

Section V - 2009 King Countywide STP/CMAQ Competition Application

To be used for projects submitted for the following Countywide Programs:

- ❖ Small Jurisdictions Program
- ❖ Larger Jurisdiction Program
- ❖ All Other Agency Program
- ❖ Rural Area Program

This application is available on the King County Web site at

<http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2009KCCtywideComp.aspx>

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

Important notice: The importance of complete and accurate information on every application cannot be overemphasized. The evaluation and scoring of all submitted projects will be based on the answers provided in this application. A project's suitability for funding may be compromised if the application is found to have omissions or inaccuracies. In addition, sponsors of projects recommended for funding as a result of the competition should be aware that their application could be used in the future to evaluate the status of a project if it fails to comply with the requirements of the Puget Sound Regional Council's (PSRC) Project Tracking program.

Projects receiving funding as a result of this competition: Funding distributed as a result of the 2009 STP/CMAQ King Countywide Programs is awarded to projects, not to the sponsoring agency itself. Sponsors of projects that receive funds from this competition will be required to submit a more detailed TIPMOD or TIPNEW application, which will be due to the PSRC on July 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 funding. Failing to comply with this condition, and/or with the conditions established in the PSRC's Project Tracking Program, may eventually result in the loss and/or transfer of funds to another Countywide project.

14-page limit: You may use additional pages if necessary; however, please be as brief as possible and limit your application to a total of fourteen (14) pages, plus map(s) and/or other required supporting documents.

E-mail submissions are preferred: Attach your completed application to an e-mail and send to peter.heffernan@kingcounty.gov. Please name the file "(Agency): (Project tile)" and in the e-mail subject line identify which Countywide program the application is being submitted (Small Jurisdiction, Large Jurisdiction, All Other, Non-motorized). If you are unable to e-mail the application, please mail a copy of the electronic file on diskette, and fax or mail a corresponding paper copy. Electronic copies of all applications are required, as they will be posted to the King County Web site. Mailed materials should be sent to: Peter Heffernan, King County Department of Transportation, M.S. KSC-TR -0814, 201 South Jackson Street, Seattle, WA 98104-3856 and/or faxed to 206-684-1812, Attn: Peter Heffernan. All applications must be submitted by **5pm May 15th, 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.**

PROJECT DESCRIPTION INFORMATION

<p>1</p>	<p>Project title: South Lake Union/Uptown Mercer Corridor Improvements (East Segment) 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>
<p>2</p>	<p>Destination 2030 ID#: 967</p> <p>In order to be eligible for federal funding, a project must be in, or consistent with, <i>Destination 2030</i>, the region’s Metropolitan Transportation Plan (MTP). To confirm if your project is specifically listed in <i>Destination 2030</i>, refer to Appendix 9 of <i>Destination 2030</i> at 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>
<p>3</p>	<p>a. Sponsoring agency: Seattle</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>
<p>4</p>	<p>Project contact person: Amy Patton Address: 700 5th Ave, PO Box 34996, Seattle, WA 98124-4996 Phone: 206.685.5013 Fax:206.470.6944 E-Mail: amy.patton@seattle.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>Conversion of Mercer Street to two-way operations between Fairview and Dexter and traffic calming on Valley St resulting from removal of major westbound traffic. Construction elements include roadway and sidewalk construction, lighting, signals, signage, drainage, water, sewer, electrical, landscaping and urban design improvements throughout the corridor.</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>Improve access to four (4) regional growth centers (South Lake Union, Uptown, Downtown Seattle and First Hill/Capitol Hill) and one (1) regional manufacturing/industrial center (Ballard/Interbay) through elimination of the circuitous weave created by the existing Fairview-Valley-Broad route for</p>

	<p>westbound traffic from I-5. The corridor also serves five (5) locally designated centers including Eastlake, Queen Anne, Fremont, Wallingford and Ballard. A more direct route to these areas will be provided. The project will provide improvements to safety and mobility as well as regional and local access to/through/from I-5 and the South Lake Union Regional Growth Center for all modes of transportation including autos, bikes, pedestrians, freight and transit. It will provide a gateway to the north end of Seattle’s Center City.</p> <p>The improvements create a two-way Mercer Street (currently one-way eastbound), complementing the new South Lake Union Streetcar and implementing a number of other transit, pedestrian and bicycle improvements that taken together:</p> <ul style="list-style-type: none"> • reconnect South Lake Union and Uptown to the rest of the City; • supports development of the South Lake Union Regional Growth Center into a livable, walkable 24/7 community, that is economically vibrant and livable; • untangle streets that create barriers in the middle of Seattle; • improve mobility for people in regional and local growth centers, including Queen Anne, Capitol Hill, Eastlake, Magnolia, Fremont and Ballard, that use this corridor; • promote transit, walking, and biking; • continue a smooth flow of freight and people through the corridor; • provide a direct route from I-5 and SR-99 into and through South Lake Union, and; • improve a key alternative route to Downtown Seattle, Seattle Center and surrounding neighborhoods during Alaskan Way Viaduct construction.
<p>6</p>	<p>Project location: Mercer Street</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): Fairview Ave N</p> <p>c. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): Dexter Ave N</p>
<p>7</p>	<p>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 (can be smaller than 8½” x 11”).</p> <p>Note: If unable to send the map electronically, mail a copy on diskette and provide a paper copy by fax or mail.</p>
<p>8</p>	<p>Federal functional classification code (Please select <u>only one</u> code using the table below)</p> <p>For assistance determining functional classification, contact Stephanie Rossi at 206-971-3054 or srossi@psrc.org.</p> <p>Important: A roadway must be <u>approved</u> on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities). Projects on a roadway with a functional classification of 09, 19, 29, or 39 are not eligible to use federal transportation funds unless they are one of the exceptions listed below. If your project is an exception, identify its functional class code as “00”.</p>

	<p><u>Examples of exceptions:</u></p> <ul style="list-style-type: none"> • 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. 	
9.	<p>Rural Functional Classifications “Under 5,000 population” (Outside federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> 00 Exception</p> <p><input type="checkbox"/> 01 Principal Arterial - Interstate</p> <p><input type="checkbox"/> 02 Principal Arterial</p> <p><input type="checkbox"/> 06 Minor Arterial</p> <p><input type="checkbox"/> 07 Major Collector</p> <p><input type="checkbox"/> 08 Minor Collector</p> <p><input type="checkbox"/> 09 Local Access</p> <p><input type="checkbox"/> 21 Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> 22 Proposed Principal Arterial</p> <p><input type="checkbox"/> 26 Proposed Minor Arterial</p> <p><input type="checkbox"/> 27 Proposed Major Collector</p> <p><input type="checkbox"/> 28 Proposed Minor Collector</p> <p><input type="checkbox"/> 29 Proposed Local Access</p>	<p>Urban Functional Classifications “Over 5,000 population” (Inside federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> 00 Exception</p> <p><input type="checkbox"/> 11 Principal Arterial – Interstate</p> <p><input type="checkbox"/> 12 Principal Arterial – Expressway</p> <p><input checked="" type="checkbox"/> 14 Principal Arterial</p> <p><input type="checkbox"/> 16 Minor Arterial</p> <p><input type="checkbox"/> 17 Collector</p> <p><input type="checkbox"/> 19 Local Access</p> <p><input type="checkbox"/> 31 Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> 32 Proposed Principal Arterial – Expressway</p> <p><input type="checkbox"/> 34 Proposed Principal Arterial</p> <p><input type="checkbox"/> 36 Proposed Minor Arterial</p> <p><input type="checkbox"/> 37 Proposed Collector</p> <p><input type="checkbox"/> 39 Proposed Local Access</p>

COUNTYWIDE PROJECT EVALUATION

Important: Projects will be evaluated and scored based on the information provided in Parts 1 and 2 that follow. Refer to the “2009 King County Countywide Project Evaluation Criteria” before completing these sections of the application for guidance, examples, and details on scoring.

Instructions:

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

Part 1: Category Specific Questions (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 Center:** Complete section A (question 11) and proceed directly to Part 2 (questions 14-17).
- Manufacturing/Industrial Center:** Complete section B (question 12) and proceed directly to Part 2 (questions 14-17).
- Connecting Corridors:** Complete section C (question 13) and proceed directly to Part 2 (questions 14-17).

Note: 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 Centers” in question 10, and then proceed directly to Part 2. Do not complete Sections B or C.

11. 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.
- 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.

Growth: The Mercer Corridor project will support the creation of over 50,000 new jobs and over 22,000 new households in 4 regionally designated growth centers and 1 regional manufacturing and industrial center. The South Lake Union Center, where the project is located, is projected to add 20,000 new jobs and up to 10,000 new housing units by 2030, and is in transition from an underdeveloped area to a vibrant mixed-use community that will include more family-wage jobs, a new park, and housing for a range of income levels. Since 2004, over 4 million sq. ft. of new commercial development, 2,400 new dwelling units and 6,900 new jobs have been added. The project leverages unprecedented private and public investments including Lake Union Park - \$30M, Museum of History & Industry - \$40M, Center for Wooden Boats - \$4.4M, Tribal Center - \$4M, South Lake Union Streetcar - \$52M.

The Mercer Corridor project supports this growth by improving circulation and encouraging and supporting a pedestrian-oriented development pattern. It makes improvements on 5 arterial streets in the South Lake Union neighborhood, including Mercer, Valley, Fairview, Westlake and 9th Avenue. The project is a key part of Seattle's plan to create a livable, walkable, 24/7 Center City that entices residents, employees and visitors to stroll the streets, visit restaurants and shops, and spend time in the parks.

Of the housing units open or under construction in South Lake Union in 2004, 30% were affordable or subsidized and 70% were market rate. Citywide, 7% of housing units are affordable or subsidized and 93% are market rate. As the area redevelops, providing safe and convenient alternatives to driving will help residents meet their travel needs without a car. The project complements the new South Lake Union Streetcar which will be part of an extended streetcar network and currently connects the Regional Growth Center to Downtown Seattle at Westlake Center Transit Hub. Today, approximately 82,000 vehicles use Mercer and Valley Streets near the I-5 interchange at Fairview Ave N. 40,000 are on Mercer, a one-way eastbound street. 36,000 head westbound on Valley and 6,000 eastbound on Valley. Traffic volumes are projected to increase between 12 and 24% by 2030. The project addresses needs through 2030.

Plans and Policies:

The Mercer Corridor project will directly address goals and policies in the Seattle Comprehensive Plan for the South Lake Union Regional Growth Center. It also directly responds to policies in PSRC's adopted Destination 2030 plan.

Please see attachment for specific plan citations.

Regional Economic Strategy: The Mercer Corridor project will help retain approximately 245,000 existing jobs and support the creation of over 50,000 new jobs in 4 regionally designated growth centers and 1 regional manufacturing and industrial center. The South Lake Union center, where the project is located, contains about 20,000 existing jobs and is projected to double employment, adding 20,000 new jobs by

2030. The Mercer project is a major component of the overall economic development strategy of the South Lake Union Regional Growth Center.

The Mercer Corridor project will support growth of the Information Technology cluster by serving employers such as Amazon.com, which is building the new headquarters campus in South Lake Union, Microsoft and Real Networks.

Additionally, the project will support growth in the Life Sciences cluster, in a nationally recognized Biological Technology/Life Sciences Center. The project is supported by a number of key medical and biomedical research facilities in the South Lake Union Regional Growth Center, including the UW Medical Center, Fred Hutchinson Cancer Research Center, Seattle Biomedical Research Institute and Group Health Cooperative. Developers and property owners are actively supporting and funding the project, contributing over \$31 million in direct cash contributions. They have also offered to purchase right-of-way and surplus property related to the project to create an additional \$20 to \$44 million in revenue for the project. These private partners believe that the Mercer Corridor project is a key element in creating a vibrant community.

The South Lake Union Regional Growth Center is home to several of Washington State's biggest attractions for the Visitors and Tourism cluster, including the Space Needle, Seattle Center, Experience Music Project and Lake Union. Fixing the "Mercer Mess" is a key project for the region's growth in this cluster given the enormous volumes of tourists and visitors frequenting the Seattle Center and other attractions. Seattle Center attracts 12 million visitors and 5,000 events per year. The Mercer Corridor project will support the Prosperity Partnership's strategy to attract more tourists, including groups and corporate travelers, provide a more satisfying experience for visitors, and communicate the sector's economic reach and benefits to key audiences. The project will provide direct access for visitors using the Port of Seattle's Cruise Terminals at Bell Street and Interbay and improve access to the Olympic Sculpture Park, Lake Union Park, Myrtle Edwards Park and Seattle's Waterfront.

The Mercer Corridor project is also a key component in Seattle's effort to improve transportation linkages to its manufacturing, industrial, logistics and trade employment areas. The Mercer Corridor project will improve access to the Ballard-Interbay Manufacturing Industrial Center as well as other maritime facilities along Lake Union.

12. Project's Benefit to the 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).

Long-Term Benefit: The City of Seattle has been attempting to remedy the Mercer Mess for over 40 years. The project will provide long-term benefits by addressing transportation needs through 2030. This project will improve congestion and complete the sidewalk system. It will rebuild streets, non-motorized facilities and public utilities. It will provide sustainable infrastructure that will provide long-term environmental, community development and economic benefits. Together with the South Lake Union Streetcar, transit service is improved and essential freight movement will be preserved as the project turns a one-way street into a two-way street.

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."

User Groups Supported: Groups served include a range of income levels. Two out of three census tracts that cover the project area have poverty levels higher than the citywide level. In one census tract within the Center, 40% of the population is below the poverty level, compared to 12% citywide. Groups that will benefit from this project include commuters, residents and commercial users. South Lake Union is projected to add 20,000 new jobs and up to 10,000 new housing units by 2030, and is in transition from an underdeveloped area to a vibrant mixed-use community that will include more family-wage jobs, a new park, and housing for a range of income levels. The Mercer Corridor project supports increased housing and employment growth, density and diversity in a Regionally Designated Growth center by improving circulation and encouraging and supporting a pedestrian-oriented development pattern. Of the housing units open or under construction in South Lake Union in 2004, 30% were affordable or subsidized and 70% were market rate. Citywide, 7% of housing units are affordable or subsidized and 93% are market rate. Safe and convenient alternatives to driving will help residents meet their travel needs without a car.

Other users include the nationally and worldwide significant Gates Foundation. Additional users are the massive volumes of visitors and tourists who come to South Lake Union and Uptown. These centers are home to the Seattle Center, Lake Union, and other major attractions which have regional as well as statewide significance. Seattle Center attracts 12 million visitors and 5,000 events per year. Improved circulation to these major attractions is critical to the redevelopment and revitalization of South Lake Union and Uptown. The project will improve traffic flow and benefit freight circulation.

13. Circulation within the 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.

Safety and Convenience - Pedestrian and bicycle safety and convenience will be improved by the traffic calming measures, dedicated bike lanes, curb bulbs and medians. For general traffic, there are several high collision locations in the area, including both intersections and mid-block locations. For many years, the intersection of 9th and Mercer topped the list as the worst in the City in terms of collisions. This location experiences collisions between the two lanes of traffic turning left from southbound 9th onto eastbound Mercer. This dual left movement will be substantially redesigned by the Mercer project, with new geometry, channelization, signing and signalization.

The new design may reduce the number of rear end collisions expected along Mercer St. Traffic calming measures will reduce vehicle speeds along the route. Generally this will reduce the chance of rear-end collisions.

Collision numbers on Valley St are expected to be reduced between Westlake and Fairview Aves by implementing traffic calming features and reducing volumes. This will improve safety for users of Lake Union Park and the South Lake Union Streetcar station at Lake Union Park.

Intermodal - The project improves circulation and enhances opportunities for people and goods. Safe, convenient access for pedestrians will be provided by constructing new and wider sidewalks on Mercer and Valley Streets. Additionally, traffic will be calmed and crossing distances reduced for pedestrians by providing curb bulbs at key intersections. A sense of place and improved security will be established by streetscape features including landscaped medians, street trees and pedestrian-scale lighting. Connectivity to the South Lake Union Streetcar will be improved dramatically and the project will allow for future implementation of east-west transit service along Mercer St connecting the Uptown, South Lake Union and First Hill/Capitol Hill regional growth centers. Improvements will benefit transit riders travelling to and from locally designated centers as well, including Eastlake, Queen Anne, Fremont, Wallingford and Ballard.

Mercer improvements will contribute to drastic improvement in circulation within the South Lake Union. The South Lake Union Regional Growth Center is being completely redeveloped and is quickly becoming a major employment and residential center. The 5 arterials improved by the Mercer Corridor project are key corridors for circulation within the center for all modes. The project will create a livable, walkable neighborhood, giving residents, businesses, visitors and employees a sense of place.

Travel Choices - The project provides safe and convenient access for residents, employees and visitors by improving pedestrian, bicycle, transit facilities and connections. Over 1,000 bicyclists and 3,000 pedestrians cross through the project area per day. The project complements the new South Lake Union Streetcar, which serves a much needed transit connection with Downtown Seattle at the Westlake Transit Hub and allows for the future implementation of east-west transit service in the Mercer Corridor. Over 12 million people choose transit to travel within and through this South Lake Union each year.

System Continuity - The project fixes the 40 year old Mercer "Mess". It is the primary goal of this project to provide system continuity. When completed, the Mercer Corridor project will improve access through South Lake Union to areas such as Seattle Center, Fremont, Interbay, Ballard, Eastlake, Queen Anne, and Magnolia. It will eliminate the circuitous weave created by the existing Fairview-Valley-Broad route for westbound traffic between I-5 and SR-99. A more direct route to these areas will be provided. The project will provide improvements to safety and mobility as well as regional and local access to/through/from I-5, SR-99 and the South Lake Union Regional Growth Center for all modes of transportation including autos, bikes, pedestrians, freight and transit.

Parking - the project will provide an organized parking management approach which will benefit users. The project will provide a net increase in on-street parking throughout the project area of approximately 45 stalls. Further, the project supports growth in commercial and residential development within and adjacent to the project area. This redevelopment will ultimately result in the availability of more off-street parking.

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.
- **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.
- 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.

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 Centers 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).
- 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 Mercer Corridor project is a critical part of Seattle's strategy to create a vibrant, livable and walkable community in South Lake Union. This is part of Seattle's overall goal of creating a sustainable community and reducing greenhouse gas emissions. By 2030 South Lake Union will be home to over 36,000 jobs and over 10,000 housing units in a mixed-use, high-density neighborhood with schools, shopping, cultural and recreational facilities all accessible by walking, biking and transit. South Lake Union is located adjacent to Downtown Seattle and is linked to regional transportation facilities including I-5, SR-99 and South Transit's Link Light Rail system. The Mercer Corridor project will provide the facilities to make the sustainable growth of South Lake Union a reality.

Roadway capacity : The new configuration with a two-way Mercer St and narrower Valley St will improve traffic flow for over 80,000 vehicles each day in the corridor. Overall travel times and safety will be improved for these travelers. 13 intersections will be improved, with 2 fewer intersections at LOS F in 2030 (7 vs. 9) during the PM Peak period. Total average delay, in the PM Peak at these intersections will be reduced from about 1,500 seconds to about 1,200 seconds, a reduction of 20%.

In addition to reduced delay at arterial intersections, this project will increase the capacity of the I-5 ramps on to Mercer St by between 11 to 24%. The improved traffic flow will reduce queues at the exit of I-5 onto Mercer St, reducing idling and congestion.

Transit: This Regional Growth Center is home to the new South Lake Union Streetcar, which connects the Center to Downtown Seattle. The Streetcar is the first segment of a growing network which will connect various centers to one another with an attractive and convenient alternative to driving. Pedestrian improvements will increase access to the streetcar and other transit service in South Lake Union. The project provides a direct two-way corridor between Uptown, South Lake Union and First Hill/Capitol Hill, allowing implementation of new transit service along Mercer St connecting these three regional growth centers as planned for in the South Lake Union Transportation Plan and Seattle Transit Plan. Over 12 million people use transit to travel within and through this Center each year. Many are travelling to and from other locally designated centers including Eastlake, Queen Anne, Fremont, Wallingford and Ballard.

Bicycle and pedestrian facilities: Over 1,000 bicyclists and 3,000 pedestrians cross through the project area per day. The project includes significant improvements for these users, including 1 mile of bike lanes, 6 blocks of the Lake to Bay Trail, 21 curb bulbs, 32 block faces of improved and widened sidewalks, medians and landscaping. It all contributes to a sense of place as well as enhancing safety and convenience for these groups. All intersections will have ADA compliant curb ramps, improved crossing markings and pedestrian countdown signals at signalized intersections.

Signalization and ITS - Signal improvements will be made at 12 intersections. ITS features will be installed resulting in greater efficiency and safety for all travelers. ITS features include the addition of several Variable Message Signs (VMS), installation of new camera's and fiber to enhance emergency response, and video detection for signals. The Mercer Corridor is a state designated T-1 truck route. Design of the corridor improvements took into account freight needs, incorporating features to improve freight movement. Freight improvements include more efficient travel by decreasing the number of turns required on the major truck route, ensuring adequate truck turning radius requirements are incorporated into overall design, and VMS placement for eastbound travel to indicate which eastbound freeway route would be more efficient. Improved traffic flow will reduce diesel truck idling and queues at I-5 and along the corridor to and from 4 Regional Growth Centers and Ballard Manufacturing/Industrial Center.

Other - In addition to the transportation improvements identified above, the Mercer Corridor project will provide improved electrical distribution and transmission infrastructure, improving energy efficiency, allowing for more surface features, such as trees, and improving safety by removing overhead wires that could be brought down during storms, etc. Street lighting and signalization systems will be improved. The Mercer Corridor project incorporates a wide variety of innovative "green" features, including natural drainage systems pioneered by SDOT and Seattle Public Utilities. These drainage features will increase green space within South Lake Union, improving overall environmental quality.

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.

- Already completed a. Final FHWA or FTA approval of environmental documents including:
 - Already completed- BA Concurrence: NMFS, U.S. Fish & Wildlife, WSDOT.
 - Already completed - Section 106 Concurrence.
 - Already completed - FHWA/FTA Environmental Classification Summary Checklist (or EA or EIS).
- Already completed b. True Cost Estimate for Right of Way.
- Already completed c. Right-of-way Plans (stamped).
- Already completed d. Relocation Plan (if applicable).
- Not yet completed e. Right-of-way Certification.
- Not needed f. Certification Audit by WSDOT R/W Analyst.
- Not yet completed g. Relocation Certification, if applicable.
 - Already 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.).

SDOT received the FONSI for the NEPA EA on May 12, 2009. The public review process for both the NEPA EA and the SEPA Checklist is complete as of Feb. 13, 2009. Final 4(f) approval corresponds with the date of

the FONSI determination. SDOT has applied for coverage under the NPDES Construction Stormwater General Permit. SDOT has applied for a Shoreline Substantial Development Permit. We expect to receive approval of both permits in May 2009. The project design is 100% complete and Bid-Ready. The Right-of-Way acquisition and business relocation process is well underway. Right-of-Way plans have been completed. ROW certification has been requested and approval is expected June 15, 2009. SDOT will be ready to advertise for construction in late June 2009, with physical construction able to begin within 3 months following advertisement.

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 Countywide Competition

Phase	Estimated Obligation Date by Phase (mm/dd/yy)	PSRC Federal Funding Source (enter either STP or CMAQ; choose only one)	PSRC Federal Funds Amount
Construction	01/01/2010	STP	15,000,000
			\$
			\$
Totals:			\$15,000,000

Table B: Existing Secured Funding

Phase	Estimated Obligation date by Phase* (mm/dd/yy)	Source	Amount
Design	11/20/2006	Local & STP (U)	\$14,800,000
ROW	11/24/2008	Local & Private	\$69,700,000
Construction	11/24/2008	Local & Private	\$69,400,000
		(see attached funding summary)	\$
			\$
TOTAL:			\$153,900,000

*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
Construction	12/31/2009	Surplus ROW sales	\$1,500,000
Construction	12/31/2009	National Transportation System (ARRA)	\$30,000,000
			\$
			\$
			\$
TOTAL:			\$31,500,000

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:	\$14,800,000	Preliminary Engineering/Design:	6/22/09
Right of Way:	\$69,700,000	Right of Way:	05/01/09
Construction:	\$115,900,000	Construction:	09/16/12
Other (Specify) :	\$	Other (specify) :	
Total Project Cost:	\$200,400,000	Estimated date of completion (i.e. open for use)	12/01/12

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

CN

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.

Surplus right-of-way sales included in Table B as reasonably assured (existing City ROW, City Council Ordinance #122920 stating intent to dedicate property proceeds to Mercer Corridor project). See attachment for funding detail.

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.



Mercer Corridor

Legend

-  Mercer Street
-  Interstates
-  State Routes

South Lake Union/Uptown Mercer Corridor Improvements



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 or merchantability, accompany this product.

Coordinate System: State Plane,
 NAD83-91, Washington, North Zone
 Orthophoto Source: Walker & Associates 2005

PLOT DATE : 04/2009
 AUTHOR : Craig Moore
 J:\GIS\GIS Projects\Grants\Mercer Corridor.mxd

Today - Mercer/Valley



The Future - Two-way Mercer works with a lowered Aurora (part of the Alaskan Way Viaduct and Seawall Replacement Project)



DRAFT

Mercer Corridor Funding Plan
(In Thousands)

Project Cost	200,400,000
PSRC - Regional STP	15,000,000
Secured Funding	
Seattle - Bonds	75,300,000
Seattle - Utilities	26,000,000
Seattle - Other	3,200,000
Federal Grants	500,000
Private Contributions	31,400,000
Total Committed	136,400,000
Remaining Need	49,000,000
Reasonably Secured	
ROW sales	10,000,000
Surplus Property	7,500,000
Total Reasonably Secured	17,500,000
Remaining Need	31,500,000
Needed Future Funding	
Additional ROW Sales	1,500,000
ARRA - National Competitive	30,000,000
Total Needed Future Funding	31,500,000
Remaining Need	-

STPCMAQ 2009 – Seattle – South Lake Union/Uptown Mercer Corridor Improvements (East Segment)

Seattle's Comprehensive Plan - Neighborhood Planning Element - Section B 28 - South Lake Union

SLU-G6 A livable, walkable community that is well served by transit and easy to get around by foot, bike or transit.

SLU-G7 A transportation system that provides safe, convenient access to businesses, residences, and other activities in the neighborhood.

SLU-G8 A well-connected neighborhood with bicycle, pedestrian, waterborne and vehicular access to adjacent neighborhoods.

SLU-G9 A neighborhood with principal arterials that move people and freight efficiently through the neighborhood, support local access, and provide circulation for all modes.

SLU-P18 Promote a system of safe pedestrian and bicycle connections linking key activity areas and destinations, such as open spaces, schools and arts facilities.

SLU-P22 Explore transportation improvements to link South Lake Union with its surrounding neighborhoods.

SLU-P24 Create a street network that enhances local circulation and access for all modes of travel by balancing the need to move people and freight efficiently through the neighborhood with the need for increased accessibility and safety for pedestrians and bicyclists.

SLU-P25 Encourage improvements to Mercer and Valley Streets that support development of South Lake Union Park, improve neighborhood circulation for all modes, and move people and freight efficiently through this corridor.

SLU-P42 Encourage careful stewardship of water quality in Lake Union, including strategies to improve the quality of water flowing into the lake.

SLU-P46 Seek to increase tree coverage, reintroduce native plant species into the neighborhood and provide for additional wildlife habitat appropriate to the urban environment.

Destination 2030 RE-7.6 Promote economic opportunity by encouraging employment growth in all centers, and foster strength and sustainability by supporting centers-based economic strategies identified in local comprehensive plans and countywide planning policies.

RG-1.9 Encourage growth in compact, well-defined urban centers which: (1) enable residents to live near jobs and urban activities; (2) help strengthen existing communities; and (3) promote bicycling, walking and transit use through sufficient density and mix of land uses. Connect and serve urban centers by a fast and convenient regional transit system. Provide service between centers and nearby areas by an efficient, transit-oriented, multi-modal transportation system.

RT-8.38 Support opportunities to redevelop the road system as multimodal public facilities which accommodate the needs of pedestrians, cyclists, transit, high-occupancy vehicles, automobiles and trucks.

RE-7.12 Through broad participation of the private sector and major institutions, identify transportation requirements and improvements necessary to sustain and enhance existing economic activity in the region and promote accessibility to and within all centers for people, information, and goods.

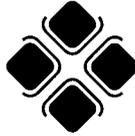
RE7.13 Identify the transportation requirements of leading and emerging sectors of the regional economy, and develop a multi-modal transportation system that recognizes the distinctive needs of all business sectors of the regional economy to move goods, people and information within and through the region.

RE-7.15 Maintain and enhance the economic viability of centers and compact communities by improving accessibility to commercial and retail sector activities and promoting circulation of goods and people.

Private Development (SEPA) Fees for Mercer/Valley Project

(as of 2/18/2009)

Development	MUP #	Total Fees Conditioned	Mercer/Valley Fees
1520 Eastlake	3003961	63,688	41,982
202 Westlake	3006283	205,495	205,495
504 Yale	3005413	89,170	89,170
1101 Dexter	3006945	458,500	283,500
Gates Foundation	3003599	1,680,000	1,663,200
Bargreens	2307925	50,000	15,000
600 Denny	3004044	10,093	1,615
1823 Terry	3003807	10,823	1,401
2301 Sixth	3004231	12,692	1,018
600 Wall	3003699	2,817	718
635 Elliott	3005262	316,503	312,553
1823 Minor	3004848	14,374	7,625
Total Developer Fees		\$ 2,914,156	\$ 2,623,277



CITY INVESTORS LLC

April 10, 2009

Grace Crunican, Director
Seattle Department of Transportation
P.O. Box 34996
700 - 5th Avenue, Suite 3900
Seattle, WA 98124-4996

Dear Ms. Crunican:

I would like to add our support to the City of Seattle's request for \$15 million of Federal Surface Transportation Program funding for construction of the Mercer Corridor East Segment Improvements project.

The project will:

- Improve safety and mobility for people in regional growth centers, including Uptown, South Lake Union, First Hill/Capitol Hill, Downtown Seattle and the Ballard-Interbay Manufacturing and Industrial Center, that use this corridor;
- Promote transit, walking, and biking;
- Continue a smooth flow of freight and people through the corridor;
- Support the City's and private investor's shared economic development and livability goals for South Lake Union; and
- Leverage unprecedented private dollar investments in this Regional Growth Center.

City Investors and its affiliates have entered into a Private Contribution Term Sheet committing to contribute approximately \$27.6 million in cash and donations to the Mercer Corridor Improvements project. This amount, in conjunction with what we understand are other private development contributions of approximately \$3.8 million, brings the total private commitment to \$31.4 million. We are very pleased to offer our support to this vital project that enhances safety, mobility and economic development for South Lake Union and adjacent neighborhoods, as well as the entire region.

Sincerely,

City Investors LLC

By:

Name: Ada M. Healey

Its: Vice President

Ada Healey
LT



Traffic in the "Mercer Mess"

Mercer East Corridor Improvements

Construct a 2-way Mercer Street between Fairview and Dexter and provide traffic calming on Valley St after removal of major westbound traffic. Construction elements include roadway and sidewalk construction, lighting, signals, signage, drainage, water, sewer, electrical, landscaping and urban design improvements throughout the corridor. Request: \$1.5 million.

