

## Section VI - 2006 King Countywide STP/CMAQ Non-Motorized Application

This application is available on the King County Web site at <http://www.metrokc.gov/kcdot/tp/ortp/grants.html>

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

**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 2006 STP/CMAQ King 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 21 2006. 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.

**CMS requirements:** Per revisions to the PSRC's Congestion Management System [in accordance with Title 23, Section 134,(i)(3) USC – Highways], sponsors of projects that receive funds as a result of this competition will be required to document the purpose and need for any project that provides general purpose capacity expansion on minor arterials or major/minor collectors (urban or rural).

**14-page limit:** You may use additional pages if necessary; however, please be as brief as possible and limit your application to a total of fourteen (14) pages, 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 [peter.heffernan@metrokc.gov](mailto:peter.heffernan@metrokc.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, Non-motorized). If you are unable to e-mail the application, please mail a copy of the electronic file on diskette, and fax or mail a corresponding paper copy. Electronic copies of all applications are required, as they will be posted to the King County Web site. Mailed materials should be sent to: Peter Heffernan, King County Department of Transportation, M.S. KSC-TR -0814, 201 South Jackson Street, Seattle, WA 98104-3856 and/or faxed to 206-684-1812, Attn: Peter Heffernan. All applications must be submitted by **5pm June 1<sup>st</sup>, 2006.**

**Definition of a project:** For the purposes of this competition, a project must be clearly defined by geographic limits and/or functionality. If the 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). **Note: a project may request only one funding source – either STP or CMAQ, but not both.**

## PROJECT DESCRIPTION INFORMATION

<b>1</b>	<p><b>Project Title:</b> Issaquah SR900 Regional Trail</p> <p><i>(For roadway project titles: list facility name, limits and any other identifying words; e.g., SR-520 HOV (104<sup>th</sup> Ave NE to 124<sup>th</sup> Ave NE)</i></p>
<b>2</b>	<p><b>Sponsoring Agency:</b> City of Issaquah</p> <p>Also identify any co-sponsor(s):</p>
<b>3</b>	<p><b>Project Contact Person:</b> Gary Costa</p> <p>Address: City of Issaquah, P.O. Box 1307; Issaquah, WA 98027</p> <p>Phone: 425-837-3443</p> <p>Fax: 425-837-3409</p> <p>E-Mail: garyc@ci.issaquah.wa.us (cc: lee.haro@comcast.net)</p>
<b>4</b>	<p><b>Project Description:</b> <i>(Be as clear and concise as possible)</i></p> <p>This project will complete a very important missing link in the regional trail network in Issaquah by constructing along SR 900 a grade separated bike and pedestrian crossing of the I-90 freeway and its westbound on ramp. The link will connect the current terminus of the Cedar River - Lake Sammamish Regional Trail with the I-90/Sammamish Regional Trail. Utilizing the existing SR 900 crossing, the project will construct an extension off the west side of that structure, construct to the north a free standing structure across the I-90 westbound on ramp and touch down just south of - and utilize an existing signalized crossing at - NW Sammamish Road to connect with the I-90/ Sammamish Trail. This regional link had formerly been envisioned along the adjacent and parallel Tibbett's Creek alignment, but WSDOT, King County and Issaquah determined the Tibbett's alignment unfeasible during planning for the recent SR-900 HOV lane project and constructed the trail extension along SR-900 as part of the HOV project.</p> <p>At present, the I-90 freeway creates a major barrier to north-south non-motorized transportation at a critical juncture/nexus for: both local and regional bike and pedestrian travel; for non-motorized circulation between major employment, population and activity centers in Issaquah; and, for intermodal connectivity, as, at present, there is a missing non-motorized north link to to the Issaquah Park and Ride, which will soon be a Transit Center constructed by Sound Transit. All of these issues will be compounded as Issaquah grows to fulfill its role in the regional population and employment base. As Issaquah's current role as a significant sub-regional transit hub expands, with Issaquah certain to be the eastern terminus of regional High Capacity Transit service in a future phase of Sound Move, the need for a non-motorized transportation trail connection is ever more important.</p> <p>In recent years, a remarkable synergy of partnership and cooperation in planning, funding and construction - involving King County, WSDOT, the private sector, the PSRC, Sound Transit and Issaquah - combined with strong support of numerous private organizations such as the Mountain to Sound Greenway Trust, the Cascade Bicycle Club and many others - has resulted in the near completion of the regional non-motorized network in the Issaquah area.</p> <p>However, the full usage and benefits of the non-motorized network will only be accomplished with full connectivity, as this project will achieve. Those benefits extend far beyond serving just the City of Issaquah center; these trails connect to completed existing trails west to Bellevue and Seattle; north to Redmond, continuing to North Seattle; and east as part of the I-90 cross state trail.</p> <p>Issaquah, though growing rapidly, is a small city and its involvement in these regional projects has exhausted local funding available for this last link, although the City is ready, willing and able to take the lead and move quickly to construct this link should this grant request be successful.</p>

5	<p><b>Project Location:</b> SR-900 Corridor at I-90 in Issaquah</p> <p>Answer the following questions if applicable:</p> <p><b>b.</b> Crossroad/landmark nearest to beginning of project: Signalized Intersection of SR-900 with the I-90 Eastbound Ramps <i>(Identify landmark if no crossroad)</i></p> <p><b>c.</b> Crossroad/landmark nearest to end of project: Signalized intersection of 12th Ave. NW/NW Sammamish Road/SE 56th St. <i>(Identify landmark if no crossroad)</i></p>		
6	<p><b>Map:</b> Include an 8½” x 11” legible vicinity map (if applicable) with completed application form. <i>If unable to send map electronically, provide separately by fax or mail.</i></p>		
7	<p><b>Federal Functional Classification Code</b> <i>(Select only one)</i></p> <p><i>Assistance in determining the functional classification of a project is available by calling Stephanie Rossi at (206) 587-5118.</i></p>		
	<table border="0" style="width: 100%;"> <tr> <td style="width: 50%; vertical-align: top;"> <p style="text-align: center;"><u>Rural Functional Classifications</u>  (“under 5,000 population”) (Outside the federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> <b>00</b> Exception</p> <p><input type="checkbox"/> <b>01</b> Principal Arterial - Interstate</p> <p><input type="checkbox"/> <b>02</b> Principal Arterial</p> <p><input type="checkbox"/> <b>06</b> Minor Arterial</p> <p><input type="checkbox"/> <b>07</b> Major Collector</p> <p><input type="checkbox"/> <b>08</b> Minor Collector</p> <p><input type="checkbox"/> <b>09</b> Local Access</p> <p><input type="checkbox"/> <b>21</b> Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> <b>22</b> Proposed Principal Arterial</p> <p><input type="checkbox"/> <b>26</b> Proposed Minor Arterial</p> <p><input type="checkbox"/> <b>27</b> Proposed Major Collector</p> <p><input type="checkbox"/> <b>28</b> Proposed Minor Collector</p> <p><input type="checkbox"/> <b>29</b> Proposed Local Access</p> </td> <td style="width: 50%; vertical-align: top;"> <p style="text-align: center;"><u>Urban Functional Classifications</u>  (“over 5,000 population”) (Inside the federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> <b>00</b> Exception</p> <p><input type="checkbox"/> <b>11</b> Principal Arterial – Interstate</p> <p><input type="checkbox"/> <b>12</b> Principal Arterial – Expressway</p> <p><input checked="" type="checkbox"/> <b>14</b> Principal Arterial</p> <p><input type="checkbox"/> <b>16</b> Minor Arterial</p> <p><input type="checkbox"/> <b>17</b> Collector</p> <p><input type="checkbox"/> <b>19</b> Local Access</p> <p><input type="checkbox"/> <b>31</b> Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> <b>32</b> Proposed Principal Arterial – Expressway</p> <p><input type="checkbox"/> <b>34</b> Proposed Principal Arterial</p> <p><input type="checkbox"/> <b>36</b> Proposed Minor Arterial</p> <p><input type="checkbox"/> <b>37</b> Proposed Collector</p> <p><input type="checkbox"/> <b>39</b> Proposed Local Access</p> </td> </tr> </table>	<p style="text-align: center;"><u>Rural Functional Classifications</u>  (“under 5,000 population”) (Outside the federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> <b>00</b> Exception</p> <p><input type="checkbox"/> <b>01</b> Principal Arterial - Interstate</p> <p><input type="checkbox"/> <b>02</b> Principal Arterial</p> <p><input type="checkbox"/> <b>06</b> Minor Arterial</p> <p><input type="checkbox"/> <b>07</b> Major Collector</p> <p><input type="checkbox"/> <b>08</b> Minor Collector</p> <p><input type="checkbox"/> <b>09</b> Local Access</p> <p><input type="checkbox"/> <b>21</b> Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> <b>22</b> Proposed Principal Arterial</p> <p><input type="checkbox"/> <b>26</b> Proposed Minor Arterial</p> <p><input type="checkbox"/> <b>27</b> Proposed Major Collector</p> <p><input type="checkbox"/> <b>28</b> Proposed Minor Collector</p> <p><input type="checkbox"/> <b>29</b> Proposed Local Access</p>	<p style="text-align: center;"><u>Urban Functional Classifications</u>  (“over 5,000 population”) (Inside the federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> <b>00</b> Exception</p> <p><input type="checkbox"/> <b>11</b> Principal Arterial – Interstate</p> <p><input type="checkbox"/> <b>12</b> Principal Arterial – Expressway</p> <p><input checked="" type="checkbox"/> <b>14</b> Principal Arterial</p> <p><input type="checkbox"/> <b>16</b> Minor Arterial</p> <p><input type="checkbox"/> <b>17</b> Collector</p> <p><input type="checkbox"/> <b>19</b> Local Access</p> <p><input type="checkbox"/> <b>31</b> Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> <b>32</b> Proposed Principal Arterial – Expressway</p> <p><input type="checkbox"/> <b>34</b> Proposed Principal Arterial</p> <p><input type="checkbox"/> <b>36</b> Proposed Minor Arterial</p> <p><input type="checkbox"/> <b>37</b> Proposed Collector</p> <p><input type="checkbox"/> <b>39</b> Proposed Local Access</p>
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**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.

## 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 "Countywide Non-Motorized Project Evaluation Criteria" included in the 2006 King Countywide Call for 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.

**Please explain how your project addresses the following:**

- How will the project help the Center to develop in a manner consistent with adopted policies or comprehensive plans? Describe how the project will support increased activity in the Center, implement any development plans for the center, and enhance the Center's sense of place. Please provide a citation and copy of the appropriate pages(s) from the plan or policies.
- Describe the impact the project will have on the Center. Will the project remedy an existing or anticipated problem (e.g., congestion, incomplete sidewalk system, inadequate transit service or facilities, etc.), or benefit a large number or wide variety of users?
- Will the project provide access to a major destination or significantly improve circulation within the Center? For projects with a parking component, describe how it will be compatible with a pedestrian-oriented environment.

**SECTION B: CONNECTING CORRIDORS**

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

**Please explain how your project addresses the following:**

- Describe how the investment in the corridor improves access or directly benefits a center(s) by providing a range of travel modes and by serving multiple user groups.
- Describe how the project improves a corridor in logical segments, thereby preventing the creating of missing links or gaps.
- Describe how the project creates more effective and efficient travel flows along the corridor by filling missing links or removing barriers.
- Describe how the improvements create long-term sustainable solutions and improve the system as a whole.

This project completes an important missing link in the regional non-motorized system in the urban area of Issaquah comprised of the convergence of four regional trails, which also form the backbone for the local non-motorized network and, thereby, interconnect all the major population, employment and other activity centers in Issaquah.

This project will link those facilities and has particular significance in completing a critical gap to the north for non-motorized access to the Issaquah Transit Center, which already serves as a sub-regional transit hub for a large sub-area of King County and is under expansion by Sound Transit.

As well as completing a gap in the system, this project addresses a serious safety issue in the crossing of the I-90 westbound ramps. Due to the proximity of the intersections and the volume of traffic, neither on-street bike lanes nor additional signalization improvements are possible to improve bike and pedestrian safety. In particular, the westbound on-ramp, as a free flow access, poses an extreme safety hazard that can only be addressed with a grade separated bike and pedestrian path, as this project will construct.

Major adjacent land uses are primarily employment/commercial/retail centers, with the potential for

significantly more dense redevelopment in the future, particularly with the completion of the Transit Center and high capacity transit. Within a mile radius there are significant job sites - most of the 17,220 jobs currently in Issaquah with 25,000 jobs projected in Issaquah by 2022 - regional commercial and retail and retail areas and higher density single family and multi-family residential areas. All of these land uses will gain non-motorized interconnectivity by completion of this project.

#### SUMMARY OF CENTER/LAND USE BENEFITS

- o Four Urban Centers, though distant, benefit and are applicable, because these are major regional trails that are being interconnected. The project also links with the Cross State Trail and the Mounts to Sound greenway.
- o The regional non-motorized corridors are: I-90, which connects with Bellevue and Seattle; East Sammamish, which connects with Redmond and Sammamish and, via Burke-Gilman Trail, on to Seattle; Cedar River Lake Sammamish corridor, which, when completed, will connect with Renton.
- o Local significant centers of transit, employment, commercial, recreation (Lake Sammamish State Park is nearby) and population in the Issaquah urban area benefit by being connected. These nearby, mixed land uses will generate significant use of the new trail link for all types of trip purposes.
- o Bicycle commuting, and "bike and ride" to the expanded Issaquah Transit center will become viable options for an overall near-term growth "population shed" of 100,000 population, and, more specifically and nearby, the urban villages of the Issaquah Highlands and Talus.
- o This is a location of high vehicular congestion, which makes non-motorized travel a relatively more attractive option. Also, increasing the modal split for non-motorized will help free up roadway capacity for vehicles.

#### SUMMARY OF SYSTEM CONTINUITY BENEFITS

- o This completes not just "a" link or "a" logical segment, this is THE missing link and logical segment interconnecting three major regional non-motorized corridors in the central Issaquah urban area, serving a wide variety of land uses and users, and accessing a sub-regional a sub-regional transit center.
- o I-90 creates a significant barrier for non-motorized travel in this area - and in particular for accessing the Issaquah Transit Center - and can only be overcome with grade separation for non-motorized travel as this project will accomplish.
- o All of the regional non-motorized routes - and, thus, overall system performance - are significantly enhanced by having a safe, convenient and centrally-located interconnection.

#### SUMMARY OF LONG TERM/SUSTAINABILITY BENEFITS:

- o Issaquah has aggressively pursued on its own and in cooperation with other jurisdictions its Comp Plan goals of making non-motorized travel an important and meaningful transportation element serving its growth requirements under GMA. This is evidenced by the regional trail system in central Issaquah being down to this important missing link.
- o The long-term sustainability of non-motorized transportation for the connecting regional corridors and for the adjacent high activity land uses and transit center is dependent on a safe crossing of I-90, which is currently significantly inadequate on the I-90 SR900 overcrossing and is, essentially, impossible across the I-90 westbound on-ramp without grade separation.
- o With the recently completed and fully-funded and soon to be completed regional trail segments in place, modal conflicts among vehicles and non-motorized users can be expected to rise exponentially at this location; the grade separation eliminates what is currently a significant detriment for both non-motorized travel and for vehicular traffic flow.

## SECTION C: PROJECT READINESS

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

**Introduction:** Two primary tools will be used to obtain information needed to judge a project's ability to proceed: responses to the project readiness and financial plan sections below. The primary objective of the evaluation is to determine if a sponsor has assembled all of the funding needed to complete the project or phase(s), and when the sponsor will be ready to obligate the requested regional funding. All questions must be completely and accurately filled out in order for this information to be properly assessed. The information will be used to determine:

- When the sponsor can complete all prerequisites needed to obligate the project's requested funding.
- When the sponsor plans to obligate requested funding.
- The amount and source of secured funding for the project.
- The amount and source of reasonably expected but unsecured funding for the project.
- If the federal funds will complete the project or a phase of the project.

**Note:** The standard PSRC definitions will apply for determining when funding is "secured" or "reasonably expected to be secured." These definitions can be found at

<http://www.psrc.org/projects/tip/selection/2006/CallMaterials/Secured%20funding%20def%202006.pdf>

Project Readiness: **Please fill out the questions below if your project is requesting funds for a Right of Way (ROW) and/or Construction (CN) phase. Projects requesting funds for a Preliminary Engineering phase need not answer question in Section C: Project Readiness.**

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

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

**Important instructions:** For question A below, select one of the three options from the drop down list for all items that apply at the time of submission of this application. These items are based on the documentation requirements for obligation of federal funds. For any item where "Item not yet completed" is selected, and for any additional requirements pertaining to the project, provide details in question B, including the estimated schedule for completion.

**A. Check all items that apply below.** Note: if no ROW is required for the project, select "not needed" for sections b through g.

Not yet completed a. Final FHWA or FTA approval of environmental documents including:

Not needed - BA Concurrence: NMFS, U.S. Fish & Wildlife, WSDOT.

Not needed - Section 106 Concurrence.

Not yet completed - FHWA/FTA Environmental Classification Summary Checklist (or EA or EIS).

Not needed b. True Cost Estimate for Right of Way.

Not needed c. Right of Way Plans (stamped).

Not needed d. Relocation Plan (if applicable).

Already completed e. Right of way certification.

Not needed f. Certification Audit by WSDOT R/W Analyst.

Not needed g. Relocation Certification, if applicable.

(select one) - Certification Audit by WSDOT of Relocation Process, if applicable.

Not yet completed h. Engineer's Estimate.

Not needed i. All environmental permits obtained such as Army Corps of Engineers Permit, HPA, etc.

**B. Additional information:** include details on any items above that are not yet completed and provide an estimated schedule; please provide any additional information as appropriate.

- o All of the factors required for a Federally-funded to be ready to obligate funds when funds become available to obligate in 2007 are met by this project.
- o Design is fully funded with \$450,000 awarded through the PSRC's regional Enhancement competition in 2005.
- o Design, and approval of the design in regard to WSDOT's SR900 overpass, is facilitated by being able to take advantage of structural engineering work performed for the recent completion of widening the overpass on the east side for an HOV lane.
- o The project can be constructed within existing right of way, so Federal ROW acquisition will not be needed.
- o The project will be Categorically Excluded/Exempt (CE) under NEPA and SEPA and there are no environmental issues, such as a need for Corps of Engineers and Department of Ecology permits.
- o The requested regional funding will provide for the full and complete construction of the facility.

## **Section D: Financial Plan**

Financial plan: **Please fill out Tables A-D below and corresponding questions E-F. The purpose of the tables and questions is to allow sponsors to fully document their project's financial plan and schedule. Tables A, B, and C build upon one another to provide the estimated cost of each phase as well as a project's total cost (Table D). The tables require sponsors to list the federal funds being requested from the Regional Competition (Table A), as well as ALL other sources of secured (Table B) and unsecured funds (Table C) needed to complete the project.**

### **Guidelines:**

- All requested information must be provided to earn maximum points.
- Provide financial information for all funding types in every applicable phase, and use a separate row for each funding source.
- Totals of federal and other funds listed in Tables A, B, and C should equal the total project cost in Table D.
- Funding commitment letters must be provided for all financial partners.

**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.

**Table A: Funding Requested from Non-Motorized Program**

Phase	Estimated Obligation Date by Phase (mm/dd/yy)	Federal Funding Source (enter either STP or CMAQ; choose only one)	Federal Funds Amount
			\$
			\$
Construction	9/30/07	CMAQ	\$2,000,000
<b>Totals:</b>			\$2,000,000

**Table B: Existing Secured Funding**

Phase	Estimated Obligation* date by Phase (mm/dd/yy)	Source	Amount
Design	7/30/06	Enhancement	\$450,000
Construction	9/30/07	Issaquah CIP	\$315,000
			\$
			\$
			\$
<b>TOTAL:</b>			\$765,000

\*For tables B or C “obligation” may be defined as expenditure or other commitment of funds

**Table C: Needed future funding (unsecured) Note: do not include the grant funds requested in Table A**

Phase	Estimated Obligation* date by Phase (mm/dd/yy)	Source	Amount
Construction	10/1/07	Enhancement	\$1,000,000
Construction	10/1/07	WSDOT Bike	\$735,000
			\$
			\$
			\$
<b>TOTAL:</b>			\$1,735,000

\*For tables B or C “obligation” may be defined as expenditure or other commitment of funds

**Table D: Total Project Cost** (Please provide the total estimated cost and scheduled completed date for each phase of the project.)

Phase	Total estimated cost	Phase	Scheduled completion date (mm/dd/yy)
Planning:	\$	Planning:	
Preliminary Engineering/Design:	\$450,000	Preliminary Engineering/Design:	11/1/07
Right of Way:	\$	Right of Way:	
Construction:	\$4,050,000	Construction:	12/1/08
Other (Specify) :	\$	Other (specify) :	
Total Project Cost:	\$4,500,000	Estimated date of completion (i.e. open for use)	12/30/08

**E. Identify the project phases (PE, ROW, CN, etc.) that will be fully completed if requested funding is obtained and status of current phases (i.e. PE at 30%):**

PE is already funded, obligation documents have been completed and design will be taking place this year. It was decided that the construction funding request through the Countywide process would only be a portion of the total construction costs due to the likelihood that this project will be able to obtain the remainder through the next round of the State Enhancement grant process, since this project was awarded design funding in the last State Enhancement grant process. It is also expected that this project will compete very well in the next round of the State Bike and Ped grant program process this September, 2006. This project had been rated number 1 in the State under the old Corridor Congestion Relief Program that was tied to Referendum 51 that failed in the elections a couple years ago.

**F. If unable to completely fill out Table D (Total Project Cost):** Use the space below to explain the nature of any project for which the total project cost is presently unknown. For example, a project may study the merits/costs of various routes or construction techniques and, consequently, the total project costs won't be determined until the study is complete.

## SECTION E: JOINT OPPORTUNITIES

Please explain how your project addresses the following:

- What other private and/or publicly funded project(s) will receive a benefit from this project? Describe the other project(s) and its relationship to your agency's project. Be specific. (*E.g., If funds are committed to another project, describe the commitment, including the amount. Describe any conditions associated with the commitment, including timing. If the commitment or partnership is non-financial, so indicate.*) In your answer, summarize relevant letters and/or documents describing commitments and key points. Include dates. Do not attach copies of these letters or documents.
- Will an opportunity be lost if the project does not receive funds through this regional project competition? Describe and explain the consequences.

Two of the regional trail segments that this project will connect were recently constructed – the East Lake Sammamish Trail by King County and the portion of the Cedar River Lake Sammamish Trail along SR900 by WSDOT. The third regional trail link – the I-90 Issaquah High Point Trail Connector – is a \$1.4 million project that is advertising for construction bids on June 6<sup>th</sup>. Sound Transit is about to start construction on the Issaquah Transit Center.

Therefore, completion of this critical missing link that interconnects all those facilities offers at this time a unique “once in a lifetime” opportunity to create significant mutual benefits – increased use – for all of these facilities both individually and as a fully functioning system for non-motorized travel to numerous significant destinations and for intermodal connections.

The opportunity to have this in place to serve the new Transit Center when it opens – and to make non-motorized travel a real and significant travel option for this portion of the region - will be lost if there is not funding to complete the Issaquah SR900 Regional Trail cannot be completed at this time.

## SECTION F: PLANNING

Please explain how your project addresses the following:

- Describe the planning process through which this project has been developed.
- Describe how the project is consistent with a local jurisdiction's adopted comprehensive plan, local plan, transit plan, etc. **IMPORTANT:** Provide specific citations and a copy of the appropriate pages and include dates of adoption.
- Describe how the project is consistent with Destination 2030 (adopted May 2001). Refer to the PSRC website ([www.psrc.org](http://www.psrc.org)) for a list of Destination 2030 policies.

This project has had strong support from the local, regional and State level over the years, as confirmed by letters of support for this grant application from: WSDOT, State Parks and Recreation Commission, King County, Mountains to Sound Greenway Trust, Cascade Bicycle Club and Friends of the East Lake Sammamish Trail. As part of a regional trail network, this link has been reviewed in all the processes involved in developing a regional trail plan. Most recently, it has been discussed in the processes involved in

developing and approving the City's Six-Year TIP and in an update of the City's Parks, Recreation, Trails and Open Space Plan and the Non-motorized Trails Plan (in which this trail was already included.)

Over the last several years the completion of this specific project has been the subject of considerable public review and support because WSDOT's SR-900 HOV project completed the trail from Newport Way to I-90, but did not have funding to complete this "last link" grade separation over the freeway. In addition WSDOT, as part of its SR 900 widening project from Newport Ave. south of the Talus Development, will be building an extension of the multiple use trail on the west side of SR 900 which will link to the existing trail to I-90.

Specific dates and times of meetings can be researched and provided if needed. The following is just a partial list of meetings where this project has been discussed: four separate meetings of the Planning Policy Commission in 2003 and 2004; Issaquah Chamber of Commerce Transportation Sub-committee in 2004; the Issaquah Parks Board in 2003 and 2004; the City Council Land Use Committee at least once; at a number of meetings in 2003 and 2004 of a citizen advisory committee for the update of the Non-Motorized Plan; at a meeting in August, 2004 with the Cascade Bicycle Club.

All state, regional and local planning objectives call for an interconnected network of non-motorized transportation. As a project that completes the connectivity of a system, rather than a just a single link, this project highly meets that objective.

The project is in Issaquah's Comprehensive Plan under the following items: (no page numbers for figures) - Transportation Element section, Figure 7, Bicycle and Shared Use Corridor Map; Parks, Recreation, Trails and Open Space section, Figure 15, Recreational Trail and Non-Motorized Transportation Corridor Map.

The project accomplishes the goals of the following Destination 2030 policies:

**RT-8** Develop a transportation system that emphasizes accessibility, includes a variety of mobility options, and enables the efficient movement of people, goods and freight, and information.

**RT-8.1** Develop and maintain efficient, balanced, multimodal transportation systems which provide connections between urban centers and link centers with surrounding communities.

**RT-8.2** Promote convenient intermodal connections between all elements of the regional transit system (bus, rail, ferry, air) to achieve a seamless travel network which incorporates easy bike and pedestrian access.

**RT-8.13** Regional, major corridor, and urban center goals should be established reflecting regional policy intent to achieve increased proportional travel by transit, high -occupancy vehicle, and nonmotorized travel modes to achieve reduced dependence on single-occupant vehicle travel, with the greatest proportional increases in urban centers. Such goals should be set for 5- to 10-year periods and periodically updated in consultation with local jurisdictions, transit agencies and WSDOT.

**RT-8.14** Emphasize transportation investments that provide alternatives to single-occupant vehicle travel to and within urban centers and along corridors connecting centers.

**RT-8.17** Integrate land use and transportation solutions that offer the best opportunity to reduce air pollution, conserve energy, and protect the natural environment.

**RT-8.18** Investments in transportation facilities and services should support compact, pedestrian-oriented land use development throughout urban communities, and encourage growth in urban areas, especially in centers.

**RT-8.21** Promote the development of local street patterns and pedestrian routes that provide

access to transit services within convenient walking distance of homes, jobs, schools, stores, and other activity areas.

**RT-8.22** Support the establishment of high capacity transit stations that advance regional growth objectives by: **a.** Maximizing opportunities to walk, bike or take short transit trips to access regional transit stations.

## **SECTION G: 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.**

**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.

o By increasing the modal shift from vehicles to non-motorized and facilitating non-motorized access to - and, therefore, use of transit - this project will accomplish air quality benefits by reducing vehicle omissions both by reducing vehicle trips and VMT and by reducing congestion and the resulting emissions from vehicles idling in traffic.

o Specific numbers of non-motorized trips are difficult to estimate with meaningful accuracy for any project, however, this project clearly presents an opportunity for a synergistic compounding of potential modal shift given the multiple major non-motorized facilities being interconnected, the population, employment and commercial areas directly served and the critical link to the transit center that this facility provides.

o This project links together, and, thereby, facilitates non-motorized use for scores of miles of the regional trails over the central and south central area of King County that will be interconnected by this project.

o For potential users of the trail link, the more immediate "population shed" area (which includes the cities of Issaquah and Sammamish and some unincorporated area in the vicinity) is projected to grow to 100,000 within the near term.

**ISSAQUAH SR-90  
REGIONAL TRAIL  
PROJECT MAP**

NW Sammamish Rd

I-90 Sammamish Trail

At-Grade

Fly-Over

I-90

Bridge Widening

SR-90

At Grade

Cedar River  
Lake Sammamish  
Trail

**Legend**

- Trail Completed
- Proposed Missing Link Completion

