

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

❖ Nonmotorized Program

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

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

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

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

Submitting Applications

There is no set page limit for applications submitted to the countywide competition. It is important to provide complete, detailed responses, but please be as concise as possible. Additional supporting information such as maps and other diagrams are encouraged, but other attachments such as comprehensive plan materials are unnecessary. Attach your completed application to an email and send it to kcgrantcompetition@kingcounty.gov. All applications must be submitted by **11:59 p.m. Wednesday, May 7, 2014**.

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

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

Definition of a project:

For the purposes of this competition, a project must be clearly defined by geographic limits and/or functionality. If a project contains multiple components, the sponsor must clearly indicate how they are logically connected to one another. A project with multiple geographic locations must demonstrate their functional relationship (for example, signal coordination work in various locations tied together through a traffic control center).

Projects that include multiple components or sponsors are allowed to be submitted, but the scope of work, funding amounts and schedules for each individual agency and/or component must be clearly identified at the time of application. If awarded PSRC funds, these projects may be separated into their individual components or lead agency in the regional Transportation Improvement Program. Each individual TIP project will be subject to PSRC's project tracking policies and will be administered according to the scope of work and funding awarded for each.

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

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

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

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

PROJECT DESCRIPTION INFORMATION

1. Project Title: Redmond Central Connector Phase II

(For roadway project titles: list facility name, limits and any other identifying words; e.g., SR-520HOV (104th Ave NE to 124th Ave NE)

2. Sponsoring Agency: City of Redmond

Also identify co-sponsor(s):

3. Project Contact Person: Don Cairns

Address: 15670 NE 85th Street
MS 4SPL
PO Box 97010
Redmond, WA 98073
Phone: 425.556.2834
Fax:
E-Mail: dcairns@redmond.gov

4. Project description. Please distinguish between the scope of the project and the justification and/or need for the project.

a. Project scope: Please describe clearly and concisely the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? For example, if this is part of a larger project, please be specific as to what portion on which the grant funds will be used.

The Redmond Central Connector Phase II will construct a paved, shared-use path over one mile in length, including repair of two deteriorating bridges.

b. Project justification, need or purpose: Please explain the intent, need or purpose of this project. What is the goal or desired outcome?

This paved, shared-use path will significantly increase walking, bicycling, and transit usage by connecting in the Downtown Redmond Regional Growth Center with the Willows and Sammamish Valley Neighborhoods. This connection will help support 10,000 residents and 26,000 employees, making it an important part of Redmond's 2013 Transportation Master Plan vision for improved travel choices and reduced reliance on the automobile. The project will build upon existing pedestrians and bicyclist volumes (with 500 students walking or bicycling to the DigiPen Institute of Technology) and increase walking, bicycling, and transit usage by:

- Separating pedestrians and bicyclists from high speed (35 - 45 MPH), high volume (24,000 ADT) roadways.

- Integrating the dense, mixed-use land uses in the Downtown Redmond Regional Growth Center with the Willows and Sammamish Valley Neighborhoods, connecting 16,500 residents and 32,000 employees by 2030.
- Improving access to high capacity transit, including RapidRide B-Line and the future Downtown Redmond Light Rail Station.
- Linking into the regional paved, shared-use path network, including the Sammamish River Trail, the 520 Trail, the East Lake Sammamish Trail, and eventually the Eastside Rail Corridor.

5. Project Location: Redmond Central Connector corridor

Answer the following questions if applicable:

a. Crossroad/landmark nearest to beginning of project: Redmond Central Connector Phase I & Sammamish River Trail

(Identify landmark if no crossroad)

b. Crossroad/landmark nearest to end of project: Willows Road & 9900 Block

(Identify landmark if no crossroad)

6. Map: Include an 8 1/2" x 11" legible vicinity map (if applicable) with the completed application form. *(If unable to send map electronically, provide separately by fax or mail)*

7.	Federal Functional Classification Code <i>(Select only one)</i> <i>Assistance in determining the functional classification of a project is available by calling Stephanie Rossi at 206-971-3054.</i>	
	<p align="center"><u>Rural Functional Classifications</u> <u>("under 5,000 population")</u></p> <p align="center">(Outside the federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> 00 Exception</p> <p><input type="checkbox"/> 01 Principal Arterial - Interstate</p> <p><input type="checkbox"/> 02 Principal Arterial</p> <p><input type="checkbox"/> 06 Minor Arterial</p> <p><input type="checkbox"/> 07 Major Collector</p> <p><input type="checkbox"/> 08 Minor Collector</p> <p><input type="checkbox"/> 09 Local Access</p> <p><input type="checkbox"/> 21 Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> 22 Proposed Principal Arterial</p> <p><input type="checkbox"/> 26 Proposed Minor Arterial</p> <p><input type="checkbox"/> 27 Proposed Major Collector</p> <p><input type="checkbox"/> 28 Proposed Minor Collector</p> <p><input type="checkbox"/> 29 Proposed Local Access</p>	<p align="center"><u>Urban Functional Classifications</u> <u>("over 5,000 population")</u></p> <p align="center">(Inside the federal-aid urbanized and federal-aid urban areas)</p> <p><input checked="" type="checkbox"/> 00 Exception</p> <p><input type="checkbox"/> 11 Principal Arterial – Interstate</p> <p><input type="checkbox"/> 12 Principal Arterial – Expressway</p> <p><input type="checkbox"/> 14 Principal Arterial</p> <p><input type="checkbox"/> 16 Minor Arterial</p> <p><input type="checkbox"/> 17 Collector</p> <p><input type="checkbox"/> 19 Local Access</p> <p><input type="checkbox"/> 31 Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> 32 Proposed Principal Arterial – Expressway</p> <p><input type="checkbox"/> 34 Proposed Principal Arterial</p> <p><input type="checkbox"/> 36 Proposed Minor Arterial</p> <p><input type="checkbox"/> 37 Proposed Collector</p> <p><input type="checkbox"/> 39 Proposed Local Access</p>

NOTE: Federally Funded Projects. A roadway must be approved on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities). Projects which are on a roadway with a functional classification of 09, 19, 29 or 39 are not eligible to use federal transportation funds unless they are one of the exceptions listed below. If your project is an exception, identify its functional class code as "00".

Examples of Exceptions:

- Any bicycle and/or pedestrian project.
- Projects not on a roadway and using CMAQ or other funds
- Any transit project, including equipment purchase and park-and-ride lot projects.

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

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

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

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

PROJECT EVALUATION INFORMATION

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

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

PROJECT EVALUATION: PART 1

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

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

SECTION A: CENTERS

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

A. Please explain how your project addresses the following:

- **Center Development**

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

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

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

- **Circulation and Safety within the Center**

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

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

SECTION B: CONNECTING CORRIDORS

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

A. Please explain how your project addresses the following:

- **Benefit to Center**

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

Phase II of the Central Connector will be a paved, shared-use path that connects the core of the Downtown Redmond Regional Growth Center with the Willows and Sammamish Valley districts. Altogether the project will connect 10,000 residents and 26,000 employees by walking and bicycling today and support growth to 16,500 residents and 32,000 jobs by 2030.

Walking and bicycling are effective forms of transportation in urban environments like Downtown and the Willows and Sammamish Valley districts, which are being designed to take advantage of connections to regional facilities like the Sammamish River Trail, the 520 Trail and to provide a highly connected system of bicycle lanes and sidewalks to connect directly with land uses in the project area.

Redmond's 2013 Transportation Master Plan (TMP) is oriented to support the vibrant, dense mix of land uses in Downtown Redmond by creating a hub and spokes system to neighborhoods of high quality system of pedestrian, bicycle, transit, and vehicle facilities.

This project is identified in the TMP as a core investment necessary to support growth and needs to be delivered within the next six years according to Redmond's Transportation Facility Plan. Project completion will support current and future growth by providing:

- A walking environment that is physically separated from traffic, has high quality aesthetics including significant artwork, and is well connected to adjacent land uses.
- A bicycling facility designed to significantly expand the potential population of bicyclists in the project area, from between 1% and 10% dependant on location of bicycle lanes today to 66% when the paved, shared-use path is complete.
- Transit stops that are easily accessible by walking and bicycling, particularly the future Downtown Redmond Light Rail Station and the B-Line RapidRide.

- **System Continuity, Circulation and Safety**

- Describe how this project or program provides a "logical segment" that links to a center

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

The Redmond Central Connector Master Plan identifies this project as the second of three phases to complete a trail that links the core of the Downtown Redmond to office and multifamily in the Willows and Sammamish Valley Neighborhoods. Planning is underway through the Eastside Rail Corridor planning process to increase the ultimate value of the corridor by linking the Redmond Central Connector directly to the Eastside Rail Corridor near the Totem Lake Regional Growth Center.

This project is located on a "modal corridor" in Redmond's 2013 Transportation Master Plan, providing a network of high comfort bicycle facilities that with one link to each neighborhood from Downtown. Compared to the current facilities on the corridor, the project fills important gaps in the project vicinity:

- Pedestrians currently have a choice of either significant out of direction travel (33% in extra length) or a route on a small sidewalk with 160 feet in elevation change. Both routes follow sidewalks on roadways with ADTs ranging from 18,000 to 24,000.
- The bicycle network is not complete, with gaps (no bicycle facilities) in locations where ADT is over 20,000. Existing bicycle lanes are located on high speed (35 - 45 MPH), high volume (18,000 - 24,000 ADT) roadways, which has resulted in a high percentage of bicyclists riding on the sidewalk where it feels comfortable to ride but in reality is more dangerous.
- B-Line RapidRide and future Downtown Redmond Light Rail stations have bicycle and pedestrian access challenges.

The Central Connector Phase II addresses these gaps and reduces modal conflict by providing a new high comfort bicycle/pedestrian facility that is physically separated from high speed, high volume traffic and connects to transit service.

Bicycle safety is a concern on the corridor today: the annual number of collisions involving a vehicle and a bicycle riding the wrong way on a sidewalk has more than doubled (now 2 annual in project area) in the past five years. Building the project and physically separating bicyclists from vehicles is an effective countermeasure to these collisions by attracting bicyclists to the comfortable paved, shared-use path. Addressing these collisions now is important because bicycle ridership is increasing on the corridor (500 students alone are walking and bicycling), which should be encouraged and supported.

• **Sustainability**

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

Redmond's 2013 Transportation Master Plan (TMP) is built on a foundation of high quality travel choices and works to increase walking, bicycling, and transit use by providing enhanced facilities. This project is shining example of the TMP approach by:

- Attracting pedestrians via high quality design treatments and separation from vehicles
- Increasing bicycle ridership by providing a high comfort facility that roughly 66% of the population will consider bicycling on (compared to the existing condition of roughly 1% to 10% depending on whether or not bicycle lanes exist)
- Leveraging transit investments by connecting high quality pedestrian and bicycle facilities to the existing B-Line RapidRide and the future Downtown Redmond Light Rail Station
- Providing travel choices (walk, bike, transit) to help reduce high levels of peak hour vehicle congestion in the project area

This project helps a broad variety of transportation modes and also assists a diverse range of user groups. User groups that will benefit from the project include the 16,500 residents and 32,000 employees by 2030 that will live, work, commute, and shop nearby, the 1,000 students (and growing) at DigiPen Institute of Technology, customers accessing the broad array of services along the corridor such as Redmond Town Center, seniors (particularly from senior housing within the project vicinity), and people with disabilities. 35.7% of residents in the project area are racial minorities and will benefit from the lower costs of transportation and improved air quality that walking, bicycling, and transit offer compared to SOVs.

PROJECT EVALUATION: PART 2

SECTION C: PROJECT READINESS/FINANCIAL PLAN

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

2. Financial Plan

In this section, sponsors will address questions regarding the funding request, the total estimated project cost and schedule, and the project's readiness to obligate PSRC funds. Sponsors should be aware of the following information before completing this section:

Funding Request: Sponsors may request funding for any single project phase, but requests for multiple phases are limited to preliminary engineering plus the subsequent phase necessary. A sponsor may request funding for both preliminary engineering and right of way phases or preliminary engineering and construction phases, but not both right of way and construction phases.

Funding Requirements: A minimum of 13.5% of local matching funds is required for both Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding. The combination of the requested PSRC funds plus all other funding must be adequate to fully fund that phase. Requests that do not result in a phase being fully funded will be considered ineligible for PSRC funding.

Obligation Requirements: Per PSRC's project tracking policies, all project phases awarded PSRC funds must obligate by June 1st of the program year selected. For more information, see PSRC's project tracking policies here. For more information on PSRC's project tracking program, please go to www.psrc.org/transportation/tip/tracking.

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

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

☐ STP

☒ CMAQ

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

<u>Phase</u>	<u>Amount</u>	<u>Estimated Year of Obligation</u>
Construction	\$3,200,000.00	2015
[select phase]		
[select phase]		

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

Construction

2.4 Project Budget and Schedule

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

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

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

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

Project Readiness:

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

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

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

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

3. If funds are requested for Right of Way:

3.1 What is the status of Preliminary Engineering/Design?

- Is the PE/Design phase complete? No
- If not, identify all relevant milestones, including the current status and estimated completion date of each. For example:
 - What is the level of environmental documentation under the National Environmental Policy Act (NEPA) for this project?
 - Environmental Impact Statement (EIS) ☒
 - Environmental Assessment (EA) ☐
 - Documented Categorical Exclusion (DCE) ☐

- Categorical Exclusion (CE) ☐
- Has the NEPA documentation been approved? Please provide the date of approval, or the anticipated date of completion. 10/14
- At what stage of completion is your design?
 - Have Preliminary Plans been submitted to WSDOT for approval? No
 - If not, when is this milestone scheduled to be complete? 10/14
 - When are Preliminary Plans expected to be approved? 11/14
- Are there any other PE/Design milestones not listed above? Please identify and provide estimates dates of completion. 60% design completed March, 2014

3.2 What is the status of Right of Way?

- How many parcels do you need? N/A
- What is the zoning in the project area (e.g., commercial, residential, etc.)? N/A
- Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this. N/A
- Does your agency have experience in conducting right of way acquisitions of similar size and complexity? N/A
- If not, when do you expect a consultant to be selected, under contract, and ready to start? N/A
- Identify all relevant right of way milestones, including the current status and estimated completion date of each. For example:
 - True cost estimate of Right of Way N/A
 - Right of Way Plans (stamped) N/A
 - Relocation Plan (if applicable) N/A
 - Right of Way Certification N/A
 - Right of Way Acquisition N/A
 - Certification Audit by WSDOT Right of Way Analyst N/A
 - Relocation Certification, if applicable N/A

4. If funds are requested for Construction:

4.1 Complete sections 3.1 and 3.2 above.

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

- Do you have an Engineer's Estimate? Please provide a copy if available. Yes, see attached.
- Identify the environmental permits needed for the project and when they are scheduled to be acquired. JARPA Process, anticipate completion early 2015
- Is PS&E approved? Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval. early 2015
- When is the project scheduled to go to ad? 6/15

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

SECTION D: COMMUNITY SUPPORT/ENVIRONMENTAL JUSTICE/PLANNING

4. Please explain how your project addresses the following:

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

This project has been developed using an extensive public involvement process that included broad public outreach and innovative participation methods to enhance participant engagement. Outreach resulted in over 500 residents and stakeholders participating in five different public meetings through methods that included:

- Mailing a postcard to all residential and business addresses within the City (approximately 26,200 postcards were mailed)
- Posting event information on the project web site.
- Sending an email to City Commissioners, Council Members, BNSF Interested Parties E-mail List, and Parks and Recreation's Interested Parties.
- Distributing a press release to the 425 Magazine, Associated Press, Redmond Reporter, Redmond Neighborhood Blog, Seattle Times, Daily Journal of Commerce, Municipal Resource Service Center (MSRC), Redmond News Daily (blog), KOMO News Blog, SeattlePI.com, and the Redmond Blog.
- Conducting outreach to groups and organizations, including the Chamber of Commerce and Cascade Bicycle Club.
- Utilizing social media, including blogs, forums, and Facebook pages

Innovative participation techniques improved the quality of public participation through the following methods:

- Community discussion groups
- Image rating exercises where participants scored a wide variety of potential trail elements based on images of high-quality paved, shared-use paths
- One-on-one interviews with numerous stakeholders

The planning effort has been both inclusive and extensive. Plans ranging from the Transportation 2040 Update (ID 2919), Redmond's Transportation Facilities Plan (page 177), to the Redmond Central Connector Master Plan contemplate the project.

If this project does not receive funding then an important opportunity will be missed. The project has secured three different grants but has been unable to move forward due to increased costs and permitting related to bridge structures and work within the Sammamish River high water line. Permitting is now on track to be completed in 2015 at which point the project will need to be fully funded or be at risk of losing all grants -- resulting in termination of the project.

The DigiPen Institute of Technology is working to expand its world-renowned classes, but struggles to have students access the site. The completion of this project will improve access and support expansion of the DigiPen Institute of Technology, an important player in growing Information Technology jobs and in the Redmond Interactive Media and Digital Arts Innovation Partnership Zone.

SECTION E: MODE SHIFT

5. Please explain how your project addresses the following:

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

This project will eliminate SOV trips by encouraging more residents and employees to walk, bike, and access transit. Specifically:

- Bicyclists are attracted to high quality, physically separated bicycle facilities like this project. Studies show that the current condition only attracts between 1% to 10% of the population to bicycle but construction of the project will increase the interested population to around 66% - a dramatic increase in potential bicyclists.

- Pedestrians will experience a higher quality walking environment that removes 160 feet in elevation change and out of direction travel, encouraging more people to walk.

- Accessing transit by walking and bicycling will be safer and more pleasant, encouraging increased transit use.

Land uses on the corridor already demonstrate notable existing and latent demand for walking, bicycling, and transit use. One example of existing use is the DigiPen institute of Technology, which has over 500 students that walk or bicycle to campus. Latent demand has been recognized by the many employers on the corridor with commute trip reduction plans: the greatest barrier to non-SOV use is that employees feel uncomfortable walking, bicycling, or accessing transit on the corridor which has speeds ranging from 35 to 45 MPH, and around 24,000 ADT.

The Redmond Central Connector Phase II will also increase bicycle and pedestrian volumes because it integrates strongly with the regional trail system. Connections include the Sammamish River Trail, 520 Trail, and East Lake Sammamish Trail.

SECTION F: AIR QUALITY

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

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

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

The Redmond Central Connector Phase II project will reduce air emissions by decreasing VMT, reducing SOV mode split, increasing transit use, and improving traffic flow.

VMT reduction will occur in both the short term and the long term through elimination of vehicle trips. In the short term commuters will switch from driving to walking or bicycling because of the substantially improved bicycling and walking environment in the project area - from high speed, high volume roadways without contiguous bicycle facilities to a physically separated paved, shared-use path. In the long term the Downtown Redmond Regional Growth Center, Willows Neighborhood and Sammamish Valley Neighborhood will continue to densify (additional 6,500 residents, 6,000 employees by 2030). Urban environments like these see shorter origin/destination pairs, making walking and bicycling more attractive.

This project will result in mode shift from SOVs to walking, bicycling, and transit. Pedestrians and bicyclists are attracted to high comfort facilities like this project. When combining research that around 66% of the population is willing to consider bicycling on paved trails like this project (compared to roughly 10% on bike lanes) with high numbers of residents and employees (16,500 residents and 32,000 jobs by 2030) the potential to increase walking and bicycling is substantial.

Transit use will be increased with this project because it improves walking and bicycling access to the King County Metro B-Line RapidRide, the future Downtown Redmond Light Rail Station and other bus routes.

Traffic congestion is an issue in the project vicinity. This project will increase walking, bicycling, and transit mode split, which will help ease traffic congestion.

Section V.e. Total Estimated Project Cost and Schedule

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

Project Sponsor	City of Redmond
Project Title	Redmond Central Connector Phase II

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

Planning TOTAL: \$ -

Estimated Planning Completion Date (month and year): _____

Phase	Funding Source(s) (i.e. PSRC, state, local, etc.)	Secured / Reasonably Expected / or Unsecured*	Amount
PE/Design	City of Redmond	Secured	\$ 750,000
PE/Design			
PE/Design			

Preliminary Engineering / Design TOTAL: \$ 750,000

Estimated PE/Design Completion Date (month and year): 5/1/2015

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

Right of Way TOTAL: \$ -

Estimated ROW Completion Date (month and year): _____

Phase	Funding Source(s) (i.e. PSRC, state, local, etc.)	Secured / Reasonably Expected / or Unsecured*	Amount
Construction	PSRC Grant	Unsecured	\$ 3,200,000
Construction	WA Commerce	Secured	\$ 1,261,000
Construction	WSDOT Bike/Ped Grant	Secured	\$ 500,000
Construction	WA RCO	Secured	\$ 500,000
Construction	City of Redmond	Secured	\$ 400,000

Construction TOTAL \$ 5,861,000

Estimated Construction Completion Date (month and year): 4/1/2016

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

Other TOTAL: \$ -

Estimated Other Completion Date (month and year): _____

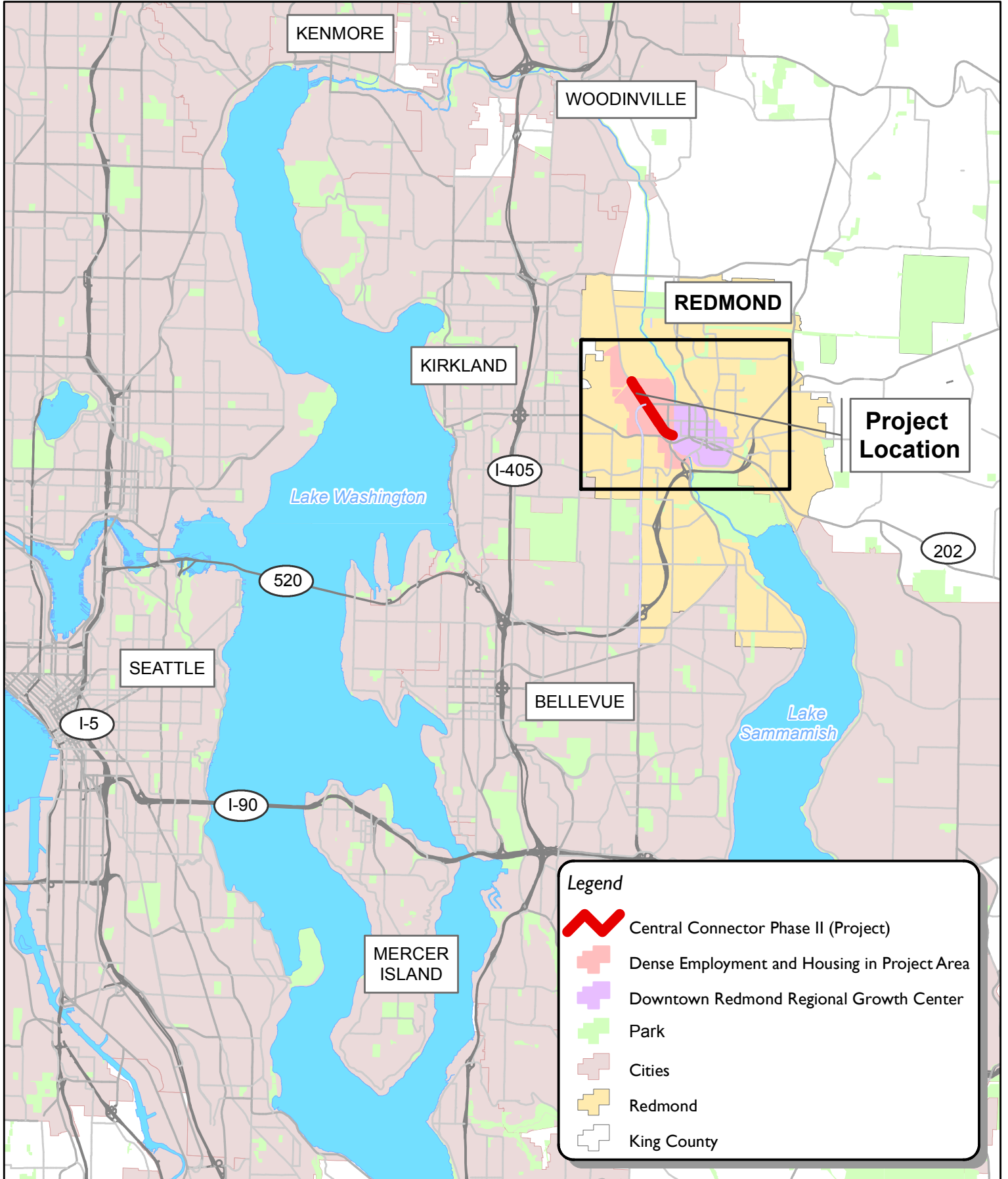
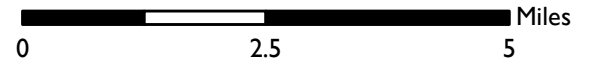
TOTAL Estimated Project Cost, All Phases: \$ 6,611,000

Estimated Project Completion Date (month and year): _____

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



Redmond Central Connector Project Vicinity Map





Redmond Central Connector Project Limits Map

