

# 2012 Regional Competition Application for PSRC's FHWA Funds (STP/CMAQ)

This application is available on the Puget Sound Regional Council website at [www.psrc.org/transportation/tip/selection](http://www.psrc.org/transportation/tip/selection).

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## **\*\*Please read this section before completing the application\*\***

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.

Sponsors of projects recommended for funding as a result of the competition should be aware that information provided on this application will be used in the future to monitor compliance with PSRC's adopted project tracking policies. It is also important to remember that funds are awarded to projects, not agencies. Please refer to PSRC's website for more information on the project tracking program:

[www.psrc.org/transportation/tip/tracking](http://www.psrc.org/transportation/tip/tracking).

### **Submitting Applications**

There is no set page limit for applications submitted to the regional competition. It is important to provide complete, detailed responses, but please be as concise as possible. Additional supporting information such as maps and other diagrams are encouraged, but other attachments such as comprehensive plan materials are unnecessary. Please note: the project budget spreadsheet is a required attachment; more information is found at question 19d.

Attach your completed application to an email and send it to [TIPRPEC@psrc.org](mailto:TIPRPEC@psrc.org). For questions or to confirm receipt of your application, contact Linda Fox at (206) 971-3051 or [lfox@psrc.org](mailto:lfox@psrc.org). All applications must be submitted by **5:00p.m. April 13, 2012**.

### **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](mailto:kmcgourty@psrc.org).

## PROJECT DESCRIPTION INFORMATION

<b>1</b>	<p><b>Project title: Downtown Seattle 3rd Avenue Enhancements and RapidRide Facilities</b></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>
<b>2</b>	<p><b>Transportation 2040 ID#: N/A</b></p> <p>To be eligible for federal funding, a project must be in, or consistent with, Transportation 2040, the region's long-range metropolitan transportation plan. Current Transportation 2040 projects may be found at <a href="http://www.psrc.org/assets/4889/T2040_AppendixM_FINAL.pdf">www.psrc.org/assets/4889/T2040_AppendixM_FINAL.pdf</a>. Some TIP projects may be connected to more than one Transportation 2040 project; if this is the case, sponsors may add additional ID #s. Some projects may be below the threshold for requiring a Transportation 2040 ID (please refer to <a href="http://www.psrc.org/transportation/t2040/candidate-to-approval-process/">www.psrc.org/transportation/t2040/candidate-to-approval-process/</a> for more information); if this is the case, please indicate "n/a" in the ID # field.</p> <p>For assistance or questions regarding these issues, contact Kimberly Scrivner at (206) 971-3281 or <a href="mailto:kscrivner@psrc.org">kscrivner@psrc.org</a>.</p>
<b>3</b>	<p>a. <b>Sponsoring agency:</b> King County Department of Transportation/Metro Transit Division</p> <p>b. Co-sponsor(s) if applicable:</p> <p style="padding-left: 20px;">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? For more information on Certification Acceptance and to find a listing of current CA agencies, please refer to <a href="http://www.wsdot.wa.gov/LocalPrograms/LAG/CA.htm">www.wsdot.wa.gov/LocalPrograms/LAG/CA.htm</a></p>
<b>4</b>	<p><b>Project contact person:</b> Peter Heffernan</p> <p>Address: 201 South Jackson, MS KSC-TR-0814</p> <p>Phone: (206) 684-1812</p> <p>Email: <a href="mailto:peter.heffernan@kingcounty.gov">peter.heffernan@kingcounty.gov</a></p>

**5 Project description.** Please distinguish between the scope of the project and the justification and/or need for the project.

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.

The Downtown Seattle Third Avenue Enhancements and RapidRide Facilities project will focus on the region's primary transit service corridor – Third Avenue between Jackson and Stewart Streets. Roughly 40,000 passengers get on and off buses every day at stops on Third Avenue. An additional 10,000 passengers travel through Third Avenue each day to stops elsewhere in the system. Commute Seattle's 2010 Commuter Mode Split Study revealed that for the first time, the majority of commuters (65%) arrive in Downtown Seattle by means other than driving alone in a car, and public transit delivers the greatest share of commuters (42%) to their jobs. Third Avenue's all-day service emphasis connects the Seattle Central Business District (CBD) to regional growth and manufacturing/industrial centers throughout the region.

The project will complement the City of Seattle's efforts to provide a more attractive, safe and convenient Third Avenue environment to visitors, commuters and residents as well as those passing through to other Seattle or regional locations. In addition to current high levels of local and regional bus service on Third Avenue, Metro's RapidRide C (West Seattle), D (Ballard) and E (Aurora Ave N) Lines will use the Third Avenue corridor through downtown from Denny Way in the north to SR 99 in the south. These RapidRide lines will connect from Third Avenue to SR 99 in the south end using one of the corridors currently being evaluated in the context of the Waterfront Seattle redevelopment.

The project's enhancements will increase transit speed, upgrade passenger amenities, boost ridership, and improve safety. Metro projects 50% ridership growth in RapidRide corridors by 2017 and is working toward this goal on the already-implemented A and B Lines. Also, recent research by the University of Illinois-Chicago has shown that providing real-time information at bus stops increases ridership. The ridership growth will decrease automobile usage, vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions. Annual GHG reduction estimates are roughly 2,500 metric tons.

The project includes extending the existing Third Avenue transit priority treatment (buses only during peak periods between Yesler Way and Stewart Street) approximately .75 miles north along Third Avenue through Belltown between Stewart Street and Denny Way. This priority treatment will be defined in a Third Avenue Traffic Signage Plan, to be developed in coordination with the Seattle Department of Transportation (SDOT). Signage will then be designed, procured, installed and tested as outlined by the plan.

In addition, at 23 bus stops in the downtown core (see Project Map), the project will add amenities such as:

- Real-time information signage for passenger convenience
- ORCA card readers for off-bus fare payment by card
- Ticket Vending Machines for off-bus fare payment by cash
- Branding elements to highlight premium RapidRide service
- Weather protection for passenger comfort
- Lighting upgrades for passenger safety and security
- Sidewalk improvements/ADA compliance to enhance to bus stop pedestrian circulation and accessibility
- Solar-powered compacting trash receptacles to enhance cleanliness and aesthetics

	<p><b>b. Project justification, need or purpose:</b> Please explain the intent, need or purpose of this project. What is the goal or desired outcome?</p> <p>Although the economic downturn has slowed the rate of growth in the central Puget Sound region, the region is still experiencing population growth and is projected to add 1.5 million new residents and 1.2 million additional jobs by 2040. As the region's roadways struggle to accommodate increased traffic, demand for transit is on the rise, particularly in downtown Seattle. The goal of this project is to accommodate transit demand along the region's busiest transit corridor, in turn helping the region's largest employment center reach its development and economic targets.</p> <p>In the coming months and years, a number of changes in downtown Seattle highlight the need for the project:</p> <p>-City of Seattle Third Avenue Transit Corridor Initiative Task Force The City of Seattle has created a task force to identify the actions needed to improve the functionality, urban design, safety, and security of the downtown Third Avenue transit corridor. The goals of the task force include improving the pedestrian and bus patron environment around bus stops. These goals are supported by the project, as is the project supported by the City's overall Third Avenue improvement effort. Ultimately, a more welcoming pedestrian environment will help Third Avenue bus service attract even more riders.</p> <p>-Implementation of RapidRide Bus Rapid Transit along Third Avenue RapidRide features frequent, reliable, fast transit service on high-ridership corridors. The C (West Seattle) and D (NW Seattle-Ballard) Lines will begin operation on Third Avenue later this year and the E (N Seattle/Shoreline) Line will launch in 2013. Metro projects nearly 50% ridership growth on RapidRide corridors by 2017, which will reduce automobile usage, VMT, and GHG emissions. In order to attract new riders in downtown Seattle, the project will install RapidRide passenger amenities (such as real-time information signs, ORCA readers, compacting trash receptacles and enhanced lighting) through the Third Avenue corridor.</p> <p>-Elimination of the Ride Free Area Since 1973, passengers within the Seattle CBD have been able to ride without paying a fare. As a requirement of the 2011 Congestion Reduction Charge passed by the King County Council, Metro will be eliminating the Ride Free Area in October 2012. As a result, all passengers will need to pay a fare upon entering buses throughout the system, including in downtown. Without the off-bus payment options provided by the project, all passengers without a pre-paid transit pass would need to pay the driver using cash. These transactions could result in delays to service. By including Ticket Vending Machines throughout the Third Avenue corridor, the project will encourage off-bus fare payment, ensuring smooth boarding and travel along the corridor.</p>
6	<p><b>Project location:</b> Third Avenue, Downtown Seattle</p> <p>a. County(ies) in which project is located: King</p> <p><b>Answer the following questions if applicable:</b></p> <p>b. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad): Denny Way</p> <p>c. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): Alaskan Way</p>
7	<p><b>Map:</b> Please include a legible project and vicinity map, if available. Maps may be attached to the email and submitted along with the application.</p>

**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](mailto: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.

For more information on functional classification, please refer to [www.wsdot.wa.gov/mapsdata/travel/hpms/functionalclass.htm](http://www.wsdot.wa.gov/mapsdata/travel/hpms/functionalclass.htm)

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

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

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

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

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

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

**PLAN CONSISTENCY INFORMATION**

All projects must be consistent with a comprehensive plan that has been certified by PSRC as being consistent with the Growth Management Act, VISION 2040 and Transportation 2040. Projects must be consistent with the comprehensive plan of each jurisdiction in which the project is located. If a comprehensive plan has not been certified, projects located in that jurisdiction may not be included in the Regional TIP. For more information, please refer to [www.psrc.org/growth/planreview](http://www.psrc.org/growth/planreview) or contact Jeff Storrar at (206) 587-4817 or [jstorrar@psrc.org](mailto:jstorrar@psrc.org).

**9** 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/growth/planreview/statusreportppr/](http://www.psrc.org/growth/planreview/statusreportppr/).

a. 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:  
Improved transit speed and reliability through investment in high ridership corridors like the RapidRide Downtown Transit Spine is identified as Service Strategy 5.1.3 in Metro's Strategic Plan 2011-2021, page 28.
- 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.

The development of RapidRide Bus Rapid Transit is consistent with the City of Seattle's Comprehensive Plan, as shown in the following goals and policies from the Transportation Element:

GOALS

- TG2 Manage the street system safely and efficiently for all modes and users and seek to balance limited street capacity among competing uses. (page 3.4)
- TG4 Promote adequate capacity on the street system for transit and other designated uses. (page 3.4)
- TG8 Meet the current and future mobility needs of residents, businesses, and visitors with a balanced transportation system. (page 3.8)
- TG9 Provide programs and services to promote transit, bicycling, walking, and carpooling to help reduce car use and SOV trips. (page 3.8)
- TG10 Accommodate all new trips in downtown with non-SOV modes. (page 3.8)
- TG11 Strive to achieve the following mode choice goals for use of travel modes through the City's land use strategies and transportation programs: (page 3.8)
- TG12 Create a transit-oriented transportation system that builds strong neighborhoods and supports economic development. (page 3.9)
- TG13 Provide mobility and access by public transportation for the greatest number of people to the greatest number of services, jobs, educational opportunities, and other destinations. (page 3.9)
- TG14 Increase transit ridership, and thereby reduce use of single-occupant vehicles to reduce environmental degradation and the societal costs associated with their use. (page 3.9)
- TG21 Promote healthy neighborhoods with a transportation system that protects and Improves environmental quality. (page 3.14)
- TG22 Reduce or mitigate air, water, and noise pollution from motor vehicles. (page 3.14)
- TG23 Promote energy-efficient transportation. (page 3.14)

POLICIES

- T1 Design transportation infrastructure in urban villages to support land use goals for compact, accessible, walkable neighborhoods. (page 3.3)
- T4 Provide sufficient transportation facilities and services to promote and accommodate the growth this Plan anticipates in urban centers, urban villages, and manufacturing/industrial centers while reducing reliance on single occupancy vehicles. (page 3.3)
- T5 Establish multi-modal hubs providing transfer points between transit modes in urban centers and urban villages. (page 3.3)
- T6 Allocate street space among various uses (e.g., traffic, transit, trucks, carpools, bicycles, parking, and pedestrians) according to Complete Streets principles, set out in Ordinance 122386, to enhance the key function(s) of a street as described in the Transportation Strategic Plan. (page 3.4)
- T9 Designate, in the Transportation Strategic Plan, a transit network to maintain and improve transit mobility and access, compatible with the transportation infrastructure and surrounding land uses. Through the network, focus transit investments and indicate expected bus volumes and transit priority treatments appropriate for the type and condition of the street. (page 3.5)
- T17 Provide, support, and promote programs and strategies aimed at reducing the number of car trips and miles driven (for work and non-work purposes) to increase the efficiency of the transportation system. (page 3.9)
- T20 Work with transit providers to provide transit service that is fast, frequent, and reliable between urban centers and urban villages and that is accessible to most of the city's residences and businesses. Pursue strategies that make transit safe, secure, comfortable, and affordable. (page 3.9)
- T21 Support development of an integrated, regional high capacity transit system that links urban centers within the city and the region. (page 3.10)
- T22 Pursue a citywide intermediate capacity transit system that connects urban centers, urban villages and manufacturing/industrial centers. (page 3.10)
- T23 Pursue a citywide local transit system that connects homes and businesses with neighborhood transit facilities. (page 3.10)
- T24 Work with transit providers to design and operate transit facilities and services to make connections within the transit system and other modes safe and convenient. Integrate transit stops, stations, and hubs into existing communities and business districts to make it easy for people to ride transit and reach local businesses. Minimize negative environmental and economic impacts of transit service and facilities on surrounding areas. (page 3.10)
- T25 Work with transit providers to ensure that the design of stations and alignments will improve how people move through and perceive the city, contribute positively to Seattle's civic identity and reflect the cultural identity of the communities in which they are located. (page 3.10)
- T52 Design and operate streets to promote healthy urban environments while keeping safety, accessibility and aesthetics in balance. (page 3.14)
- T54 Identify, evaluate, and mitigate environmental impacts of transportation investments and operating decisions (including impacts on air and water quality, noise, environmentally critical areas and endangered species). Pursue transportation projects, programs, and investment strategies consistent with noise reduction, air quality improvement, vehicle trip reduction, protection of critical areas and endangered species, and water quality improvement objectives. (page 3.15)
- T55 Coordinate with other city, county, regional, state, and federal agencies to pursue opportunities for air and water quality improvement, street and stormwater runoff prevention, reduction in vehicle miles traveled, and noise reduction. (page 3.15)

- 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 [www.psrc.org/assets/468/fedaidmap.pdf](http://www.psrc.org/assets/468/fedaidmap.pdf) 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 [www.psrc.org/growth/centers](http://www.psrc.org/growth/centers) for more information.)  
Seattle Downtown Regional Growth Center

## REGIONAL PROJECT EVALUATION

Projects will be evaluated and scored based on the information provided in Parts 1 and 2 which follow. Refer to the "2012 Regional Project Evaluation Criteria for PSRC's FHWA Funds" (Section 4 of the 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

**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.

This category is best suited for projects located within a designated regional growth center. Refer to Attachment 6 of the Call for Projects for a map of the centers.

- Manufacturing/Industrial Center:** Complete section B and proceed directly to Part 2.

This category is best suited for projects located within a designated manufacturing/industrial center. Refer to Attachment 6 of the Call for Projects for a map of the centers.

- Corridors Serving Centers:** Complete section C and proceed directly to Part 2.

This category is best suited for projects located on a corridor serving one or more designated regional growth or manufacturing/industrial centers.

### A. Designated Regional Growth Centers

**Instructions:** Complete this section (questions 11-13) if you selected "Designated Regional Growth Center" 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:

- Describe how the project will support the existing and planned housing/employment densities in the regional growth center.
- Describe how the project will support the development/redevelopment plans and activities (objectives and aims) of the center. Please provide a citation and copy of the corresponding policies in a subarea plan or in the comprehensive plan.
- Describe whether the project helps to create, expand or retain family-wage jobs for shared economic prosperity, including those in the targeted industry clusters within the center; these clusters are identified in the adopted Regional Economic Strategy.

## Density

Downtown Seattle's population has grown 77 percent since 1990, compared to 19 percent citywide for the same period, and 26 percent since 2000—accounting for 23 percent of the city's population growth between 2000 and 2011. Nearly 10 percent of Seattle's population of 616,790 lives Downtown. Downtown residential density is approximately twice that of the citywide average. Downtown Seattle has seen more residential growth since 1990 than all of its peer downtowns of Boston, Denver, Charlotte, Minneapolis, Philadelphia, Portland, San Diego and San Francisco.

Downtown Seattle employs 48 percent of all the employees in the city of Seattle and 20 percent of King County and is home to 75 percent of the government jobs located in Seattle (includes city, county, state and federal jobs).

Transit supports high-density growth by providing an alternative to driving, thereby reducing the number of cars on the road. Transit can also increase the capacity of existing roadways, accommodating the needs of dense development without building new roads. The Downtown Seattle Regional Growth Center is the largest in the PSRC region, and will only be able to achieve its planned housing and employment densities with the support of transit.

## Development

Even under the current economic conditions, Downtown Seattle continues to experience new housing development, particularly in recent months. By the end of 2011, 17 projects were under construction (3,010 apartments), up from three projects at the end of 2010 (409 apartments).

Office construction peaked in the second half of 2008, with 4.8 million square feet of office space under construction. Since then, downtown office construction has slowed considerably. Amazon's final phase (phase V) and the "north" building of American Life's "Home Plate" project in SoDo are the only office buildings currently under construction. Together, these two buildings will add 471,000 square feet of office space.

At the end of 2011, the total cost for all active projects downtown was more than \$3.0 billion across 42 projects, compared to \$1.9 billion across 38 projects in 2010.

Building on PSRC's designation of downtown Seattle as a Regional Growth Center, the City of Seattle's Comprehensive Plan emphasizes growth in Urban Centers and Villages, areas designed to accommodate growth and maximize the benefits of public investment. The provision of enhanced transit service to these areas is fundamental to their success. A 2011 ULI Study of Seattle, Kansas City, Minneapolis-St. Paul and Cleveland found that arterial BRT can serve as a catalyst to attract investment and generate demand for development at key nodes and throughout the corridor. Recent developments along the RapidRide lines provide evidence supporting the conclusion that frequent and reliable transit service can trigger development and redevelopment:

- As a result of Shoreline's improvements in the Aurora corridor, private investment along the E Line has added 2.1 million square feet of new and redeveloped commercial and residential uses. Additional development is occurring along the E Line in the Bitter Lake area of Seattle.
- A regional committee recently awarded funds to construct new affordable housing projects on the E Line in Seattle and on the A Line in Federal Way, using availability of transit service as a consideration in project selection.
- In anticipation of the RapidRide C Line, Harbor Properties is investing in the West Seattle Triangle area, including a 195-unit mixed use apartment building, now partly leased, and another similar project that is underway.
- New commercial and residential building and redevelopment is occurring in Ballard along the planned D Line route, and major redevelopment is planned for the Spring District portion of the B Line.

The Seattle Transit Master Plan (page 3-26) identifies the importance of Downtown Seattle RapidRide Facilities to the development of the Downtown Urban Center and the many Urban Centers and Villages linked to it.

The project furthers the aims of the following regional, King County and City of Seattle policies:

- PSRC Vision 2040 Policy MPP-T-12: Give regional funding priority to transportation improvements that serve regional growth centers and regional manufacturing and industrial centers (page 84).
- PSRC Vision 2040 Policy MPP-T-23: Emphasize transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options, especially to and within centers and along corridors connecting centers (page 86).
- PSRC Vision 2040 Policy MPP-T-26: Strategically expand capacity and increase efficiency of the transportation system to move goods, services, and people to and within the urban growth area. Focus on investments that produce the greatest net benefits to people and minimize the environmental impacts of transportation (page 87).
- Countywide Planning Policy FW-18: The land use pattern shall be supported by a balanced transportation system which provides for a variety of mobility options. This system shall be cooperatively planned, financed, and constructed. Mobility

options shall include a high-capacity transit system which links the Urban Centers and is supported by an extensive high occupancy vehicle system, local community transit system for circulation within the Centers and to the non-center Urban Areas, and non-motorized travel options (page 42).

-Countywide Planning Policy T-5: Each Urban Center will be providing for a minimum of 15,000 jobs and should be served by high-capacity transit. Each Manufacturing Center containing a minimum of 15,000 jobs and having sufficient employment densities to support high-capacity transit should be served by high-capacity transit (page 43).

-City of Seattle Comprehensive Plan Policy T4: Provide sufficient transportation facilities and services to promote and accommodate growth this Plan anticipates in urban centers, urban villages, and manufacturing/industrial centers while reducing reliance on single occupancy vehicles (page 3.3).

-City of Seattle Comprehensive Plan Policy T6: Allocate street space among various uses (e.g.: traffic, transit, trucks, carpools, bicycles, parking and pedestrians) according to Complete Streets Principles, set out in Ordinance 22386 to enhance key functions of a street as described in the Transportation Strategic Plan (Transportation Element of the City of Seattle Comprehensive Plan, page 3.4).

-City of Seattle Comprehensive Plan Policy T20: Work with transit providers to provide transit service that is fast, frequent, and reliable between urban centers and urban villages and that is accessible to most of the city's residences and businesses. Pursue strategies that make transit safe, secure, comfortable, and affordable (page 3.9).

## Economic Prosperity

The Downtown Seattle Third Avenue Enhancements and RapidRide Facilities project will benefit PSRC's identified targeted cluster businesses by making them more accessible to employees and customers with improved transit speed, reliability, and convenience. Additionally, by reducing the number of single-occupant vehicles on the road, this project will improve traffic flow for multiple modes, including freight. All five industry clusters and over 150,000 jobs are located in the Downtown Seattle Regional Growth Center.

Downtown Seattle makes up 44 percent of the office market in the Puget Sound region. Vacancy rates downtown fell from 18.9 percent at the end of 2010 to 17.6 percent at the end of 2011. As the economy improves and vacancy continues to fall, downtown transit improvements are needed to accommodate the anticipated rise in demand.

## **12. Project's Benefit to the Regional Growth Center.** Please address the following

- 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.
- 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).

## Problem

In the coming months and years, a number of changes in downtown Seattle highlight the need for the project:

### -City of Seattle Third Avenue Transit Corridor Initiative Task Force

The City of Seattle has created a task force to identify the actions needed to improve the functionality, urban design, safety, and security of the downtown Third Avenue transit corridor. The goals of the task force include improving the pedestrian and bus patron environment around bus stops. These goals are supported by the project, as is the project supported by the City's overall Third Avenue improvement effort. Ultimately, a more welcoming pedestrian environment will help Third Avenue bus service attract even more riders.

### -Implementation of RapidRide Bus Rapid Transit along Third Avenue

RapidRide features frequent, reliable, fast transit service on high-ridership corridors. The C (West Seattle) and D (NW Seattle-Ballard) Lines will begin operation on Third Avenue later this year and the E (N Seattle/Shoreline) Line will launch in 2013. Metro projects nearly 50% ridership growth on RapidRide corridors by 2017, which will reduce automobile usage, VMT, and GHG emissions. In order to attract new riders in downtown Seattle, the project will install RapidRide passenger amenities (such as real-time information signs, ORCA readers, compacting trash receptacles and enhanced lighting) through the Third Avenue corridor.

### -Elimination of the Ride Free Area

Since 1973, passengers within the Seattle CBD have been able to ride without paying a fare. As a requirement of the 2011 Congestion Reduction Charge passed by the King County Council, Metro will be eliminating the Ride Free Area in October 2012. As a result, all passengers will need to pay a fare upon entering buses throughout the system, including in downtown. Without the off-bus payment options provided by the project, all passengers without a pre-paid transit pass would need to pay the driver using cash. These transactions could result in delays to service. By including

Ticket Vending Machines throughout the Third Avenue corridor, the project will encourage off-bus fare payment, ensuring smooth boarding and travel along the corridor.

#### User Groups Supported

The Downtown Seattle Third Avenue Enhancements and RapidRide Facilities project will improve the region's busiest transit corridor. Nearly twice as many buses run on Third Avenue during the busiest times of day than run on any other regional corridor. Roughly 40,000 passengers get on and off buses every day at stops on Third Avenue. An additional 10,000 passengers travel through Third Avenue each day to stops elsewhere in the system. Third Avenue routes traverse many designated regional growth centers and manufacturing centers and provide an all-day service that meets the travel needs of a variety of user groups: commuters, students, transit-dependent, shoppers, people who want to give up their cars for environmental reasons, and others.

RapidRide service is projected to attract an additional 5.4 million annual transit trips along RapidRide corridors. Third Avenue will be the focal point of RapidRide service downtown, with the C, D, and E Lines all providing frequent service in the corridor. These new riders represent an important user group that will be served by this project.

This project and the improved transit service it facilitates will also benefit minority and lower income populations as designated in the presidential Executive Orders for Environmental Justice.

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

- Describe how the project improves safe & convenient access to major destinations within the center.
- 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.
- Describe how the project provides users (e.g. employees, residents, customers) a range of travel modes or provides a "missing" mode.
- Describe how the project completes a physical gap or provides an essential link in the transportation network.
- 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

The Downtown Seattle Third Avenue Enhancements and RapidRide Facilities project runs through the core of downtown Seattle, providing safe and convenient access to many major destinations such as employment sites, cultural attractions, stadiums and intermodal hubs. These include local, regional, and federal government offices, Pike Place Market, the Washington State Convention Center, Benaroya Hall, Seattle Art Museum. Intermodal connections include King Street Station, the Downtown Seattle Transit Tunnel, Colman Dock, and Westlake Center, providing connections to Link Light Rail, Sounder Commuter Rail, Amtrak Inter-city Rail, Seattle Streetcar, Community Transit, Pierce Transit, Sound Transit Express Bus, and Monorail service. By connecting Third Avenue to the waterfront, the project will help facilitate access via Washington State Ferries and Passenger-Only Ferries to Vashon Island, Bainbridge Island, Kingston, and Port Townsend, as well as regional growth and manufacturing/industrial centers in and around Bremerton.

RapidRide stops are well-lit and the RapidRide style shelters are designed for high visibility in and around the structure. The project will include real-time information and wayfinding signs, improving convenience for passengers.

#### Active transportation

The Downtown Seattle Third Avenue Enhancements and RapidRide Facilities project will extend the existing transit priority treatments on Third Avenue through Belltown between Stewart Street and Denny Way. This will improve transit speed and reliability. In addition, the project will install passenger amenities on one of the pathways currently being evaluated to connect Third Avenue to SR 99 in the south end. The criteria used to select this pathway will include transit speed and reliability as well as consistency and attractiveness in the neighborhood context.

The project will also make improvements to the downtown Seattle streetscape that will enhance active transportation. These streetscape amenities planned for the downtown stop locations include real-time transit information and wayfinding signs, transit maps and schedule information, sidewalk improvements and high-capacity solar trash receptacles. These amenities will improve walkability, access, and safety. Improved transit service will also encourage general purpose motorists to switch to transit, thereby increasing available space for freight on downtown streets.

#### Travel Choices

The project will expand travel choices by increasing the attractiveness and convenience of transit for more people. By providing a new, premium quality service, RapidRide will increase mode choice and will attract riders who have other options such as automobiles. RapidRide will decrease transit travel times with faster and more frequent service, provide more reliable service, increase the system and corridor capacity, and be a more comfortable way to travel. RapidRide will also complement walking and biking, making those modes more viable travel choices.

#### System Continuity

By extending transit priority along Third Avenue through Belltown, the project provides an essential link in the downtown transit network. The project also will link the RapidRide C, D, and E Lines by completing the array of transit enhancements that define RapidRide between Alaskan Way and Denny Way.

## B. Manufacturing/Industrial Centers

**Instructions:** Complete this section (questions 14-15) if you selected “Manufacturing/Industrial Center” in question 10, and then proceed directly to Part 2. Do not complete Sections A or C.

### 14. **Development and Users Benefit.** Please address the following:

- Describe how the project will benefit or support the development of the manufacturing/industrial center.
- Describe how the project helps to create, expand or retain family-wage jobs for shared economic prosperity, including those in the targeted industry clusters within the center; these clusters are identified in the adopted Regional Economic Strategy.
- 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.

### 15. **Mobility and Accessibility Benefit.** Please address the following:

- Describe how the project provides opportunities for freight movement.
- Describe how the project completes a physical gap, provides an essential link, or removes a barrier in the Freight & Goods component of the Metropolitan Transportation System.
- Describe how the project improves safety and reduces modal conflicts to help achieve a “seamless” system.
- 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.
- Describe how the project promotes Commute Trip Reduction (CTR) opportunities.

## C. Corridors Serving Centers

**Instructions:** Complete this section (questions 16-17) if you selected “Corridors Serving Centers” in question 10, and then proceed directly to Part 2. Do not complete Sections A or B.

### 16. **Benefit to Regional Growth or Manufacturing/Industrial Center.** Please address the following:

- Describe how this project will benefit or support the housing and employment development in a regional growth center(s) and/or employment growth in a manufacturing/industrial center(s). Does it support multiple centers?
- Describe how the project provides or benefits a range of travel modes to users traveling to centers, or if it provides a missing mode.
- 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).
- Describe whether the project helps to create, expand or retain family-wage jobs for shared economic prosperity, including those in the targeted industry clusters within the center; these clusters are identified in the adopted Regional Economic Strategy.

**17. System Continuity/Long-Term Benefit and Sustainability.** Please address the following:

- 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.
- Describe how this project provides a “logical segment” that links to a regional growth or manufacturing/industrial center.
- Describe how the project fills in a missing link or removes barriers to a center.
- 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.
- 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

**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 included in the project, 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. transit buses or 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 Downtown Seattle Third Avenue Enhancements and RapidRide Facilities project will extend the Third Avenue transit priority (buses only during peak periods) through Belltown from Stewart Street to Denny Way. Additionally, the project will improve passenger amenities at 23 downtown bus stops.

The project will reduce vehicle miles traveled (VMT) and greenhouse gas emissions (GHG) by increasing ridership, thereby decreasing automobile usage, VMT, and GHG emissions. Because the project will improve transit performance and passenger amenities for all routes using Third Avenue, ridership growth is expected on all routes. Metro is already seeing ridership increases on the RapidRide A and B Lines, and recent research by the University of Illinois-Chicago has shown that providing real-time information at bus stops increases ridership. As shown in the table below, additional ridership on the C, D, and E Lines will lead to an annual reduction of over 2,500 metric tons of CO<sub>2</sub> emissions. Additional ridership on other Third Avenue bus routes would lead to further VMT and GHG reductions, but these reductions are more difficult to estimate.

Additionally, RapidRide will help reduce emissions by using environmentally friendly hybrid buses. Hybrid buses have been used at Metro since 2004, when they were first procured for use in the Downtown Transit Tunnel. Metro's experience with these buses has been a positive one, particularly because they are helpful in achieving a goal to supply environmentally responsible transportation options. Each 60ft hybrid bus emits 30% less CO<sub>2</sub> than a diesel bus. Additionally, compared to diesel buses, hybrid bus maintenance costs are about 4% lower, and fuel consumption is 23% lower.

RapidRide is characterized by high frequency service, faster and more reliable trip times, but also passenger amenities such as real-time information signage, distinctive shelters, and off-bus fare payment. The combination of all these characteristics enhance transit's overall performance, improve the customer's transit experience and make the transit system easier to understand and use. By completing the full set of RapidRide enhancements through downtown, the project completes the C, D, and E Lines and facilitates the VMT and GHG reductions shown above.

RapidRide Line	% Increase Annual Service Hours	Additional Annual Passenger Miles	Annual Vehicle Miles Traveled Reduction <sup>1</sup>	Annual Gallons of Gas Reduction <sup>2</sup>	Annual CO <sub>2</sub> Reduction (Metric Tons) <sup>3</sup>
C	61.3%	3,231,000	2,693,000	133,000	1,200
D	33.5%	3,058,000	2,548,000	126,000	1,100
E	9.8%	1,069,000	891,000	44,000	400

<sup>1</sup>Annual Passenger Miles converted to VMT by dividing by 1.2 (average vehicle occupancy)  
<sup>2</sup>VMT converted to gallons by dividing by 20.2 (average gas mileage)  
<sup>3</sup>Gallons of gas converted to Metric Tons of CO<sub>2</sub> by multiplying by 19.4 (pounds of CO<sub>2</sub>) per gallon of gas and dividing by 2,204 (pounds per metric ton)

**E. Project Readiness/Financial Plan**

There are two parts to this section, with specific questions for each part identified below: the project's readiness to obligate PSRC funds, and the project's financial plan. 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 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.

For assistance completing this section, contact Larry Burris at (206) 464-5301 or [lbarris@psrc.org](mailto:lbarris@psrc.org).

**19. Financial Plan**

Identify the source and amount of PSRC funds for which you are applying. Indicate the phase(s) requested and the estimated obligation year. Per PSRC's project tracking polices adopted in April 2010, if awarded PSRC's FHWA funds,

planning and preliminary engineering/design phases are expected to obligate within the year designated; right of way, construction and/or other phases will receive a one-year grace period beyond the year designated. The 2012 project selection process is distributing FFY 2013-2014 funds; per policy, estimated obligation year must be either 2013 or 2014. For more information on PSRC's project tracking program, please go to [www.psrc.org/transportation/tip/tracking](http://www.psrc.org/transportation/tip/tracking).

**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.

**19a. Select only one funding source below, STP or CMAQ.**

- STP
- CMAQ

**19b. Identify the amount requested by phase, and identify the estimated year of obligation (2013 or 2014).**

<u>Phase</u>	<u>Amount</u>	<u>Estimated Year of Obligation</u>
PE/Design	\$1,617,000.00	2013
Construction	\$3,003,000.00	2014

[select phase]

**19c. Identify the project phases that will be fully completed if requested funding is obtained:**

PE/Design and Construction

In the table below please provide information on the financial budget and schedule for the entire project. Please indicate amounts and sources of both secured and unsecured funds, by phase. Include all phases in the project, from start to finish, and indicate when each phase will be completed. The requested PSRC funds identified above must also be reflected in the table below. Use as many rows per phase as necessary to reflect the financial plan for each phase.

**19d. Project Budget and Schedule**

In this section you will be asked to provide information on the financial budget and schedule for the entire project. The required table to provide this information is a separate Excel spreadsheet which you will need to download from PSRC's website. Attach the completed spreadsheet, along with this application, to the email submitted to PSRC by the deadline of April 13, 2012. The project budget spreadsheet may be downloaded at <http://www.psrc.org/transportation/tip/selection>.

**20. Project Readiness:**

PSRC recognizes that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before federal funding is typically eligible to obligate. These questions are designed to identify those requirements and assist sponsors to:

- Identify which obligation prerequisites and milestones apply to their specific project.
- Identify which of these have already been satisfied at time of application.
- Provide an explanation and realistic completion date for all obligation prerequisites and milestones not yet completed.

In the section below, sponsors will be asked to provide complete information on the status of necessary milestones for the project seeking PSRC funds. Past experience has shown that delays in one phase often result in a delay to subsequent phases. PSRC's project tracking policies require that funds be obligated within a set timeframe or be returned for redistribution. Consequently, sponsors are encouraged to carefully consider the complexity of their project and develop a project schedule that is realistic.

Based on the phase(s) for which PSRC funds are being requested, please answer the questions below. If funds are requested for Planning or Preliminary Engineering/Design only, this section is not required.

**20A. If funds are requested for Right of Way:**

**20A-1: What is the status of Preliminary Engineering/Design?**

- Is the PE/Design phase complete? No
- If not, identify all relevant milestones, including the current status and estimated completion date of each. For example:
  - What is the level of environmental documentation under the National Environmental Policy Act (NEPA) for this project?
    - Environmental Impact Statement (EIS)
    - Environmental Assessment (EA)
    - Documented Categorical Exclusion (DCE)
    - Categorical Exclusion (CE)
  - Has the NEPA documentation been approved? Please provide the date of approval, or the anticipated date of completion. No. Fall 2012.
  - At what stage of completion is your design?
    - Have Preliminary Plans been submitted to WSDOT for approval? N/A
      - If not, when is this milestone scheduled to be complete? N/A
    - When are Preliminary Plans expected to be approved? N/A
  - Are there any other PE/Design milestones not listed above? Please identify and provide estimates dates of completion. N/A

**20A-2: What is the status of Right of Way?**

- How many parcels do you need? 0
- What is the zoning in the project area (e.g., commercial, residential, etc.)? Commercial and Residential
- Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this. N/A
- Does your agency have experience in conducting right of way acquisitions of similar size and complexity? N/A
- If not, when do you expect a consultant to be selected, under contract, and ready to start? N/A
- Identify all relevant right of way milestones, including the current status and estimated completion date of each. For example:
  - True cost estimate of Right of Way N/A
  - Right of Way Plans (stamped) N/A
  - Relocation Plan (if applicable) N/A
  - Right of Way Certification N/A
  - Right of Way Acquisition N/A
  - Certification Audit by WSDOT Right of Way Analyst N/A
  - Relocation Certification, if applicable N/A

**20B. If funds are requested for Construction:**

Complete sections 20A-1 and 20A-2 above.

**20B-1: What is the status of the milestones for the construction phase?**

- Do you have an Engineer's Estimate? Please provide a copy if available. No
- Identify the environmental permits needed for the project and when they are scheduled to be acquired. State Office of Archaeology and Historic Preservation (OAHP) to meet Section 106 requirements. Local construction permits will also be required. Fall 2012.
- Is PS&E approved? Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval. No. March 2015.
- When is the project scheduled to go to ad? Project will be constructed by agency and will not go to ad.

**Note:** for projects awarded PSRC funds through this competition, the information provided above for each milestone will be incorporated into the project's Quarterly Progress Report for future monitoring, as part of PSRC's project tracking program.

## **F. Other Considerations**

**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. In addition, please describe any innovative components included in your project: these could include design elements, cost saving measures, or other innovations. Per PSRC Board direction, we are conducting research into innovative programs and concepts in the region and throughout the country, and will report back to the Board for potential ideas for an Innovations Program in our region in the future.

The City of Seattle has created a task force to identify the actions needed to improve the functionality, urban design, safety, and security of the downtown Third Avenue transit corridor. The goals of the task force include improving the pedestrian and bus patron environment around bus stops. These goals are supported by the project, as is the project supported by the City's overall Third Avenue improvement effort. Ultimately, a more welcoming pedestrian environment will help Third Avenue bus service attract even more riders.

**REMINDER: When you submit this application to PSRC, please remember to also attach the Project Budget and Schedule spreadsheet and any maps or other project schematics, if applicable.**

## Project Budget and Schedule

Complete all entries below; identify sponsor and title, and answer questions 19d, 19e and 19f.

<b>Project Sponsor:</b>	King County Department of Transportation/Metro Transit Division
<b>Project Title:</b>	Downtown Seattle Third Avenue Enhancements and RapidRide Facilities Project

### 19d. Project Budget and Schedule

In the table below please provide information on the financial budget and schedule for the entire project. Please indicate amounts and sources of both secured and unsecured funds, by phase. Include all phases in the project, from start to finish, and indicate when each phase will be completed. The requested PSRC funds identified in the application must also be reflected in the table below. Use as many rows per phase as necessary to reflect the financial plan for each phase.

You may add additional rows as needed; if a phase is not required for the project, indicate "n/a." If you need assistance completing this section, contact Tracy Murray at (206) 971-3277 or tmurray@psrc.org.

Phase	Funding Source(s)	Secured / Unsecured	Amount	Schedule
Planning				Estimated Phase Completion Date: <input style="width: 100%; height: 20px;" type="text"/>
Planning				
Planning				
<b>Planning TOTAL: \$</b>			-	
Preliminary Engineering / Design	CMAQ	\$1,393,000	\$1,393,000	Estimated Phase Completion Date: <input style="width: 100%; height: 20px;" type="text" value="Mar-15"/>
Preliminary Engineering / Design	Local Funds	\$224,000	\$224,000	
Preliminary Engineering / Design				
<b>Preliminary Engineering / Design TOTAL: \$</b>			<b>1,617,000</b>	
Right of Way				Estimated Phase Completion Date: <input style="width: 100%; height: 20px;" type="text"/>
Right of Way				
Right of Way				
<b>Right of Way TOTAL: \$</b>			-	
Construction	CMAQ	\$2,587,000	\$2,587,000	Estimated Phase Completion Date: <input style="width: 100%; height: 20px;" type="text" value="Jun-16"/>
Construction	Local Funds	\$416,000	\$416,000	
Construction				
Construction				
Construction				
<b>Construction TOTAL \$</b>			<b>3,003,000</b>	
Other				Estimated Phase Completion Date: <input style="width: 100%; height: 20px;" type="text"/>
Other				
<b>Other TOTAL: \$</b>			-	
<b>TOTAL Estimated Project Cost, All Phases: \$</b>			<b>4,620,000</b>	Estimated Project Completion Date: <input style="width: 100%; height: 20px;" type="text" value="Mar-17"/>

**19e. Provide documentation and/or an explanation of the secured funds identified above.**

For example, provide web links to a grant award notification, provide the page number of local funds identified for the project in the local 6-year transportation program or transit plan, etc. For more information on the definition of secured/unsecured funds, refer to:

[www.psrc.org/assets/7911/Definitions\\_SecuredandUnsecuredFunding.pdf](http://www.psrc.org/assets/7911/Definitions_SecuredandUnsecuredFunding.pdf)

The local funds are in the current Department of Transportation, Metro Transit Division, Transit Capital Program. The are include in the BRT Corridors Improvements Budget, Appropriation A00592.

**19F. Provide additional information on any funds identified in the table above as unsecured.** For example, identify the estimated approval date of funds for the project into the local 6-year program; if applying for future grants, indicate when you will apply and to what program; if pursuing a limited improvement district, bonding, or other local funding mechanism, when will that occur and what additional steps are required; etc. For more information on the definition of secured/unsecured funds, refer to :

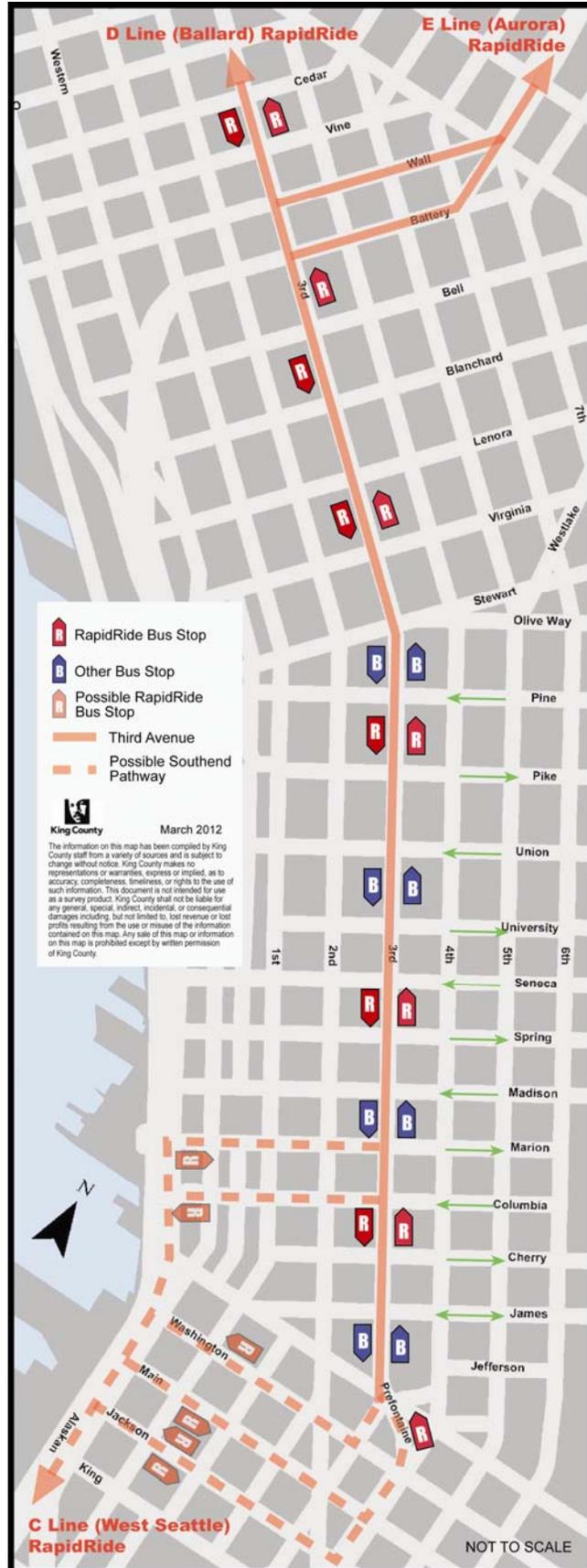
[www.psrc.org/assets/7911/Definitions\\_SecuredandUnsecuredFunding.pdf](http://www.psrc.org/assets/7911/Definitions_SecuredandUnsecuredFunding.pdf)

n/a

# Third Avenue Bus Route Connections to Regional Growth and Manufacturing/Industrial Centers



# Project Map



Downtown Seattle Third Avenue Enhancements and RapidRide Facilities

# Third Avenue Bus Route Connections to Regional Growth and Manufacturing/Industrial Centers

