

2009 STP/CMAQ Regional Competition Application

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

****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 2009 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 7, 2009. 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.

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.

Email submissions are preferred:

Attach your completed application to an email and send it to TIPRPEC@psrc.org. Please name the file "**STPCMAQ Competition-[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: Chris Peak, Puget Sound Regional Council, 1011 Western Avenue Ste. 500, Seattle, WA 98104-1035 and/or faxed to 206-587-4825, Attn: Chris Peak. For questions or to confirm receipt of your application, contact Chris Peak at 206-464-7536 or cpeak@psrc.org. All applications must be submitted by **April 10, 2009**.

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 206-971-3601 or kmcgourty@psrc.org.

PROJECT DESCRIPTION INFORMATION

1	<p>Project title: South Park Bridge - Right-Of-Way Acquisition</p> <p>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).</p>
2	<p>Destination 2030 ID#: 242</p> <p>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 whether your project is specifically listed in <i>Destination 2030</i>, refer to Appendix 9 of <i>Destination 2030</i> at http://www.psrc.org/projects/mtp/d2030plan.htm. For assistance or questions regarding these issues, contact Kimberly Scrivner at 206-971-3281 or kscrivner@psrc.org.</p>
3	<p>a. Sponsoring agency: King County</p> <p>b. Co-sponsor(s) if applicable:</p> <p>Important: 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? (refer to WSDOT's Local Agency Guidelines Manual for information on CA status: http://www.wsdot.wa.gov/ta/operations/lag/LAG13.pdf)</p>
4	<p>Project contact person: Susan Oxholm</p> <p>Address: 201 South Jackson Street, Suite 300; Seattle, WA 98104</p> <p>Phone: (206) 296-1984</p> <p>Fax: (206) 296-0566</p> <p>Email: Susan.Oxholm@kingcounty.gov</p>

<p>5</p>	<p>Project description. Please distinguish between the scope of the project and the justification and/or need for the project.</p> <p>a. Project scope: Please describe clearly and concisely the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? For example, if this is part of a larger project, please be specific as to what portion on which the grant funds will be used.</p> <p>This funding request is for purchase of the right-of-way needed for the replacement of the South Park Bridge. The purchase of the right of way is necessary for the bridge replacement project to continue moving toward implementation.</p> <p>Design for the new bridge is currently at the 60% design stage and it is anticipated that the final NEPA approval will occur in June of 2009. If selected for funding the right-of-way acquisition could begin as soon as the funding becomes available.</p> <p>b. Project justification, need or purpose: Please explain the intent, need or purpose of this project. What is the goal or desired outcome?</p> <p>The South Park Bridge is a 78-year old structure that has outlived its useful life and will require closure in 2010. With a sufficiency rating of four out of 100, South Park is the lowest rated of all major, high-traffic bridges in the State of Washington and is seven times more vulnerable to earthquake damage than the Alaskan Way Viaduct.</p> <p>The South Park Bridge is an important link in the regional transportation system as it provides one of only three access points over the Duwamish River, linking portions of the Duwamish and Tukwila Manufacturing and Industrial Centers to each other, as well as connecting SW King County to downtown Seattle. The bridge is located on a T-2 rated corridor for freight mobility. Diversion of the 20,000 vehicles, including 2,800 trucks that cross the bridge daily would impact other routes close by including SR 99, SR 509, I-5, I-405 and the First Avenue Bridge South.</p> <p>Inadequate lane widths and sidewalks on the South Park Bridge make conditions unsafe for non-motorized users and constrict traffic flows. Due to the inadequate lane widths traffic flow is impacted because trucks are forced to straddle lanes turning this four lane bridge into a two lane bridge for truck traffic. The new bridge will provide lane widths and non-motorized facilities that meet current standards.</p> <p>The struggling South Park Community would be severely impacted by closure of the South Park Bridge. If closed, economic impacts in this neighborhood may trigger legal or regulatory action from environmental justice laws. South Park meets the criteria for environmental justice status because of its low income, high ethnic minority populations.</p> <p>Preservation of the existing transportation infrastructure is recognized as a priority in regional transportation planning. The 2010 closure of the South Park Bridge would have direct impacts to the neighborhood and manufacturing/industrial centers that surround it. It would increase congestion on other routes and create a physical gap in the regional transportation system.</p>
<p>6</p>	<p>Project location: 14th / 16th Avenues between East Marginal Way South and South Cloverdale, Seattle / North Tukwila</p> <p>a. County(ies) in which project is located: King</p> <p>Answer the following questions if applicable:</p> <p>b. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad):</p> <p>c. Crossroad/landmark nearest to end of project (identify landmark if no crossroad):</p>

7 **Map:** 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 (may be smaller than 8½” x 11”).
Note: If unable to send the map electronically, mail a copy on diskette and provide a paper copy by fax or mail.

8 **Federal functional classification code** (Please select only one code using the table below)
For assistance determining functional classification, contact Stephanie Rossi at 206-971-3054 or srossi@psrc.org.
Important: A roadway must be approved on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities). Projects on a roadway with a functional classification of 09, 19, 29, or 39 are not eligible to use federal transportation funds unless they are one of the exceptions listed below. If your project is an exception, identify its functional class code as “00”.
Examples of exceptions:

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

Rural Functional Classifications “Under 5,000 population”	Urban Functional Classifications “Over 5,000 population”
(Outside federal-aid urbanized and federal-aid urban areas)	(Inside federal-aid urbanized and federal-aid urban areas)
<input type="checkbox"/> 00 Exception <input type="checkbox"/> 01 Principal Arterial - Interstate <input type="checkbox"/> 02 Principal Arterial <input type="checkbox"/> 06 Minor Arterial <input type="checkbox"/> 07 Major Collector <input type="checkbox"/> 08 Minor Collector <input type="checkbox"/> 09 Local Access <input type="checkbox"/> 21 Proposed Principal Arterial – Interstate <input type="checkbox"/> 22 Proposed Principal Arterial <input type="checkbox"/> 26 Proposed Minor Arterial <input type="checkbox"/> 27 Proposed Major Collector <input type="checkbox"/> 28 Proposed Minor Collector <input type="checkbox"/> 29 Proposed Local Access	<input type="checkbox"/> 00 Exception <input type="checkbox"/> 11 Principal Arterial – Interstate <input type="checkbox"/> 12 Principal Arterial – Expressway <input checked="" type="checkbox"/> 14 Principal Arterial <input type="checkbox"/> 16 Minor Arterial <input type="checkbox"/> 17 Collector <input type="checkbox"/> 19 Local Access <input type="checkbox"/> 31 Proposed Principal Arterial – Interstate <input type="checkbox"/> 32 Proposed Principal Arterial – Expressway <input type="checkbox"/> 34 Proposed Principal Arterial <input type="checkbox"/> 36 Proposed Minor Arterial <input type="checkbox"/> 37 Proposed Collector <input type="checkbox"/> 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. Any other agency (e.g., transit agency, WSDOT, tribal nation, etc.) must show that its project is consistent with the applicable city and/or county comprehensive plan(s). The project also must be consistent with *VISION 2040, the growth management, environmental, economic and transportation strategy for the central Puget Sound region* (<http://www.psrc.org/projects/vision/pubs/vision2040/index.htm>), and with *Destination 2030, the central Puget Sound region’s Metropolitan Transportation Plan* (<http://www.psrc.org/projects/mtp/d2030plan.htm>). To obtain hard copies, please contact the PSRC’s Information Center at 206-464-7532 or infoctr@psrc.org. For questions about consistency and certification, contact Yorik Stevens-Wajda at 206-971-3276 or ystevens@psrc.org. For questions regarding centers, contact Ben Bakkenta at 206-971-3280 or bbakkenta@psrc.org.

9 **Consistency with adopted *VISION 2040* and *Destination 2030***
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.

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): 01/25/07

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 Map of Urban/Rural Boundaries at <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 one or more formally designated regional growth or manufacturing/industrial centers.
(Please identify the center(s) in the space below; refer to <http://www.psrc.org/projects/monitoring/rgc.htm> for more information.)

Duwamish Manufacturing/Industrial Center and the North Tukwila Manufacturing / Industrial Center

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

- Yes. Indicate (1) plan name, (2) relevant section(s), and (3) page number where it can be found:
2009 King County Comprehensive Plan, Capital Improvement Program, Transportation Element of the King County Comprehensive Plan, page 77.
- 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 which follow. Refer to the "Regional Project Evaluation Criteria" (Section 3 of the STP/CMAQ Regional Competition Call for Projects) for guidance, examples, and details on scoring, before completing these sections of the application.

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 (70 Points STP, 50 Points CMAQ)

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

- Designated Regional Growth Center: Complete section A and proceed directly to Part 2.
- Manufacturing/Industrial Center: Complete section B and proceed directly to Part 2.
- Corridors Serving Centers: Complete section C and proceed directly to Part 2.

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/applications/reference.htm>. For questions regarding the designation of a specific center, contact Ben Bakkenta at 206-971-3280 or bbakkenta@psrc.org.

Information on the 2005 adopted Regional Economic Strategy and the 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 Chris Strow at 206-971-3051 or cstrow@psrc.org.

A. Designated Regional Growth Centers

Instructions: Complete this section (questions 11-13) if you selected “Designated Regional Growth Centers” in question 10, and then proceed directly to Part 2. Do not complete Sections B or C.

11. Regional Growth Center Development. Please address the following:

- Growth. Describe how the project will support the potential for housing/employment densities in the center. Describe how the project will support the development/redevelopment plans and activities of the center.
- Plans and Policies. Describe how the project furthers the objectives and aims of existing policies for the center; please provide a citation and copy of the corresponding policies.
- Regional Economic Strategy. Describe whether the project helps to create or sustain jobs in the targeted industry clusters within the center; these clusters are identified in the adopted 2005 Regional Economic Strategy.

12. Project’s Benefit to the Regional Growth Center. Please address the following

- Long-Term Benefit. Does the project remedy a current or anticipated problem (e.g. congestion, incomplete sidewalk system, inadequate transit service/facilities, modal conflicts and/or the preservation of essential freight movement)? Please describe.
- User Groups Supported. Describe the user groups that will benefit from the project (including commuters, residents, commercial users, those groups identified in the President’s Order for Environmental Justice¹ and/or areas experiencing high levels of unemployment or chronic underemployment).

13. Circulation within the Regional Growth Center. Please address the following.

- Safety and Convenience. Describe how the project improves safe & convenient access to major destinations within the center.
- Intermodal Opportunities and Connections. Describe how the project will improve circulation and enhanced opportunities for active transportation within the center for people and/or goods regarding (address each relevant area): walkability, public transit access, public transit speed and reliability, safety & security, bicycle mobility, bicycle facilities, streetscape improvements, traffic calming, preservation of essential freight movement and/or other.
- Travel Choices. Describe how the project provides users (e.g. employees, residents, customers) a range of travel modes or provides a “missing” mode.
- System Continuity. Describe how the project completes a physical gap or provides an essential link in the transportation network.
- Parking. If the project has a parking component, describe how it has been designed to be compatible with a pedestrian oriented environment, including any innovative parking management tools.

B. Manufacturing/Industrial Centers

Instructions: Complete this section (question 14) if you selected “Manufacturing/Industrial Centers” in question 10, and then proceed directly to Part 2. Do not complete Sections A or C.

14. Mobility and Accessibility. Please address the following:

- Freight Movement. Describe how the project provides opportunities for freight movement.
- Growth Plans and Policies. Describe how the project will benefit or support the development of the manufacturing/industrial center.

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

- System Continuity. Does the project complete a physical gap, provide an essential link, or remove a barrier in the Freight & Goods component of the Metropolitan Transportation System (See Destination 2030, Technical Appendix 4)? Please describe.
- Safety. Describe how the project improves safety and reduces modal conflicts to help achieve a “seamless” system.
- Improved Commute Access. Describe how the project improves access for one or more modes to major employment sites or access to residential areas outside the center, including opportunities for active transportation.
- Trip Reduction. How does the project promote Commute Trip Reduction (CTR) opportunities?
- User Groups Supported. Describe the user groups (e.g. employees, customers, modal carriers, those identified in the President’s Order for Environmental Justice and/or areas experiencing high levels of unemployment or chronic underemployment) that will benefit from the project.
- Regional Economic Strategy. Describe how the project helps to create or sustain jobs in the targeted industry clusters within the center; these clusters are identified in the adopted 2005 Regional Economic Strategy.

The South Park Bridge provides access to the South Park business community, the North Tukwila and Duwamish Manufacturing/Industrial Centers (MIC) and into downtown Seattle. Approximately 14% of all traffic crossing the bridge are trucks. Trucks make up more of the total traffic on the South Park Bridge than the 1st Avenue South Bridge (South Park 14% truck traffic; 1st Avenue South 5% truck traffic).

The State of Washington's Freight and Goods Transportation System classification includes the 14th/16th Avenue South Corridor upon which the South Park Bridge resides as a "T-2 facility". This means that over 4 million tons of freight is transported across South Park Bridge annually. When closed in 2010, trucks moving freight along this corridor will reach a dead end at the rivers edge and be forced to find an alternative route to cross the Duwamish River. On average, 2,800 trucks and 20,000 cars cross the South Park Bridge every day. When the bridge closes, these cars and trucks will be forced to use other routes, adding to congestion and delaying freight deliveries.

Traffic modeling has shown that with a closed South Park Bridge, cars and trucks will be re-directed to nearby state routes and local arterials. The nearest crossing over the Duwamish River is the First Avenue South Bridge located 1.5 miles to the north. The extra miles driven to cross the Duwamish will add to transportation costs for businesses and to commuter time for travelers.

The Boeing Corporation uses the South Park Bridge to access company facilities housed on 750 acres located on either side of the Duwamish River. Boeing transports equipment and parts and uses the bridge to access regional highways including SR 509, SR 99, I-5 and I-405. Yacht and shipbuilder Delta Marine is another large employer with 300-350 high-paying, fully-benefited entry level jobs. Delta Marine depends on the bridge to conveniently offer its customers, employees and parts suppliers’ access to its facility.

The South Park Bridge provides access for freight and goods to the King County International Airport (Boeing Field) and Port of Seattle rail and ship facilities along the commercial Duwamish waterway. Four major intermodal connectors are located within a few miles of the bridge crossing and Burlington Northern Santa Fe Railroad owns 35 miles of freight railroad tracks within this manufacturing and industrial center. United Parcel Service, Federal Express and other freight and mail carrier companies are located within the South Park neighborhood as it affords them close proximity to Boeing Field.

Boeing Field is recognized as a major cargo airport and serves as a “reliever” to Sea Tac Airport when congested. The Puget Sound Regional Council’s Destination 2030 speaks to air cargo as the fastest growing segment of the aviation industry. Cargo coming to Sea-Tac and King County International Airports’ is expected to increase from “613,099 tons in 1998 to 1,048,795 tons in 2010.” The two airports are planning for the impacts of more cargo landing on their runways but the roadway infrastructure hauling freight to and from these facilities is equally as important.

As Destination 2030 points out, there is a need for “additional long range strategic and facility planning to address the region’s air cargo facility needs, including ground access improvements.” Maintaining another access point across the Duwamish River would be considered an important link in planning for forecasted growth in air cargo and its movement on the ground.

The South Park Bridge is located within both the Duwamish and North Tukwila MIC's. The Duwamish MIC is the largest industrial area in the state and serves as the economic engine for the City of Seattle and the Puget Sound Region. According to the 2002 Urban Centers Report for the Duwamish Manufacturing/Industrial Center, the center has “3,300 businesses providing more than 60,000 jobs within its boundaries.” The 2002 Urban Centers Report for the North Tukwila MIC acknowledges that “East-west access through the center is somewhat restricted, due to the

Duwamish River on the west and I-5 on the east.” The South Park Bridge provides one of only three access points and one of only two access points within the MIC’s to cross the river.

As referenced in the Economic Analysis of the Puget Sound, three of the Central Puget Sound’s major economic clusters are located within the Duwamish and North Tukwila MIC’s*. These clusters are considered to be “mature” but are all predicted to experience growth in “industry dynamism”. Dynamism is a characteristic of how businesses grow based on their interactions with one another and their dependence on other related businesses within the same industry.

Growth plans and policies developed by King County and the Cities of Seattle and Tukwila speak to the maintenance and preservation of manufacturing and industrial activities within identified centers by discouraging incompatible land use and maintaining transportation infrastructure. Vision 2040 contains a policy to “Maintain and improve the existing multimodal freight transportation system in the region to increase reliability and efficiency and to prevent degradation of freight mobility.” (MPP-T-18, February 14, 2008; p. 85) Preservation of this physical link crossing the Duwamish River that allows for the continued mobility of freight within the region’s oldest, largest and strongest industrial area should be upheld and funded.

The South Park Bridge does not meet current design standards for lane width causing dangerous conditions for freight trucks, emergency and other non-motorized vehicles. When crossing, truck body widths squeeze into the second lane effectively reducing two travel lanes to one and forcing traffic to slow to truck speeds. Alternatively, some motorists can choose to pass trucks which often necessitates driving left of center. This situation constricts traffic flows, affects vehicular and non-motorized safety.

The new South Park Bridge has designs for 6ft sidewalks separated by a barrier from the roadway and includes regulation-width bike lanes on each side of the bridge. These improvements should encourage riders and walkers to consider this route into downtown Seattle by continuing along E. Marginal Way S to Ellis Avenue and then along Airport Way.

The South Park Community fits federal environmental justice criteria with minority populations almost twice that of the City of Seattle. Approximately 56% of those in the South Park Community identify themselves as people of color as compared to 30% within the City of Seattle. 72% percent of business-owners in the 14th/16th Avenue South corridor are minority owned. Income levels in this area are only 68% the median income of those in the City of Seattle.

Businesses in the South Park and 14th/16th Avenue South corridor include marine retail, industrial facilities, restaurants, taverns, retail shops, warehouses, grocery stores and health clinics. The Sea-Mar Community Health Clinic is located here and is one of the largest employers with 400 full time employees. The clinic provides affordable health and medical services to the Hispanic, disadvantaged, migrant and seasonal farm worker populations. South Park Bridge provides easier access to and from this clinic and the greater South Park community and is located near the bus routes that currently cross the bridge.

King County survey results indicate that closure of the South Park Bridge would severely alter traffic patterns posing a threat to the viability of business in the 14th/16th Avenue South corridor. Nearly 80% of businesses here rely on customers who make special trips to these stores. Without “walk in” business from customers who stop while driving by, this corridor would be even further impacted. Business owners along the 14th/16th Avenue South corridor have indicated that they are not move forward making improvements to their buildings and business operations until the fate of the South Park Bridge is determined. If funded, bridge improvements could build community momentum toward other local improvements. Replacement of the bridge will spur local economic development for the South Park Community.

C. Connecting Corridors

Instructions: Complete this section (questions 15-17) if you selected “Corridors Serving Centers” in question 10, and then proceed directly to Part 2. Do not complete Sections A or B.

15. Benefit to Regional Growth or Manufacturing/Industrial Center. Please address the following:

- Growth Plans and Policies. Describe how this project will benefit or support the housing and employment development of a regional growth and/or manufacturing/industrial center(s). Does it support multiple centers?
- Travel Choices. Describe how the project provides a range of travel modes to users traveling to centers, or if it provides a missing mode.

- **User Groups Supported.** Describe the user groups that will benefit from the project, including commuters, residents, commercial users, those groups identified in the President's Order for Environmental Justice and/or areas experiencing high levels of unemployment or chronic underemployment).
- **Regional Economic Strategy.** Describe whether the project helps to create or sustain jobs in the targeted industry clusters within a center; these clusters are identified in the adopted 2005 Regional Economic Strategy.

16. System Continuity. Please address the following:

- **Serving Centers.** Describe how this project provides a "logical segment" that links to a regional growth or manufacturing/industrial center.
- **Missing Link.** Describe how the project fills in a missing link or removes barriers to a center.
- **Congestion Relief.** Describe how this project will relieve pressure or remove a bottleneck on the Metropolitan Transportation System and how this will positively impact overall system performance.

17. Long-term Benefit/Sustainability. Please address the following:

- **Efficiency.** How does this project support a long-term strategy to maximize the efficiency of the corridor? Describe the problem and how this project will remedy it.
- **Safety.** Describe how this project improves safety and/or reduces modal conflict, and provides opportunities for active transportation.

PART 2: QUESTIONS FOR ALL PROJECTS

Instructions: Once Section A, B, or C in Part 1 has been completed, complete all of Part 2 (questions 18-21).

D. Air Quality and Climate Change (20 Points STP, 40 Points CMAQ)

18. 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, where they are used, how much fuel is consumed annually 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 and population surrounding the project).
- **Signalization and other ITS improvements:** Describe the existing conditions in the area (i.e., level of service, average daily traffic, etc.), and 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.

The South Park Bridge has four lanes to carry over 20,000 vehicles and 2,800 trucks over the Duwamish River every day. Because of narrow lane widths, the bridge operates as a two-lane arterial for truck traffic slowing other traffic and trucks that cannot pass. This situation constricts flow and reduces traffic speeds. The new bridge will have lane widths built to current standards allowing for the more efficient passage of cars and trucks.

The South Park Bridge is scheduled to close in 2010. The cars and trucks that currently use this corridor on a regular basis would be re-directed to either SR-99, SR 599 or the 1st Avenue South Bridge to cross the Duwamish River. Traffic modeling has shown that high levels of congestion would develop due to the bridge closure.

When the First Avenue South Bridge is open for marine traffic, models show that the cars waiting to cross would take three and a half times longer to disperse because more cars, diverted from the South Park Bridge, would be in line. Key intersections would become immediately clogged just north of the First Avenue South Bridge. Peak hour traffic flows would be reduced to a Level of Service “F”. Modeling has also estimated that if the South Park Bridge were closed, a three-mile detour would add an estimated 60,000 vehicle miles a day to the movement of people and goods.

Air quality impacts stemming from the South Park’s closure would result from longer lines waiting for the First Avenue Bridge to close. The First Avenue Bridge opens more frequently than South Park and the cars diverted to cross there, would add to those waiting for the bridge to lower, creating more emissions from idling engines. Air quality would be particularly impacted due to the large number of diesel trucks forced to make this crossing.

E. Project Readiness/Financial Plan (10 Points)

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) below. The primary objective of the evaluation is to determine whether 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.
- Whether 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.

19. 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 only for a Preliminary Engineering phase need not answer question #19.

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 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 19A 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 19B, including the estimated schedule for completion.

19A. 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 yet completed - BA Concurrence: NMFS, U.S. Fish & Wildlife, WSDOT.

Not yet completed - Section 106 Concurrence.

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

Already completed b. True Cost Estimate for Right of Way.

Not yet completed c. Right-of-way Plans (stamped).

Not yet completed 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 yet completed g. Relocation Certification, if applicable.

Not yet completed - WSDOT Certification Audit of Relocation Process, if applicable.

Already completed h. Engineer's Estimate.

Not yet completed i. All environmental permits obtained (e.g., Army Corps of Engineers Permit, HPA, etc.)

19B. 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 (e.g., status of planning, environmental documentation, permits, design, etc.).

Both the BA Concurrence and the Section 106 Concurrence is anticipated in late early April 2009. The ROD for the EIS is scheduled to be issued in June 2009.

With Right of Way funding, the entire process from Right of Entry to Right of Way Certification is anticipated to take nine months, assuming no condemnations. Therefore, completion date of Right of Way Certification is linked to award of funds.

20. Financial plan: Please fill out Tables A through D below and corresponding questions E through 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 (Table C) funds 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
ROW	January 4, 2010	STP	\$3,460,000
			\$
			\$
Totals:			\$3,460,000

Table B: Existing Secured Funding

Phase	Estimated Obligation date by Phase* (mm/dd/yy)	Source	Amount
PE (Intermediate, Final)	May 20, 2008	KC Road Fund, STP	\$9,660,000
PE	2001	City of Tukwila	\$3,000,000
EIS, Preliminary Design	November 16, 2001	KC Road Fund, various grants	\$8,700,000
ROW	January 4, 2010	KC Road Fund	\$540,000
			\$
TOTAL:			\$21,900,000

*For tables B and 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
CN	January 2, 2011	TBD	\$129,000,000
			\$
			\$
			\$
			\$
TOTAL:			\$129,000,000

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

Total Estimated Project Cost		Scheduled Completion of Phases	
Phase	Total Estimated Cost	Phase	Scheduled Completion Date (mm/dd/yy)
Planning:	\$	Planning:	
Preliminary Engineering/Design:	\$12,660,000	Preliminary Engineering/Design:	December 2009
Right of Way:	\$4,000,000	Right of Way:	September 2010
Construction:	\$129,000,000	Construction:	March 2014
Other (Specify) EIS:	\$8,700,000	Other (specify) EIS:	June 2009
Total Project Cost:	\$154,360,000	Estimated date of completion (i.e. open for use)	July 2013

- E. Identify the project phases (PE, ROW, CN, etc.) that will be fully completed if requested funding is obtained:**
EIS is fully funded and scheduled to be completed in June 2009 with the issuance of the ROD. PE is fully funded and is scheduled to be completed in December 2009. ROW is expected to be completed in September 2010 (assuming no condemnation). If project is selected for funding, all right-of-way acquisitions and processes will be completed.
- F. If unable to completely fill out Table D (Total Project Cost and Schedule):** Use the space below to explain the nature of any project for which the total project cost and/or schedule 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.

F. Other Considerations (No Points)

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

Lake Washington

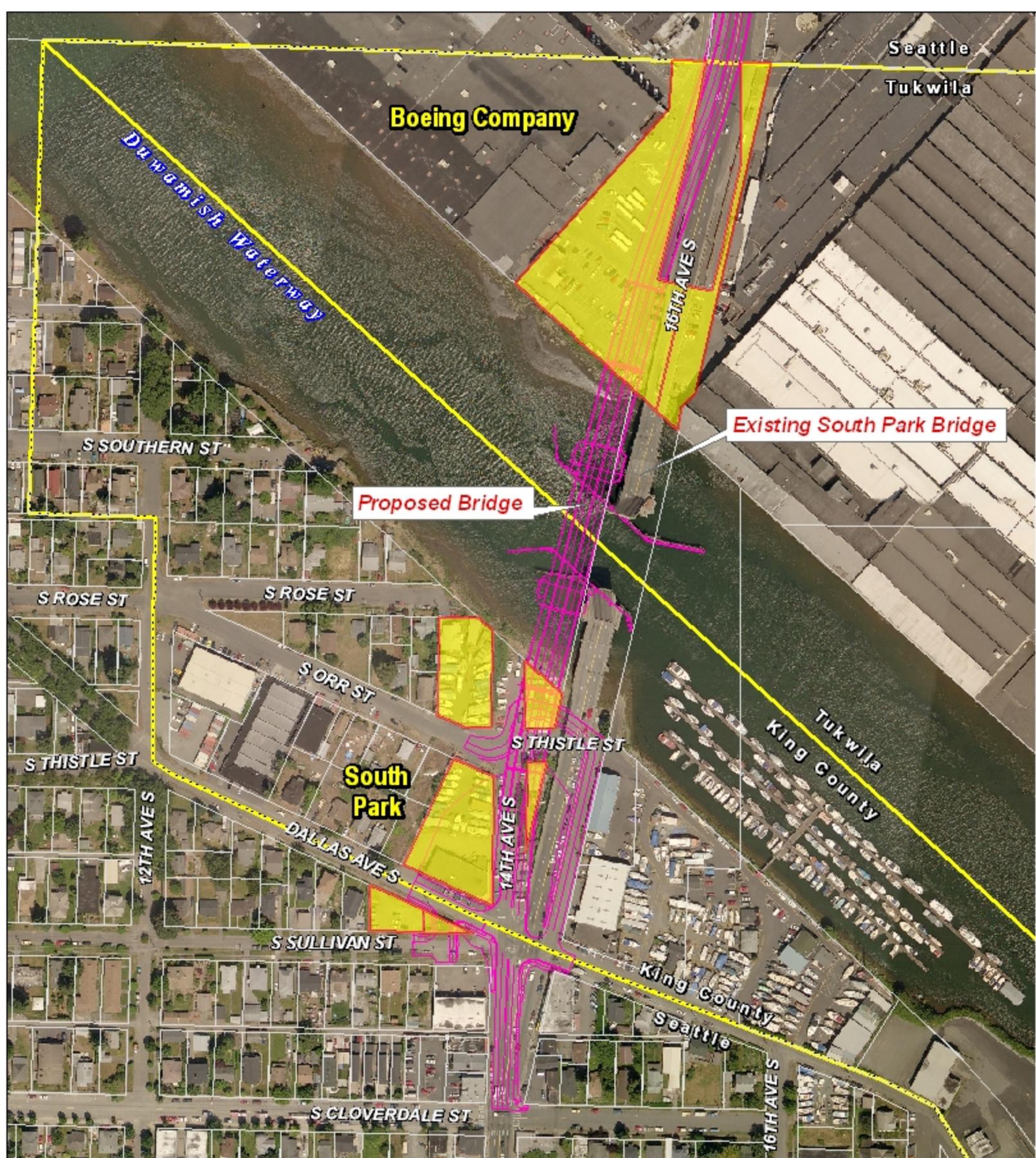
Elliott Bay



1ST AVE S BRIDGES

SOUTH PARK BRIDGE
(T-2 facility carrying over 4 million tons of freight per year)

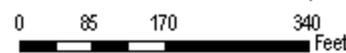
Puget Sound



South Park Bridge Replacement

Property Impact Area

-  Parcels to be Acquired
-  New Bridge Footprint
-  Parcels
-  City Line



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March 25, 2009