

# 2006 STP/CMAQ Regional Competition Application

This application is available on the PSRC Web site at <http://www.psrc.org/projects/tip/index.htm>.  
Puget Sound Regional Council

**\*\*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 regional 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 Regional Competition is awarded to projects of regional priority, 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 regional 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 regional priority 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 [TIPRPEC@psrc.org](mailto:TIPRPEC@psrc.org). Please name the file "(Agency): (Project title)". 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 PSRC's Web site. Mailed materials should be sent to: Larry Burris, Puget Sound Regional Council, 1011 Western Avenue Ste 500, Seattle, WA 98104-1035 and/or faxed to 206-587-4825, Attn: Larry Burris. For questions or to confirm receipt of your application, contact Larry Burris at 206-464-5301 or [lbarris@psrc.org](mailto:lbarris@psrc.org). All applications must be submitted by **May 1, 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.** If you have questions please contact Kelly McGourty at 206-464-7892 or [kmcgourty@psrc.org](mailto:kmcgourty@psrc.org).

## PROJECT DESCRIPTION INFORMATION

1	<b>Project title:</b> Issaquah SR900 Regional Trial For roadway project titles: list facility name, limits, and any other identifying words. E.g., SR-520 HOV (104th Ave NE to 124th Ave NE).
2	<b>Destination 2030 ID#:</b> 2874 In order to be eligible for federal funding, a project must be in, or consistent with, <i>Destination 2030</i> , the region's Metropolitan Transportation Plan (MTP). To confirm if your project is specifically listed in <i>Destination 2030</i> , refer to Appendix 9 of <i>Destination 2030</i> at <a href="http://www.psrc.org/projects/mtp/d2030plan.htm">http://www.psrc.org/projects/mtp/d2030plan.htm</a> . For assistance or questions regarding these issues, contact Kaori Fujisawa at 206-587-5063 or <a href="mailto:kfujisawa@psrc.org">kfujisawa@psrc.org</a> .

3	<p>a. <b>Sponsoring agency:</b> City of Issaquah</p> <p>b. Co-sponsor(s) if applicable:</p> <p><b>Important:</b> For the purposes of this application and competition, "co-sponsor" refers to any agency that would receive a portion of the funding if the requested grant were to be awarded.</p> <p>c. Does sponsoring agency have "Certification Acceptance" status from WSDOT? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>d. If not, which agency will serve as your CA sponsor?</p>
4	<p><b>Project contact person:</b> Gary Costa, Transportation Manager</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>
5	<p><b>Project description.</b> Please be as clear and concise as possible. Include a description of the project, the need for the project, and the project purpose.</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 Tibbetts Creek alignment, but WSDOT, King County and Issaquah determined the Tibbetts 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 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 along I-90 in the next 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 important 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>

6	<p><b>Project location:</b> SR-900 Corridor at I-90 in Issaquah</p> <p>a. County(ies) in which project is located: King County</p> <p><b>Answer the following questions if applicable:</b></p> <p>b. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad): Signalized Intersection of SR-900 with the I-90 Eastbound Ramps</p> <p>c. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): Signalized intersection of 12<sup>th</sup> Ave. NW/NW Sammamish Road/SE 56<sup>th</sup> St.</p>
7	<p><b>Map:</b> 1. Include a legible 8½" x 11" project map with the completed application form. 2. Include a legible vicinity map with the completed application form (can be smaller than 8½" x 11").</p> <p><b>Note:</b> If unable to send the map electronically, mail a copy on diskette and provide a paper copy by fax or mail.</p>
8	<p><b>Federal functional classification code</b> (Please select <u>only one</u> code using the table below)</p> <p>For assistance determining functional classification, contact Stephanie Rossi at 206-587-5118 or <a href="mailto:srossi@psrc.org">srossi@psrc.org</a>.</p> <p><b>Important:</b> A roadway must be <u>approved</u> on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities). Projects on a roadway with a functional classification of 09, 19, 29, or 39 are not eligible to use federal transportation funds unless they are one of the exceptions listed below. If your project is an exception, identify its functional class code as "00".</p> <p><u>Examples of exceptions:</u></p> <ul style="list-style-type: none"> <li>• Any bicycle and/or pedestrian project.</li> <li>• Projects not on a roadway and using CMAQ or other funds</li> <li>• Any transit project, including equipment purchase and park-and-ride lot projects.</li> </ul>

**Rural Functional Classifications  
"Under 5,000 population"**

(Outside federal-aid urbanized and federal-aid urban areas)

- 00 Exception
- 01 Principal Arterial - Interstate
- 02 Principal Arterial
- 06 Minor Arterial
- 07 Major Collector
- 08 Minor Collector
- 09 Local Access
- 21 Proposed Principal Arterial – Interstate
- 22 Proposed Principal Arterial
- 26 Proposed Minor Arterial
- 27 Proposed Major Collector
- 28 Proposed Minor Collector
- 29 Proposed Local Access

**Urban Functional Classifications  
"Over 5,000 population"**

(Inside federal-aid urbanized and federal-aid urban areas)

- 00 Exception
- 11 Principal Arterial – Interstate
- 12 Principal Arterial – Expressway
- 14 Principal Arterial
- 16 Minor Arterial
- 17 Collector
- 19 Local Access
- 31 Proposed Principal Arterial – Interstate
- 32 Proposed Principal Arterial – Expressway
- 34 Proposed Principal Arterial
- 36 Proposed Minor Arterial
- 37 Proposed Collector
- 39 Proposed Local Access

**PLAN CONSISTENCY INFORMATION**

**Note:** Cities, towns, and counties seeking federal funds managed by the PSRC may submit an application only if their comprehensive plan has been certified by the PSRC. All other agencies (e.g., transit agencies, WSDOT, tribal nations, etc.) must show that their project is consistent with the applicable city and/or county comprehensive plan(s), and with *VISION 2020* and *Destination 2030*, the central Puget Sound region's Metropolitan Transportation Plan. For questions on consistency and certification, contact Rocky Piro at 206-464-6360 or [rpiro@psrc.org](mailto:rpiro@psrc.org). For questions regarding centers, contact Ben Bakkenta at 206-464-5372 or [bbakkenta@psrc.org](mailto:bbakkenta@psrc.org).

**9 Consistency with adopted *VISION 2020* and *Destination 2030* (Metropolitan Transportation Plan)**

**Note:** The questions in this section must be answered by all applicants. If you need assistance, please contact staff at the local jurisdiction in which the project is located. Information on the current certification status of a local plan is available on the PSRC's Web site at [www.psrc.org/projects/planreview/ppr\\_status.htm](http://www.psrc.org/projects/planreview/ppr_status.htm). To obtain copies of the adopted *VISION 2020* or *Destination 2030* documents, please contact the PSRC's Information Center at 206-464-7532 or [infoctr@psrc.org](mailto:infoctr@psrc.org).

a. Indicate the current certification status of the local comprehensive plan's transportation element. Note: Select only one from the drop down box below and provide the most recent date of certification action. If you select "Not Certified," leave the date field blank.

- Certification Status: Certified
- Date of certification action (mm/dd/yy): 09/00

b. Please check all boxes that apply to the project's location. If portions of the project are located in more than one of the locations listed, please check all appropriate boxes.

The project is located outside the designated urban growth area.  
(Refer to <http://www.psrc.org/projects/tip/applications/reference.htm> for more information.)

The project is located within the designated urban growth area.

The project is located within a formally designated regional growth center. (Please identify the regional growth and/or manufacturing/industrial center in the space below; refer to <http://www.psrc.org/projects/monitoring/rgc.htm> for more information.)

Project is located in the designated "Local Town/Activity Center" of Issaquah.

c. Is the project specifically identified in a local comprehensive plan?

- Yes. Indicate the (1) plan name, (2) relevant section(s), and (3) page number where it can be found: Issaquah Comprehensive Plan - (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.
- No. Describe how the project is consistent with the applicable local comprehensive plan, citing specific local policies and provisions the project supports. Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page number.

## REGIONAL PROJECT EVALUATION

**Important:** Projects will be evaluated and scored based on the information provided in Parts 1 and 2 that follow. Refer to the "Regional Project Evaluation Criteria" (Section 3 of the STP/CMAQ Regional Competition Call for Projects) before completing these sections of the application for guidance, examples, and details on scoring.

### Instructions:

- Part 1: Choose the one project category that best fits your project and complete the corresponding section A, B, or C.
- Part 2: Complete all three sections in Part 2 (sections D, E, and F).

## Part 1: Category Specific Questions (50 Points)

10. Select one of the following three categories that best fits your project and follow the corresponding instructions:

- Designated Urban Center: Complete section A (question 11) and proceed directly to Part 2 (questions 14-17).
- Manufacturing/Industrial Center: Complete section B (question 12) and proceed directly to Part 2 (questions 14-17).
- Connecting Corridors: Complete section C (question 13) and proceed directly to Part 2 (questions 14-17).

**Note:** Please refer to Attachment 6 of the Policy Framework (Section 2 of the STP/CMAQ Regional Competition Call for Projects) for a map of designated urban and manufacturing/industrial centers. An updated map is also available on the PSRC website at <http://www.psrc.org/projects/tip/index.htm>. For questions regarding the designation of a specific center, contact Ben Bakkenta at 206-464-5372 or [bbakkenta@psrc.org](mailto:bbakkenta@psrc.org). Information on the 2005 adopted Regional Economic Strategy and the five targeted industry clusters, including definitions and maps of the clusters, may be found on the Prosperity Partnership website at <http://www.prosperitypartnership.org/clusters/index.htm>. For questions regarding these topics, contact Jeff Raker at 206-464-6179 or [jraker@psrc.org](mailto:jraker@psrc.org).

### A. Designated Urban Centers (50 Points)

**Instructions:** Complete this section if you selected "Designated Urban Centers" in question 10, and then proceed directly to Part 2 (questions 14-17). Do not complete questions 12 or 13.

11. Please explain how your project addresses the following:

- How will the project help the Urban Center to develop in a manner consistent with adopted policies or comprehensive plans? Describe how the project will support activity in the Urban 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 page(s) from the plan or policies with your application.
- Will the project create, sustain or provide benefits to a targeted industry cluster business within a designated urban center? Please describe the business(es) that will benefit from the project; descriptions should indicate the scale and nature of the business(es), as well as its market and workforce transportation needs. Benefits could be demonstrated through access and travel time improvements for employees, customers and freight movement.
- Describe the impact the project will have on the Urban Center. Will the project remedy an existing or anticipated problem (e.g., congestion, incomplete sidewalk system, inadequate transit service or facilities, etc.)? Will the project benefit a large number or wide variety of users (including commuters, residents, commercial users, those groups identified in the presidential Executive Orders for Environmental Justice<sup>1</sup> and/or areas experiencing high levels of unemployment or chronic underemployment)?

<sup>1</sup> 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

- Will the project provide access to a major destination or significantly improve circulation within the Urban Center? For projects with a parking component, describe how it will be compatible with a pedestrian-oriented environment.

## **B. Manufacturing/Industrial Centers (50 Points)**

**Instructions:** Complete this section if you selected "Manufacturing/Industrial Centers" in question 10, and then proceed directly to Part 2 (questions 14-17). Do not complete questions 11 or 13.

### **12. Please explain how your project addresses the following:**

- How does the project result in time savings for moving freight and goods?
- Indicate whether the project focuses on addressing a physical gap or removing a barrier that is problematic for freight and goods movement.
- How does the project contribute to achieving a more "seamless" system of moving freight and goods by reducing modal conflicts, such as between freight trains and trucks, in a safe and efficient manner?
- How does the project help to improve the circulation and movement of people and goods to various buildings and/or employment sites?
- Does the project or program contribute to transportation demand management and commute trip reduction opportunities? Please describe.
- Describe how the investment results in more reliable travel for various user groups (including employees, customers, modal carriers, those identified in the presidential Executive Orders for Environmental Justice<sup>2</sup> and/or areas experiencing high levels of unemployment or chronic underemployment).?
- Will the project create, sustain or provide benefits to a targeted industry cluster business within a designated manufacturing/industrial center? Please describe the business(es) that will benefit from the project; descriptions should indicate the scale and nature of the business(es), as well as its market and workforce transportation needs. Benefits could be demonstrated through access and travel time improvements for employees, customers and freight movement.

## **C. Connecting Corridors (50 Points)**

**Instructions:** Complete this section if you selected "Connecting Corridors" in question 10, and then proceed directly to Part 2 (questions 14-17). Do not complete questions 11 or 12 or 13.

### **13. 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 (including commuters, residents, commercial users, those groups identified in the presidential Executive Orders for Environmental Justice<sup>3</sup> and/or areas experiencing high levels of unemployment or chronic underemployment).
- Will the project create, sustain or provide benefits to a targeted industry cluster business within a designated urban or manufacturing/industrial center? Please describe the business(es) that will benefit from the project; descriptions should indicate the scale and nature of the business(es), as well as its market and workforce transportation needs. Benefits could be demonstrated through access and travel time improvements for employees, customers and freight movement.
- Describe how the project improves a corridor in logical segments, thereby preventing missing links or gaps.
- Describe how the project creates more reliable 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.
- Describe how this project improves safety and/or reduces modal conflict.

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activities on minority populations and low-income populations." For more information, refer to the PSRC's 2003 Environmental Justice Demographic Profile available on the PSRC website at <http://www.psrc.org/datapubs/ej/index.htm>, or contact the PSRC Information Center at 206-464-7532 or [infoctr@psrc.org](mailto:infoctr@psrc.org).

<sup>2</sup> see footnote above

<sup>3</sup> see footnote above

This project completes an important missing link in the regional non-motorized system in the Issaquah area comprised 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 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 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 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 numbers of jobs, commercial and retail and higher density single family and multi-family residential areas which 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 non-motorized corridors that are being interconnected. The project also links with the Cross State Trail and the Mountains 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, via Burke Gilman, on to Seattle; Cedar River Lake Sammamish corridor, which, when completed, will connect with Renton.
- o Locally, 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 are likely to generate significant use of the new trail link.
- o Bicycle commuting, and bike and ride to the expanded Issaquah Transit Center under construction by Sound Transit, become viable options for an overall near-term growth "population shed" of 100,000 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 while increased modal split to non-motorized also helps free up roadway capacity for vehicles.

#### Summary of System Continuity Benefits;

- o This is more than "a" link or "logical segment" this is THE missing link and logical segment interconnecting three major regional non-motorized corridors, serving a wide variety of land uses and users and accessing 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 Issaquah being down to its 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 without grade separation - creating a detriment for both non-motorized travel and for vehicular traffic flow.

## PART 2: QUESTIONS FOR ALL PROJECTS (50 Points)

**Instructions:** Once Section A, B, or C in Part 1 has been completed, complete all of Part 2 (questions 14-17).

### D. Project Readiness/Financial Plan (30 Points STP, 10 Points CMAQ)

**Introduction:** Two primary tools will be used to obtain information needed to judge a project's ability to proceed: responses to the project readiness (question 14) and financial plan (question 15) 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 PSRC funding.
- When the sponsor plans to obligate requested PSRC 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 PSRC's 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 are included in Section 5 of the STP/CMAQ Regional Competition Call for Projects.

**14. 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 #14.

PSRC 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 14A 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 14B, including the estimated schedule for completion.

**14A. 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.

**14B. 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 Categorical 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.

**15. 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 Regional Competition**

Phase	Estimated Obligation Date by Phase (mm/dd/yy)	PSRC Federal Funding Source (enter either STP or CMAQ; choose only one)	PSRC Federal Funds Amount
			\$
			\$
Construction	9/30/07	STP	\$3,503,000
<b>Totals:</b>			<b>\$3,503,000</b>

**Table B: Existing Secured Funding**

Phase	Estimated Obligation* date by Phase (mm/dd/yy)	Source	Amount
Design	5/30/06	Enhancement	\$450,000
			\$
Construction	9/30/07	Issaquah CIP	\$547,000
			\$
			\$
<b>TOTAL:</b>			<b>\$997,000</b>

\*For tables B or C "obligation" may be defined as expenditure or other commitment of funds. For assistance, please refer to "Definitions for Secured and Reasonably Expected to be Secured Funding" in Section 5 of the Call for Projects.

**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
			\$
			\$
			\$
			\$
			\$
<b>TOTAL:</b>			\$

\*For tables B or C "obligation" may be defined as expenditure or other commitment of funds. For assistance, please refer to "Definitions for Secured and Reasonably Expected to be Secured Funding" in Section 5 of the Call for Projects.

**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:	6/30/07
Right of Way:	\$	Right of Way:	
Construction:	\$4,050,000	Construction:	6/30/08
Other (Specify) :	\$	Other (specify) :	
<b>Total Project Cost:</b>	<b>\$4,500,000</b>	<b>Estimated date of completion (i.e. open for use)</b>	<b>7/30/08</b>

**E. Identify the project phases (PE, ROW, CN, etc.) that will be fully completed if requested funding is obtained:**  
PE (already fully funded) and CN will be fully completed if the requested funding is obtained.

**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.

**E. Air Quality (20 Points STP, 40 Points CMAQ)**

**16. 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.** Projects may have the potential to reduce emissions in a variety of ways; depending on the type of project, please provide the requested information if your project contains the elements listed below:

- Diesel retrofits: describe the types and numbers of vehicles, vessels, or equipment involved, how often they are used, how much fuel is consumed annually, where they are used and when the retrofits will occur.
- Roadway capacity (general purpose and high occupancy vehicles): 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.
- Transit (park and ride lots, new or expanded transit service, transit amenities, etc.): what is the current transit ridership in the project area; what are the current transit routes serving the project area; 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; what is the average trip length for a new rider?

- Bicycle and/or pedestrian facilities: what is the length of the facility; what are the connections to other nonmotorized facilities and to the larger nonmotorized system; describe the expected travel shed (i.e., land use, population surrounding the project).
- Signalization, other ITS improvements: describe the existing conditions in the area (i.e., level of service, average daily traffic, etc.); describe how the project is expected to improve traffic flow (increase speed, reduce idling, remove accidents, etc.); is there a significant amount of truck traffic (i.e. freight movement) on the facility? does the project improve traffic flow for particular modes, e.g. HOVs, or types of vehicles, e.g. freight trucks?
- Alternative fuels/vehicles: 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.

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.

## **F. Other Considerations (No Points)**

**17. Please describe any additional aspects of your project** not requested in the application that could be relevant to the final project recommendation and decision-making process, particularly those relating to the support of the centers and connecting corridors policy focus. Note: No points will be given to this section.

o This project was already scored high enough by the PSRC to be awarded funding for design in regional Enhancement competition in 2005

o Letters of support are in-hand for this project from the Mountains to Sound Greenway Trust, the State Parks and Recreation Commission, the Cascade Bicycle Club, King County and the Friends of the East Lake Sammamish Trail, as well as a letter of concurrent from WSDOT.

o Though Issaquah is not designated as one of the region's "Urban Centers," it is an important center in the regional growth plan and this project directly serves mixed land uses slated for additional growth under GMA.

**ISSAQUAH SR-900  
REGIONAL TRAIL  
PROJECT MAP**

NW Sammamish Rd

I-90 Sammamish Trail

At-Grade

Fly-Over

I-90

Bridge Widening

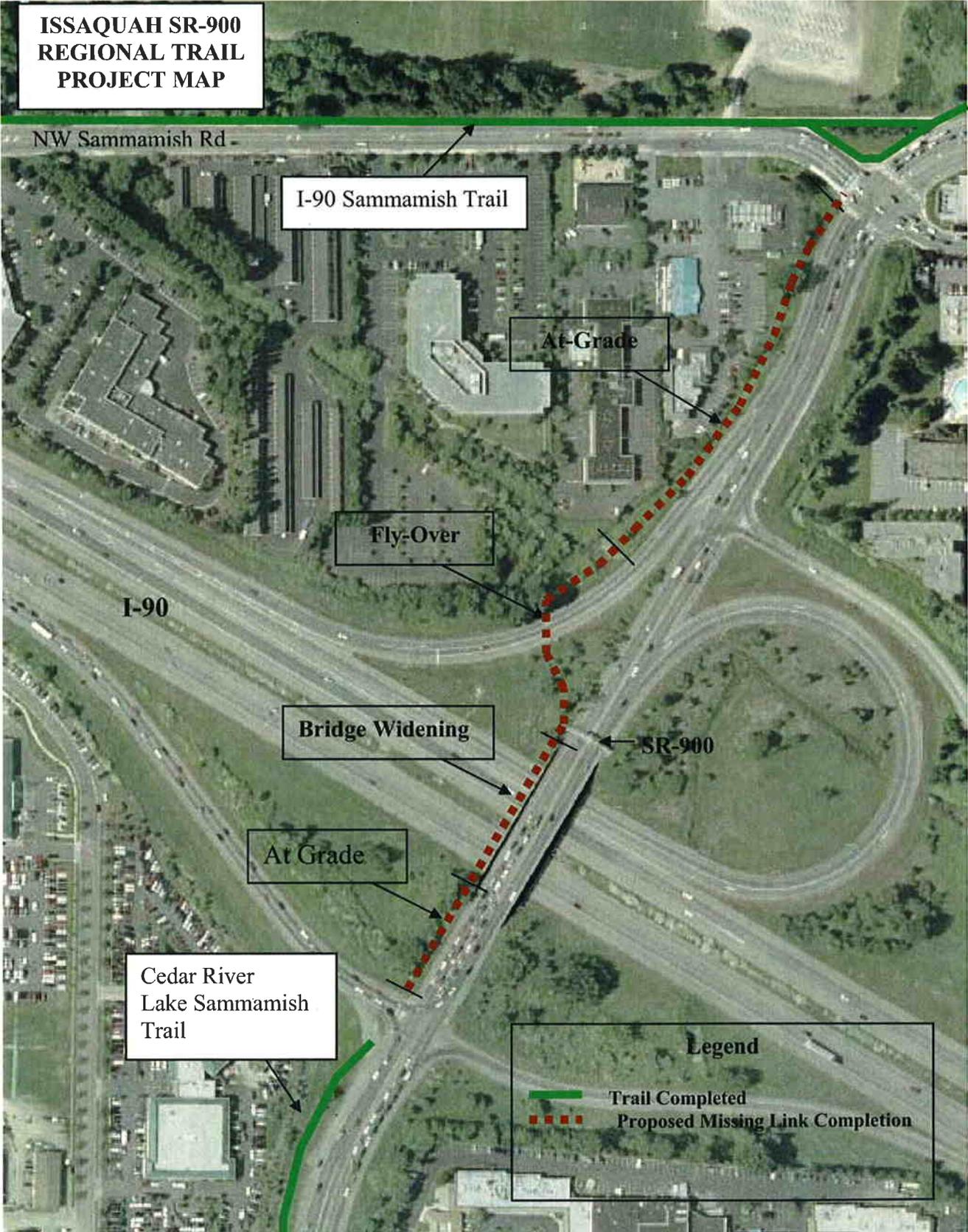
SR-900

At Grade

Cedar River  
Lake Sammamish  
Trail

**Legend**

- Trail Completed
- Proposed Missing Link Completion



LAKE SAMMAMISH

# VICINITY MAP ISSAQUAH SR-90 REGIONAL TRAIL PROJECT

LAKE SAMMAMISH  
STATE PARK

EAST  
SAMMAMISH  
TRAIL

I-90  
SAMMAMISH TRAIL

PROPOSED  
MISSING  
LINK COMPLETION  
PROJECT

TRANSIT  
CENTER

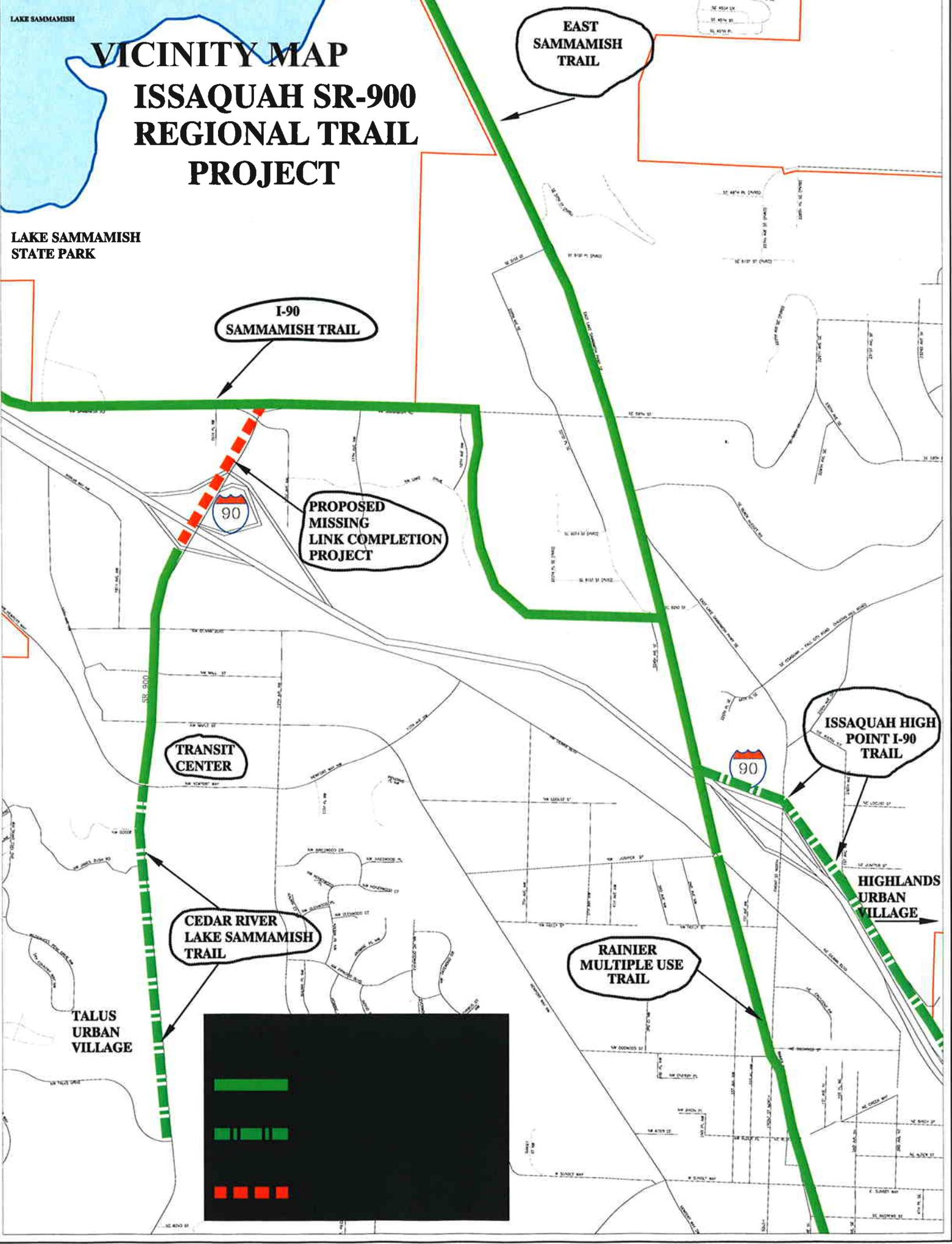
ISSAQUAH HIGH  
POINT I-90  
TRAIL

HIGHLANDS  
URBAN  
VILLAGE

CEDAR RIVER  
LAKE SAMMAMISH  
TRAIL

RAINIER  
MULTIPLE USE  
TRAIL

TALUS  
URBAN  
VILLAGE





August 23, 2004

RECEIVED  
AUG 25 2004  
CITY OF ISSAQUAH

Ms. Christen Leeson  
Senior Planner  
Planning Department  
City of Issaquah  
P.O. Box 1307  
Issaquah, WA 98027-1307

**Re: Bicycle Element of the Draft Urban Trails Plan Update**

Dear Ms. Leeson:

Thank you for providing the Cascade Bicycle Club an opportunity to review the draft materials you provided us on the Urban Trails Plan Update (UTPU). I appreciated the opportunity to meet last week with you, Senior Planner James Matthews, Transportation Manager Gary Costa, and Park Planner/Interagency Coordinator Margaret Macleod to review and discuss the bicycle element of the UTPU, the latter which I understand will be incorporated into the Comprehensive Plan's Transportation Element as the Nonmotorized component.

The Club is very pleased to see that the UTPU incorporates nearly all of the Issaquah mileage of the Club's Draft Regional Bicycle Route Network (a comprehensive and easily navigated 1,521-mile network of on-road and major paved trail routes connecting the four-county central Puget Sound region's cities and other major destinations). The Network is recommended for continued maintenance and improvement to an interim or better level of facility development over the next ten years by the region's transportation facility agencies.

As I noted last week, your draft omits our Front Street link from I-90 to Sunset Way. It is our hope that you will add it to the UTPU network as it serves utilitarian and regional travel functions and purposes that are not sufficiently met by the nearby rail trail route. The prevailing roadway and traffic conditions allow the Front Street link to adequately accommodate experienced cyclists. While future bicycle lanes may not be feasible along most of this low-speed downtown roadway link, low-cost traffic control, signing, and marking measures can help accommodate cyclists here.

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August 23, 2004  
Ms. Chisten Leeson  
Bicycle Element of the Draft Urban Trails Plan Update

2/2

Among other important elements of the UTPU and its implementation considerations are the following:

- The UTPU's proposed bicycle policies should soundly support federal, state and regional policies and requirements for "routine accommodation" of bicyclists. It is important to note that routine accommodation is intended to apply to the entire city street system -- as well as to the plan's designated on-street bicycle route system. Cyclists have the right to -- and will -- use all of the roadway system other than the region's limited access highways.
- Improvements to accommodate bicycles help to improve safety, comfort or travel ease for motorized and pedestrian travel as well.
- Incorporating nonmotorized improvement components in new road links and in the reconstruction/improvement of existing roads increases chances for obtaining state/federal funding for proposed projects.
- Exploiting stage development options and joint public and private development opportunities can accelerate implementation and/or stretch limited public funds in improving the city's bicycle route system
- The UTPU network recognizes the need to provide for basic utility trips, regional access, local circulation as well as recreational travel.

The Club commends the City of Issaquah for its proposed UTPU, and we look forward to continued participation as vitally interested stakeholders in the planning, development, and maintenance of the city's bicycle route system.

Sincerely,

Dennis Neuzil, D.Eng, P.E.  
Member, Cascade Bicycle Club Advocacy Committee

Copy via Email:

City of Issaquah:

Gary Costa, P.E., Transportation Manager

James Matthews, Senior Planner

Margaret Macleod, Park Planner/Interagency Coordinator

David Hiller, Cascade Bicycle Club Advocacy Director



**Washington State  
Department of Transportation**  
**Douglas B. MacDonald**  
Secretary of Transportation

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**Northwest Region**  
15700 Dayton Avenue North  
P.O. Box 330310  
Seattle, WA 98133-9710  
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[www.wsdot.wa.gov](http://www.wsdot.wa.gov)

August 18, 2005

Bob Brock, Director of Public Works  
City of Issaquah  
P.O. Box 1307  
Issaquah, WA 98027

**Subject: Letter of Concurrence for Issaquah Grant Request for SR-900  
Trail Crossing of I-90**

Dear Mr. Brock:

WSDOT supports the City of Issaquah's funding application for the SR-900 bike and pedestrian I-90 overcrossing project. We concur that the crossing can be constructed within WSDOT right of way without affecting the operation of I-90. We will require that the crossing be constructed to preserve the corridor for future widening of the freeway. A route development plan is currently being started that will identify the future configuration of the freeway through Issaquah.

This project will complete a valuable link in the regional non-motorized transportation system by extending the trail improvements recently completed by WSDOT on SR-900 from Newport Way to I-90.

A grade separated trail along SR-900 at I-90 will be a regionally significant safety and circulation improvement for non-motorized travel.

We look forward to working with Issaquah to expedite this important project.

Sincerely,

Ron Paananen  
Deputy Regional Administrator  
Northwest Region

RP/evh

cc: Ed Conyers  
Bill Vlcek  
Chris Picard

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Washington Trails Association  
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Washington State Department of Transportation

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Cascade Checkersboard Project Director  
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(\*), Executive Committee Members  
(\*) - City of Issaquah Director



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Terranomics Development  
Rodney Shackleton, District Ranger  
Cle Elum District, Wenatchee National Forest  
Lucy Steers  
Municipal League of King County  
Colleen Wiloughby, Seattle Civic Leader

August 17, 2005

Bob Brock, Director  
City of Issaquah, Public Works – Engineering  
P.O. Box 1307  
Issaquah, WA 98027

**RE: SR 900/I-90 Interchange Trail Connector**

Dear Mr. Brock:

The Mountains to Sound Greenway Trust supports the proposal to secure funds to design and construct a multipurpose trail and flyover bridge across I-90 that will connect the Cedar River to Lake Sammamish Trail the Lake Sammamish State Park and existing east/west Greenway trails along I-90.

It is a primary goal of the Greenway Trust to develop a trail system that enables people to travel from their homes, on safe, separated trail corridors to I-90 and from there, safely to the mountains and across the state. We are working hard and with considerable success to make final connections in the I-90 multi-use trail system that will support this goal and provide significant bicycle commuting between urban centers. Such a system will only be effective if safe, convenient trails link to it from Greenway towns and neighborhoods. The SR900/I-90 trail link provides just such a connection.

This proposed trail also makes important safety improvements. This I-90 crossing will become increasingly popular for non-motorized use as family housing increases south of I-90 along SR 900. This is a major route to Lake Sammamish State Park. Yet currently, this is a dangerous crossing given the configuration of the automobile on and off-ramps. Because of this need, this proposed trail link is part of King County's regional trail network as identified in the King County Regional Trails Plan and Regional Trail Inventory and Implementation Guidelines. It is also identified in the City of Issaquah's Transportation Element – Non-motorized Plan.

We congratulate the City of Issaquah for recognizing this need and seeking funds to make this connection.

Yours truly,

Nancy Keith  
Executive Director

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Cc: Leon Kos, City of Issaquah

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STATE OF WASHINGTON

WASHINGTON STATE PARKS AND RECREATION COMMISSION

7150 CLEANWATER LANE • PO BOX 42650 • OLYMPIA, WASHINGTON 98504-2650 • (360) 902-8500

Internet Address: <http://www.parks.wa.gov>

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August 12, 2005

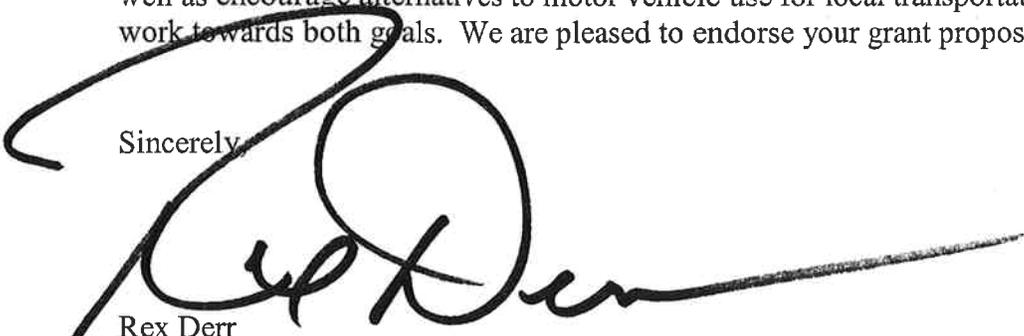
Bob Brock, Director  
City of Issaquah, Public Works – Engineering  
P. O. Box 1307  
Issaquah, WA 98027

Dear Mr. Brock:

The Washington State Parks and Recreation Commission supports Issaquah's grant proposal to design and construct the Cedar River – Lake Sammamish Regional Trail connection at the SR900/I-90 interchange. Part of the State Parks Centennial Plan is to provide the state a legacy of trail projects connecting non-motorized users from the Seattle area to other parts of the state. Regional trails converge at Lake Sammamish State Park, but Interstate 90 is a significant barrier to getting recreational use south into the Issaquah Alps, and from there to routes leading south and east.

The proposed multiple use trail and fly-over is the ideal connection that will forge a link between state, county, and city trail sections. With the current SR900/I-90 interchange including roads up to 11 lanes wide in places, the need for a safe, separate non-motorized route is well justified. As responsible public agencies, we need to respond to the ever increasing demand for safe trails, as well as encourage alternatives to motor vehicle use for local transportation. This project will work towards both goals. We are pleased to endorse your grant proposal.

Sincerely,

  
Rex Derr  
Director



