

# 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: Mercer Corridor West Project - Underpass Segment (5<sup>th</sup> Avenue N to 9<sup>th</sup> Avenue N)</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#: 5510</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> City of Seattle</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> Dorinda J. Costa</p> <p>Address: 700-5th Ave, PO Box 34996, Seattle, WA 98124-4996</p> <p>Phone: 206-615-0765</p> <p>Email: <a href="mailto:dorinda.costa@seattle.gov">dorinda.costa@seattle.gov</a></p>

<p><b>5</b></p>	<p><b>Project description.</b> Please distinguish between the scope of the project and the justification and/or need for the project.</p> <p>a. <b>Project scope:</b> Please describe clearly and concisely the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? For example, if this is part of a larger project, please be specific as to what portion on which the grant funds will be used.</p> <p>This project will widen Mercer Street between 5th Ave N and 9th Ave N and replace the State Route 99 (SR 99, also known as Aurora Ave N) bridge over Mercer Street to provide three lanes in each direction, wide sidewalks, a bike path and street trees. Roy Street from Taylor Ave N to 5th Ave N will also be turned into a two-way street. Broad Street, the winding westbound counterpart to eastbound Mercer Street, will be eliminated to provide space to construct the North Portal of the SR 99 Bored Tunnel and reconnect the street grid that is currently disrupted by Broad Street and SR 99. Columns under Aurora Ave will be removed, an adjacent intersection will be re-graded, and extra turning movements eliminated, all to improve safety. Other adjacent streets will be improved as well.</p> <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>The Underpass Segment of the project will complete the Mercer Corridor West project, linking the six-lane cross-section of the Mercer Corridor East phase across SR 99 N to the Mercer Corridor West - 5th Ave W to 5th Ave N segment. The project eliminates a major bottleneck for traffic between I-5, SR 99 N, and Elliott Ave W reducing travel times for freight, motorists and transit. The project supports growth anticipated in five of Seattle's regional growth centers; South Lake Union, Uptown, Ballard / Interbay, Downtown Seattle and First Hill / Capitol Hill. These improvements implement the City of Seattle pedestrian, bicycle and transit master plans making walking, biking and riding transit safer and easier for the 17,000 people who live in these centers, especially those who do not own cars. The project will substantially reduce vehicle emissions and energy usage. A more efficient street grid, wider sidewalks and a grade-separated bike path reconnect neighborhoods historically bisected by a state highway</p> <p>Completing the Mercer Corridor will increase the long-term efficiency, reliability, cost competitiveness, and sustainability of moving both workers and goods supporting key economic sectors identified in the Regional Economic Strategy: life sciences, information technology, tourism, logistics and international trade and military.</p>
<p><b>6</b></p>	<p><b>Project location:</b> Mercer and Roy Streets</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): 5th Avenue North</p> <p>c. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): 9th Avenue North</p>
<p><b>7</b></p>	<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:

1) Seattle's Comprehensive Plan

2) Neighborhood Plan Element, Section B-28, pg 8.156, Transportation Policy SLU-P25

Capital Facilities Appendix, Section D, pg CF-A48, South Lake Union Transportation Improvements

- 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.

- 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/fedaiddmap.pdf](http://www.psrc.org/assets/468/fedaiddmap.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 Uptown Queen Anne, Seattle South Lake Union

## 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.

## GROWTH

The Mercer Corridor West project supports growth within the South Lake Union and Uptown regional growth centers by eliminating a major bottleneck for traffic between I-5, SR 99 N, and Elliott Ave W reducing travel times for freight, motorists and transit. This segment of the project straddles the boundary between both centers and provides a critical connection between the centers. The project transforms a major east-west arterial bottleneck into an integrated system of freight, transit, pedestrian, bicycle and car improvements. Mercer West will reduce travel times by up to 28 minutes for commuters and residents who use the corridor, including the 12 million annual visitors to Seattle Center, creating a travel time savings worth more than \$360 million over 25 years.

Mercer West provides safe, reliable access to a large area with a population of 78,500, about 13 percent of Seattle's total population. The area includes South Lake Union, Uptown, parts of the Capitol Hill/First Hill and Downtown Seattle regional centers and a locally designated center, the Queen Anne Urban Village. Seattle's Comprehensive Plan projects that these centers will take 38 percent of Seattle's housing growth (about 18,000 units) by 2024. Based on the updated regional growth targets adopted in Vision 2040, the number of households is expected to increase to about 27,000. Cumulatively these increases will boost housing density from 20 households per acre to 39 units per acre, improving the efficiency of existing and future public works investments.

Numerous local and national apartment developers have projects under construction or planned for the area, including: Vulcan Inc., Equity Residential, Holland Residential, Essex Property Trust, Avalon Bay Communities and Greystar Real Estate Partners of Charleston, S.C., which manages the largest multifamily portfolio in the country. Currently there are more than 4,000 units in the construction / permitting pipeline, with 1,500 units under construction and another 2,600 units planned for the area. Within South Lake Union growth in housing has been very robust, with 3,100 housing units built since 2000.

The Mercer Corridor serves as the "Main Street" of South Lake Union and Uptown and is also the primary connection for the Ballard-Interbay Manufacturing / Industrial Center to SR 99 and I-5. Together these three centers have over 50,000 existing jobs and are projected to add 38,000 jobs by 2031, primarily in the high-wage life sciences, global health and information technology sectors. The corridor is also critical to retaining existing jobs and adding new jobs within Downtown Seattle, the Puget Sound region's largest employment center, Downtown is the home of over 170,000 jobs.

Seattle's Comprehensive Plan, adopted in 2004, projected that South Lake Union would add 16,000 new jobs by 2024, which would increase the density of jobs in the area from 58 jobs / acre to 108 jobs / acre. Recent estimates of job growth since the Comprehensive Plan's adoption show that South Lake Union has already attracted 13,000 new jobs by 2011. Seattle is currently completing rezoning of the South Lake Union area to support increased height and density and accommodate the level of growth expected under the new growth projections adopted in Vision 2040. This would increase projected job creation in South Lake Union to 22,000 by 2031, increasing density to 122 jobs / acre.

Mercer West improves east-west access to these employment centers by removing a major bottleneck for traffic to, from and through these centers. It also maintains north-south access, by replacing the SR 99 Bridge over Mercer and providing access to the SR 99 Bored Tunnel North Portal.

A recent analysis of how employees get to work within Seattle's Center City showed that drive alone commute rates within South Lake Union and Uptown are significantly higher than in the Center City as a whole (52% vs. 34%). The project provides safe and convenient alternatives to driving that will help more employees in South Lake Union and Uptown get to work without a car. By providing wider sidewalks, a new 10-foot wide bicycle path separated from traffic that is part of the Lake-to-Bay Trail and making crossing improvements, it encourages walking and riding bicycles. The project also improves access to recently expanded bus service in the community, the South Lake Union Streetcar and the Seattle Center Monorail. These transit services provide circulation in the centers and connect Uptown and South Lake Union to the entire region.

## PLANS

The Mercer Corridor project (South Lake Union Transportation Improvements) is included in Seattle's Comprehensive Plan (Capital Facilities Appendix - Section D). It supports plans for development and redevelopment within Uptown and South Lake Union Regional Growth Centers. It is recommended within the subarea transportation plan for the South Lake Union regional center. It is also included within PSRC's adopted Transportation 2040 plan and directly responds to policies within the plan.

South Lake Union Transportation Study - Chapter 8 Recommendations and Implementation Strategy

- Implement Two-Way Mercer / Narrow Valley
- Modify Mercer Street so that it operates as a two-way facility from Fairview Avenue to 5th Ave N
- From Dexter to 5th Ave N, widen Mercer Street and widen the existing Aurora Ave underpass

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

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.

QA-P32: Promote enhanced mobility and mobility options between Queen Anne and other neighborhoods, employment centers, and recreation centers.

QA-P40: Strive to provide urban character-enhancing improvements to Queen Anne's streets such as sidewalk improvements, transit facilities, landscaping, and appropriate lighting.

Seattle's Comprehensive Plan - Transportation Element

T1: Design transportation infrastructure in urban villages to support land use goals for compact, accessible, walkable neighborhoods.

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.

T34: Provide and maintain a direct and comprehensive bicycle network connecting urban centers, urban villages and other key locations. Provide continuous bicycle facilities and work to eliminate system gaps.

T35.5: Provide facilities for non-motorized modes of travel that keep pace with development in the City.

T52: Design and operate streets to promote healthy urban environments while keeping safety, accessibility and aesthetics in balance.

## REGIONAL ECONOMIC STRATEGY

The Mercer West project supports five of the targeted industry clusters contained in the Regional Economic Strategy: logistics and international trade, life sciences, information technology, tourism and military.

**Logistics and International Trade** - The project serves the Ballard-Interbay Northend Manufacturing / Industrial Center (BINMIC) in northwest Seattle, which relies on this corridor to access SR 99 and I-5. BINMIC has 654 businesses that employ more than 14,000 workers. This center is expected to add 2,000 jobs by 2024, each with an average wage of \$70,700 annually, creating an economic benefit of over \$141 million in annual wages. The Port of Seattle has several facilities in BINMIC that rely on the Mercer Corridor, including the Maritime Industrial Center and Fishermen's Terminal in north Seattle and fishing and cargo activities at Terminal 91 (T91). These facilities are the home of the North Pacific fishing fleet, which catches and processes about 60 percent of the seafood produced by the U.S. each year. The seafood industry will rely on Mercer West to provide rapid access to the SR 99 Bored Tunnel in order to reach Sea-Tac International Airport and Boeing Field get their product to markets throughout the world. Faster travel times in the corridor will result in a total freight travel time savings of \$19 million to \$50 million over 25 years. Faster travel times in the corridor will result in a total freight travel time savings of \$19 million to \$50 million over 25 years.

**Life Sciences** - Anchored by the Bill and Melinda Gates Foundation, PATH and the University of Washington (UW) Medicine's South Lake Union Campus, the Mercer Corridor is often referred to as the "Road to Global Health." Between 2004 and 2010, employment at South Lake Union's major global health institutions grew over 130 percent. These businesses and institutions invested approximately \$741 million in their global health ventures between 2009 and 2010. The Washington State Department of Commerce recognized the importance of the South Lake Union area

by designating the area as one of 12 Innovative Partnership Zones (IPZs) statewide. The Gates Foundation is a key partner in the Mercer West project by providing utilities work and building design elements in their new campus that eliminate the need new retaining walls along the underpass.

Tourism - Tourism is the largest employment cluster in the Puget Sound region. The Mercer West project is key to retaining and expanding jobs in this cluster because it is the main access for the busiest cruise terminal in the western United States, the Seattle Center and the Olympic Sculpture Park. The Mercer West project is crucial to retaining over 200 cruise ship visits at the Port of Seattle, creating more than 4,300 jobs and \$416 million in annual business revenue. The Seattle Center campus is home to more than 30 cultural, educational, sports and entertainment organizations presenting nearly 5,000 events annually. Many of the 12 million visits to Seattle Center each year travel along or across Mercer West. These visits generate \$1.15 billion in business activity and \$387 million in labor income for King County.

Information Technology - Mercer West provides access to jobs at some of the foremost information technology companies. The world's largest on-line retailer, Amazon.com has located its 15,000 person corporate headquarters along the Mercer Corridor. It recently announced an expansion that will add an estimated 19,000 jobs. Other information technology firms that have headquarters served by the corridor are Big Fish Games, F5 Networks and RealNetworks.

Military - The Mercer Corridor provides access to the Washington Army National Guard Armory in BINMIC, home to the 181st Brigade Support Battalion.

**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/SOLUTION**

The project eliminates a major bottleneck for traffic between I-5, SR 99 N, and Elliott Ave W reducing travel times for motorists and transit while preserving essential freight movement. It replaces the seismically vulnerable SR 99 N bridge over Mercer, which carries more than 86,000 vehicles daily, maintaining access north-south and east-west within the South Lake Union and Uptown centers, as well as downtown Seattle. Utility and stormwater improvements will prevent flooding that has closed Mercer Street during heavy rains. The project is critical to WSDOT's ability to keep traffic moving on SR 99 and I-5 during construction of the SR 99 Bored Tunnel Project, ensuring the over \$80 million of goods that travel along SR 99 and I-5 each year can get through downtown Seattle.

Sidewalks and other pedestrian infrastructure in the Mercer West corridor today are substandard. A narrow sidewalk underneath the SR 99 N Bridge discourages walking and does not meet minimum ADA standards. Curb ramps at a number of intersections do not meet current standards. The project will provide a more efficient street grid and wider sidewalks reconnecting neighborhoods historically bisected by SR 99 N. The project will widen 4-foot sidewalks to 8-foot wide, improve crossings and provide curb ramps at intersections adjacent to the Seattle Center and Gates Foundation campus.

Mercer West does not have delineated lanes or paths for bicycles. The project builds a 1,200-foot, 10-foot wide separated bike path under the SR 99 N Bridge and on 5th Ave N. This improves bicycle safety, encourages mode shifts and improves access for employees and residents. The new bike path will fill a gap in the regional trail system, Lake-to-Bay Trail, connecting the Elliott Bay Trail with the Cheshiahud Trail around Lake Union and the Burke-Gilman Trail. This will allow cyclists to travel to Redmond, the site of Microsoft's main campus, and beyond.

**USER GROUPS**

The communities served have a mix of housing, jobs and educational opportunities. Mercer West provides safe, reliable access to a large area with a population of 78,500, about 13 percent of Seattle's total population. Within these neighborhoods there are over 2,650 subsidized rental housing units, over half of which are dedicated to households earning up to 30 percent of median income. Mercer West serves over 10 percent of the city's subsidized rental housing units. Nineteen of the subsidized rental housing projects in these neighborhoods include apartments for special needs populations, such as the chronically mentally ill, the physically-disabled, or senior citizens. There is a large student population within the area as well. Institutions of higher learning located within the project area include

the University of Washington Medical School, Seattle Pacific University, Cornish College, Antioch University and the Art Institute of Seattle.

The wider sidewalks and new curb ramps provided by the project will benefit seniors and the disabled, as well as the 12 million annual visitors to the Seattle Center. The new bike path will increase opportunities for bike commuting for residents, students and employees in the area. Access improvements also benefit riders of King County's bus rapid transit system (RapidRide D Line and E Line), which will travel over the SR 99 N bridge and have a station near Mercer Street.

**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.

Mercer West improves a major east-west, cross-town arterial connection and a major north-south highway connection between the entire Puget Sound region and downtown Seattle. The project enhances connections for: the interstate and state highway system; streetcar, monorail, and light rail; bus rapid transit (BRT), local and express bus service; bicycle and pedestrian paths; and air travel.

A critical priority for the City and the thousands of constituents who weighed in on the development of this project was improving the transportation network for pedestrians and bicycles. The project addresses problems in pedestrian and bicycle networks. The Mercer West project includes a new bike path, improved and widened sidewalks, improved pedestrian crossings, improved street and pedestrian lighting, newly designed bus rapid transit connections, and landscaping. Under the SR 99 N Bridge, the project will widen sidewalks from four-foot sidewalks next to traffic to eight-foot sidewalks with a six-foot buffer and a ten-foot bike path. The new bike lanes will connect to Seattle's regional bicycle network in the northwest part of the city, linking Lake Union Park, Seattle Center, Myrtle Edwards Park, and Kinneer Park. Construction of the bike path under SR 99 N is estimated to result in a cumulative reduction in health care costs due to active transportation of \$11,540,000 over 20 years.

By eliminating the circuitous routing required by the one-way couplet, the Mercer West project provides an efficient routing for transit, creating the opportunity to expand transit service through the Uptown and South Lake Union neighborhoods. Sound Transit and Seattle will be jointly studying a potential rail transit line from Downtown Seattle to Ballard. As a result of this project, Mercer Street will be more feasible as corridor alternative.

The project provides significant safety benefits as well by removing columns under SR 99 N, regrading an adjacent intersection and eliminating extra turning movements. The widened sidewalk and new buffered bike path will improve safety for pedestrians and bicyclists.

## **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 project will substantially reduce vehicle emissions compared to either doing nothing or making limited traffic reconfigurations to convert Mercer Street into a four-lane, two-way street. Mercer West will reduce daily vehicle-miles travelled by 5,000 and, by 2040, will save 1.2 million minutes of travel, 21 million gallons of gasoline, 618,000 tons of criteria pollutants and 191,000 tons of greenhouse gas emissions compared to a no action alternative.

By 2024, multi-modal transportation improvements along Mercer West will result in 80,000 more trips per day walking, biking or taking the bus, rather than driving an automobile. This will result in a reduction in energy use of 10 million gallons of gasoline and a reduction of more than 85,000 tons of CO2 emissions annually. Environmental priorities are a driving factor in regional growth plans. Seattle is committed to creating more walkable, vibrant and less car-dependent neighborhoods that will effectively absorb growth rather than spreading to the suburbs and beyond.

The project is integrated with the South Lake Union Streetcar, the Seattle Center Monorail, and the Sound Transit Link Light Rail system – which provides service to Sea-Tac airport, the Duwamish Manufacturing Center, and downtown Seattle. By 2023 light rail will be expanded to First Hill / Capitol Hill, UW, Northgate, Bellevue and Overlake. Light rail currently serves over 23,600 riders daily. The Streetcar, opened in 2007 and supported by private sector investments in the South Lake Union neighborhood, has exceeded ridership estimates by 30 percent and serves 750,000 riders annually. The Seattle Center Monorail has been in operation since the 1962 World's Fair and carries approximately 1.5 million riders every year.

The project area includes two “RapidRide” BRT lines, which will provide more frequent, reliable service than other routes. Two RapidRide stations will be located on Mercer West and will have new, more attractive shelters and other amenities such as electronic real-time bus arrival information. Mercer West will also improve pedestrian and bicycle connections to three additional stations.

Mercer West is served by 7 high-ridership bus routes, including Route 8, which provides east-west service from northwest Seattle’s maritime industrial area directly to the city’s most demographically and economically diverse areas. It is the seventh highest-ridership bus route in King County, with about 8,700 boardings on an average weekday.

The new bike lanes will connect to Seattle’s regional bicycle network in the northwest part of the city, linking Lake Union Park, Seattle Center, Myrtle Edwards Park, and Kinnear Park. Mercer Corridor improvements will provide neighborhoods west of SR 99 N with improved connections to the Burke-Gilman Trail, taking cyclists to Redmond, the site of Microsoft’s main campus, and beyond. These improvements are recommended in both the Seattle Bicycle Master Plan and the Seattle Pedestrian Master Plan.

**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 [lburris@psrc.org](mailto:lburris@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 policies 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>
Construction	\$14,000,000.00	2013
[select phase]		

[select phase]

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

This \$14 million grant request represents the final funding for Mercer West, allowing Seattle to proceed to construction. All funds will be used on the construction phase of the project.

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. Record of Decision - Aug 22, 2011
  - At what stage of completion is your design?
    - Have Preliminary Plans been submitted to WSDOT for approval? No
      - If not, when is this milestone scheduled to be complete? 90 percent design is complete.
    - When are Preliminary Plans expected to be approved? June 2012

- Are there any other PE/Design milestones not listed above? Please identify and provide estimates dates of completion. No

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

- How many parcels do you need? 1
- What is the zoning in the project area (e.g., commercial, residential, etc.)? Commercial (NC3-85)
- Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this. Project schedule fully anticipates any actions necessary to acquire right of way. The one parcel needed is owned by the Gates Foundation, which is a project partner. There is already a preliminary agreement in place regarding the partnership, including the property purchase. SDOT anticipates final right of way certification from WSDOT in August 2012.
- Does your agency have experience in conducting right of way acquisitions of similar size and complexity? Yes
- If not, when do you expect a consultant to be selected, under contract, and ready to start?
- 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 Complete March 2012
  - Right of Way Plans (stamped) May 2012
  - Relocation Plan (if applicable) n/a
  - Right of Way Certification August 2012
  - Right of Way Acquisition August 2012
  - Certification Audit by WSDOT Right of Way Analyst September 2012
  - 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. Yes (90%)
- Identify the environmental permits needed for the project and when they are scheduled to be acquired. ND PES - June 15, 2012
- Is PS&E approved? Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval. August 2012
- When is the project scheduled to go to ad? August 2012 or when funding is available.

**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.

**REGIONAL PRIORITY**

In January 2009, the Governor, the King County Executive, and the Mayor of Seattle agreed with the Alaskan Way Viaduct Stakeholders Advisory Committee and announced their recommendation to replace the Alaskan Way Viaduct with the SR 99 Bored Tunnel and other city street improvements. Mercer West is considered a key component of the

tunnel recommendation, providing a critical connection to northwest Seattle neighborhoods and integrating the tunnel into the city's transportation system. The design has been carefully coordinated with WSDOT, Seattle City Light, Seattle Public Utilities, Seattle Center, the Department of Planning and Development, King County Metro, the Port of Seattle, UW, and other public agencies that supported this project.

#### NEIGHBORHOOD AND BUSINESS SUPPORT

The Seattle Center Master Plan calls making connections to the growing neighborhoods on the Center's edges. Mercer West will enhance these connections along Mercer Street and 5TH Ave N. More than 50 local businesses and community members have signed letters of support.

#### INNOVATION

##### Green Streets and Construction Techniques

The City will green Mercer Street with continuous planting strips, street trees and vine-covered retaining walls, including the north wall under the SR 99 N Bridge adjacent to Mercer Street. Innovative Silva Cells will be placed under the pavement to support large, healthy trees and protect sidewalks and streets from root damage. An irrigation system with an evapo-transmitter will minimize water usage. Contract specifications encourage the salvage and reuse of on-site materials and use of off-site recycled materials. Dirt fill excavated from the North Portal of the SR 99 Bored Tunnel construction will be used to fill the Broad Street Underpass, reducing truck traffic and greenhouse gas emissions.

#### INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

The project includes ITS investments to support active traffic management. It will install variable message signs, closed circuit television equipment, signal detection, and new pedestrian countdown signals. ITS elements will be connected to Seattle's state-of-the-art Traffic Management Center to allow for optimal traffic flow and provide real-time information to the public.

#### LIGHTING INNOVATIONS

Low-energy street lighting that meets the Dark Skies Initiative is incorporated in the project. All new street lights, pedestrian lights, and traffic signals will use longer lasting, cost-effective LED technology. This is the first arterial in the city to receive this type of lighting.

**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>	CITY OF SEATTLE
<b>Project Title:</b>	MERCER CORRIDOR WEST - UNDERPASS SEGMENT

### 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: <div style="border: 1px solid black; padding: 2px; text-align: center;">n/a</div>
Planning				
<b>Planning TOTAL:</b>			<b>\$ -</b>	
Preliminary Engineering / Design	Local	Secured	\$ 12,600,000	Estimated Phase Completion Date: <div style="border: 1px solid black; padding: 2px; text-align: center;">June 2012</div>
Preliminary Engineering / Design	STP	Secured	\$ 1,200,000	
Preliminary Engineering / Design				
<b>Preliminary Engineering / Design TOTAL:</b>			<b>\$ 13,800,000</b>	
Right of Way	Local	Secured	\$ 1,827,000	Estimated Phase Completion Date: <div style="border: 1px solid black; padding: 2px; text-align: center;">August 2012</div>
Right of Way	TIB	Secured	\$ 1,000,000	
Right of Way				
<b>Right of Way TOTAL:</b>			<b>\$ 2,827,000</b>	
Construction	PSRC - STP	Secured	\$ 6,960,000	Estimated Phase Completion Date: <div style="border: 1px solid black; padding: 2px; text-align: center;">July 2015</div>
Construction	TIB	Secured	\$ 4,000,000	
Construction	Utility	Secured	\$ 1,440,000	
Construction	Local	Secured	\$ 14,373,000	
Construction	Private	Secured	\$ 32,600,000	
Construction	PSRC - STP	Unsecured	\$ 14,000,000	
<b>Construction TOTAL:</b>			<b>\$ 73,373,000</b>	
Other				Estimated Phase Completion Date: <div style="border: 1px solid black; padding: 2px; text-align: center;">n/a</div>
Other				
<b>Other TOTAL:</b>			<b>\$ -</b>	
<b>TOTAL Estimated Project Cost, All Phases:</b>			<b>\$ 90,000,000</b>	Estimated Project Completion Date: <div style="border: 1px solid black; padding: 2px; width: 100px; height: 15px;"></div>

**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)

PSRC STP funds identified as secured are included in the TIP, SEA-151. TIB funds awarded in 2011.

[http://www.seattle.gov/stbd/documents/resolution\\_2.pdf](http://www.seattle.gov/stbd/documents/resolution_2.pdf)

<http://www.seattle.gov/stbd/documents/resolutio>

**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 :

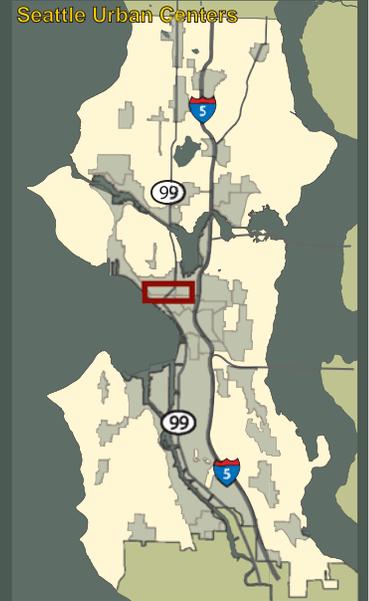
[www.psrc.org/assets/7911/Definitions\\_SecuredandUnsecuredFunding.pdf](http://www.psrc.org/assets/7911/Definitions_SecuredandUnsecuredFunding.pdf)



Rendering of Finished Underpass Segment

# Mercer West Corridor Project - Underpass Segment

The Mercer West Project Underpass Segment will widen Mercer Street between Dexter Avenue N and 5th Avenue N, including the underpass at Aurora Avenue/SR 99, to provide three lanes in each direction, left-turn lanes, wider sidewalks and a bicycle path. *Request: \$14 million.*



## MERCER CORRIDOR WEST PROJECT Underpass Segment

2013 STP/CMAQ Regional - Request

## MERCER CORRIDOR WEST PROJECT Mercer Place Segment

2011 STP/CMAQ Regional - Contingency Award

## MERCER CORRIDOR EAST PROJECT

2009 STP/CMAQ Regional Award

