highway Administration. The Agency will not install or permit to be installed any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administration and MUTCD. The Agency will, at its own expense, maintain the improvement covered by this agreement.

XI. Indemnity

The Agency shall hold the Federal Government and the State harmless from and shall process and defend at its own expense all claims, demands, or suits, whether at law or equity brought against the Agency, State, or Federal Government, arising from the Agency's execution,

performance, or failure to perform any of the provisions of this agreement, or of any other agreement or contract connected with this agreement, or arising by reason of the participation of the State or Federal Government in the project, PROVIDED, nothing herein shall require the Agency to reimburse the State or the Federal Government for damages arising out of bodily injury to persons or damage to property caused by or resulting from the sole negligence of the Federal Government or the State.

XII. Nondiscrimination Provision

No liability shall attach to the State or Federal Government except as expressly provided herein.

The Agency shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of any USDOT-assisted contract and/or agreement or in the administration of its DBE program or the requirements of 49 CFR Part 26. The Agency shall take all necessary and reasonable steps under 49 CFR Part 26 to ensure nondiscrimination in the award and administration of USDOT-assisted contracts and agreements. The WSDOT's DBE program, as required by 49 CFR Part 26 and as approved by USDOT, is incorporated by reference in this agreement. Implementation of this program is a legal obligation and failure to carry out its terms shall be treated as a violation of this agreement. Upon notification to the Agency of its failure to carry out its approved program, the Department may impose sanctions as provided for under Part 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001 and/or the Program Fraud Civil Remedies Act of 1986 (31 U.S.C. 3801 et seq.).

The Agency hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor in 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance, or guarantee or understanding pursuant to any federal program involving such grant, contract, loan, insurance, or guarantee, the required contract provisions for Federal-Aid Contracts (FHWA 1273), located in Chapter 44 of the Local Agency Guidelines.

The Agency further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or Local Government, the above equal opportunity clause is not applicable to any agency, instrumentality, or subdivision of such government which does not participate in work on or under the contract.

The Agency also agrees:

- (1) To assist and cooperate actively with the State in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and rules, regulations, and relevant orders of the Secretary of Labor.
- (2) To furnish the State such information as it may require for the supervision of such compliance and that it will otherwise assist the State in the discharge of its primary responsibility for securing compliance.
- (3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, government contracts and federally assisted construction contracts pursuant to the Executive Order.
- (4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the State, Federal Highway Administration, or the Secretary of Labor pursuant to Part II, subpart D of the Executive Order.

In addition, the Agency agrees that if it fails or refuses to comply with these undertakings, the State may take any or all of the following actions:

- (a) Cancel, terminate, or suspend this agreement in whole or in part;
- (b) Refrain from extending any further assistance to the Agency under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the Agency; and
- (c) Refer the case to the Department of Justice for appropriate legal proceedings.

XIII. Liquidated Damages

The Agency hereby agrees that the liquidated damages provisions of 23 CFR Part 635, Subpart 127, as supplemented, relative to the amount of Federal participation in the project cost, shall be applicable in the event the contractor fails to complete the contract within the contract time. Failure to include liquidated damages provision will not relieve the Agency from reduction of federal participation in accordance with this paragraph.

XIV. Termination for Public Convenience

The Secretary of the Washington State Department of Transportation may terminate the contract in whole, or from time to time in part, whenever:

- (1) The requisite federal funding becomes unavailable through failure of appropriation or otherwise.
- (2) The contractor is prevented from proceeding with the work as a direct result of an Executive Order of the President with respect to the prosecution of war or in the interest of national defense, or an Executive Order of the President or Governor of the State with respect to the preservation of energy resources.
- (3) The contractor is prevented from proceeding with the work by reason of a preliminary, special, or permanent restraining order of a court of competent jurisdiction where the issuance of such order is primarily caused by the acts or omissions of persons or agencies other than the contractor.
- (4) The Secretary determines that such termination is in the best interests of the State.

XV. Venue for Claims and/or Causes of Action

For the convenience of the parties to this contract, it is agreed that any claims and/or causes of action which the Local Agency has against the State of Washington, growing out of this contract or the project with which it is concerned, shall be brought only in the Superior Court for Thurston County.

XVI. Certification Regarding the Restrictions of the Use of Federal Funds for Lobbying

The approving authority certifies, to the best of his or her knowledge and belief, that:

(1) No federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any federal agency, a member of Congress, an officer or employee of Congress, or an employee of a member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any federal agency, a member of Congress, an officer or employee of Congress, or an employee of a member of Congress in connection with this federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit the Standard Form - LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subgrants, and contracts and subcontracts under grants, subgrants, loans, and cooperative agreements) which exceed \$100,000, and that all such subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification as a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

Additional Provisions

ATTACHMENT 1: RPEC RECOMMENDATION FOR 2013 EMERGENCY FUNDING ACTION

Recommended from Immediately Ready to Go Projects on the 2012 Adopted Contingency List

Forum*	Sponsor	Project Title	Phase	Funding Source	Amount Requested	Recommended Amount
Regional	Sound Transit	Tacoma Link Expansion	PE	CMAQ	\$3,400,000	\$3,400,000
Regional	WSF / PSCAA	Diesel Engine Retrofits and Boiler Burners for WSF Vessels	CN	CMAQ	\$1,600,000	\$600,000
King	Tukwila	Tukwila Manufacturing Industrial Center Smart Street Non Motorized	PE	CMAQ	\$104,838	\$104,838
King	Seattle	Puget Sound Bike Share Project Launch	CN	CMAQ	\$1,000,000	\$1,000,000
King	King County	East Lake Sammamish Trail (Master Planned) -- North Sammamish B Segment	CN	CMAQ	\$1,500,000	\$1,500,000
Pierce	Sumner	No. 9 Ditch Trail (Sumner Trail System)	PE	CMAQ	\$93,500	\$93,500
Pierce	Puyallup	SR 161 / Meridian Corridor Sidewalk Curb Ramps and Ped Signals	PL	CMAQ	\$5,000	\$5,000
Pierce	Tacoma	2014 Sidewalk Reconstruction Project	PE	CMAQ	\$60,550	\$60,550
Pierce	Puyallup	Non-motorized Transportation Plan	PL	CMAQ	\$129,750	\$129,750
Pierce	Pacific	Interurban Trail - Stewart Rd from SR 167 to UPRR Right-of-Way	PE	CMAQ	\$39,271	\$39,271
Pierce	Milton	Milton Way Pedestrian Improvements (17th Ave. to 22nd Ave.)	PE	CMAQ	\$70,000	\$70,000
TOTAL:						\$7,002,909

Forum*	Sponsor	Project Title	Phase	Funding Source	Amount Requested	Recommended Amount
Regional	WSDOT	I-5 / Northbound Seneca St to SR 520 - Mobility Improvements	PE	STP	\$2,370,000	\$2,370,000
Regional	Tulalip Tribes	I-5 / 116th St NE Interchange Improvement Project Phase 3	CN	STP	\$8,000,000	\$8,000,000
Regional	Pierce County	Canyon Rd E - 400 feet W/O 84 St E to 72 St E	PE	STP	\$1,300,000	\$1,300,000
King	Bellevue	Bellevue Way SE HOV Lane (South Bellevue Park & Ride to I-90 Ramps)	CN	STP	\$2,200,000	\$2,200,000
King	Issaquah	East Lake Sammamish Parkway Improvements from south of SE 56th St to ~ Issaquah Fall City Rd	PE	STP	\$975,000	\$975,000
Kitsap	Bainbridge Island	Wing Point Way Improvements	PE	STP	\$303,398	\$303,398
Pierce	Sumner	Stewart Rd Bridge Replacement	PE	STP	\$1,211,000	\$1,211,000
Pierce	Lakewood	Bridgeport Way SW - Main Gate JBLM to I-5	PE	STP	\$233,550	\$233,550
Pierce	Edgewood	Jovita Blvd Slope Stabilization - Seismic Wall	PE	STP	\$220,900	\$220,900
Pierce	Sumner	East Valley Highway Resurfacing - Clerget Corner to Forest Canyon	PE	STP	\$79,147	\$79,147
TOTAL:						\$16,892,998

*Projects on the Snohomish County contingency list were voluntarily removed from consideration, to fund a regional project in Snohomish County.

GRAND TOTAL: \$23,895,904



**Washington State
Department of Transportation**

Lynn Peterson
Secretary of Transportation

Transportation Building
310 Maple Park Avenue S.E.
P.O. Box 47300
Olympia, WA 98504-7300
360-705-7000
TTY: 1-800-833-6388
www.wedot.wa.gov

July 11, 2013

Mr. Sheldon Lynne
Public Works Director
City of Issaquah
PO Box 1307
Issaquah, Washington 98027-1307

RECEIVED
JUL 16 2013
City of Issaquah

**City of Issaquah
East Lake Sammamish Pkwy SE
STPUL-1915(009)
FUND AUTHORIZATION**

Dear Mr. Lynne:

We have received FHWA fund authorization, effective July 3, 2013, for this project as follows:

PHASE	TOTAL	FEDERAL SHARE
Preliminary Engineering	\$1,218,750	\$975,000

Enclosed for your information and file is a fully executed copy of Local Agency Agreement LA-8153 between the state and your agency. All costs exceeding those shown on this agreement are the sole responsibility of your agency.

FHWA requires projects utilizing federal funds for preliminary engineering or right of way to advance to construction. If this project is unable to proceed to construction, any expended federal funds must be repaid.

WSDOT authorization to proceed with right of way and/or construction is contingent upon receipt and approval of your environmental documents.

WSDOT authorization to proceed with construction is contingent upon receipt of your Right of Way Certification.

You may proceed with the administration of this project in accordance with your WSDOT approved Certification Acceptance agreement.

Sincerely,

Stephanie Tax
Manager, Program Management
Highways & Local Programs

ST:jg:ac
Enclosure

cc: Ed Conyers, Northwest Region Local Programs Engineer, MS NB82-121

CITY OF ISSAQUAH					
EAST LAKE SAMMAMISH PARKWAY SE IMPROVEMENTS					
(SE 56th Street to SE Issaquah-Fall City Road)					
ENGINEER'S PRELIMINARY CONSTRUCTION COST ESTIMATE					
Updated May 01, 2014 (60% Submittal)					
G&O #13570.00					
ITEM			ESTIMATED		UNIT
NO.	DESCRIPTION	QUANTITY		PRICE	AMOUNT
1.	SPCC Plan	1	LS	\$2,500.00	\$2,500.00
2.	Locate Existing Utilities	1	LS	\$12,500.00	\$12,500.00
3.	Mobilization, Cleanup, and Demobilization	1	LS	\$231,000.00	\$231,000.00
4.	Project Temporary Traffic Control	1	LS	\$200,000.00	\$200,000.00
5.	Clearing and Grubbing	1	LS	\$17,500.00	\$17,500.00
6.	Removal of Structure and Obstruction	1	LS	\$75,000.00	\$75,000.00
7.	Excavation, Backfill, Compaction, and Grading for Roadway	3,000	CY	\$17.00	\$51,000.00
8.	Unsuitable Foundation Excavation, Incl. Haul	250	CY	\$40.00	\$10,000.00
9.	Gravel Borrow, Incl. Haul	3,900	TN	\$13.00	\$50,700.00
10.	Gravel Backfill for Walls	770	TN	\$14.00	\$10,780.00
11.	Controlled Density Fill	45	CY	\$150.00	\$6,750.00
12.	Crushed Surfacing Top Course	860	TN	\$24.00	\$20,640.00
13.	Crushed Surfacing Base Course	2,450	TN	\$22.00	\$53,900.00
14.	Asphalt Treated Base	1,230	TN	\$90.00	\$110,700.00
15.	Planing Bituminous Pavement	5,800	SY	\$6.00	\$34,800.00
16.	Non-Woven Geotextile Fabric	0	SY	\$5.00	\$0.00
17.	HMA Cl. 1/2" PG 58-22	2,000	TN	\$95.00	\$190,000.00
18.	Temporary HMA Cl. 1/2" PG 58-22	145	TN	\$120.00	\$17,400.00
19.	Concrete Class 3000	40	CY	\$150.00	\$6,000.00
20.	Pedestrian Railing	0	LF	\$50.00	\$0.00
21.	PVC Drain Pipe 8-Inch Diam.	200	LF	\$25.00	\$5,000.00
22.	Ductile Iron Storm Sewer Pipe 8 In. Diam. Cl. 50 (Incl. bedding)	100	LF	\$50.00	\$5,000.00
23.	PVC Storm Sewer Pipe 12 In. Diam. (Incl. Bedding)	1,560	LF	\$45.00	\$70,200.00
24.	CPEP Storm Sewer Pipe 18 In. Diam. (Incl. Bedding)	150	LF	\$60.00	\$9,000.00
25.	CPEP Storm Sewer Pipe 24 In. Diam. (Incl. Bedding)	0	LF	\$80.00	\$0.00
26.	Catch Basin Type 1	17	EA	\$1,100.00	\$18,700.00
27.	Catch Basin Type 1-L	2	EA	\$1,300.00	\$2,600.00
28.	Catch Basin Type 2 48" Dia.	3	EA	\$2,700.00	\$8,100.00
29.	Stormwater Detention/Treatment Structure	1	LS	\$400,000.00	\$400,000.00
30.	Adjust Catch Basin/Manhole/Mon. Case/Valve or Meter Box	7	EA	\$400.00	\$2,800.00
31.	Removal of Unsuitable Material (Trench)	275	CY	\$45.00	\$12,375.00
32.	Trench Excavation Safety Systems	1	LS	\$12,700.00	\$12,700.00
33.	Bank Run Gravel for Trench Backfill	875	CY	\$18.00	\$15,750.00
34.	Erosion / Water Pollution Control	1	LS	\$47,500.00	\$47,500.00
35.	Seeding, Fertilizing, and Mulching	2,500	SY	\$2.00	\$5,000.00
36.	Street Tree (2" Cal.)	45	EA	\$350.00	\$15,750.00
37.	Street Tree Root Barrier	800	LF	\$6.00	\$4,800.00
38.	Roadway Streetscape	1,260	SY	\$28.00	\$35,280.00
39.	Top Soil Type A	450	CY	\$40.00	\$18,000.00
40.	Bark or Wood Chip Mulch	120	CY	\$40.00	\$4,800.00
41.	Roadway Irrigation System	0	LS	\$60,000.00	\$0.00
42.	Roadside/Property Restoration	1	LS	\$88,500.00	\$88,500.00
43.	Cement Conc. Traffic Curb and Gutter	3,050	LF	\$18.00	\$54,900.00
44.	Extruded Cement Concrete Curb	150	LF	\$8.00	\$1,200.00
45.	Cement Concrete Driveway Entrance	330	SY	\$60.00	\$19,800.00

ITEM		ESTIMATED		UNIT	
NO.	DESCRIPTION	QUANTITY		PRICE	AMOUNT
46.	Beam Guardrail Modifications/Installation	1	LS	\$15,000.00	\$15,000.00
47.	Chain Link Fence	420	LF	\$26.00	\$10,920.00
48.	Security Chain Link Fence	1,150	LF	\$30.00	\$34,500.00
49.	Monument Case & Cover	0	EA	\$600.00	\$0.00
50.	Cement Conc. Sidewalk	1,400	SY	\$40.00	\$56,000.00
51.	Cement Conc. Sidewalk Ramp	6	EA	\$1,500.00	\$9,000.00
52.	Quarry Spalls	30	TN	\$30.00	\$900.00
53.	Mailbox Support Type 1	1	EA	\$350.00	\$350.00
54.	Traffic Signal System Complete, Location #1	1	LS	\$200,000.00	\$200,000.00
55.	Traffic Signal System Complete, Location #2	1	LS	\$100,000.00	\$100,000.00
56.	Interconnect System Complete	1	LS	\$20,000.00	\$20,000.00
57.	Illumination System Complete	1	LS	\$67,800.00	\$67,800.00
58.	Relocate Commercial Sign	1	EA	\$2,500.00	\$2,500.00
59.	Permanent Signing	1	LS	\$5,000.00	\$5,000.00
60.	Channelization	1	LS	\$20,000.00	\$20,000.00
61.	Segmental Concrete Retaining Wall	5,425	SF	\$19.00	\$103,075.00
62.	Modular Block Wall	0	SF	\$23.00	\$0.00
63.	Relocate Fire Hydrant Assembly	4	EA	\$3,800.00	\$15,200.00
64.	Wetland Mitigation Site Work	1	LS	\$170,000.00	\$170,000.00
	Subtotal All Items				\$2,789,170.00
	Sales Tax at 0% per W.S. Revenue Rule No. 171				\$0.00
	Total Construction Cost:				\$2,789,170.00
	20% CONSTRUCTION CONTINGENCIES				\$557,834.00
	Additional City Costs Not Include in Above Estimate (Non-eligible TIB Costs)				
	City's 40% Share of Util. Undergrounding per PSE June 2013 Estimate:				\$730,000
	Utility Undergrounding Excavation, Trenching, Backfill, Restoration:				\$200,000
	PSE 100% Charge to City for Undergrounding Power:				\$465,000
	CONSTRUCTION ENGINEERING / MANAGEMENT COST @ 12%:				\$404,725.00
	TOTAL PRELIMINARY CONSTRUCTION COST:				\$5,146,729.00



801 – 228th Avenue SE • Sammamish, WA 98075-9509 • Phone: 425-295-0500 • Fax: 425-295-0600 • www.ci.sammamish.wa.us

April 30, 2014

Mr. Sheldon Lynne, P.E.
Public Works Engineering Director
City of Issaquah
1775 12th Ave NW
Issaquah, WA 98038

RE: Issaquah East Lake Sammamish Parkway SE – SE 56th Street to Issaquah Fall City Rd Improvement Project - PSRC Countywide Funding Application Request

Dear Mr. Lynne:

The City of Sammamish fully supports the City of Issaquah's proposed improvements to East Lake Sammamish Parkway SE from SE 56th Street to Issaquah Fall City Road. We see these projects as a needed investment in this constrained area. Both Sammamish and Issaquah residents will greatly benefit from these enhancements.

East Lake Sammamish Parkway serves a significant function in our regional arterial system – connecting Issaquah, Sammamish, and Redmond as well as linking SR 520 in the north and I-90 in the south. As such, it performs a vital role in the regional arterial system. This project, therefore, will eliminate a regional chokepoint where the Parkway currently narrows to a deficient number of lanes. These improvements are key because they will complete the final deficient roadway section on this important regional Principal Arterial, which has been classified by WSDOT as T-1, the State's highest classification for freight routes.

We are pleased to submit this letter of support for Issaquah's request for PSRC's Countywide funding for the Issaquah East Lake Sammamish Parkway – SE 56th Street to Issaquah Fall City Rd Improvement Project.

Sincerely,

Lyman Howard
Deputy City Manager

Cc: Sammamish City Council
Laura Philpot, P.E., Public Works Director
Gary Costa, PE, PTOE, Transportation Manager, City of Issaquah



King County

Department of Natural Resources and Parks

Division of Parks and Recreation

Property Management

King Street Center Building

KSC-NR-0700

201 South Jackson Street

Seattle, WA 98104-3855

206-477-4571

Fax 206-263-6217

April 8, 2014

Mr. Gary Costa, PE, PTOE

Transportation Manager

City of Issaquah Public Works Engineering

1775 12th Ave NW

Issaquah, WA 98027

Dear Mr. Costa:

King County Division of Natural Resources and Parks supports the proposed improvements to East Lake Sammamish Parkway SE from just south of SE 56th Street to just north of Issaquah-Fall City Road as we've discussed in recent conversations.

We understand that the project proposes to add a southbound lane with a five-foot bike lane, including an eight-foot sidewalk and planting strip from south of SE Black Nugget Road. The project also plans to make connections to our East Lake Sammamish Trail at two locations: 1) just west of the intersection with SE Black Nugget Road and 2) approximately 350 feet south of the first location (Assessor Parcel No. 212406-9033).

No detour or closure of East Lake Sammamish Trail will be needed. Users of the trail may experience some noise, fugitive dust and fumes from equipment during construction, but these impacts are projected to be short-term and temporary and will not adversely affect the features, attributes, or activities of the trail that qualify the property for protection under Section 4(f) of the US Department of Transportation Act of 1966 as amended.

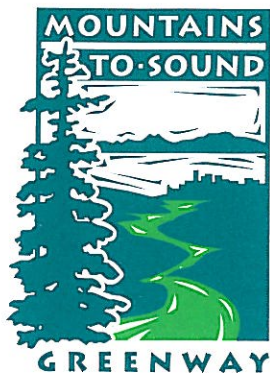
The Parks Division believes that the proposed improvements to the East Lake Sammamish Parkway SE will in fact be a benefit to the East Lake Sammamish Trail and its users, strengthening regional connections and enhancing views and habitat.

King County looks forward to continuing to work with the City of Issaquah in permitting use of the trail corridor for connections and habitat improvements.

Sincerely,

Robert Nunnenkamp

Property Agent



President
Bill Chapman (†), Partner, K & L Gates LLP
Washington Wildlife and Recreation Coalition

President Emeritus
Sally Jewell

Founding President
Jim Ellis, Chairman Emeritus
Washington State Convention & Trade Center

Vice President - Fundraising
Ken Krivanec (†), President
Quadrant Homes

Vice President - Kittitas County
Louis Musso (†),
Kittitas County Park & Rec District No. 1

Treasurer
Ted McDonald (†), Principal
Cascade Capital Group

Secretary
Karl Forsgaard (†), President
North Cascades Conservation Council

Assistant Secretary
John Baier (†), Attorney
Baier Law Firm

Executive Director
Cynthia Welti (†)
Mountains to Sound Greenway

August 13, 2013

Sheldon Lynne, PE
Public Works Engineering Director
City of Issaquah
PO Box 1307
Issaquah, WA 98027

RE: Issaquah East Lake Sammamish Parkway Improvement Project –
Puget Sound Regional Council Transportation Alternatives Program Grant Application

Dear Mr. Lynne:

On behalf of the Mountains to Sound Greenway Trust, I am writing to support the City of Issaquah's Eastlake Sammamish Parkway Improvement Project for enhancements along the roadway in Issaquah, from SE 56th Street to Issaquah Fall City Road.

East Lake Sammamish Parkway serves a significant function in our regional arterial system – connecting Issaquah, Sammamish and Redmond, and linking SR520 in the north and I-90 in the south. This improvement project is important because it will complete the final deficient roadway section of this principal arterial.

The project's creation of much needed sidewalks and designated bicycle lanes will lead to a safer environment for all users, motorized and non-motorized. These improvements should also encourage increased alternative usages of the roadway.

The Mountains to Sound Greenway Trust supports a comprehensive regional trail system with connecting bicycle lanes and pedestrian facilities, in order to improve transportation options, enhance work environments and quality of life, increase opportunities for recreation, improve public health and reduce greenhouse gas emissions.

We look forward to the successful completion of this important project.

Sincerely,

Cynthia Welti
Executive Director

BOARD OF DIRECTORS

Eric Artz, Chief Financial Officer/Acting Chief
Operations Officer, REI
Sally Bagshaw (X), Councilmember, City of Seattle
Mark Boyar (†), President
Middle Fork Outdoor Recreation Coalition
Kevin Brown, Director
King County Parks & Recreation
Dow Constantine (X), King County Executive
Larry Coughlin, Director, Boeing Salt Lake -
Commercial Airplanes, The Boeing Company
Karen Daubert, Executive Director
Washington Trails Association
Jan Drago, Former Councilmember
City of Seattle
Jennifer Eberlein (X), Forest Supervisor
Mt Baker-Snoqualmie National Forest
Kurt Froese (†), CEO, GeoEngineers, Inc.
Ava Frisinger (X), Mayor, City of Issaquah
Todd Glass, Partner
Wilson, Sonsini, Goodrich & Rosati PC
Peter Goldmark (X), Commissioner of Public Lands
Washington State Department of Natural Resources
Rich Grillo, Community at Large Representative
Cie Elum
Bruce Grymewski, Partner, Gallatin Public Affairs
Rebecca Heath (X), Forest Supervisor
Okanogan-Wenatchee National Forest
Don Hoch (X), Director
Washington State Parks & Recreation Commission
Roger Hoesterey, Sr VP & Division Director West
The Trust for Public Land
Ken Kongsmark, Vice President, Advocacy
Issaquah Alps Trails Club
Leon Kos, City Manager (retired), City of Issaquah
Eric Laschever, Partner, K&L Gates LLP
Danny Levine, President
NationAd Communications
Josh Lipsky, Partner, Cascadia Law Group PLLC
David MacDuff (†), Capital Markets
OakPointe
Judi Maxwell, Conservation Division
The Mountaineers
Doug McClelland (X), Assistant Region Manager
Washington State Department of Natural Resources
Don McDonald, Former State Senator,
Principal Engineer, MWH Engineering
Gordon McHenry Jr (†), President & CEO
Solid Ground
Mark McInyre, Director of Government Relations
Seattle Chamber of Commerce
Sue McLain (†), Former Senior VP Delivery
Operations, Puget Sound Energy
Mary Norton, City of Snoqualmie Parks Board
Meadowbrook Farm
Thomas O'Keefe, Pacific NW Stewardship Director
American Whitewater
Lynn Peterson (X), Secretary of Transportation
Washington State Department of Transportation
Charles Raines, Director Cascade Checkboard Project
Sierra Club
Janet Ray (†), Asst VP, Corporate Affairs & Publishing
AAA Washington
Jim Reinhardt (†), Managing Director
HEARTLAND LLC
Floyd Rogers, Environmental Advocate
Vik Sahney, Community at Large Representative
Alan Smith, Partner, Perkins Coie LLP
Peter Spira, Technical Fellow (retired)
Microsoft Corporation
David Sturtevant (†), Vice President, CH2M HILL
Maryanne Tagney Jones
Community at Large Representative
Terry Wallgren, District Commissioner
Kittitas County Parks & Recreation District
Don Whitehouse (X), Regional Administrator
Washington State Department of Transportation
Kathy Williams, Senior Vice President
HomeStreet Bank
Dan Youmans, Regional VP, External Affairs
AT&T Wireless

(†) Executive Committee Member
(X) Ex Officio (non-voting) Director

MTSGREENWAY.ORG



911 WESTERN AVENUE, SUITE 203, SEATTLE, WA 98104 | 206.382.5565 | INFO@MTSGREENWAY.ORG | VOLUNTEER LINE 206.812.0122