

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

SE 4th Street: 218th Ave SE to 228th Ave SE

Transportation 2040 ID#

N/A

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 Sammamish

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

Jeff Brauns

Project Contact Phone

425-295-0561

Project Contact Email

jbrauns@sammamish.us

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 project will widen SE 4th Street from 218th Ave SE to 228th Ave SE. These improvements will complete the full Town Center expansion as SE 4th Street serves as the gateway to the Sammamish Town Center. Specific work includes reprofiling the hill to address sight distance problems, increase right of way from 60-feet to 72-feet, and expand the roadway to a 3-lane section with bike lanes, planter strips and extra wide sidewalks. Concurrent with the road improvement, the Sammamish Plateau Water and Sewer District will upgrade the existing water main and extend sanitary sewer that will support the projected Town Center needs.

Project Justification, Need, or Purpose

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

The Sammamish Town Center includes mixed-use medium-intensity zoning both for retail, office and residential use and civic facilities with an emphasis on LID for storm water management. The backbone of this plan is SE 4th Street. Development prospects are quite high - numerous property owners of the existing low-density parcels are in contract with IntraCorp, a developer who is interested in developing a cluster of parcels along the western half of SE 4th Street. The City's improvement project would compliment this initial development by constructing SE 4th Street that requires major improvements to accommodate the forthcoming development. Improvements to SE 4th Street are considered a major impediment to development of the Town Center due to its high cost.

Project Location

Project Location

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

SE 4th Street

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:

218th Ave SE

Crossroad/landmark nearest to the end of the project:

228th Ave SE

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.

This project connects to and traverses through the Sammamish Town Center.

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.

16 Minor Arterial

Plan Consistency

All projects must be consistent with a comprehensive plan that has been certified by PSRC as being consistent with the Growth Management Act, VISION 2040 and Transportation 2040. Projects must be consistent with the comprehensive plan of each jurisdiction in which the project is located. If a comprehensive plan has not been certified, projects located in that jurisdiction may not be included in the Regional TIP. For more information, please refer to [PSRC's Plan Review](#) page or contact Yorik Stevens-Wajda at 206-464-6179

Is the project specifically identified in a local comprehensive plan?

☒ Yes

☐ No

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

- 1) City of Sammamish Comprehensive Plan
 - 2) Transportation Element, Element V
 - 3) Page V-71; Project No. 39 in Table V-Q, "Summary of Recommended Transportation Improvements"
- Additionally, the SE 4th Street Improvement Project is a prominent element in the Sammamish Town Center Plan:
- Chapter IV, Plan Elements; Figure 31, "Proposed Street Improvements"; page 40
 - Chapter IV, Plan Elements; Recommended Implementation Actions; page 44

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.

Regional or Locally Designated Center

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.**

The proposed improvements will double the capacity of SE 4th Street. This additional capacity is essential to provide for the increased densities within the Town Center. In its current configuration, SE 4th Street cannot safely accommodate new development. Adopted in 2008, the Town Center Plan supports rezoning for significant new development in the heart of Sammamish including 2000 new residential units and 600,000 square-feet of mixed retail and office. The current capacity and condition of SE 4th street does not accommodate these levels of development. The proposed improvements are a principal component in the Town Center Plan (Goal T-1.1, page 41, as well as the top Recommended Implementation Action, page 44). The improvements are also included in the Sammamish Comprehensive Plan's list of Recommended Transportation Improvements (Table V-Q, page V-71). Supported by the SE 4th Street improvements, the significant development potential afforded by the Town Center will accommodate a meaningful portion of Sammamish's reasonably anticipated population and employment growth, consistent with the Washington's Growth Management Act and regional goals.

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.**

In its current configuration of two ten-foot lanes and one-foot shoulders, SE 4th Street is deficient for current users. It lacks any non-motorized facilities and is therefore a barrier to safe pedestrian and cyclist connectivity to transit. Pedestrians and cyclists currently utilize the travel lane. This mode conflict will become increasingly more problematic as vehicular volumes increase with new development. The SE 4th Street improvements will benefit a wide range of user groups. Most significantly affected will be residents, employees, and customers living in or visiting the Town Center. Adjacent residents will also benefit from the new non-motorized connections. While providing needed non-motorized facilities along

SE 4th Street, the improvements will also provide a non-motorized connection to 228th Ave SE to the east which provides access to four transit routes in addition to an existing pedestrian/bicycle pathway. To the west will provide connections via 218th Ave SE and Inglewood Hill Road to the Regional East Lake Sammamish Trail and East Lake Sammamish Parkway, a significant bicycle community and recreational route.

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.

The improvements to SE 4th Street will facilitate movement to, from, and within the Sammamish Town Center. With an extensive and connected network of streets and trails, the Town Center will be a walkable, mixed-use development consisting of higher density residential, office, and retail. The SE 4th Street gateway will connect users of all modes to this gathering place for social interaction. For those living, working, or shopping in the Town Center the project will provide key access to transit and non-motorized facilities on the adjacent 228th Avenue corridor. 228th Avenue serves as the primary spine through Sammamish connecting two major retail centers, three high schools, and the Sammamish Commons which includes City Hall, the Sammamish Library, and the Sammamish Community and Aquatic Center (scheduled to open in 2016). In addition to satisfying a missing route for non-motorized users, the improvements to SE 4th Street will provide safe travel for the increased volume and frequency of service and delivery vehicles supporting the Town Center.

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.

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.

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.

SE 4th Street is currently a two-lane roadway with ten-foot travel lanes and one-foot shoulders. Stormwater runoff sheet flows off of the roadway. There are no non-motorized facilities. The proposed improvements consist of a three-lane roadway with a raised median/center turn lane, bike lanes, curb & gutter, and separated sidewalks. Stormwater treatment and illumination will also be provided. The roadway capacity is 9,430 vehicles per day. The current (2013) ADT is 1,700 vehicles per day. The posted speed limit is 25 MPH. The proposed improvements will more than double roadway capacity to 22,010. The future capacity needs driven by the Town Center are 18,500 vehicles per day. The proposed improvements are approximately 0.64 miles in length. Located at the eastern terminus of the project, 228th Avenue SE provided connections to four transit routes and an existing pedestrian and bicycle pathway. The Sammamish Town Center is envisioned as a walkable, mixed-use development featuring an extensive and connected network of streets and trails proving attractive options to single-occupant vehicle travel. The higher density development will facilitate TDM measures not practical with the current land usage. SE 4th Street will connect users of all modes to the Town Center. In particular the new development will attract non-motorized users from the adjacent 228th Avenue corridor, the primary north-south arterial through Sammamish which connects two major retail centers, three high schools, and the Sammamish Commons which includes City Hall, the Sammamish Library, and the Sammamish Community and Aquatic Center (scheduled to open in 2016).

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	Year	Amount Requested
Preliminary Engineering/Design	2015	\$ 1,250,000
Right-of-Way	2016	\$ 650,000

Total PSRC Funding Request:

\$ 1,900,000

Total Estimated Project Cost and Schedule

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

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

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

-

Planning Phase

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

Funding Source

Funding Status

Funding Amount

N/A

Total Planning Phase Cost:

\$ 0

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

-

Preliminary Engineering/Design Phase

Funding Source

Funding Status

Funding Amount

City of Sammamish

Reasonably Expected

\$ 1,250,000

PSRC

Unsecured

\$ 1,250,000

Total Preliminary Engineering/Design Phase Cost:

\$ 2,500,000

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

4/2016

Right of Way Phase

Funding Source

Funding Status

Funding Amount

City of Sammamish

Reasonably Expected

\$ 650,000

PSRC

Unsecured

\$ 650,000

Total Right of Way Phase Cost:

\$1,300,000

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

12/2016

Construction Phase

Funding Source	Funding Status	Funding Amount
City of Sammamish	Unsecured	\$ 9,950,000
TIB (future)	Unsecured	\$ 4,000,000
PSRC (future)	Unsecured	\$ 3,000,000

Total Construction Phase Cost:

\$ 16,950,000

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

12/2017

Other Phase

Funding Source	Funding Status	Funding Amount
N/A		

Total Other Phase Cost:

\$ 0

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

-

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:

\$ 20,750,000

Estimated Project Completion Date (month and year):

12/2017

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.

[zI0nG7oA Pages from 2013-2014 Adopted Budget.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](#).

In the adopted 2013-2014 budget, there is \$3,000,000 set aside for infrastructure improvements within the Town Center. With recent development interests along the SE 4th Street corridor, City staff have received direction that this set aside would be used to fund the design for the SE 4th Street roadway improvements.

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)?

2/2016

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

- Consultant selection - 1/2015
- Complete 30% Plans - 9/2015
- Complete 60% Plans - 2/2016
- Complete 90% Plans - 6/2016
- Complete 100% Plans - 8/2016

Project Readiness

What is the current or anticipated level of environmental documentation under the National Environmental Policy Act (NEPA) for this project?

☐ Environmental Impact Statement (EIS)

☐ Environmental Assessment (EA)

☐ Documented Categorical Exclusion (DCE)

☒ Categorical Exclusion (CE)

Has the NEPA documentation been approved?

☐ Yes

☒ No

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

2/2016

Project Readiness

Will right of way be required for the project?

☒ Yes

☐ No

How many parcels do you need?

34

What is the zoning in the project area?

The western portion of the project limits is single family residential. The portions within the Town Center are a variety of mixed use residential, retail, and office.

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

In advance of ROW acquisition beginning a matrix will be developed detailing the likelihood of parcels to involve challenges, including condemnation. Acquisition of these parcels will occur first in an effort to complete the purchase in a timely fashion. In past ROW acquisition, the City has been successful in obtaining Right of Use agreements for any delayed parcels.

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

- ROW true cost estimate - 12/2015
- ROW plans complete - 2/2016

- ROW acquisition complete - 12/2016
- ROW certification - 3/2017

Project Readiness

Are funds being requested for construction?

☐ Yes

☒ No

Do you have an engineer's estimate?

☐ Yes

☐ No

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

-

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

-

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

☐ Yes

☐ No

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

-

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

-

Other Considerations

Please describe any additional aspects of your project not previously addressed in the application that could be relevant to the final project recommendation and decision-making process. In addition, please describe any innovative components included in your project: these could include design elements, cost saving measures, or other innovations.

The City of Sammamish is interested in working with the Greenroads Foundation in the design of the SE 4th Street improvement project with the goal of achieving a minimum level of Bronze Certification. Innovative low impact stormwater treatments will be used whenever feasible. The development of regional stormwater facility will be explored. Other considerations include the use of in-place recycling of the existing asphalt pavement and the use of LED street lights to minimize electrical & maintenance costs.

During construction the City will post detours and limit SE 4th Street to local traffic in an effort to increase the contractor's production rate.

File Submission

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

[2HMo8yBS_Vicinity_Map_SE_4th.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.

members do their best to capture what residents are willing to invest in. And then they must pass along that vision to the City Manager and the city staff.

Here are the priorities for the 2013/2014 biennium:

- The Community and Aquatics Center
- Economic development
- The National Pollutant Discharge Elimination Systems permit
- The Environmentally Critical Areas (ECA) update
- A rewrite of the land use comprehensive plan
- Sustainability initiatives
- Staff development
- Public Safety service delivery and cost management
- Technology improvements to enhance service delivery and communication
- Continued financial stability

Expenditure highlights in 2013/2014

The Community and Aquatics Center

Following a majority public vote to approve this project, the city will invest \$25 million of its financial reserves to construct this much-anticipated facility. Working in partnership with the YMCA (they contributed \$5 million for construction); the city will create a 60,000-square-foot amenity featuring swimming, exercise and many other recreational opportunities for our residents.

Economic development

The city's Town Center plan, a mixed-use concept featuring residential, commercial, retail and public space, was mapped out during the recession. With the economy showing signs of recovery, the city has now set aside \$3.5 million for Town Center infrastructure, funds that will be spent in coordination with investments from private developers. The budget also contains \$340,000 for the creation and implementation of a strategic economic development plan.

National Pollutant Discharge Elimination Systems (NPDES) Permit

In 2012 the Department of Ecology issued a new NPDES permit that will become effective in August 2013. The city has budgeted \$1.3 million to cover the costs of compliance.

Background

As a contract city, Sammamish purchases police services from the King County Sheriff's Office, partners with Eastside Fire & Rescue for fire services, and similarly reduces its costs by contracting for other services, as well. Thanks to this approach, the city's staff has remained small and a high proportion of our revenue has been devoted to infrastructure since incorporation in 1999. Before we became a city, capital investment here amounted to approximately \$1 million per year. Since incorporation, our annual capital investment has averaged close to \$11 million. Despite that dramatic uptick in capital investment, our residents pay lower taxes than those living in unincorporated King County.

The city's legally adopted budget spans the 2013-2014 biennium. Budgets for the individual years of the biennium are shown for discussion purposes only.

Fund balance is budgeted to decrease \$7.15 million in the 2013-2014 biennium. The majority of the changes in fund balance are spread among the General Fund, Street Fund, and the Capital Project Funds.

General Fund: While the General Fund balance is budgeted to decrease \$8.6 million in the 2013-2014 biennium, it remains well above the required reserve amount of just over \$3 million. Budgeted decreases in this fund's ending balance include \$8.1 in contingency funding. Historically the city has spent very little, if any, of the budgeted contingency funding. Budgeted transfers from the General Fund to capital funds over the biennium total \$8.5 million as the city operates primarily on a "pay as you go" basis for capital expenditures rather than issuing debt.

Street Fund: The 2014 ending fund balance for the Street Fund is budgeted to increase \$1.74 million from the 2013 beginning balance. The primary expenditures in this fund are for street repaving, snow/ice control, and maintenance of the roadways, sidewalks, and traffic control devices. A healthy fund balance enables the city to handle expenditures that may vary significantly from one biennium to the next depending on the maintenance and repaving schedule.

Capital Project Funds: Ending fund balance in the Parks CIP fund is budgeted to increase \$8.2 million as most of the activity in this fund is trail enhancements and design work for future parks with construction occurring in future bienniums. The Transportation CIP fund balance is budgeted to decrease \$2.4 million as the city continues to add sidewalks and safety improvements. The General Government CIP fund decreases include \$3.5 million for infrastructure improvements in the as yet undeveloped Town Center area. Specific projects will be determined by development activity in the 2013-2014 time frame.

Significant budgeted project expenditures for the 2013-2014 biennium are:

- Parks:
 - Trail connections (\$780,000)
 - Park design (\$450,000)
- Transportation:
 - 218th Avenue NE non-motorized transportation projects (\$1 million)
 - 228th signal control and synchronization (\$804,000)
 - 244th Avenue non-motorized improvements (\$1.25 million).

City of Sammamish
General Government Capital Improvement Fund
 2013/2014 Budget Process

Account Number	Description	2009-2010 Actual Expenditures	2011-2012 Budget	2013-2014 Budget
301-000-594-19-62-00	Buildings	\$ (118,710)	\$ 460,000	\$ -
301-000-594-19-63-01	City Hall Parking Lot	-	-	-
301-000-594-19-63-00	City Hall Facilities Construction	80,272	-	-
301-000-594-19-64-02	City Hall Facilities Furniture & Fixtures	32,321	-	-
301-000-594-73-62-00	Community Facility Space-Building	237,167	-	-
301-000-594-73-62-00	Capital Contingency Reserve (1)	-	3,000,000	3,500,000
301-000-594-73-63-02	Community Facility Space	5,615	-	-
301-101-594-73-63-00	Emergency Planning (2)	-	-	120,000
TOTAL CAPITAL		\$ 236,665	\$ 3,460,000	\$ 3,620,000
TOTAL EXPENDITURES		\$ 236,665	\$ 3,460,000	\$ 3,620,000
Ending Fund Balance		\$ 6,501,355	\$ 6,054,072	\$ 4,944,000
TOTAL FUND		\$ 6,738,020	\$ 9,514,072	\$ 8,564,000

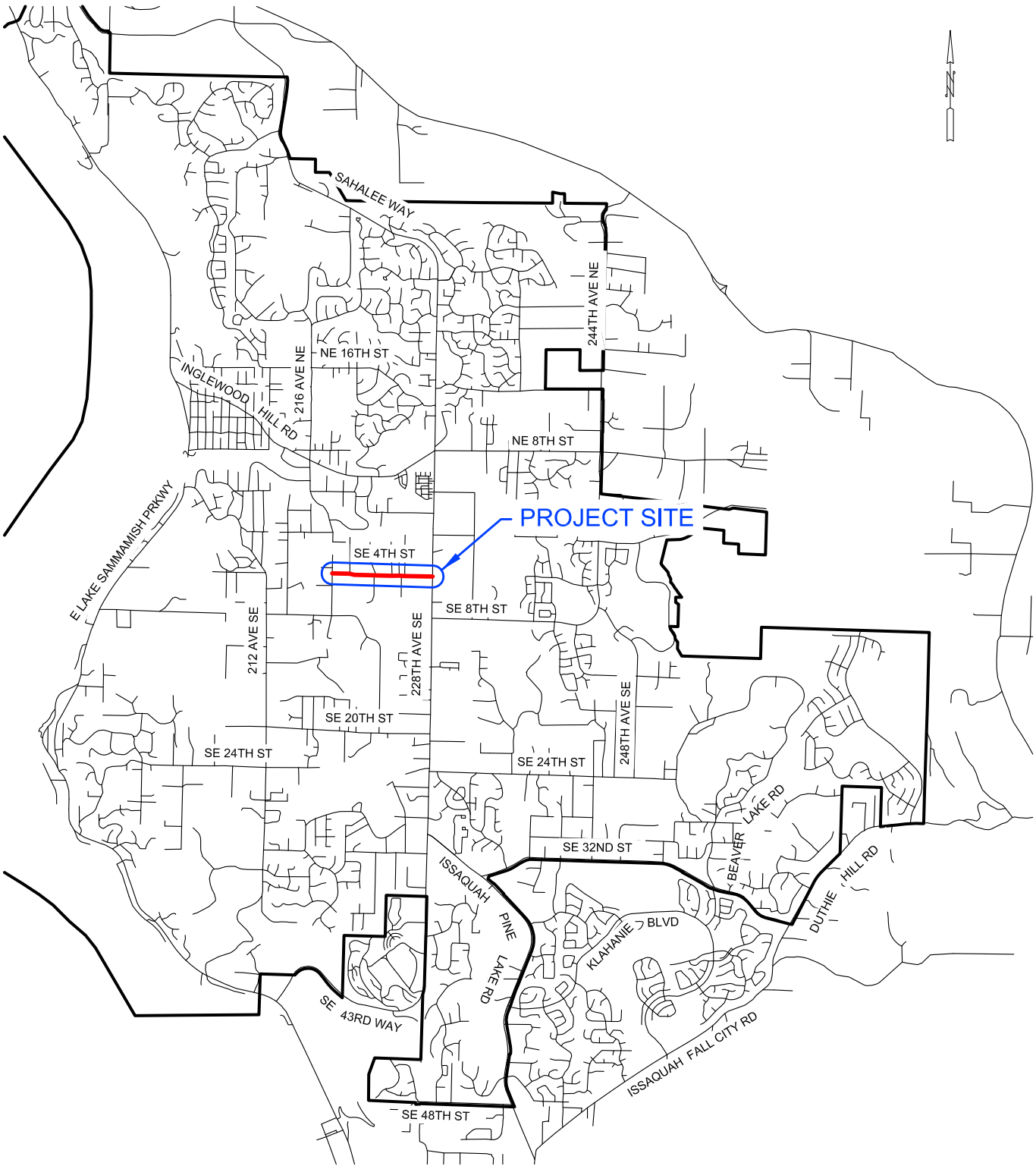
(1) \$3,000,000 carryforward of Town Center reserves. \$500,000 for LID match.

(2) Add 2 more AM radio transmission towers to improve communication throughout the city during emergencies.

SE 4th Street Roadway Improvement Project

218th Ave SE to 228th Ave SE

Vicinity Map



VCM_SE_4th.dwg	CITY OF SAMMAMISH DEPARTMENT OF PUBLIC WORKS		SE 4TH STREET ROADWAY IMPROVEMENT PROJECT			
	REV		DWN	SCALE	DATE	SHEET
			JG	N.T.S.	5/02/2014	1 OF 1