

Section VI.a. 2012 King County Countywide Competition Application for PSRC's FHWA Funds (STP/CMAQ)

- ❖ Smaller Jurisdictions Program
- ❖ Larger Jurisdiction Program
- ❖ All Other Agency Program
 - ❖ Rural Area Program
 - ❖ Preservation Program

This application is available on the King County Department of Transportation website at

<http://www.kingcounty.gov/transportation/kcdot/PlanningandPolicy/RegionalTransportationPlanning/2012KCountywideCFP.aspx>

****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 countywide 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.

Submitting Applications

There is no set page limit for applications submitted to the countywide 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 27d.

Attach your completed application to an email and send it to 2012KCGrantCompetition@KingCounty.gov. All applications must be submitted by **5:00 p.m. Friday, May 11, 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 Peter Heffernan at 206-684-1812 or peter.heffernan@kingcounty.gov

PROJECT DESCRIPTION INFORMATION

<p>1</p>	<p>Project title: 23rd Avenue Corridor Improvements - South Jackson Street to East John Street For roadway project titles: list facility name, limits, and any other identifying words, e.g., SR-520 HOV (104th Ave NE to 124th Ave NE).</p>
<p>2</p>	<p>Transportation 2040 ID#: 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 www.psrc.org/assets/4889/T2040_AppendixM_FINAL.pdf. 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 www.psrc.org/transportation/t2040/candidate-to-approval-process/ for more information); if this is the case, please indicate “n/a” in the ID # field. For assistance or questions regarding these issues, contact Kimberly Scrivner at (206) 971-3281 or kscrivner@psrc.org.</p>
<p>3</p>	<p>a. Sponsoring agency: Seattle b. Co-sponsor(s) if applicable: n/a 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. c. Does sponsoring agency have “Certification Acceptance” status from WSDOT? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No 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 www.wsdot.wa.gov/LocalPrograms/LAG/CA.htm</p>
<p>4</p>	<p>Project contact person: Amy Patton Address: 700-5th Avenue, PO Box 34996, Seattle, WA 98124-4996 Phone: 206-684-5013 Email: amy.patton@seattle.gov</p>

<p>5</p>	<p>Project description. Please distinguish between the scope of the project and the justification and/or need for the project.</p> <p>a. Project scope: Please describe clearly and concisely the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? For example, if this is part of a larger project, please be specific as to what portion on which the grant funds will be used.</p> <p>The project will reconstruct pavement from East John Street to South Jackson Street, upgrade 9 signalized intersections by installing pedestrian countdown signal heads and upgrading controller cabinets to meet transit signal priority (TSP) needs and accommodate intelligent transportation system (ITS) upgrades. The project also includes installation of closed circuit television, detection systems, and license plate readers for travel time information. Fiber communication will be included as needed along the corridor to relay information back to the City’s Traffic Management Center. Upgrades to curb ramps, bus stops, repairs to sidewalks and lighting improvements are also included.</p> <p>b. Project justification, need or purpose: Please explain the intent, need or purpose of this project. What is the goal or desired outcome?</p> <p>23rd Avenue is a long and heavily congested corridor with an outdated signal system, a challenging pedestrian environment, a high collision rate and poor pavement condition. This section of the corridor carries 18,500 vehicles on an average weekday, and the arterial is a state-designated T-3 truck route carrying over 1,200 trucks per day. A total of 15 buses stop in this section of the corridor in the peak hour. With 5,800 daily riders, the corridor serves the eighth highest transit ridership route in King County.</p> <p>The project outcome will be improved safety and mobility for all modes in a corridor that connects two regionally designated growth centers (First Hill / Capitol Hill and University Community) and is within two locally designated centers (Madison-Miller and 23rd & Union-Jackson) that are part of Seattle’s Central Area. The project will result in improvements in the pavement condition; transit speed, reliability and accessibility; the pedestrian environment; conditions for freight movement, and traveler information. 23rd Avenue is a major transit corridor and freight route and serves as "main street" for both locally-designated centers.</p>
<p>6</p>	<p>Project location: 23rd Avenue</p> <p>Answer the following questions if applicable:</p> <p>a. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad): South Jackson Street</p> <p>b. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): East John Street</p>
<p>7</p>	<p>Map: 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.

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

Rural Functional Classifications "Under 5,000 population" (Outside federal-aid urbanized and federal-aid urban areas)	Urban Functional Classifications "Over 5,000 population" (Inside federal-aid urbanized and federal-aid urban areas)
<input type="checkbox"/> 00 Exception <input type="checkbox"/> 01 Principal Arterial - Interstate <input type="checkbox"/> 02 Principal Arterial <input type="checkbox"/> 06 Minor Arterial <input type="checkbox"/> 07 Major Collector <input type="checkbox"/> 08 Minor Collector <input type="checkbox"/> 09 Local Access <input type="checkbox"/> 21 Proposed Principal Arterial – Interstate <input type="checkbox"/> 22 Proposed Principal Arterial <input type="checkbox"/> 26 Proposed Minor Arterial <input type="checkbox"/> 27 Proposed Major Collector <input type="checkbox"/> 28 Proposed Minor Collector <input type="checkbox"/> 29 Proposed Local Access	<input type="checkbox"/> 00 Exception <input type="checkbox"/> 11 Principal Arterial – Interstate <input type="checkbox"/> 12 Principal Arterial – Expressway <input checked="" type="checkbox"/> 14 Principal Arterial <input type="checkbox"/> 16 Minor Arterial <input type="checkbox"/> 17 Collector <input type="checkbox"/> 19 Local Access <input type="checkbox"/> 31 Proposed Principal Arterial – Interstate <input type="checkbox"/> 32 Proposed Principal Arterial – Expressway <input type="checkbox"/> 34 Proposed Principal Arterial <input type="checkbox"/> 36 Proposed Minor Arterial <input type="checkbox"/> 37 Proposed Collector <input type="checkbox"/> 39 Proposed Local Access

PLAN CONSISTENCY INFORMATION

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 or contact Jeff Storrar at (206) 587-4817 or jstorrar@psrc.org.

9 The questions in this section must be answered by all applicants. 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/.

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:

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.

Specific City of Seattle Comprehensive Plan policies that support this project include:

TG1: Ensure that transportation decisions, strategies and investments are coordinated with land use goals and support the urban village strategy (p. 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 (p. 3.3).

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 (p. 3.9).

T21: Support development of an integrated, regional high capacity transit system that links urban centers within the city and the region (p. 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 (p. 3.10).

T58: Coordinate with regional, state and federal agencies, local governments, and transit providers when planning and operating transportation facilities and services in order to promote regional mobility for people and goods and the urban center approach to growth management (p. 3.15).

T62: In operating the transportation system, balance the following priorities: safety, mobility, accessibility, infrastructure preservation and citizen satisfaction. (p. 3.16)

T63: Maintain the transportation system to keep it operating safely and to maximize its useful life. (p. 3.16)

TG6: Promote efficient freight and goods movement. (p. 3.4)

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 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 or see Section VII for a copy of the PSRC regional centers map).

COUNTYWIDE PROJECT EVALUATION

Projects will be evaluated and scored based on the information provided in Parts 1 and 2 which follow. Refer to the “2012 Countywide Project Evaluation Criteria for PSRC’s FHWA Funds” (Section IV.a. of the Call for Projects) for guidance, examples, and details on scoring before completing these sections of the application. Note that “Centers” are those identified in local jurisdiction/agency comprehensive plans and transit agency plans.

Instructions:

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

Part 1: Category Specific Questions

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

Regional or Locally Designated Center: Complete section A and proceed directly to Part 2.

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.

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 centers.

Preservation Project: Complete section D and proceed directly to Part 2.

A. Designated Centers

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

11. Regional or Locally Designated Center Development. Please address the following:

- Describe how the project will support the existing and planned housing/employment densities in the 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.

12. Project's Benefit to the Regional or Locally Identified 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).

13. Circulation within the Regional or Locally Identified 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.

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, C or D.

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, B or D.

16. Benefit to Center. Please address the following:

- Describe how this project will benefit or support the housing and employment development in a Regional or Locally Designated 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.

Housing and Employment Growth: This project connects two regionally-designated growth centers, First Hill/Capitol Hill and University Community, and is located within two locally-designated centers, 23rd & Union-Jackson and Madison-Miller, that are part of the Central Area. The Capitol Hill /First Hill and the University Community regionally-designated growth centers have over 70,000 existing jobs and 28,000 households. The centers will add more than 10,000 new jobs and nearly 7,400 new households by 2040. The project improves circulation within two locally-designated centers, that are expected to add more than 1,100 housing units by 2040.

Travel modes: The project supports safety and mobility for all modes within and between these centers by improving pavement, signals, transit speed and reliability, freight movement and installing ITS elements. The project will install closed circuit television, detection systems, and license plate readers for travel time information that will be displayed on the city’s traveler information web page. Fiber communications will be installed as needed along the corridor to relay information back to the Traffic Management Center. These improvements will enhance traffic flow and complete a gap in Seattle’s ITS system.

23rd Avenue is a T-3 freight route, and freight will be served by the intelligent transportation system (ITS) and traffic operations improvements that are part of the project.

The project proposes a set of improvements on 23rd Avenue that will enhance access to transit between Seattle's major employment centers. This will improve the speed and reliability of transit on the eighth highest ridership transit route in King County and one of the highest ridership routes in the State. The project also improves walking connections to transit service and bus stops will be upgraded. Major multi-modal transit hubs are located at each end of 23rd Avenue at Sound Transit's University of Washington and Mt. Baker Link light rail stations.

The project includes many pedestrian safety and transit improvements encouraging walking, bicycling and transit use. It improves pedestrian safety and convenience by making extensive sidewalk repairs, installing curb ramp upgrades and pedestrian countdown signals. All travel modes will benefit from the enhancements to traveler information including closed circuit television, detection systems, and license plate readers which will make real-time traveler information available to all. During design a 3-lane section will be evaluated, and if implemented, may include a bicycle lane.

User groups supported: The 23rd Avenue corridor is located in Seattle's Central Area. Nearly 31% of the residents in one census tract along the project area are below the poverty level compared to 14.7% city-wide. The minority population in the same area is over 79% compared to 30% city-wide. The project also links some of the region's most diverse communities, including the Rainier Valley, University District and Capitol Hill/First Hill to jobs, housing, health care and educational opportunities.

Many of the people using the corridor do not own or use cars. In Capitol Hill, one of the neighborhoods served by 23rd Avenue, over one-third of households do not own cars. Seattle's 2011 Neighborhood Business District Intercept Survey showed that only one-quarter of visitors to Capitol Hill used single occupant vehicles. In 2009, 75% of the commuters to the University District used modes other than the single occupant vehicle. This project provides a safe, convenient and reliable connection between transit-oriented centers and between two stations on Sound Transit's Link Light Rail system.

Many residents of First Hill / Capitol Hill work in the high tech employment centers east of Lake Washington and use 23rd Avenue to access SR 520 and I-90. A large number of visitors use the corridor to reach the University of Washington, Capitol Hill, the Arboretum, Volunteer Park and other cultural attractions.

Economic Prosperity: This project supports the Regional Economic Strategy and serves major employment centers with a large number of existing and future family-wage jobs. The project connects the First Hill / Capitol Hill and University District regional growth centers, which have over 70,000 existing jobs and will add more than 10,000 new jobs by 2040. The 23rd Avenue Corridor Improvements Project connects residents in both regional centers, the two locally designated centers along the route and other neighborhoods to jobs in both regional centers and throughout the rest of the Puget Sound region with improved access to Link Light Rail and the regional highway system.

The project helps create and retain jobs in two targeted clusters that are part of the Regional Economic Strategy: Life Sciences and Tourism. The 23rd Avenue Corridor links the University of Washington Medical Center with hospitals and research facilities on Seattle's "Pill Hill," including University of Washington's Harborview Medical Center. It provides access to jobs in the Life Sciences cluster for residents of some of the region's most diverse neighborhoods, including the Central Area and Rainier Valley.

The 23rd Avenue Corridor also supports the Tourism cluster by providing access to some of the region's most important tourist attractions, including Volunteer Park, the Arboretum, the Museum of History and Industry, Husky Stadium, Hec Ed Pavilion and Capitol Hill. Tourism destinations that reflect the Puget Sound's rich cultural heritage are located along, or very near, the 23rd Avenue corridor. These include the Northwest African American Museum, in the historic Colman School Building, Jimi Hendrix Park, the Seattle Asian Art Museum, the Langston Hughes Performing Arts Center and Seattle Japanese Garden at the Arboretum.

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.

Long-term strategy to maximize efficiency

Problem: 23rd Avenue is a long and heavily congested corridor with an outdated signal system, a challenging pedestrian environment, a high collision rate and poor pavement condition, making it one of Seattle’s top capital project priorities. This section of the corridor carries 18,500 vehicles on an average weekday, and the arterial is a T-3 truck route carrying over 1,200 trucks per day. With 5,800 daily riders, Route 48, which serves the corridor, is the eighth highest transit ridership route in King County. There are pedestrian safety deficiencies (obsolete crossings, damaged sidewalks, insufficient bus stop facilities) throughout corridor.

Remedy: Reconstruct pavement from East John Street to South Jackson Street. Upgrade 9 signalized intersections by installing pedestrian countdown signal heads and upgrading controller cabinets to meet TSP needs and accommodate ITS upgrades. Make bus stop improvements. Install closed circuit television, detection systems, and license plate readers for travel time information to be displayed on the city’s traveler information web page. Install fiber communication as needed along the corridor to relay information back to the Traffic Management Center.

Logical segment linking Regional growth centers

The project is located on 23rd Avenue, a principal arterial and T-3 truck route, running between the First Hill / Capitol Hill and University Community regional growth centers. It links major regional transportation facilities, including I-90, SR 520 and Link Light Rail. It is "Main Street" for two of Seattle's locally designated centers. The corridor carries one of the most used transit routes in the State of Washington.

Fills a missing link or removes barriers to center

The project improves one of the key north/south corridors providing access to and from two regional growth centers and two locally-designated centers. This project supports growth and development in these centers by improving access, mobility and safety for freight, general purpose traffic, transit and pedestrians. It removes barriers created by poor infrastructure condition, outmoded facilities and lack of traveler information.

Relieve pressure or bottleneck and improves system performance

The 23rd Avenue corridor is currently experiencing heavy congestion due to an outdated signal system. It is a T-3 truck route and carries 5,800 daily transit riders and 18,500 weekday total volume. By updating the signal system with TSP and other ITS features, the congested conditions will be greatly improved.

The corridor is an important alternative to I-5, providing connections from Seattle neighborhoods and the entire region to the CBD and helps to relieve pressure on the I-5 / I-90 interchange, one of WSDOT’s Highway System Plan’s identified Bottlenecks and Chokepoints. This project will improve system performance by installing ITS improvements that benefit all travel modes, such as closed circuit television (CCTV) cameras, detection systems and upgraded signal controllers. These facilities will be linked with each other and Seattle's Traffic Management Center with fiber interconnect. This will allow real-time traffic information to be available to travelers.

Safety/mode conflict/opportunities for active transportation

The project is estimated to have an annual accident reduction value of over \$1,200,000. Safety will be improved for all modes by improving the pedestrian environment with signals and lighting, upgrading the signal system, reconstructing pavement and fixing sidewalks. By providing a safer, more inviting and efficient transit,

bicycle and pedestrian environment, more users will be encouraged to take advantage of the opportunity to walk, bike and take the frequent transit service in the corridor.

PART 2: QUESTIONS FOR ALL PROJECTS

Instructions: Once Section A, B, C, or D in Part 1 has been completed, complete all of Part 2 (questions 26-30). For Preservation Projects, do not complete Section E.

E. Air Quality and Climate Change

26. 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.

Users of the corridor and those who will benefit from this project include high concentrations of low income, college students and minority populations many of whom do not own cars. In Capitol Hill, one of the neighborhoods served by 23rd Avenue, over one-third of households do not own cars. Seattle's 2011 Neighborhood Business District Intercept Survey showed that only one-quarter of visitors to Capitol Hill used single occupant vehicles. In 2009, 75% of the commuters to the University District used modes other than the single occupant vehicle. This project provides a safe, convenient and reliable connection between transit-oriented centers and between two stations on Sound Transit's Link Light Rail system. With 5,800 daily riders, Route 48, which serves the corridor, is the eighth highest transit ridership route in King County. All users will benefit from the pedestrian improvements, improvements to transit speed and reliability, ITS and traveler information.

The average weekday total volume on 23rd Avenue is 18,500 vehicles. Signal optimization, ITS features, signage and striping to improve traffic operations and efficiency are planned throughout the corridor. The addition of real-time traveler information will reduce travel demand. More efficient traffic operations will result in less idling and reduced vehicle emissions, particularly by harmful diesel emissions by trucks on this T-3 truck route with 1,200 trucks daily. By improving transit operations, speed and reliability, pedestrian environment and transit amenities, users will be encouraged to walk and use transit more often, reducing single occupant vehicle trips and resulting in a positive impact on air quality.

Additional innovative construction practices that will have a reduced impact on air quality and the environment include:

- Sidewalks and curb ramps will be constructed with concrete with pozzolans to reduce the amount of cement in concrete mixes
- Pavement base course material will utilize recycled concrete rubble and asphalt concrete

F. Project Readiness/Financial Plan

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

27. 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.

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.

27a. Select only one funding source below, STP or CMAQ.

STP

CMAQ

27b. 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	\$5,000,000	2014

27c. Identify the project phases that will be fully completed if requested funding is obtained:

Construction

27d. Project Budget and Schedule

In this section you will be asked to 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 Project Budget and Schedule spreadsheet. Use as many rows per phase as necessary to reflect the financial plan for each phase. The required table to provide this information is a separate Excel spreadsheet which you will need to download from King County website.

Attach the completed spreadsheet, along with this application, and submit via email to 2012kcgrantcompetition@kingcounty.gov by the deadline of 5:00 p.m. May 11, 2012. The Project Budget and Schedule spreadsheet form may be downloaded at <http://www.kingcounty.gov/transportation/kcdot/PlanningandPolicy/RegionalTransportationPlanning/2012KCountywideCFP.aspx>

28. 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.

28A. If funds are requested for Right of Way:

28 A-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. **Anticipated 6/30/2014**
 - 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? **9/30/2014**
 - When are Preliminary Plans expected to be approved? **09/30/2014**
 - Are there any other PE/Design milestones not listed above? Please identify and provide estimates dates of completion. **None determined**

28A-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.)?

- 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
 - Right of Way Plans (stamped)
 - Relocation Plan (if applicable)
 - Right of Way Certification
 - Right of Way Acquisition
 - Certification Audit by WSDOT Right of Way Analyst
 - Relocation Certification, if applicable

29. If funds are requested for Construction:

Complete sections 28A-1 and 28A-2 above.

29B-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
- Identify the environmental permits needed for the project and when they are scheduled to be acquired. Process has not begun 06/30/2014
- Is PS&E approved? Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval. 09/30/2014
- When is the project scheduled to go to ad? 09/30/2014

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.

G. Other Considerations

30. 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 project includes many innovative features:

- Sidewalks and curb ramps will be constructed with concrete with pozzolans to reduce the amount of cement in concrete mixes.
- Drainage will be designed with water quality facilities to treat surface water runoff.

- Pavement base course material will utilize recycled concrete rubble and asphalt concrete.
- ITS improvements that benefit all travel modes, such as pedestrian countdown signals, closed circuit television (CCTV) cameras, detection systems, license plate readers and upgraded signal controllers. These facilities will be linked with each other and Seattle's Traffic Management Center with fiber interconnect. This will allow for real-time traffic information to be available to travelers.

REMINDER: When you submit this application, 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

Project Sponsor:	City of Seattle
Project Title:	23rd Avenue Corridor Improvements

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	n/a			Estimated Phase Completion Date: <input style="width: 100%; height: 20px;" type="text"/>
Planning				
Planning				
Planning TOTAL:			\$ -	
Preliminary Engineering / Design	Local - Bridging the Gap	Secured	\$1,340,000	Estimated Phase Completion Date: <input style="width: 100%; height: 20px; text-align: center;" type="text" value="9/30/2014"/>
Preliminary Engineering / Design				
Preliminary Engineering / Design				
Preliminary Engineering / Design TOTAL:			\$ 1,340,000	
Right of Way	n/a			Estimated Phase Completion Date: <input style="width: 100%; height: 20px;" type="text"/>
Right of Way				
Right of Way				
Right of Way TOTAL:			\$ -	
Construction	Local Bridging the Gap	Secured	\$7,060,000	Estimated Phase Completion Date: <input style="width: 100%; height: 20px; text-align: center;" type="text" value="6/30/2016"/>
Construction	STP Grant Request	Unsecured	\$5,000,000	
Construction				
Construction				
Construction				
Construction TOTAL			\$ 12,060,000	
Other	n/a			Estimated Phase Completion Date: <input style="width: 100%; height: 20px;" type="text"/>
Other				
Other TOTAL:			\$ -	
TOTAL Estimated Project Cost, All Phases:			\$ 13,400,000	Estimated Project Completion Date: <input style="width: 100%; height: 20px; text-align: center;" type="text" value="6/30/2016"/>

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

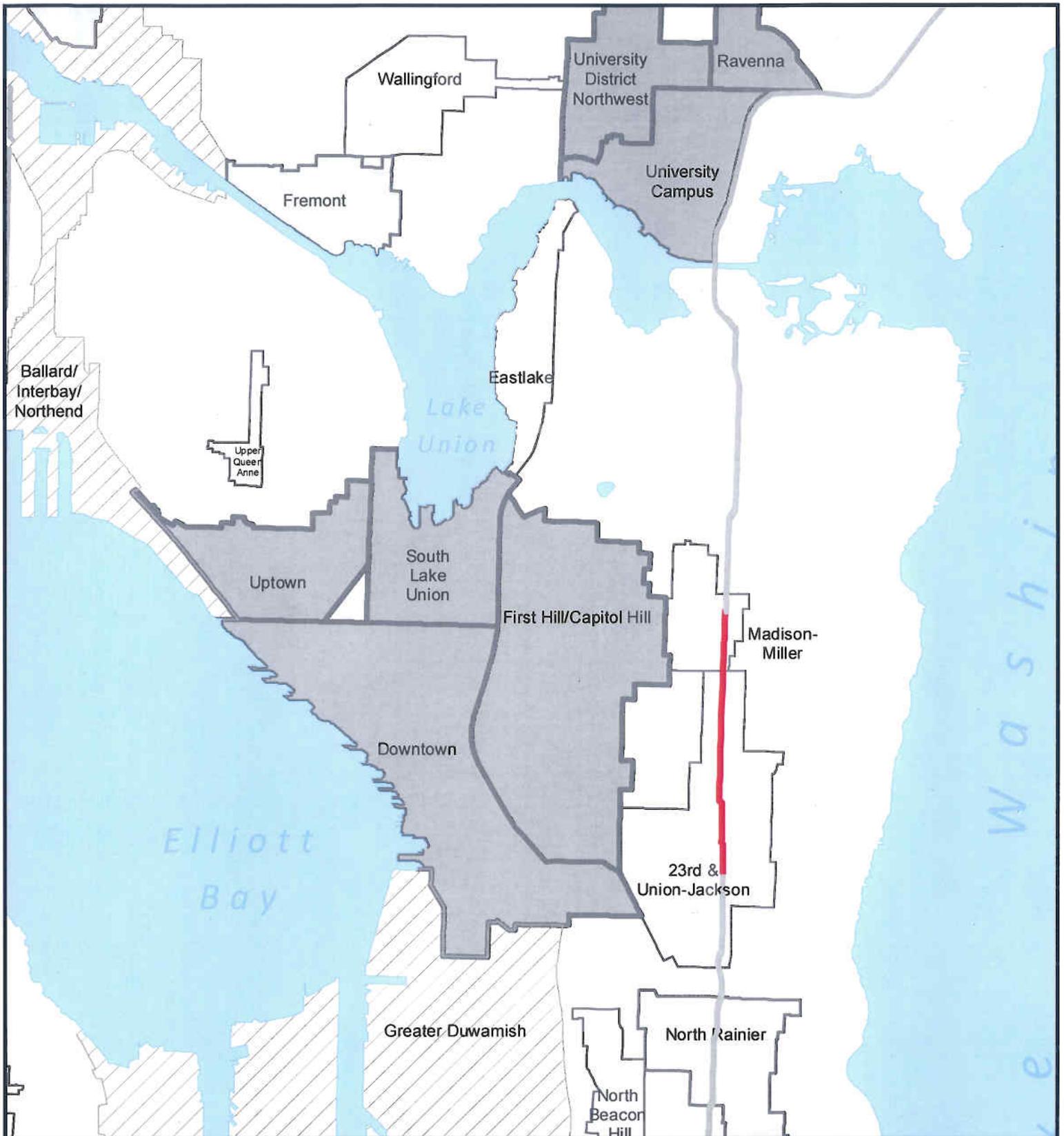
For example, provide web links to a grant award notification, provide the page number of local funds identified for the project in the local 6-year transportation program or transit plan, etc. For more information on the definition of secured/unsecured funds, refer to:

www.psrc.org/assets/7911/Definitions_SecuredandUnsecuredFunding.pdf

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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



Legend	
	Project Area
	Urban Center
	Hub Urban Village
	Residential Urban Village
	Manufacturing Industrial
	23rd Avenue Corridor



0 0.25 0.5 0.75 1 Miles

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 Seattle Department of Transportation.
 No warranties of any sort, including accuracy, fitness
 or merchantability, accompany this product.
 Coordinate System: State Plane,
 NAD83-91, Washington, North Zone

PLOT DATE : 7/28/11
 AUTHOR CL
 J/GIS/GIS Projects/Grants

23rd Avenue - E John St to S Jackson St

PROJECT DESCRIPTION

Name: 23rd Avenue WA # _____

Limits: E John Street to S Jackson St

Scope:
 Paving improvements would be from are from E John St to S Jackson St and will include reconstruction of outer lanes w/ concrete pavement and a mill and overlay of center.

 In addition signalized intersections within the corridor limits would be upgraded. Signals would be upgraded by installing pedestrian countdown signal heads and upgrading controller cabinets to meet the Transit Signal Priority needs and the ITS upgrades. Key intersections would be upgraded with Dynamic Message Signs, Close Circuit Television, detection systems, and license plate readers for travel time information. Fiber communication would be installed throughout the corridor to bring all the information back to the Traffic Management Center. See Application Matrix for additional scope elements including Traffic/Safety and Transit.

ESTIMATE SUMMARY

Initial Date of Estimate: 13-Jun-11 Updated: 22-Jul-11

Preliminary Estimate
 30% Estimate
 60% Estimate
 90% Estimate
 Final Estimate

	BASE YEAR 2011	CONSTR YEAR 2014	CONTINGENCY 20%	TOTAL
INFLATION FACTOR	<u>1.046</u>	<i>1.5% for 2011 and beyond</i>		
CONTRACT FEE	\$8,535,702	\$8,928,344	\$1,785,669	<u>\$10,714,013</u>
CONSTRUCTION ENGR	<u>12.5%</u>	<i>of Contract Fee</i>		
		\$1,116,043	\$223,209	<u>\$1,339,252</u>
CONSTRUCTION PHASE TOTAL		<u>\$10,044,387</u>	<u>\$2,008,878</u>	<u>\$12,053,265</u>
DESIGN PHASE TOTAL	<u>12.5%</u>	<i>of Contract Fee</i>		
		<u>\$1,116,043</u>	<u>\$223,209</u>	<u>\$1,339,252</u>
	BASE YEAR 2011	PURCH YEAR 2013	CONTINGENCY 10%	TOTAL
INFLATION FACTOR	<u>1.158</u>	<i>5% for 2011 and beyond</i>		
RIGHT OF WAY	\$0	\$0	\$0	\$0
TOTAL PROJECT ESTIMATE		<u>\$11,160,430</u>	<u>\$2,232,087</u>	<u>\$13,392,517</u>

Prepared By: David Vjarro, P.E. - CPRS Date: 22-Jul-11

Signed: _____ Date: _____

Seattle Department of Transportation

Arterial Asphalt and Concrete Program

BCL/Program Name:	Major Maintenance/Replacement	BCL/Program Code:	19001
Project Type:	Rehabilitation or Restoration	Start Date:	ONGOING
Project ID:	TC365440	End Date:	ONGOING
Location:	Various		
Neighborhood Plan:	Not in a Neighborhood Plan	Neighborhood Plan Matrix:	N/A
Neighborhood District:	In more than one District	Urban Village:	In more than one Urban Village

The Arterial Asphalt and Concrete Program maintains Seattle's 1,581 lane miles of arterial streets through resurfacing and reconstruction projects. The Department uses a pavement management system to track the condition of arterial street pavement, to develop maintenance needs and establish priorities, and to select the streets to be rehabilitated each year. This project improves the quality and condition of the City's arterials. Streets in design and planned for construction in 2011 or later include portions of 15th Avenue NE, Dexter Avenue North, Ellis Avenue South, South Albro Street, South Corson Street, East Marginal Way South, Airport Way South, Rainier Avenue South, N/NW 85th St, NE Ravenna Boulevard, Greenwood Avenue North, Delridge Way SW, Holman Road NW, and NE 125th Street.

LTD Actuals	2011 Rev	2012	2013	2014	2015	2016	2017	Total
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**This detail is for information only. Funds are appropriated in the budget at the Budget Control Level. Amounts are in thousands of dollars.*

2012 - 2017 Proposed Capital Improvement Program

Seattle Department of Transportation

Revenue Sources

Real Estate Excise Tax II	16,505	0	0	0	0	0	0	0	16,505
Real Estate Excise Tax I	501	0	0	0	0	0	0	0	501
Property Sales and Interest Earnings	253	0	0	0	0	0	0	0	253
Street Vacations	950	0	0	0	0	0	0	0	950
Vehicle Licensing Fees	346	0	0	0	0	0	0	0	346
Drainage and Wastewater Rates	1,752	0	0	0	0	0	0	0	1,752
Federal Grant Funds	11,110	0	0	0	0	0	0	0	11,110
Transportation Funding Package - Parking Tax	12,547	2,597	132	0	0	0	0	0	15,276
Transportation Funding Package - Business Transportation Tax	5,311	1,939	0	0	0	0	0	0	7,250
Transportation Funding Package - Lid Lift	48,198	23,346	14,150	12,227	10,770	14,649	19,350	19,350	162,040
City Light Fund Revenues	68	0	0	0	0	0	0	0	68
State Gas Taxes - Arterial City Street Fund	443	0	0	0	0	0	0	0	443
State Gas Taxes - City Street Fund	291	0	0	0	0	0	0	0	291
General Subfund Revenues	3,125	0	0	0	0	0	0	0	3,125
Interfund Loan	0	11,104	0	0	0	0	0	0	11,104
King County Funds	578	2	0	0	0	0	0	0	580
Partnership Funds	1,341	600	0	2,455	0	0	0	0	4,396
Private Funding/Donations	116	0	0	0	0	0	0	0	116
State Grant Funds	0	4,500	0	0	0	0	0	0	4,500
Transportation Bond Funds	800	0	0	0	0	0	0	0	800
2009 Multipurpose LTGO Bond Fund	14,975	325	0	0	0	0	0	0	15,300
To be determined	0	0	0	0	0	2,875	0	0	2,875
Total:	119,210	44,413	14,282	14,682	10,770	17,524	19,350	19,350	259,581

**This detail is for information only. Funds are appropriated in the budget at the Budget Control Level. Amounts are in thousands of dollars.*

2012 - 2017 Proposed Capital Improvement Program



King County

Department of Transportation
Office of Regional Transportation Planning
201 South Jackson, Suite 0811
Seattle, WA 98104-3856

www.kingcounty.gov

May 9, 2012

Peter Hahn, Director
Seattle Department of Transportation
700 5th Avenue
PO Box 34996
Seattle, WA 98124-4996

The King County Department of Transportation is pleased to support the City of Seattle's application to the Puget Sound Regional Council's King Countywide Large Jurisdiction grant program for its 23rd Avenue Corridor Improvements.

The corridor connects two regionally designated Urban Centers of First Hill / Capitol Hill and the University District as well as two locally designated Urban Centers Madison-Miller and 23rd & Union-Jackson. The 23rd Avenue Corridor is the 8th highest transit ridership route in King County with 5,800 daily riders. When completed, the project will provide an enormous benefit to travelers in the corridor, specifically transit riders.

The planned improvements include priority bus corridor improvements recommended in the Seattle Transit Master Plan, reconstructing pavement, real time traveler information, repairing sidewalks, and enhancing bus stops. Upgraded curb ramps and better pedestrian lighting and countdown signals will improve the transit rider's experience and help make walking and riding the bus better options for more people.

King County looks forward to working with the City of Seattle to develop and implement these planned improvements. If you have any questions, please contact me at 206-684-1007.

Sincerely,

Ron Posthuma
Assistant Director
King County Department of Transportation

cc: Amy Patton, City of Shoreline
Peter Heffernan, Grants Administrator, King County Department of Transportation,
Office of Regional Transportation Planning

