

2010 Statewide Transportation Enhancements Program PSRC Regional Application Form

****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.

Projects receiving funding as a result of this competition: Funding distributed as a result of the 2010 Statewide Transportation Enhancements Program is awarded competitively to projects, and not to the sponsoring agency itself. Sponsors of projects that are awarded funds from this competition will be required to submit a more detailed application in order to program the funds into the State and Regional Transportation Improvement Program. Please refer to the Schedule in the Call for Projects for more information.

Email submissions are preferred: Attach your completed application to an email and send it to tipapp@psrc.org. Please name the file "**2010 Enhancements-[agency]-[project title]**". If you are unable to email the application, please mail a copy of the electronic file on diskette or CD, 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: Tracy Murray, Puget Sound Regional Council, 1011 Western Avenue Ste 500, Seattle, WA 98104-1035 and/or faxed to 206-587-4825, Attn: Tracy Murray. For questions or to confirm receipt of your application, contact [Tracy Murray](mailto:Tracy.Murray@psrc.org), 206-971-3277.

Deadline: Applications must be received by PSRC by **5:00 PM on Monday, July 12, 2010**. Applications should be no more than **15 pages**, plus maps and/or other required supporting documentation.

PROJECT IDENTIFICATION AND DESCRIPTION	
1	<p>PROJECT TITLE: NE 3rd/4th Corridor Missing Link Pedestrian and Bicycle Improvements</p>
2	<p>TRANSPORTATION 2040 ID# 3259</p> <p>To be eligible for funding, regionally significant projects must be explicitly identified in Transportation 2040, the region's long-range Metropolitan Transportation Plan (MTP). For the 2010 Statewide Transportation Enhancements Program, this would apply to regionally significant nonmotorized projects such as separated trails. To confirm whether your project is specifically listed in Transportation 2040, refer to http://www.psrc.org/assets/3763/Appendix_M.pdf. For assistance or questions regarding these issues, contact Kimberly Scrivner, 206-971-3281.</p>
3	<p>SPONSORING AGENCY: Renton</p> <p>Note: non-profit organizations may administer grants from the 2010 Statewide Transportation Enhancements Program <u>unless the project requires design, right of way acquisition, and/or construction</u>. In such cases, a public agency must serve as the project sponsor.</p> <p>Co-sponsor(s) if applicable:</p> <p><i>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.</i></p> <p>Does sponsoring agency have "Certification Acceptance" status from WSDOT? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Please note: the requirement that public agencies have Certification Acceptance status has been waived for this program; however, all federal and state project requirements must still be met. Refer to the Washington State Department of Transportation Local Agency Guidelines Manual at http://www.wsdot.wa.gov/LocalPrograms/LAG/ for more information.</p>
4	<p>PROJECT CONTACT:</p> <p>Name: Jim Seitz Email : jseitz@rentonwa.gov Phone: 425.430.7245</p>

5 PROJECT DESCRIPTION

Describe the proposed work and explain the nature of the entire project, including the existing and proposed conditions and type of use. Explain why the project is needed and how the project meets the eligibility requirements of the selected Transportation Enhancements categories. Attach a detailed 8 ½" by 11" vicinity map. Photographs are welcome, but not required.

This project will provide the missing link bicycle lanes and sidewalk improvements on the NE 3rd/4th Street corridor from Duvall Avenue NE to Nile Avenue NE.

This project is consistent with the City's adopted comprehensive plan of improvements to address access, circulation needs, improve motorized and non-motorized mobility and safety, enhance the aesthetics and streetscape, and improve the overall travel experience along the NE 3rd/4th major arterial corridor that connects the East Renton Plateau with the Highlands Center Village area and the Downtown Urban Center.

In addition, the project is consistent with the City's adopted Renton Trails and Bicycle Master Plan, which identifies NE 3rd/4th as an east-west bicycle route that links various downtown Renton bicycle/trail facilities on the west, the Cedar-Sammamish Trail (part of the King County Regional Trail System) on the east, May Valley on the north, and Maplewood Park on the south.

Once completed, the project will improve multimodal travel by adding missing link sidewalks and bicycle lanes, provide accommodations for persons with disabilities, add landscape buffers between sidewalk and the travel lane, street trees and street lighting, and install curb and gutter.

EXISTING CONDITIONS

The existing roadway is a major arterial corridor, that carries 30,000 vehicles per day, with two lanes of traffic in each direction and sidewalks and bicycle lanes are missing along sections of the road. Where sidewalks do not exist, narrow paved shoulders are present. Substandard accommodations for pedestrians, bicyclists and persons with disabilities coupled with inconsistent street lighting contribute to a less than desirable pedestrian and bicycling environment.

Residents in communities east of Duvall Avenue NE are hesitant to walk or bike to the shopping and park areas due to the missing sidewalks and bike lanes.

GOAL

The goal of this project is to improve pedestrian and bicycling connectivity, accessibility and safety, while promoting a mode shift to non-motorized travel. The project improvements will provide residents with increased opportunities to walk and bike safely along NE 4th Street to local and regional amenities, as well as improve the scenic character of the area with landscaped planting strips.

ELIGIBILITY

(1) Facilities for Bicycles and Pedestrians:

The project will provide new sidewalks, curb ramps and bicycle lanes.

(2) Landscaping and other Scenic Beautification:

The project will enhance the aesthetics of the NE 3rd/4th corridor by providing a landscape buffer between pedestrians and the travel lane and will provide lighting improvements.

6	<p>PROJECT LOCATION: Renton</p> <p>County(ies) in which project is located: King</p> <p>Answer the following questions if applicable:</p> <p>a. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad): Duvall Avenue NE</p> <p>b. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): Nile Avenue NE</p>
----------	---

7	<p>PROJECT TYPE (Please select 1 or more of the following 12 eligible Transportation Enhancements categories):</p> <p><input checked="" type="checkbox"/> Provision of Facilities for Bicycles and Pedestrians</p> <p><input type="checkbox"/> Acquisition of Scenic Easements & Scenic or Historic Sites</p> <p><input type="checkbox"/> Scenic or Historic Highway Programs (including tourist & welcome center facilities)</p> <p><input checked="" type="checkbox"/> Landscaping and other Scenic Beautification</p> <p><input type="checkbox"/> Historic Preservation</p> <p><input type="checkbox"/> Rehabilitation and Operation of Historic Transportation Buildings, Structures or Facilities</p> <p><input type="checkbox"/> Preservation of Abandoned Railway Corridors (including conversion and use for pedestrian or bicycle trails)</p> <p><input type="checkbox"/> Control and Removal of Outdoor Advertising</p> <p><input type="checkbox"/> Archaeological Planning and Research</p> <p><input type="checkbox"/> Mitigation of Water Pollution due to Highway Runoff or Reduce Vehicle-Caused Wildlife Mortality while Maintaining Habitat Connectivity</p> <p><input type="checkbox"/> Provision of Safety and Educational Activities for Pedestrians and Bicyclists</p> <p><input type="checkbox"/> Establishment of Transportation Museums</p>
----------	--

PLAN CONSISTENCY

Cities, towns and counties seeking federal funds managed by PSRC may submit an application only if their comprehensive plan has been certified by PSRC. All other agencies (e.g., transit agencies, WSDOT, tribal nations, nonprofit organizations, etc.) must show that their project is consistent with the applicable city and/or county comprehensive plan(s), and with VISION 2040 and Transportation 2040, the central Puget Sound region's long-range Metropolitan Transportation Plan. For questions on consistency and certification, contact [Rocky Piro](mailto:Rocky.Piro@psrc.org), 206-464-6360.

8	<p>CONSISTENCY WITH VISION 2040 AND TRANSPORTATION 2040</p> <p>All applicants must answer the questions in this section. 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 website at www.psrc.org/growth/planreview/statusreportppr/. For copies of VISION 2040 or Transportation 2040 documents, please contact the PSRC Information Center, 206-464-7532. Regionally significant projects that expand transportation system capacity must be identified in Transportation 2040. This includes nonmotorized trails and separated pathways. For assistance refer to www.psrc.org/transportation/t2040/ or contact Kimberly Scrivner, 206-971-3281.</p> <p>Indicate the current certification status of the local comprehensive plan in the community where the project is located. 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.</p> <p>Certification Status: Certified Date of certification action (mm/dd/yy): 11/01/2004</p> <p>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. (See http://www.psrc.org/assets/465/Centers_small.pdf for more information.)</p> <p><input type="checkbox"/> The project is located outside the designated urban growth area.</p> <p><input checked="" type="checkbox"/> The project is located within the designated urban growth area.</p> <p><input type="checkbox"/> The project is located within an identified regional growth center or town/activity center. Refer to http://www.psrc.org/growth/centers/ for more information. For identified local city/town locations, please describe.</p>
----------	--

- Regional Growth Center(s):
- Regional Manufacturing/Industrial Center(s):
- Local Town/Activity Center(s):

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:

1) City of Renton Comprehensive Plan, Transportation Element; (2) Arterial Plan, 2002-2022 Improvements; (3) Pages XI-20; XI-24.

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.

ADDITIONAL REGIONAL PROJECT EVALUATION

Part 1: Questions for All Projects

Instructions: Once all of the sections in Part 1 have been completed (questions 9 through 13), complete the appropriate questions in Part 2 (question 14 and one only of questions 15 through 18). Refer to the Regional Project Evaluation Criteria to assist you in answering these questions.

9 RELATIONSHIP TO CENTERS

Describe the relationship of the project to a regional growth center, town/activity center or connecting corridor.

The NE 3rd/4th Corridor is a principal arterial providing multimodal connectivity between the rapidly developing East Renton Plateau area, Renton's Regional Urban Center and the Highlands Center Village. This corridor also directly connects to the Duvall Avenue NE/Coal Creek Parkway corridor (a north-south arterial) that serves the cities of Renton, Newcastle and Bellevue as an alternate to the heavily congested I-405.

This project will provide non-motorized facilities (sidewalks and bike lanes) and landscaped buffer improvements on the NE 3rd/4th Corridor that benefit existing and future high-density mixed-use development, a regional technical college, a major US Post Office facility, and numerous single-family developments along the corridor by improving multimodal mobility, connectivity, safety and attractiveness in this important corridor.

The improvements will also connect residential communities with a City-designated Commercial Corridor, that includes local businesses such as a grocery stores, a local butcher shop, produce stands, restaurants, coffee shops and other services.

10 COMMUNITY SUPPORT

Describe the public review process for the project. List all letters received or other types of support for the project; include any negative response to the project. Provide the dates, times and locations of all public presentations. If appropriate, describe how the project meets identified state, regional and/or local planning objectives.

During the NE 3rd/4th Corridor planning process, three public open houses were held to keep the community integrally involved.

An initial open house on November 14, 2002, invited the public to learn more, give input on problems and issues that should be addressed, view background information on corridor conditions, and review the types of improvements and strategies available.

A second open house was held on March 4, 2003, to give the public the opportunity to

review and comment on the street, bicycle/pedestrian improvement concepts that were being developed.

A third open house was held on June 18, 2003, with the purpose of presenting to the public the street and bicycle/pedestrian improvement concepts developed, and to collect public comment on the proposed recommendations.

A public hearing was conducted by the Renton City Council on the final report of the NE 3rd/4th Street Corridor project on May 23, 2005. No negative responses or resistance were expressed by the public during the hearing. Members speaking on behalf of the Cascade Bicycle Club expressed strong support for the project.

11 FINANCIAL PLAN

Please fill out Tables 11A - D below and corresponding questions 11E - F. The purpose of the tables and questions is to allow sponsors to fully document their project's financial plan and schedule. Tables 11A -C build upon one another to provide the estimated cost of each phase as well as a project's total cost (Table 11D). The tables require sponsors to list the Transportation Enhancements funds being requested (Table 11A), as well as ALL other sources of secured (Table 11B) and unsecured funds (Table 11C) needed to complete the project.

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 11A - C should equal the total project cost in Table 11D. Funding Commitment Letters must be provided for all financial partners.

Required Match: No local match is required; projects may be funded with 100% Enhancement funds.

11A: Enhancements Funds Requested

Phase (Planning, Preliminary Engineering, Right of Way, Construction, Other)	Estimated Obligation Date by Phase (mm/dd/yy)*	Enhancements Funds Requested
Design	01/02/2011	\$ 80,000
Right-of-Way	04/01/2011	\$ 50,000
Construction	01/02/2012	\$470,000
		\$
		\$
TOTAL:		\$600,000

*** Note: the required obligation deadline for these funds is no later than two years from selection approval, estimated to be January 2011.**

11B: Existing Secured Funding

Phase	Estimated Obligation date by Phase (mm/dd/yy)*	Source	Amount
Design	01/02/2011	Local	\$10,000
Construction	01/02/2012	Local	\$50,000
			\$
			\$
			\$
TOTAL:			\$60,000

*For tables B and C "obligation" may be defined as expenditure or other commitment of funds; for more information regarding secured and unsecured funding sources please refer to <http://www.psrc.org/assets/469/SecuredUnsecured.pdf>.

11C: Needed future funding (unsecured) Do not include the grant funds requested in Table 11A

Phase	Estimated Obligation date by Phase (mm/dd/yy)*	Source	Amount
			\$
			\$

			\$
			\$
			\$
		TOTAL:	\$0.0

11D: Total Project Cost

Total estimated cost of each phase		Scheduled completion date by phase (mm/dd/yy)	
Planning:	\$	Planning:	
Preliminary Engineering/Design:	\$ 90,000	Preliminary Engineering/Design:	12/31/2011
Right of Way:	\$ 50,000	Right of Way:	12/31/2011
Construction:	\$ 520,000	Construction:	07/31/2012
Other (Specify):	\$	Other (specify):	
Total Project Cost:	\$660,000	Estimated date of completion (i.e. open for use)	07/31/2012

11E. Identify the project phases (PE, ROW, CN, etc.) that will be fully completed if requested funding is obtained:

Preliminary Engineering, Right-of-way and Construction.

11F. If unable to completely fill out Table D (Total Project Cost), please explain why:

12 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 #12.

PSRC recognizes that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before funding is typically eligible to obligate. These questions are designed to identify those 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 12A below, select one of the three options from the drop-down list for each item that applies 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 12B, including the estimated schedule for completion.

12A. Check all that apply. If no ROW is required for the project, select "not needed" for sections b through g.

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

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

Not yet completed - Section 106 Concurrence.

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

Not yet completed b. True Cost Estimate for Right of Way.

Not yet completed c. Right of Way Plans (stamped).

Not needed d. Relocation Plan (if applicable).

Not yet completed e. Right of way certification.

Not yet completed f. Certification Audit by WSDOT R/W Analyst.

Not needed g. Relocation Certification, if applicable.

Not yet completed - 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.

12B. 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.

The NE 3rd/4th Corridor Study has been completed and adopted by the Renton City Council.

The City is ready to start design of the non-motorized facilities, illumination and landscaping improvements on the NE 3rd/4th Corridor from Duvall Avenue NE to Nile Avenue NE.

The City has programmed \$60,000 in FY 2011 and 2012 towards the non-motorized improvements.

The City can obligate the federal funds as soon as they are available.

There are no anticipated environmental issues at the project limits. No creek or stream is present. Based on the Environmental Classification Summary (ECS), we anticipate a Categorically Excluded (CE) FHWA approval. The ECS checklist will be submitted to WSDOT in March 2011 and approval is anticipated within six months.

Right-of-way acquisition consists of land only with no relocation required. It will start as soon as 30% design is completed and is anticipated to be completed (certified) within eight months.

An engineer's estimate will be provided at 30% design completion, or April 2011.

13 OTHER CONSIDERATIONS

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. No points will be given to this section.

The NE 3rd/4th Corridor is one of the fastest developing areas in the Puget Sound Region. Since 2000, approximately 3,000 new homes have been built in the expanding NE 3rd/4th Street Corridor.

Endorsement of the proposed project by the Mayor, the City Council and the community is evident by the adoption of the NE 3rd/4th Corridor Improvements Final Report as the long-range transportation plan for this corridor.

This project will also include public art to enhance the experience and appreciation of users of this corridor. If funding is received, the public art elements will be developed in partnership with the Renton Municipal Arts Commission and the local community.

This project will provide non-motorized improvements connecting the commercial center with surrounding neighborhoods, parks, community centers, libraries, educational facilities and other activity areas.

PART 2: CATEGORY SPECIFIC QUESTIONS

14 Select one of the following four categories that best fits your project and follow the corresponding instructions:

- Nonmotorized Projects: Complete question 15.
- Scenic Resources Projects: Complete question 16.
- Historic Resources Projects: Complete question 17.
- Environmental Projects: Complete question 18.

15 **NONMOTORIZED PROJECTS**

Instructions: Complete this section if you selected “Nonmotorized Projects” in question 14.

Please explain how your project addresses the following:

- The project extends, completes or otherwise adds to an existing nonmotorized system or network.
- The project connects or links to other multimodal facilities (such as transit stations).
- The project addresses current nonmotorized needs in the community, e.g., - gaps in the system; safety issues, etc.
- The level of public exposure or access to the project (for example, current and future land use in the vicinity of the facility).
- Explain how the project relates to surface transportation. If the project has recreational aspects, demonstrate that the purpose is primarily for transportation rather than recreation. Explain how this enhancement is “over and above” normal project or activities (i.e., not routine or required).

PROJECT ADDS TO AN EXISTING NON-MOTORIZED SYSTEM:

The project will complete missing link sidewalks and bicycle lanes between the residential community neighboring Nile Avenue NE and the commercial/residential area surrounding Duvall Avenue NE.

The project will enhance non-motorized connectivity from the East Renton Plateau to the Renton Urban Center and the Highlands Center Village, including parks, libraries, community centers, and downtown retail stores.

LINKS TO OTHER MULTIMODAL FACILITIES:

King County Metro Transit Route 111 provides service within the project limits. Route 908 has a stop near Duvall Avenue NE, and routes 114 and 105 provide service within 1/2 mile of the project site, stopping near the intersection of Union Avenue NE. There are no public park-and-ride facilities adjacent to the project. The Renton Transit Center is approximately 2 miles from the project site. The improvements will enhance transit rider access to the bus stops along this section of the NE 3rd/4th Street Corridor.

This project will add bicycle lanes to the NE 3rd/4th Street Corridor, improving the connectivity to the Cedar-Sammamish Trail, which links Issaquah to Renton and is approximately 1/2-mile east of the project site.

ADDRESSING CURRENT NON-MOTORIZED NEEDS IN THE COMMUNITY:

This project will add to the existing pedestrian and bicycle facilities connecting the East Renton Plateau community to the neighboring commercial area. Currently, residents along NE 4th Street from Duvall Avenue NE to Nile Avenue NE do not have continuous sidewalks and bicycle lanes along this section of roadway. Pedestrians/bicyclists are faced with either travelling within the paved shoulder or with motorized traffic.

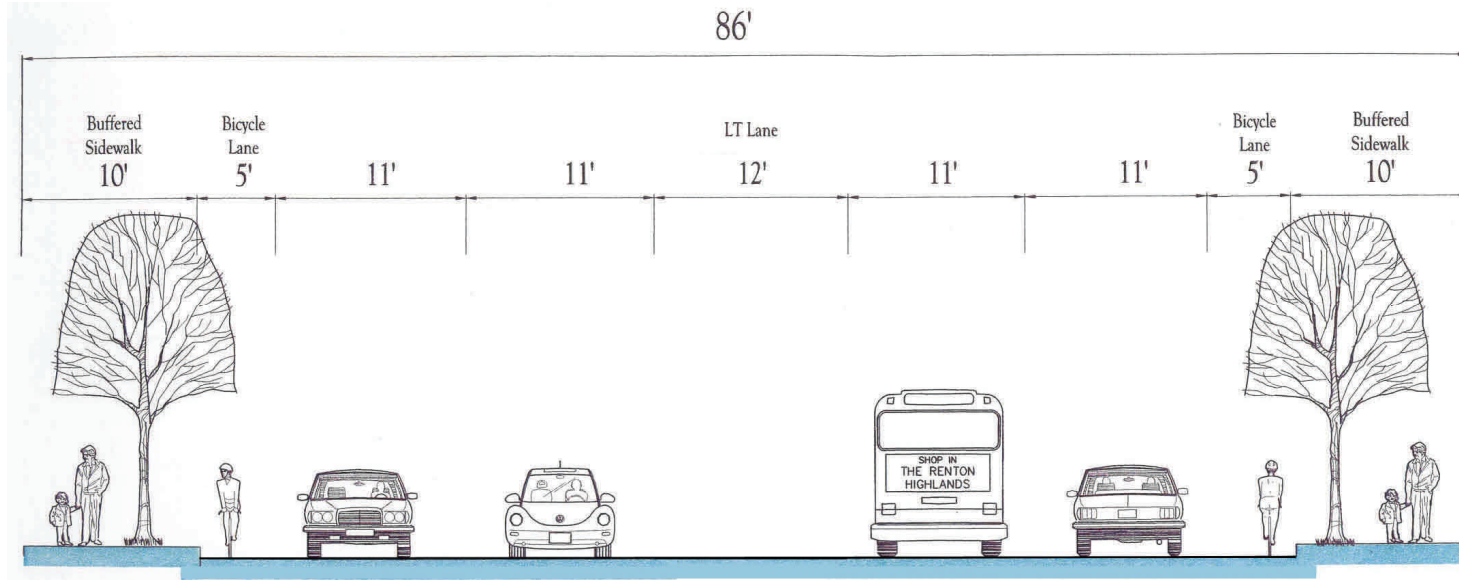
The installation of sidewalks and bicycle lanes will significantly improve safety for non-motorized travel, while improving mobility and connectivity. There have been two pedestrian and bicyclist accidents in the last two years within the project limits.

PUBLIC EXPOSURE OR ACCESS TO THE PROJECT:

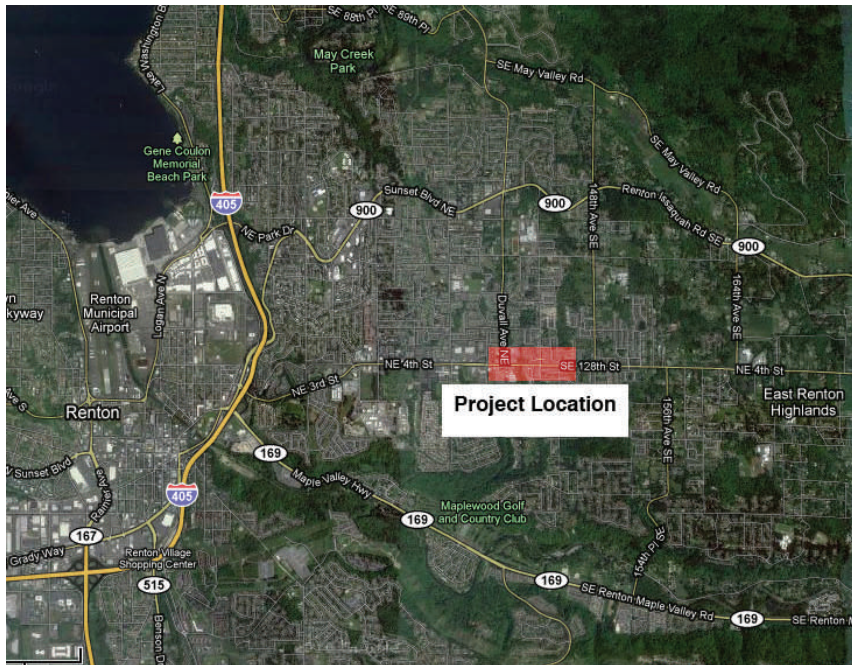
The land use adjacent to the facilities varies from residential (R-4 to R-10) to commercial arterial (CA). Future land use includes a commercial corridor district in the project vicinity which is characterized by concentrated, pre-existing commercial activity, primarily in a linear urban form. Objectives and policies within the Renton Comprehensive Plan encourage streets that are safe, convenient and pleasant for pedestrians in order to promote the development of attractive, walkable neighborhoods and shopping areas.

	<p>Also, Comprehensive Plan objectives and policies promote aesthetic improvements along streets in the form of streetscape amenities including landscaped planting strip and public art.</p> <p>HOW THE PROJECT RELATES TO SURFACE TRANSPORTATION:</p> <p>Currently there are missing links in the non-motorized route along NE 4th Street connecting the residential communities on the East Renton Plateau to the commercial areas along NE 4th Street.</p> <p>A PROJECT PRIMARILY FOR TRANSPORTATION</p> <p>The primary goal of the project is to provide missing link sidewalk and bicycle lanes and enhance the safety of the non-motorized transportation corridor between the East Renton Plateau commercial activities and residential community. Already overcrowded surface transportation facilities will be further impacted by projected population growth in the City of Renton and the greater Puget Sound region. Completing missing links in pedestrian and bicycle facility infrastructure demonstrates the City of Renton's intention to promote non-motorized methods of traveling and commuting.</p>
16	<p>SCENIC RESOURCES PROJECTS</p> <p><u>Instructions: Complete this section if you selected "Scenic Resources Projects" in question 14.</u></p> <p>Please explain how your project addresses the following:</p> <ul style="list-style-type: none"> • The project promotes greater public appreciation or use of the transportation system. • The project contributes to the preservation of significant scenic resources. • The level of public exposure or access to the project. • Long-term preservation plans to maintain the scenic character of the property. • Whether or not there is perpetual ownership of the property. • Whether or not the resource is threatened, or if there will be a loss of opportunity if the project is not funded. • Explain how the project relates to surface transportation; explain how this enhancement is "over and above" normal project or activities (i.e., not routine or required). <p style="text-align: center;">N/A</p>

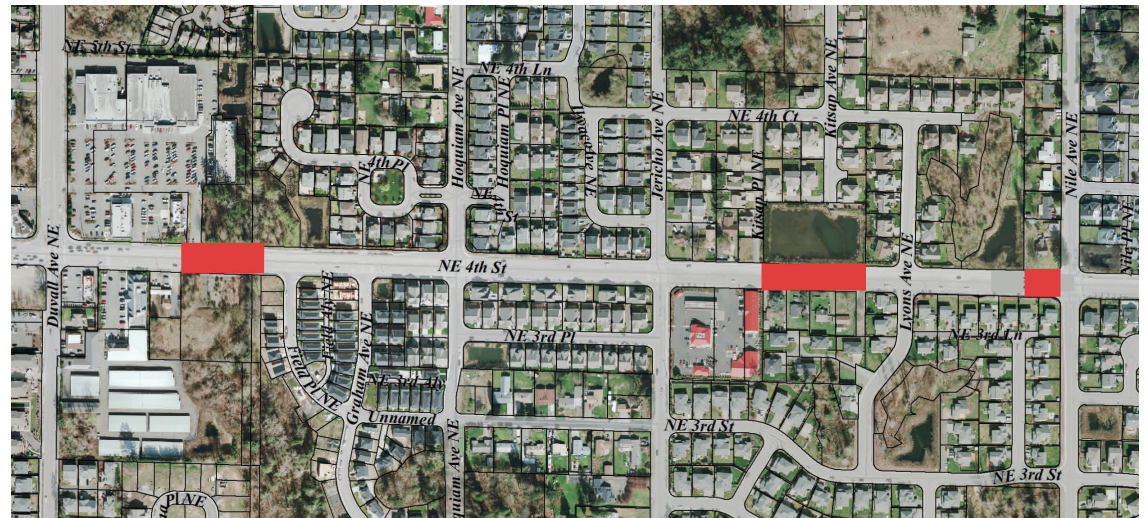
NE 3rd-4th Street Missing Link Pedestrian and Bicycle Improvements



Typical NE 4th Street Cross-Section



Vicinity Map



NE 4th Street Project Limits