Funding Application

**Competition**
Regional FHWA

**Application Type**
Corridors Serving Centers

**Status**
submitted

**Submitted:**
April 8th, 2022 1:01 PM

**Prepopulated with screening form?**
No

## Project Information

1. **Project Title**
   108th Avenue Transit Queue Jumps

2. **Regional Transportation Plan ID**
   N/A

3. **Sponsoring Agency**
   Kirkland

4. **Cosponsors**
   N/A

5. **Does the sponsoring agency have "Certification Acceptance" status from WSDOT?**
   Yes

6. **If not, which agency will serve as your CA sponsor?**
   N/A

## Contact Information

1. **Contact name**
   Kimberly Scrivner

2. **Contact phone**
   425-698-5466

3. **Contact email**
   kscrivner@psrc.org

## Project Description

1. **Project Scope**
   Widen the roadway to add a northbound transit only lane on 108th Ave NE. Phase 1 will be from NE 62nd St to just north of NE 68th St and Phase 2 is from NE 53rd St to NE 60th St. Install a new traffic signal at NE 60th St / 108th Ave NE and modify the existing signal at NE 68th St to accommodate the new lane and allow transit signal priority. Replace existing bicycle lane and sidewalk on the east side of 108th Ave NE with a new protected bicycle lane and pedestrian facilities.

2. **Project Justification, Need, or Purpose**
   The project provides much needed speed and reliability improvements on 108th Ave NE which is a key transit corridor on one of the few north/south arterials in this area of Kirkland. Currently, 108th Ave NE hosts Metro’s 255 route connecting the Totem Lake regional center and downtown Kirkland to the University District regional center linking passengers to the Link Light rail and downtown Seattle. According to Metro, the 255 has consistently been Metro’s highest ridership route on the Eastside. Once the planned RapidRide K-line project is
Metro's highest ridership route on the Eastside. Once the planned RapidRide K-line project is implemented, this will connect transit riders between Totem Lake and the downtown Bellevue Regional Center.

This section of 108th Ave NE has experienced significant delay with the northbound queues south of NE 68th St measuring at 1.25 miles or roughly 250 cars long. These queue jumps will support frequent transit service while providing significant benefit to transit speed and reliability along this corridor.

Project Location

1. **Project Location**
   108th Ave NE

2. **Please identify the county(ies) in which the project is located. (Select all that apply.)**
   King

3. **Crossroad/landmark nearest the beginning of the project**
   NE 53rd St

4. **Crossroad/landmark nearest the end of the project**
   NE 68th St

5. **Map and project graphics**
   TransitQueueJumps_map.pdf

Plan Consistency

1. **Is the project specifically identified in a local comprehensive plan?**
   Yes

2. **If yes, please indicate the (1) plan name, (2) relevant section(s), and (3) page number where it can be found.**
   Kirkland’s Transit Implementation Plan, page 22 of planned document. This is the second highest priority project in this plan.
   Kirkland’s Capital Improvement Program, under ID's PTC 00400 and PTC 00500 (for phases 1 and 2)

3. **If no, please describe how the project is consistent with the applicable local comprehensive plan, including specific local policies and provisions the project supports. In addition, please describe how the project is consistent with a transit agency plan or state plan, if applicable.**
   N/A

Federal Functional Classification

1. **Functional class name**
   16 Urban Minor Arterial

Support for Centers

1. **Describe the relationship of the project to the center(s) it is intended to support. Identify the designated regional growth or manufacturing/industrial center(s) and whether or not the project is located within the center or along a corridor connecting to the center(s).**
   The project is along a corridor that connects multiple centers. This project provides transit speed and reliability for Metro’s current route 255 which connects the Totem Lake regional center, downtown Kirkland local center to the University District regional center and link light rail. Once Metro’s planned RapidRide K-line is implemented, this will connect between Totem Lake and the downtown Bellevue regional center.

Criteria: Benefit to Regional Growth or Manufacturing/Industrial Center

1. **Describe how this project will benefit or support the housing and employment development in a regional growth center(s) and/or employment growth in a manufacturing/industrial center(s). Does it support multiple centers? Please provide a citation of the relevant policies and/or specific project references in a subarea plan or in the comprehensive plan.**
The Totem Lake Urban Center hosts 32% of Kirkland’s current employment including Kirkland’s largest employer, EvergreenHealth Hospital and Medical Center, and is expected to receive an additional 26% share of Kirkland’s new employment growth by 2040. Totem Lake is also expected to receive 30% of Kirkland’s share of new homes by 2040.

Kirkland’s Land Use policies include a goal (Goal LU-3) to provide a land use pattern and transportation network that promotes mobility, transportation choices, and convenient access to goods and services. Likewise, the goals for the Totem Lake Urban Center include striving to achieve a mode share of 60% peak period of non-single occupancy trips (TL-12), to support transportation demand management and improve transit facilities and services (TL-14) and to support and promote and improved transit system and access to transit hubs (TL-15). Supporting transit speed and reliability for frequent transit service serving this center supports the goals in Kirkland’s Comprehensive Plan.

The project provides transit speed and reliability improvements for transit routes that connect multiple centers, the current 255 connecting between Totem Lake and the University District regional center and the future RapidRide K-line which will connect between Totem Lake to the future NE 85th Station Area and future Sound Transit bus rapid transit along I-405 (STRIDE) to downtown Bellevue.

2. Describe how the project will support the development/redevelopment plans and activities (objectives and aims) of the center.

By increasing transit speed and reliability along a critical section of a key transit corridor, this supports Kirkland’s goal to achieve a mode share goal of 60% peak period non-single occupancy trips. This supports the housing and employment density of the Totem Lake center and along transit routes that connect people to and from jobs in not just one but multiple centers. As the centers continue to grow, reliable transit service is critical to support the existing and planned density. In addition, the 108th Ave NE corridor is also home to Google’s expanding campus and additional development directly adjacent to the project and the future RapidRide K-line will connect to the planned development at the new NE 85th Area Station.

3. Describe how the project will benefit a variety of user groups, including commuters, residents, and/or commercial users.

108th Ave NE/6th St Corridor directly serves major employment hubs such as the Google Campus and the Kirkland Urban development downtown. The 108th Ave NE Corridor also serves students at Northwest University, connects people to the recreational and transportation benefits of the Cross Kirkland Corridor (CKC) trail and also serves downtown Kirkland which hosts the waterfront, restaurants, the library, parks, the Peter Kirk swimming pool, the Kirkland Performance Center and the downtown Transit Center. Downtown also has senior housing and a Senior Center. All of these amenities are within a mile or less of the queue jumps and are directly served by transit. People accessing these amenities would benefit from the speed and reliability this project provides. In addition, the 108th Ave NE corridor connects directly to the South Kirkland P&R which serves primarily commuters headed to downtown Seattle and Bellevue.

Also served by the K-line route are Bellevue College, EvergreenHealth and Overlake Hospitals, Symetra Financial Center, Microsoft and Amazon which is rapidly expanding in downtown Bellevue. This is in addition to the retail and housing at each of the regional growth centers that these transit routes serve.

4. Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses including those in the industry clusters identified in the adopted regional economic strategy.

The 108th Ave NE/6th St Corridor directly serves major employment hubs such as the Google Campus which is expected to double their employment with new development already underway and the Kirkland Urban site downtown is expected to bring over 2,000 new employees to downtown Kirkland.

The K-line will connect Bellevue and Totem Lake Regional Centers, both of which are seeing rapid employment growth. The Totem Lake Urban Center hosts 32% of Kirkland’s current employment including Kirkland’s largest employer, EvergreenHealth Hospital and Medical Center, and is expected to receive an additional 26% share of Kirkland’s of new employment growth by 2040. Improving transit frequency will improve travel efficiency; thereby, making it more attractive for recruitment, expansion and retention for employers in these centers.

Currently, Totem Lake houses 24.1% of Kirkland’s foreign-born residences and of the four census tracts that touch the Totem Lake Urban Center, the average minority population is 28%. Connecting to BIPOC residents and other transit dependent populations addresses the Equity Focus area in the regional economic strategy. The future K-line project directly serves affordable housing in Totem Lake and at the S. Kirkland P&R as well as the Boys and Girls Club, Kirkland Shelter for Families and Women, Eastside Men’s Shelter in Bellevue, Senior Housing and the Senior Center downtown Kirkland. The location of the queue jumps are in an area with 18-30% minority populations and is directly adjacent to an area with 30-43% minority populations. The transit queue jump project improves the roadway capacity for safe and affordable transportation options for the population groups with the highest need for
Criteria: Circulation, Mobility, and Accessibility

1. Describe how this project supports a long-term strategy to maximize the efficiency of the corridor, including TDM and activities and ITS improvements that use advanced technologies or innovative approaches to improve traffic flow. Describe the problem and how this project will remedy it.

The 108th Ave NE Transit queue jump project will add an additional traffic signal which will be connected to existing ITS network and transit signal priority will be implemented as needed. Improved transit speed and reliability through this highly congested corridor makes it a more attractive travel option for the CTR affected employers along the corridor.

2. Describe how this project provides a “logical segment” that links to a regional growth or manufacturing/industrial center.

There are relatively few north/ south connections through Kirkland that act as an alternative to I-405, particularly south of downtown. Transit queue jumps provide a bypass for transit around significant northbound delay, particularly during the PM peak period, linking the Bellevue, Kirkland and Totem Lake Transit Centers. Metro analysis and public engagement process concluded that the 108th Ave NE/6th St Corridor was the preferred corridor for the future K-line.

3. Describe how the project fills in a missing link or removes barriers to/from a center.

The project will improve transit travel times and reliability, thus removing barriers of entry for transit riders while providing incentives for people to take transit as buses ‘skip the line’ of significant back-ups during peak hours. K-line will provide direct access between Totem Lake and Bellevue College that currently does not exist today.

In addition, recent transit restructures as part of Metro's North Eastside Mobility Project resulted in greater transit efficiency but requires people to make more transfers to get to their destinations. The delays in this corridor act as barrier for people making the transfers they need to get to their destinations. Reliability along this corridor reduces this barrier and helps keep transit on-time in order to make this system work for people needing to take several buses to complete their trips.

4. Describe how this project will relieve pressure or remove a bottleneck on the regional transportation system and how this will positively impact overall system performance.

Currently, the NE 108th St/6th St corridor hosts the 255 - Kirkland's frequent service between Totem Lake and downtown Seattle via the University District center and link light rail. NE 108th St/6th St corridor is highly congested during peak morning and evening hours. Queue jump improvements are estimated to improve bus trips by 80 seconds between NE 62nd Street and 9th Ave S for 8 to 12 bus trips per peak hour. Another transit queue jump installed in Kirkland on 98th Avenue (also serving the 255) has seen 24% travel time savings (according to Metro). On 108th Ave NE, there will be two queue jumps, one of which is will have a dedicated transit only lane slightly longer than the one on 98th Ave. The northbound peak-hour back-up on NE 108th Ave south of NE 68th St measures at 1.25 miles or roughly 250 cars long which is a longer back-up than what was experienced on 98th Ave so the travel time savings is expected to be even higher at the 108th Ave NE location.

5. Describe how the project provides opportunities for active transportation that can lead to public health benefits.

Transit queue jumps will improve the future K-line service, which connects to EvergreenHealth and Overlake Hospitals/medical districts. Additionally, this corridor is one of the few direct north/ south corridors in Kirkland and provides a critical bicycle connection. Improving the safety and comfort of the bike facilities and reducing the interaction between bikes and buses will provide significant improvement for those people on bikes. The bus stop just north of this project is being improved by the Google expansion and will also include bike lanes behind the bus stop which is just adjacent to a connection to the Cross Kirkland Corridor. These quality bicycle facilities connecting to the CKC provide an added benefit for people to access the CKC. The additional signal will also provide a new pedestrian crossing of the 108th Avenue corridor which improves pedestrian connectivity.

6. Describe how the project provides or benefits a range of travel modes to users traveling to/from centers, or if it provides a missing mode.

The project improves speed and reliability for transit users connecting to and from multiple centers. It also provides a protected bike lane and an additional pedestrian crossing. In addition to providing benefits for people walking, bicycling and taking transit, increased mode shift to denser areas such as regional growth centers will help to alleviate some of the affordable transportation options.

Additionally, ensuring transit is reliable to health care such as EvergreenHealth and Overlake Hospitals address the health focus area and the connections to Northwest University and Bellevue College meet the public education strategy in the regional economic strategy.
Criteria: Equity

1. Identify the population groups to be served by the project.
   Currently, Totem Lake houses 24.1% of Kirkland’s foreign-born residences and of the four census tracts that touch the Totem Lake Urban Center, the average minority population is 28%. The location of the queue jumps are in an area with 18-30% minority populations and is directly adjacent to an area with 30-43% minority populations. The future K-line project also will directly serve affordable housing in Totem Lake and at the S Kirkland P&R as well as the Boys and Girls Club, Kirkland Shelter for Families and Women, Eastside Men’s Shelter in Bellevue, Senior Housing and the Senior Center in downtown Kirkland. The K-line will also connect to both EvergreenHealth and Overlake Hospitals and to Northwest University and Bellevue College. This project provides transit reliability for students, hospital employees, patients and other transit dependent populations along the corridor.

2. Identify the disparities or gaps in the transportation system / services for these populations that need to be addressed.
   The current delays along the 108th Avenue corridor acts as a barrier to people taking transit. These delays act as a deterrent but can also lead to transit delays and potential missed connections to other transit routes. Totem Lake is a location where many people are required to transfer to other routes. Downtown Kirkland and the South Kirkland park and ride also are critical places for transit connectivity.

   In addition, the future K-line route will provide transit connections that do not exist today such as access between Totem Lane to Bellevue College. This route will also connect to the new NE 85th Station area and to Sound Transit STRIDE rapid ride along I-405 facilitating additional connections.

3. Describe how the project is addressing those disparities or gaps and providing a benefit to the population groups identified under question 1 above.
   Speed and reliability is critical to ensure people can access destinations and ensure they can make their connections to other services. In addition, the transit routes that this corridor serves connects people to multiple centers and many services along the existing 255 route or the future K-line route.

   Recent transit restructures as part of Metro’s North Eastside Mobility Project resulted in greater transit efficiency but requires people to make more transfers to get to their destinations. Reliability along this corridor helps keep transit on-time in order to make this system work for people needing to take several buses to complete their trips.

4. Describe the public outreach process that led to the development of the project.
   The project is the second highest scoring project in the Transit Implementation Plan. As part of the development of this plan, several public open houses were conducted as well as an opportunity for the public to respond to an on-line web-map. In addition, there were several social media posts, posters displayed in the Kirkland library, the Peter Kirk Community Center, in the Teen Union building and at the South Kirkland Park and Ride (among other places). Flyers were also distributed in these locations and to all of the neighborhood associations in the city. The city also emailed newsletters and include project information on the city’s website.

5. Describe how this outreach influenced the development of the project.
   The outreach helped the city understand critical needs within the community such as areas with a high crossing need and heavy student volumes. This helped to inform the high priority projects in the Transit Implementation Plan as a whole but also addressing specific needs for this project such as the need for the additional signal and crossing.

6. Is the project in an area of low, medium, or high displacement risk?
   The project itself is in an area of a low displacement risk but it is on a transit route (the 255) that connects to an area of high displacement risk (the University District regional center) and the future K-line route connects to downtown Bellevue which is a medium displacement risk.

7. If the project is in an area of medium or high displacement risk, identify the broader mitigation strategies in place by the jurisdiction to address those risks.
   The project is in an area of low displacement risk.

Criteria: Safety and Security

1. Describe how the project addresses safety and security.
   Currently, the configuration of the roadway has two-travel lanes and a two-way left turn lane. As buses stop, cars often use the two-way left turn lane to overtake the buses. A dedicated transit lane will decrease drivers use of two-way left turn lane to pass buses at stops, therefore reducing potential vehicle collisions.
2. Describe how the project helps protect vulnerable users of the transportation system, by improving pedestrian safety and addressing existing risks or conditions for pedestrian injuries and fatalities, and/or adding or improving facilities for pedestrian and bicycle safety and comfort.

There have been three pedestrian and bicycle collisions along the project length in the last 5-years. While none were serious or fatal, they were severe enough to warrant a police report. Placing protected bike lanes behind the bus-stops will enhance comfort and safety at these locations and reduce interactions between bicyclists and transit vehicles. The added signal at 60th will enhance this crossing for pedestrians.

3. Describe how the project reduces reliance on enforcement and/or designs for decreased speeds.

The project includes ITS improvements which include synchronized signals. Keeping Kirkland’s signals in sync can help prevent speeding along the corridor.

4. Does your agency have an adopted safety policy (e.g., Vision Zero, Target Zero, etc.)? How did these policies inform the development of the project?

Kirkland does have an adopted Vision Zero policy which as adopted as part of the Transportation Master Plan in 2015. The protected bicycle lanes provided by this project is supported by the Vision Zero goal to decrease interaction with people walking and bicycling with motor vehicles. The additional signal also provides safety improvements for pedestrians.

Criteria: Air Quality and Climate Change

1. Please select one or more elements in the list below that are included in the project’s scope of work, and provide the requested information in the pages to follow.

   Bicycle and Pedestrian Facilities, Intelligent Transportation Systems, Other

Air Quality and Climate Change: Bicycle and Pedestrian Facilities

1. Describe the facilities being added or improved

   Protected bicycle lanes at the sidewalk level behind the bus stops. The project will also replace the sidewalk and add an additional signalized crossing.

2. What is the length of the proposed facility?

   approx. 3200 ft

3. Describe the connections to existing bicycle/pedestrian facilities and transit.

   The bicycle lanes along this corridor connect just north of this project to the Cross Kirkland Corridor that intersects the 108th Ave/ 6th St corridor. These also connect to intersecting bicycle lanes on NE 68th St.

   There are continuous sidewalks along the NE 108th Ave corridor but the project will provide an additional signalized crossing which is just north of Northwest University. This is a transit speed and reliability project that will improve the transit travel time along this corridor.

4. Describe the current bicycle/pedestrian usage in the project area. If known, provide information on the shift from single occupancy vehicles.

   The northern terminus of this project has seen an average of 30-40 bicyclists during the combined peak-hour periods when counted during our 2017 and 2019 signalized count program. These counts were not conducted in 2020 or 2021.

5. What is the expected increase in bicycle/pedestrian usage from the project? If known, provide information on the shift from single occupancy vehicles.

   With the expansion of the Google campus just a few blocks north of this project and the access to the Cross Kirkland Corridor, as well as more protected facilities, bicycling in this area is expected to increase.

6. What is the average bicycle trip length?

   unknown

7. What is the average pedestrian trip length?

   unknown

8. Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.)

   2017 and 2019 signalized count program

Air Quality and Climate Change: Intelligent Transportation Systems and Corridor Efficiency
1. What is the existing level of service? 
   LOS D or E for NB approach at 108th and NE 68th St
2. What are the existing number of lanes (in one direction)? 
   one lane each direction in
3. What is the existing average daily traffic? 
   12563
4. What is the existing average speed? 
   Average speed is 35mph but slows significantly during NB peak
5. What are the ITS improvements being provided? 
   One added signal and potential for Transit Signal Priority
6. How many intersections are being improved? 
   2
7. What is the length of the project? 
   approx. 3200 ft
8. What is the percentage of freight truck traffic in the project area? 
   average 2%
9. What is the expected improvement to level of service? 
   Some improvement is expected but it is difficult to quantify. Improvements are expected primarily for buses.
10. What is the expected improvement to average speed? 
    Average speed is expected to remain the same for the general purpose lanes.
11. What is the expected improvement to average vehicle delay? 
    Vehicle delay is expected to remain the same for the general purpose lanes. An estimated 15-30% improvement in transit travel time is expected for buses through this area.
12. Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.) 
    6th St Corridor Study

Air Quality and Climate Change: Other

1. You selected “other” as an emissions-related element in your project’s scope of work. Please describe the improvements expected to result in emissions reduction and the sources used to determine expected results. These could include technology implementation, anti-idling programs, and any other project types that do not fit the options provided in this form.
   The other improvements are the additional northbound transit only queue jumps that are expected to increase transit travel times by 15-30%.
2. Useful life document 
   N/A

Air Quality and Climate Change: CMAQ Questions

1. For CMAQ projects: PSRC will utilize the “Useful Life” table included in the “Air Quality Guidance” document contained in the Call for Projects. If you have an alternate useful life figure for your project, please explain and provide the appropriate documentation supporting the deviation from the approved Useful Life table.
   N/A
2. For CMAQ projects: Is the project located as a 7 of 10 for diesel pollution and disproportionate impacts in the Washington Environmental Health Disparities map?
   N/A

Criteria: Project Readiness and Financial Plan

1. What is the PSRC funding source being requested? 
   STP
2. Has this project received PSRC funds previously?
3. **If yes, please provide the project's PSRC TIP ID**
   KIRK-49

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<th>Year</th>
<th>Alternate Year</th>
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Total Request: $1,500,000.00

**Total Estimated Project Cost and Schedule**

**PE**

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**Expected year of completion for this phase:** 2024

**ROW**

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**Expected year of completion for this phase:** 2027

**Construction**

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**Expected year of completion for this phase:** 2029

**Summary**

1. **Estimated project completion date**
   December 2029

2. **Total project cost**
   $11,500,000.00

**Funding Documentation**

1. **Documents**
   21-23_RMG_Award_Letter_City_of_Kirkland.pdf

2. **Please enter your description of your financial documentation in the text box below.**
   Capital Improvement Program
   
   Pages 82-85, project numbers: PTC0040000 and PTC0050000

**Project Readiness: PE**
1. Are you requesting funds for ONLY a planning study or preliminary engineering?  
   No
2. What is the actual or estimated start date for preliminary engineering/design?  
   October 2022
3. Is preliminary engineering complete?  
   No
4. What was the date of completion (month and year)?  
   N/A
5. Have preliminary plans been submitted to WSDOT for approval?  
   No
6. Are there any other PE/Design milestones associated with the project? Please identify and provide dates of completion. You may also use this space to explain any dates above.  
   N/A
7. When are preliminary plans expected to be complete?  
   2024

Project Readiness: NEPA

1. What is the current or anticipated level of environmental documentation under the National Environmental Policy Act (NEPA) for this project?  
   Categorical Exclusion (CE)
2. Has the NEPA documentation been approved?  
   No
3. Please provide the date of NEPA approval, or the anticipated date of completion (month and year).  
   TBD

Project Readiness: Right of Way

1. Will Right of Way be required for this project?  
   Yes
2. What is the actual or estimated start date for right of way?  
   late 2025
3. What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)?  
   June 2027
4. Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits.  
   Many of the parcels are already secured through development agreements. Much of this is with Northwest University which owns quite a few parcels along this corridor. A few other properties would still need to be acquired.
5. What is the zoning in the project area?  
   Mixed use commercial, medium density residential, low density residential
6. Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.  
   two years are scheduled for this right-of-way phase
7. Does your agency have experience in conducting right of way acquisitions of similar size and complexity?  
   Yes
8. If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?  
   N/A
9. In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each.  
   Many of the parcels are already secured through development agreements. Much of this is with
Northwest University which owns quite a few parcels along this corridor. The additional parcels are estimated to take at least a year or longer.

Project Readiness: Construction

1. **Are funds being requested for construction?**
   No

2. **Do you have an engineer's estimate?**
   N/A

3. **Engineers estimate document**
   N/A

4. **Identify the environmental permits needed for the project and when they are scheduled to be acquired.**
   N/A

5. **Are Plans, Specifications & Estimates (PS&E) approved?**
   N/A

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

7. **When is the project scheduled to go to ad (month and year)?**
   N/A

Other Considerations

1. **Describe any additional aspects of your project not requested in the evaluation criteria that could be relevant to the final project recommendation and decision-making process.**
   The project addresses the Council goal for balanced transportation and aims to increase mode shift addressing a goal in the Transportation Master Plan for multimodal level of service.

2. **Describe any innovative components included in your project: these could include design elements, cost saving measures, or other innovations.**
   Maintenance and life cycle considerations, the city seeks multi-project opportunities and sequencing.

3. **Describe the process that your agency uses to determine the benefits of projects; this could include formal cost-benefit analysis, practical design, or some other process by which the benefits of projects are determined.**
   CIP development evaluation, we consider need, prioritization and life cycle

4. **Describe the jurisdiction’s Apprenticeship Utilization Program / Ordinance in place for projects over $1 million with at least 15% Apprenticeship Utilization or programs that prioritize the use of local hire and the diversification of the workforce.**
   No Apprentice Utilization program or ordinance.

5. **Final documents**
   N/A
108th Ave NE Transit Queue Jumps

Transit Queue Jumps - Project Extents:
108th Ave NE - NE 53rd to NE 60th St
108th Ave NE - NE 62nd to NE 68th St

Legend
- Transit Queue Jumps
- Current Route 255
- RapidRide K-Line
- Regional Centers
- Local Commercial Areas

To Eastgate
To University District Regional Center/Link Light Rail
May 19, 2021

Julie Underwood, Public Works Director
City of Kirkland
123 5th Ave
Kirkland, WA 98033-6121

Subject: 2021-2023 Regional Mobility Grant Program Award

Dear Julie Underwood:

Congratulations! The Washington State Department of Transportation (WSDOT) is pleased to provide your organization’s Regional Mobility Grant Program award for the 2021-2023 biennium. Listed in the table below are your funded project(s), contingent upon approval of the state’s budget appropriations:

<table>
<thead>
<tr>
<th>Project</th>
<th>Award 2021-2023</th>
<th>Projected 2023-2025</th>
</tr>
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<tr>
<td>108th Avenue NE Transit Queue Jumps - Phases 1 &amp; 2</td>
<td>$500,000</td>
<td>$500,000</td>
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Please note that funds are reimbursable for grant-supported activities beginning July 1, 2021. Project expenditures accrued prior to this date may not be charged to your award.

**Primary point of contact**
Jeff Petterson, Capital Projects Engineer, is your primary WSDOT contact. He will assist you in developing your project scope, schedule of deliverables, budget and contract execution. Jeff can be reached at jeff.petterson@wsdot.wa.gov or 360-705-7917.

**Scoring methodology**
An independent review panel evaluated applications using the following four criteria to create a ranked project list:

1. Reduce delay
2. Improve connectivity
3. Readiness to proceed
4. Project performance
WSDOT staff reprioritize the list based on criteria in RCW 47.66.030(1)(b) and ESHB 2322 Section 220(5)(a). The prioritized project list was submitted to the Legislature for final determination in January 2021.

**Additional information**

If you are unable to successfully implement your project, your matching-funds sources are no longer available, or you will be unable to meet your application’s pledged match, please contact your Capital Projects Engineer.

You will be using the new, online Grants Management System (GMS) to manage your grant(s). Announcements regarding GMS user trainings will be sent out late spring or early summer. If you have questions regarding the GMS, contact PTDGMSsupport@wsdot.wa.gov or 360-705-7111.

We appreciate the valuable services your agency provides. We look forward to finalizing your grant agreement(s) and funding your project(s). Again, congratulations!

Sincerely,

Jillian Nordstrom, Grants and Community Partnerships Manager
Public Transportation Division

cc: Jeff Petterson, WSDOT
    Firas Makhlouf, WSDOT
    Monica Ghosh, WSDOT
    Beth Le Duc, WSDOT
    Evan Olsen, WSDOT
    Allyson Ruppenthal, WSDOT
    Kimberly Scrivner, City of Kirkland