

King Countywide 2014 FHWA Grant Program Application

Important: Please review the following information before beginning the application.

Definition of a project: For the purposes of this competition, a project must be clearly defined by geographic limits and/or functionality. If a 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).

Projects that include multiple components or sponsors are allowed to be submitted, but the scope of work, funding amounts and schedules for each individual agency and/or component must be clearly identified at the time of application. If awarded PSRC funds, these projects may be separated into their individual components or lead agency in the regional Transportation Improvement Program. Each individual TIP project will be subject to PSRC's project tracking policies and will be administered according to the scope of work and funding awarded for each. If you have questions please contact Kelly McGourty at (206) 971-3601 or kmcgourty@psrc.org.

Resources: A [resource document](#) has been developed to assist sponsors in completing this online application for the 2014 project selection process. The document summarizes information needed by sponsors to complete applications, as well as provides useful information on various topic areas such as financial constraint and project tracking requirements.

Submitting Applications: 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.

All applications must be submitted by **11:59p.m. May 7, 2014.**

Project Information

Project Title Seattle Central Waterfront Passenger Only Ferry Terminal

Transportation 2040 ID# N/A

The current list of investments that are required to be on the Transportation 2040 Regional Capacity Project List and have a designated ID # can be accessed at

Appendix N of the 2014 Transportation 2040 Update, [here](#). If your project is exempt from this requirement, please enter "N/A." Helpful information on those exempt investments that are considered programmatic in nature or are on local facilities and therefore not required to be on the Project List can be found [here](#).

For assistance or questions regarding these issues, contact Kimberly Scrivner at 206-971-3281 or kscrivner@psrc.org.

Sponsoring Agency King County Ferry District

Co-Sponsoring Agency -

Does sponsoring agency have "Certification Acceptance" (CA) status from WSDOT?

More information on certification acceptance and a listing of current CA agencies can be found [here](#).

Yes

No

If not, which agency will serve as your CA sponsor?

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Contact Information

Project Contact Name Peter Heffernan

Project Contact Phone (206)477-3814

Project Contact Email peter.heffernan@kingcounty.gov

Project Description

Project Scope

Please describe clearly and concisely the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? For example, if this is part of a larger project, please be specific as to what portion on which the grant funds will be used.

The project will construct a regional passenger-only ferry (POF) terminal at Colman Dock on the Seattle Central Waterfront. This new regional POF terminal will replace the existing POF terminal.

The replacement POF terminal will allow for the continuation of the existing POF service and for expansion of POF service by existing or new providers. The replacement POF terminal will include vessel boarding slips (existing two with the ability to add two additional slips), ticket vending facilities, sheltered passenger waiting and queuing areas, customer information systems, way finding signage, and other rider amenities.

Project Justification, Need, or Purpose

Please explain the intent, need or purpose of this project. For example, what is the goal or desired outcome?

The purpose of this project is to continue the existence of POF service operations by the King County Ferry District (KCFD) into the Seattle Central Waterfront. A secondary but also critical element of the project is to create a facility capable of accommodating additional POF service by the KCFD or new POF service providers at this facility. Transportation 2040 identifies multiple new POF routes providing service from Kitsap County and other Puget Sound communities to the Seattle Central Waterfront.

Ridership on the two routes operated by the KCFD from Vashon Island and West Seattle has grown each of the last four years and is expected to continue to grow. In 2013, the King County Water Taxi carried 445,000 riders from its terminal at Colman Dock to West Seattle and Vashon Island. Forecasts indicate that ridership from/to West Seattle is expected to double by 2020 and triple by 2030. Vashon ridership is projected to double by 2030. This does not include the potential ridership from the additional POF services included in Transportation 2040. A study conducted by the PSRC in 2012 identifies up to 12 additional POF routes that would come into the Seattle Central waterfront. Information from this study indicates that there would be over 2.5 million riders a year in 2030. Ridership on the West Seattle route in 2011 exceeded the 2030 ridership estimates in the PSRC study.

If funding is not secured to assist with the replacement of the POF terminal at the Colman Dock facility future POF service will be in jeopardy. Currently there are no other location's available on the central Seattle Waterfront for a new permanent terminal location.

Colman Dock, located on the Downtown Seattle Central Waterfront has served as the terminal location for Washington State Ferries (WSF) since the 1950's. Colman Dock is a multimodal facility that services both auto and passenger only ferry services traveling across the Puget Sound. The Colman Dock terminal building and portions of the pier have reached the end of their useful life. WSF has initiated a project to replace the terminal building and piers to preserve the transportation function of the aging, deteriorating, and seismically-deficient facility to continue providing safe and reliable service from this location.

Current status of the Colman Dock project:

- The State Legislature has fully funded the WSF Colman Dock project in its adopted budget.
- No funding was appropriated by the State Legislature for the POF terminal.
- WSF has agreed to incorporate a replacement POF terminal as part of the reconstruction of the Colman Dock facility.
- The KCFD and WSF are currently discussing design options and negotiating a memoranda of agreement.
- If funding is not secured for the POF terminal it will not be constructed by WSF as part of their Colman Dock project.

Replacement of the POF terminal will be included in the first phase of the Colman Dock project if funding is secured to pay for it. WSF expects to bid the Colman Dock project during the summer of 2015.

Demolition of the existing POF terminal is scheduled to occur in mid-2016.

The circumstance which are causing the need to construct a new/replacement POF terminal provides a once in a life time opportunity to design and construct a POF facility that will serve the region for the next 50 years or longer. Successful POF service relies on a functional terminal which meets the needs of current operations, projected ridership growth, and potential new POF service providers.

The region's adopted long range transportation plan, Transportation 2040, and the Washington State legislature have determined that passenger-only ferry service is a key element to the regional and state transportation system. PSRC's adopted Transportation 2040 plan supports preservation of the existing POF routes and development of additional routes across Puget Sound.

The King County Ferry District is currently working with Washington State Ferries and City of Seattle to integrate and collaborate on a POF terminal facility within the frame work of the larger Colman Dock project and the City's vision for the Seattle Waterfront.

Project Location

Project Location

For example, please include street, route or trail name, or other identifiable location.

Seattle Waterfront, Pier 50

Please identify the crossroad, milepost or landmark nearest the beginning and end of the project below, if applicable.

Crossroad/landmark nearest to the beginning of the project:

Alaskan Way and Washington Street

Crossroad/landmark nearest to the end of the project:

Alaskan Way and Madison Street

Please identify the center(s), regional and local, the project is located in or supports. Refer to PSRC's [centers page](#) for more information on the regional centers.

Currently: Seattle Downtown, Seattle First Hill/Capital, Seattle Uptown, Seattle South Lake Union

Future growth center: Bremerton

Federal Functional Classification

Roadways must be approved on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities), unless

the project meets certain exceptions. Resources to identify a facility's functional classification or exceptions to this requirement may be found [here](#).

Please select the appropriate project category (rural or urban) followed by the corresponding functional classification.

Not Applicable

Plan Consistency

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 [PSRC's Plan Review](#) page or contact Yorik Stevens-Wajda at 206-464-6179

Is the project specifically identified in a local comprehensive plan?

Yes

No

If yes, indicate 1) plan name 2) relevant section 3) page number.

King County Ferry District, adopted work program and budget, page 21, 22.

City of Seattle, Transportation Element, Policies: T29 - page 3.10, T31 - page 3.11, T61 -page 3.16

If no, describe how the project is consistent with the applicable local comprehensive plan, including specific local policies and provisions the project supports.

-

Category Specific Questions

Select one of the following three criteria categories that best fits your project.

Regional or Locally Designated Center

Designated Regional or Local Center

You have selected Designation Regional or Local Center. If this is not the appropriate classification, please go back and change your selection. In the sections below, please provide complete but concise responses, addressing as many bullet points as possible. The evaluation and scoring of all submitted projects will be based on the answers provided by the sponsor. Refer to the [2014 King Countywide Project](#)

[Evaluation Criteria](#) for PSRC's FHWA Funds in the King Countywide Call for Projects for guidance, examples, and details on scoring for additional information.

A1. Regional or Local Center Development

Please address the following:

- **Describe how the project will support the existing and planning housing/employment densities in the regional or local center.**
- **Describe how the project will support the development/redevelopment plans and activities of the center. Please provide a citation of the corresponding policies and/or specific project references in a subarea plan or in the comprehensive plan.**
- **Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses including those in the industry clusters identified in the adopted Regional Economic Strategy.**

This project will help to support the existing and planned housing and employment in the Seattle Downtown, Seattle First Hill/Capital, Seattle Uptown, Seattle South Lake Union regional growth centers. In the future if POF service is provide from Kitsap County it will also support the Bremerton regional growth center.

By preserving the ability of the existing POF services to continue and provide capacity for future planned POF service this project will help these four regional growth centers accommodate their projected growth in population and employment. The four Seattle regional growth centers, from the PSRC's Regional Centers Monitoring Report have a combine population of 74,297 and employment of 86,290 the majority of which are in the Seattle Downtown growth center. In addition to supporting housing and employment in the regional growth centers the project could also support growth in the Kitsap County communities of Southworth, Port Orchard, Silverdale, and Kingston, as well as Port Townsend and Port Ludlow in Jefferson County if new POF service is initiated from these areas.

The new Regional POF terminal will be designed to accommodate existing services and planned growth included in T2040.

If the funding for a replacement POF is not secured there would be a negative impact on employment in the regional growth centers as the ability of employees to travel to these centers would be impacted. In 20132, over 445,000 passengers passed through the exiting POF terminal at Pier 50, up approximately 11% from 2011 levels, and continuing a trend of growth over the past 5 years. A recent ridership forecast conducted for the King County Ferry District shows an increase of over 200% in ridership on the West Seattle Water Taxi route by 2030. All routes will be impacted by the regional growth of 1.5 million new people and 1.2 million new jobs over the next 30 years as outlined in the Puget Sound Regional Council's adopted T2040 plan.

The POF terminal on the Seattle central water front is consistent with local and regional plans for development in the Downtown Seattle Regional Growth Center. The City of Seattle Comprehensive Plan, Policy T29 encourages the expansion of POF service and land-side facilities and terminals that encourage

walk-on (by foot, bicycle, and transit) trips rather than ferry travel with automobiles. In addition to T29, POF operations is in alignment with numerous policies contained in the City of Seattle's Comprehensive Plan, such as:

- T17, Provide, support, and promote programs and strategies aimed at reducing the number of car trips and miles driven to increase the efficiency of the transportation system.
- T19, Pursue transportation demand management (TDM) strategies at the regional level, and strengthen regional partnerships working on TDM measures.
- T21, Support development of an integrated, regional high capacity transit system that links urban centers within the city and region.
- T31, Integrate pedestrian and bicycle facilities, services, and programs into City and regional transportation and transit systems. Encourage transit providers, the Washington State Ferry System, and others to provide safe and convenient pedestrian and bicycle access to and onto transit systems, covered and secure bicycle storage at stations, and especially for persons with disabilities and special needs.
- 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.
- T61, Support a strong regional ferry system that maximizes the movement of people, freight, and goods.

Similarly to The City of Seattle, the Comprehensive Plan for Kitsap County contains transportation goals and policies that are supportive of or speak directly to the need and benefits of passenger only ferries.

Some examples are:

- Policy T-58, Support passenger-only ferry service between downtown Seattle and Southworth, Kingston, and Bremerton.

Also, some related policies from The City of Bremerton's Comprehensive Plan are:

- T9D, Promote the continuation of passenger-only ferry service.

A facility that will accommodate an explanation of POF service will help to create family wages jobs by providing a direct, efficient, reliable, and environmentally friendly transportation service to close proximity of the job market within the downtown Seattle business district and surrounding regional growth centers.

A2. Project's Benefit to the Regional or Local Center

Please address the following:

- **Describe how the project remedies 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)?**
- **Describe the user groups that will benefit from the project. User groups may include commuters, residents, commercial users, those groups identified in the President's Order for Environmental Justice, seniors, people with disabilities, and/or areas experiencing high levels of unemployment or chronic underemployment.**

This project is a proactive effort to avoid the creation of a missing link and the elimination of an existing mode of travel that is included in the regions adopted long range plan. Without a terminal location on the downtown Seattle waterfront the existing and planned POF service will face an imposing barrier to providing service. This project would remedy this problem by providing the necessary resources to construct the replacement of the POF terminal at the Colman Dock facility.

If the POF is not constructed it would put additional pressure on the other transportation modes (roadways and bus transit) creating new or worsening existing bottle necks and crowding on buses. Logical choices for displaced POF users would be to switch to driving to downtown Seattle from either West Seattle or Kitsap Peninsula, switching to WSF service route and then switching to a local transit provider such as Metro Transit or Kitsap Transit. This would occur at a time when Metro may need to reduce service due to a revenue shortfall.

Replacement of the POF facility at Colman Dock will help to maintain existing intermodal connections to several transportation hubs and transit providers include King Street Station, the Downtown Seattle Transit Tunnel, and Westlake Center. These hubs provide connections to Link Light Rail, Sounder Commuter Rail, Amtrak Inter-city Rail, Seattle Streetcar, Metro Transit, Community Transit, Kitsap Transit, Pierce Transit, Sound Transit Express Bus, and Monorail service.

In addition to providing access to jobs as described above, this project will enhance economic development by increasing access to tourists and businesses, and encouraging residential development near the terminals. This project will also help energize the revitalized central Seattle waterfront by bringing more people to the waterfront and by giving visitors to the waterfront more opportunities to get out on the water and experience the city from a waterborne perspective.

A replacement POF terminal will provide benefit to users of all ages, income levels and race. The POF facility will provide service to multiple user groups including: commuters, tourists, students and residents. The recent PSRC Regional Centers Monitoring report identifies that in the regional growth centers supported by the project minorities make up from between 28% to 41% of the population, and the population over the age 65 ranges from 8% to 11% in these centers.

A3. Circulation Within the Regional or Local Center

Please address the following:

- **Describe how the project improves safe & convenient access to major destinations within the center, such as by completing a physical gap or providing an essential link in the transportation network for people and/or goods.**
- **Describe how the project will improve circulation and enhanced opportunities for active transportation within the center regarding (address each relevant area): walkability, public transit access, public transit speed and reliability, safety & security, bicycle mobility, bicycle facilities, streetscape improvements, traffic calming, etc.**
- **Describe how the project provides users (e.g. employees, residents, customers)**

a range of travel modes or provides a “missing” mode.

• 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.

This project seeks to maintain an existing safe and convenient link in the transportation system to downtown Seattle and the surrounding regional growth centers. Passenger-only ferries provide an efficient means of bringing people to downtown Seattle. By delivering walk-on passengers and bicycles directly to the transit connections at Colman Dock, they connect people with major employment sites, cultural centers and sporting venues. Concentrating both passenger-only and passenger-vehicle ferry service at Colman Dock allows for efficient transit service to a single location as well as simplifying way finding for visitors and residents.

While passenger-only ferries have been serving the Seattle waterfront for more than 20 years, they are at risk if funding is not secured to replace the POF terminal. The improvements at Colman Dock and the revitalization of the central waterfront provide a unique opportunity to create a terminal capable of serving not only the existing routes that currently use this facility but also potential routes serving Bremerton, Southworth, Kingston, Des Moines and Port Townsend. This project is necessary for the existing services to continue and for future services to be possible.

Continuation of the POF service will increase pedestrian and bicycle access to downtown Seattle without increasing car, van pool, or bus traffic. By making jobs in downtown Seattle accessible to residents in West Seattle, Vashon Island, Kitsap County, Jefferson County, and potentially other counties on Puget Sound, the POF terminal will allow broader participation in the growth of the largest employment growth center in the state and encourage residential growth in close proximity to the terminals on the west end of the routes.

The project also provides easy connections to several intermodal hubs and transit providers include King Street Station, the Downtown Seattle Transit Tunnel, Colman Dock, and Westlake Center, providing connections to Link Light Rail, Sounder Commuter Rail, Amtrak Inter-city Rail, Seattle Streetcar, Community Transit, Kitsap Transit, Pierce Transit, Sound Transit Express Bus, and Monorail service.

Manufacturing/Industrial Center

You have selected Manufacturing/Industrial Center. If this is not the appropriate classification, please go back and change your selection. In the sections below, please provide complete but concise responses, addressing as many bullet points as possible. The evaluation and scoring of all submitted projects will be based on the answers provided by the sponsor. Refer to the [2014 King Countywide Project Evaluation Criteria](#) for PSRC’s FHWA Funds in the King Countywide Call for Projects for guidance, examples, and details on scoring for additional information.

B1. Development and Users Benefit

Please address the following:

- Describe how the project will benefit or support the development plans and activities of the manufacturing/industrial center. Please provide a citation of the corresponding policies and/or specific project references in a subarea plan or in the comprehensive plan.
- Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses, including those in the industry clusters identified in the adopted Regional Economic Strategy.
- Describe the user groups that will benefit from the project. User groups may include commuters, residents, commercial users, those groups identified in the President's Order for Environmental Justice, seniors, people with disabilities, and/or areas experiencing high levels of unemployment or chronic underemployment.

B2. Mobility and Accessibility Benefit

Please address the following:

- Describe how the project provides and/or enhances 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, including opportunities for active transportation.
- Describe how the project promotes Commute Trip Reduction (CTR) and other TDM opportunities.

Corridor Serving Center(s)

You have selected Corridor Serving Center(s). If this is not the appropriate classification, please go back and change your selection. In the sections below, please provide complete but concise responses, addressing as many bullet points as possible. The evaluation and scoring of all submitted projects will be based on the answers provided by the sponsor. Refer to the [2014 King Countywide Project Evaluation Criteria](#) for

PSRC's FHWA Funds in the King Countywide Call for Projects for guidance, examples, and details on scoring for additional information.

C1. Benefit to Regional, Local, or Manufacturing/Industrial Center

Please address the following:

- Describe how this project will benefit or support the housing and employment development in a regional or local center(s) and/or employment growth in a manufacturing/industrial center(s). Does it support multiple centers? Please provide a citation of the relevant policies and/or specific project references in a subarea plan or in the comprehensive plan.
- Describe how the project provides or benefits a range of travel modes to users traveling to/from 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, seniors, people with disabilities and/or areas experiencing high levels of unemployment or chronic underemployment.
- Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses including those in the industry clusters identified in the adopted Regional Economic Strategy.

C2. System Continuity/Long-Term Benefit and Sustainability

Please address the following:

- Describe how this project supports a long-term strategy to maximize the efficiency of the corridor, including TDM and TSM opportunities. Describe the problem and how this project will remedy it.
- Describe how this project provides a "logical segment" that links to a regional, local, or manufacturing/industrial center.
- Describe how the project fills in a missing link or removes barriers to/from a center.
- Describe how this project will relieve pressure or remove a bottleneck on the

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.

Air Quality and Climate Change

You have not selected a category and these questions were skipped. Please go back and make your selection.

Additional guidance on the evaluation of air quality and climate change benefits is available [here](#), in addition to the information contained in the [2014 King Countywide FHWA Project Evaluation Criteria](#).

Please 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). Specific questions have been prepared to assist you in responding to this criterion depending on the type of project.

Please select all of the elements in the list below that are included in the project's scope of work, and provide the requested information in the text box below.

- Diesel Particulate Emissions Reduction Projects (e.g. diesel engine retrofits)
- Roadway Capacity (general purpose and high occupancy lanes)
- Transit
- Bicycle/Pedestrian Facilities
- Intelligent Transportation Systems (signalization, etc.)
- Alternative Fuels or Vehicle Technology
- Other

- **Diesel Particulate Emissions Reduction Projects:** Describe the types of vehicles, vessels, engines, duty cycles, etc. being addressed. Describe the emissions vintage of the existing engines, and the number of vehicles to be addressed. Describe how often they are used, where they are used, how much fuel is consumed annually and when the benefits from this project will occur.
- **Roadway Capacity (general purpose and high occupancy lanes):** 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. Describe the transit routes currently using the facility and anticipated in the future. Does this project connect to or expand an existing high occupancy vehicle or business access transit lane system? What is the length of the project and the population served? What source of data

indicates the expected conversion of single occupant vehicle trips to transit or carpool?

- Transit (park-and-ride lots, new or expanded transit service, transit amenities, etc.): Describe the current transit ridership in the project area. Describe the current transit routes serving the project area, including average trip length. 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. Describe the population served that will be expected to use the new/improved service. What source of data indicates the expected conversion of single occupant vehicle trips to transit?
- Bicycle/Pedestrian Facilities: Describe the length of the proposed facility, including 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). Does the facility connect to transit? What is the expected population served, and what source of data indicates the expected conversion of single occupant vehicle trips to this mode?
- Intelligent Transportation Systems: Describe the existing conditions in the area, including level of service, average daily traffic, average speed, etc. Describe how the project is expected to improve traffic flow through improved speeds, reducing idling, reducing accidents, etc. What is the percentage of heavy trucks using 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)? What are the transit routes along the corridor, and will this project improve transit reliability on the corridor?
- Alternative Fuels or Vehicle Technology: 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 annual ridership on the KCFD POF service in 2013 was 445,000. This ridership level continued a four year trend of increased ridership. The PSRC Regional Passenger Only Ferry Study estimated that there could be as many as twelve POF routes providing service to the Seattle Central Waterfront by 2030 with an annual ridership of over 2.5 million.

Replacement of the POF terminal will enable the existing POF service ridership to increase and create a terminal location for new POF providers in the near and long term.

A regional POF terminal will allow modern, efficient vessels to bring commuters to downtown Seattle without the need to bring a private vehicle across or around Puget Sound. This is in direct alignment with the Washington State Legislature's establishment of greenhouse gas emission reduction requirements (RCW 70.235.020) and vehicle miles traveled reduction goals (RCW 47.01.440), which were incorporated into PSRC's VISION 2040. King County Countywide Planning Policy EN-17 also directs the county and cities to establish a countywide greenhouse gas emissions reduction target that exceeds the statewide reduction requirement.

When up to 250 passengers commute on a single ferry on a direct route, it is environmentally superior to large numbers of private vehicles driving through West Seattle or driving 60 to 100 plus miles one way around Puget Sound to access Seattle. New vessels with Tier 2 or Tier 3 diesel engines produce a small fraction of the emissions of earlier vessels, making the emissions per passenger mile competitive with other transit modes. Reducing the use of private vehicles has the secondary effect of reducing congestion, which further reduces private vehicle emissions and vehicle miles traveled.

To further improve air quality, the interim and permanent facility will be designed to include sufficient shore power to meet the non-propulsion power requirements of the vessels that call on it. This will allow them to shut down both the main propulsion engines and diesel generators while at the dock.

Current passenger-only service providers do not parallel existing WSF routes. Accordingly, the elimination of the current passenger-only terminal on the Seattle waterfront will directly mean that all of the approximately 400,000 passenger transits performed today will have to find an alternative mode of transportation to get their destination. There is no way of accurately determining which mode of transportation will be chosen by these riders, but passenger-only ferry operations are an inherently efficient mode of transportation. So, the likely outcome is increased emissions released into the environment. This impact will only grow over time, particularly given the anticipated growth of passenger-only ferry riders in coming decades.

Financial Plan & Project Readiness

In this section, sponsors will address questions regarding the PSRC funding request, the total estimated project cost and schedule, and the project's readiness to obligate PSRC funds. Sponsors should be aware of the following information before completing this section:

Funding Request: Sponsors may request funding for any single project phase, but requests for multiple phases are limited to preliminary engineering plus the subsequent phase necessary. I.e, a sponsor may request funding for both preliminary engineering and right of way phases or preliminary engineering and construction phases, but not both right of way and construction phases.

Funding Requirements: A minimum of 13.5% of local matching funds is required for both Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding. The combination of the requested PSRC funds

plus all other funding must be adequate to fully fund that phase. Requests that do not result in a phase being fully funded will be considered ineligible for PSRC funding.

Obligation Requirements: Per PSRC's project tracking policies, all project phases awarded PSRC funds must obligate by June 1st of the program year selected. For more information, see PSRC's project tracking policies [here](#).

PSRC Funding Request

Please identify the phase(s) for which PSRC funds are being requested, the funding source, the amount, and expected year of obligation. Confirm the total by pressing the calculate button.

Funding Source

- STP
 CMAQ

Phase	Year	Amount Requested
Construction	2015	\$2,000,000

Total PSRC Funding Request: \$2,000,000

Total Estimated Project Cost and Schedule

In the table below, please provide the total estimated cost and schedule for all phases of the project, from start to finish, and indicate when each phase was, or is planned to be, completed. If a phase is not required for the project, indicate with N/A.

Please include all funding amounts and sources (including the requested PSRC funds) and identify whether they are secure, reasonably expected, or unsecure. **PSRC's definitions and guidance for determining secure and reasonably expected funds may be found [here](#).**

NOTE: If you find that you need more rows than provided in the tables below, please fill out the supplemental project cost spreadsheet available [here](#) and upload in the area below.

Planning Phase

Please note, the planning phase of a capital project is considered to be part of the preliminary engineering phase. Complete this section only if this project is an independent planning study.

Preliminary Engineering/Design Phase

Funding Source	Funding Status	Funding Amount
Local	Secured	\$696,878
5309(FG)	Secured	\$1,019,236
5307	Secured	\$1,768,272

Total Preliminary Engineering/Design Phase Cost: \$3,484,386

Actual or estimated date of completion (month and year): December 2014

Right of Way Phase

Total Right of Way Phase Cost: \$0

Actual or estimated date of completion (month and year): -

Construction Phase

Funding Source	Funding Status	Funding Amount
Local	Reasonably Expected	\$10,196,837
STP	Unsecured	\$2,000,000

Total Construction Phase Cost: \$12,196,837

Actual or estimated date of completion (month and year): June 2018

Other Phase

Total Other Phase Cost: \$0

Actual or estimated date of completion (month and year): -

Project Summary

The calculated total project cost below is based on the entries completed above. Please review for accuracy before proceeding to ensure all funding is reflected.

Total Estimated Project Cost: \$15,681,223

Estimated Project Completion Date (month and year): December 2019

Financial Documentation

Please provide supporting documentation using the upload function below to demonstrate that all additional funds for the phase(s) for which PSRC funds are being requested are secure or reasonably expected.

[p1fNXXti_FD2013-10_final_Adopted_Budget.pdf](#)

Please describe the secure or reasonably expected funds identified in the supporting documentation. For funds that are reasonably expected, an explanation of procedural steps with milestone dates for completion which will be taken to secure the funds for the project or program should also be included.

For more information, refer to PSRC's [financial constraint guidance](#).

The secured funding identified in the PE/Design phase is FTA funding awarded as part of the 2012 PSRC grant program competitions and appropriated local funding.

The reasonably expected to be secure funding for the construction phase consists of the \$2 million in STP grant funding requested in the 2014 PSRC project selection process and \$10.9 million of non-federal funding. The \$9.9 million is included in the adopted King County Ferry District 2014 Budget and Work plan. The King County Ferry District adopts a six year budget and appropriates funding on annual basis. As part of the 2015 budgeting process that will begin in the spring of 2015 and concluded in the fall of 2015 the King County Ferry District is expected to appropriate the funding necessary to implement and complete the construction phase of the project.

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 be

obligated. The questions in this section 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 following section, sponsors will be asked a series of questions about the project. Based on these responses, sponsors will be directed to the appropriate set of subsequent questions addressing the project's readiness.

NOTE: Sponsors applying for funds for only planning studies or preliminary engineering/design phases are not required to provide further information for project readiness and will be directed to the next required set of questions.

Project Readiness

Are you requesting funds for ONLY a planning study or preliminary engineering?

Yes

No

Is preliminary engineering for the project complete?

Yes

No

What was the date of completion (month and year)?

-

Have preliminary plans been submitted to WSDOT for approval?

Yes

No

When are preliminary plans expected to be complete and approved by WSDOT (month and year)?

August 2015

Are there any other PE/Design milestones associated with the project? Please identify and provide dates of completion. You may also use this space to explain any dates above.

-

Project Readiness

What is the current or anticipated 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?

Yes

No

Please provide the date of NEPA approval, or the anticipated date of completion (month and year).

June 2014

Project Readiness

Will right of way be required for the project?

Yes

No

How many parcels do you need?

-

What is the zoning in the project area?

-

Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.

-

Does your agency have experience in conducting right of way acquisitions of similar size and complexity?

Yes

No

If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?

-

In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each. For example, these might include:

- True cost estimate of right of way
- Right of way plans (stamped)
- Relocation plan
- Right of way certification
- Right of way acquisition
- Certification audit by Washington State Department of Transportation Right of Way Analyst
- Relocation certification, if applicable

-

Project Readiness

Are funds being requested for construction?

Yes

No

Do you have an engineer's estimate?

Yes

No

Please upload a copy of your engineer's estimate below.

[vhF455y0_POF - Revised Cost Estimate 3 19 14.pdf](#)

Identify the environmental permits needed for the project and when they are scheduled to be acquired.

Washington State Ferries is the lead agency for the environmental, design and construction of the Colman Dock terminal, pier and passenger only ferry terminal. They will also be the lead agency for securing both the federal and state permits which are required for this project.

The schedule for completing the design portion of the project is winter 2014 and it is expected that the project will be bid in summer 2015. WSF is aware of the necessary permits that will be need for this project and will be actively working with the resource agencies to acquire them. The permits that will be needed for this project include:

Federal

- U.S. Army Corps of Engineers

- Rivers and Harbors Act, Section 10 Permit – submit: 7/14, receive: 6/15

- Clean Water Act, Individual Section 404 Permit – submit: 7/14, receive: 6/15

- U.S. Fish and Wildlife Service

- Endangered Species Act (ESA) Consultation - received 2/14

- National Marine Fisheries Service

- Endangered Species Act (ESA) Consultation – received 4/14

- Marine Mammal Protection Act (MMPA) Authorization – submit: 10/14, receive: 7/15

- Magnuson-Stevens Act, Essential Fish Habitat Determination – receive 4/14

- Washington Department of Archaeology and Historic Preservation

- Section 106 of the National Historic Preservation Act Consultation – received 12/13

State

- Washington Department of Ecology – submit: 7/14, receive: 6/15

- Clean Water Act Section 401 Water Quality Certification – submit: 7/14, receive: 6/15

- Coastal Zone Management Act (CZMA), Consistency Determination – submit: 1/15, receive: 6/15

- Washington Department of Fish and Wildlife

- Washington Hydraulic Code, Hydraulic Project Approval (HPA) – submit: 11/14, receive: 2/15

- Washington Department of Natural Resources

- Aquatic Lands Act, Aquatic Land Use Authorization – submit: 1/15, receive: 4/15

Local

- City of Seattle – submit 7/14

- Shoreline Master Program, Master Use Permit for Shoreline Substantial Development Permit (SSDP) – receive: 6/15

- Noise Variance – submit: 11/14, receive: 6/15

Are Plans, Specifications & Estimates (PS&E) approved?

Yes

No

Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year).

Does not apply

When is the project scheduled to go to ad (month and year)?

August 2015

Other Considerations

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.

-

File Submission

Please provide any additional supporting documents, including maps, through the upload functions below.

[adF6VVik_POF_Vicintinty_Maps.docx](#)

Final Review

Please review all application form questions to ensure you have completed all fields. An email containing a PDF version of the project application will be sent to the project contact upon submission.

NOTE: Sponsors may update and resubmit information included in the application until the May 7th deadline. After the deadline has passed, the form site will close and sponsors will not have access for revisions.



KING COUNTY
Signature Report

1200 King County Courthouse
516 Third Avenue
Seattle, WA 98104

October 29, 2013

FD Resolution

Proposed No. FD2013-10.1

Sponsors

1 A RESOLUTION relating to the operations and finances of
2 the King County Ferry District and adopting the District's
3 2014 budget and work plan.

4 WHEREAS, the Board of Supervisors desires to adopt the King County Ferry
5 District's 2014 work plan, operating and capital budget, and King County operations and
6 capital reimbursement budget; now, therefore

7 BE IT RESOLVED BY THE BOARD OF SUPERVISORS OF THE KING
8 COUNTY FERRY DISTRICT:

9 SECTION 1. The 2014 King County Ferry District budget and work plan are
10 adopted including:

11 A. The King County Ferry District 2014 work plan, as set forth in Attachment A
12 to this resolution;

13 B. The King County Ferry District annual operating and capital budget, as set
14 forth in Attachment B to this resolution.

15 1. Of the operating budget, \$20,000 may not be expended until King County has
16 reported to the executive committee of the King County Ferry District board of
17 supervisors an expected date of delivery for at least one new passenger only ferry vessel
18 that is no later than June 30, 2015.

19 2. Additionally, \$100,000 of the operating budget may not be expended until
20 King County has conducted a review of landside shuttle services in West Seattle,
21 including a new survey of ridership activity, an evaluation of the feasibility of developing
22 a new parking lot for ferry passengers, and an evaluation of alternative shuttle routes, and
23 reported its findings to the executive committee of the King County Ferry District board
24 of supervisors by June 1, 2014;

25 C. The King County operations and capital reimbursement budget, as set forth in
26 Attachment C to this resolution; and

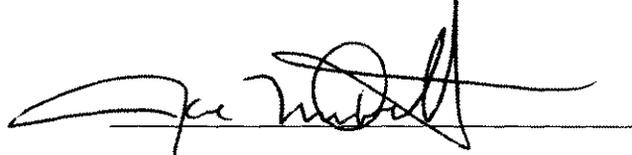
27 D. The King County Ferry District capital improvement program, as set forth in
28 Attachment D to this resolution.

29

FD Resolution was introduced on and passed by the King County Ferry District on 10/28/2013, by the following vote:

Yes: 8 - Mr. Phillips, Mr. von Reichbauer, Mr. Gossett, Ms. Patterson,
Ms. Lambert, Mr. Dunn, Mr. McDermott and Mr. Dembowski
No: 0
Excused: 1 - Ms. Hague

KING COUNTY FERRY DISTRICT
KING COUNTY, WASHINGTON



Joe McDermott, Chair

ATTEST:



Anne Noris, Clerk of the District

Attachments: A. King County Ferry District 2014 Work Plan, B. King County Ferry District Annual Operating and Capital Budget, C. King County operations and capital reimbursement budget, D. King County Ferry District capital improvement program

KING COUNTY FERRY DISTRICT
2014 Annual Work Plan

Overview

The King County Ferry District (District) provides waterborne transit service, also known as passenger only ferry service or water taxi service, on King County waterways. The District operates two routes:

Vashon Island – Downtown Seattle Water Taxi providing three morning and three afternoon trips during the commute periods; and

West Seattle – Downtown Seattle Water Taxi providing seasonal (commute and non-commute) service April through October and commute service November through March.

The detail associated with the schedule of service for these routes is described at the end of this Work Plan.

In association with these waterborne transit services, shuttle connections with landside vehicle parking areas is also provided.

The District is governed by a Board of Supervisors (Board), who appoints an Executive Committee (ExComm) to guide and recommend the operations and policies of the District. The District is staffed by a full time district administrator to oversee the functions, agreements and implementation of policies and actions of the Board and ExComm.

The District delivers its water taxi services and Capital Improvement Program (CIP) through an Interlocal Agreement with King County, primarily through the Department of Transportation.

The District receives legal and financial management support through separate service agreements.

The District receives Clerk of the Board and policy support on a retainer basis through the Interlocal Agreement with King County, primarily through the County's legislative branch.

The District may be supported through other agreements to achieve the direction of the Board.

District Goals for 2014

Continue delivering existing water taxi services using leased vessels;

Using predominantly federal grant funding, continue design-build contracted construction of new vessels including contracted project management;

Lead discussion of passenger only ferry providers in identifying and developing funding for the replacement of downtown Seattle passenger only ferry facilities in concert with Washington State Department of Transportation's Pier 50 safety and preservation project;

Complete a business and strategic planning process led by the district administrator;

Work with King County and Washington State Legislators to facilitate cost and operational savings through consolidated governance models; and

Develop and implement a district administrator-led marketing program for growing ridership.

King County MD - Contracted Services Work Plan Goals

Provide technical, operations and CIP services to support the District's goals and objectives, including such functions as:

Operations and Administration:

- Provide on-water and landside operations for the District's two routes;
- Manage personnel including hiring, training, record keeping, discipline, payroll, scheduling and dispatch;
- Oversee vessel operations such as moorage, provision of contracted back-up vessels, schedule performance, and maintenance;
- Manage shoreside operations including transit coordination, passenger contact and facility upkeep;
- Administer Interlocal Agreement requirements including procurement, invoice billing and payment, budgeting, revenue collection and processing, grant and financial accounting, and timely reporting of financial and performance data;
- Provide public interface including customer service, lost and found and communications of real time vessel operations;
- Work with the district administrator regarding the implementation of marketing and advertising programs; and
- Conduct a review of landside shuttle services in West Seattle, including:
 - Collection of shuttle ridership data by route, stop, and day of week;
 - Evaluation of the potential for development of a parking lot along Harbor Avenue SW for use by passenger only ferry riders; and
 - Evaluation of possible revisions of the existing shuttle routes to reduce costs and/or increase ridership, to include consideration of a single consolidated route, changes in the number of shuttle buses in operation, and direct service to a possible ferry passenger parking lot.

Capital Improvement Program

- Using contracted project management, oversee construction of vessels through a design-build contracting process; and
- On behalf of the District, lead and continue environmental and planning evaluation and implementation of Colman Dock Passenger Only Ferry Facility Replacement Project in cooperation with Washington State Department of Transportation.

Schedule of Service for West Seattle / Downtown Seattle Route

West Seattle Winter Schedule 2014	
January 2 - April 6 and October 27 - December 31	
Monday-Friday	
<i>Departure times</i>	
Downtown Seattle Waterfront Pier 50	West Seattle Seacrest Park
6:00	6:15
6:30	6:45
7:00	7:15
7:30	7:45
8:00	8:15
8:30	8:45
3:45	4:00
4:15	4:30
4:45	5:00
5:15	5:30
5:45	6:00
6:15	6:30
6:45	7:00

- Times in light type are a.m.
- Times in bold type are p.m.
- Crossing time approximately 10 minutes

West Seattle Spring/Summer Schedule 2014			
April 7 through October 26			
Monday-Friday		Saturday-Sunday	
<i>Departure times</i>			
Downtown Seattle Waterfront Pier 50	West Seattle Seacrest Park	Downtown Seattle Waterfront Pier 50	West Seattle Seacrest Park
6:00	6:15	8:30	9:00
6:30	6:45	9:30	10:00
7:00	7:15	10:30	11:00
7:30	7:45	11:30	12:00
8:00	8:15	12:30	1:00
8:30	8:45	1:30	2:00
9:00	9:15	2:30	3:00
10:30	11:00	3:30	4:00
11:30	12:00	4:30	5:00
12:30	1:00	5:30	6:00
1:30	2:00	6:30	7:00
2:30	3:00	7:30	8:00
3:30	4:00	8:30	9:00
4:15	4:30	9:30	10:00
4:45	5:00	10:30	11:00
5:15	5:30		
5:45	6:00		
6:15	6:30		
6:45	7:00		
7:30	8:00		
8:30	9:00		
9:30	10:00		
10:30	11:00		

- Times in light type are a.m.
- Times in bold type are p.m.
- Crossing time: approximately 10 minutes; 15 minutes for midday and weekend sailings
- Shaded trips operate Friday and Saturday evenings only
- Shaded trips also operate weekday evenings and Sunday evenings for sporting events at CenturyLink Stadium and Safeco Field

Notes regarding West Seattle- downtown Seattle route:

1. Providing six morning and seven afternoon round-trip sailings Monday through Friday for the months of November through March, except observed holidays.
2. For April through October, route provides weekday commute and mid-day service, weekend all-day service, with Friday and Saturday extended service. Extended service also runs Sunday through Thursday on sporting event nights at CenturyLink and Safeco fields.

Schedule of Service for Vashon Island / Downtown Seattle Route

Vashon Island/Downtown Seattle 2014		
Monday-Friday		
<i>Departure times</i>		
Downtown Seattle Waterfront Pier 50		Vashon Island
5:30		6:10
6:38		7:10
7:40		8:15
4:30		4:58
5:30		5:58
6:30		6:58
<ul style="list-style-type: none"> • Times in light type are a.m. • Times in bold type are p.m. • Crossing time approximately 22 minutes <p>Does not operate on the following holidays: New Year's Day, Martin Luther King Jr. Day, Presidents Day, Memorial Day, Independence Day, Labor Day, Veterans Day, Thanksgiving Day, Day after Thanksgiving and Christmas Day</p>		

Notes regarding Vashon Island –downtown Seattle route:

1. Providing three morning and three afternoon round-trip sailings during the commute periods Monday through Friday, except observed holidays.

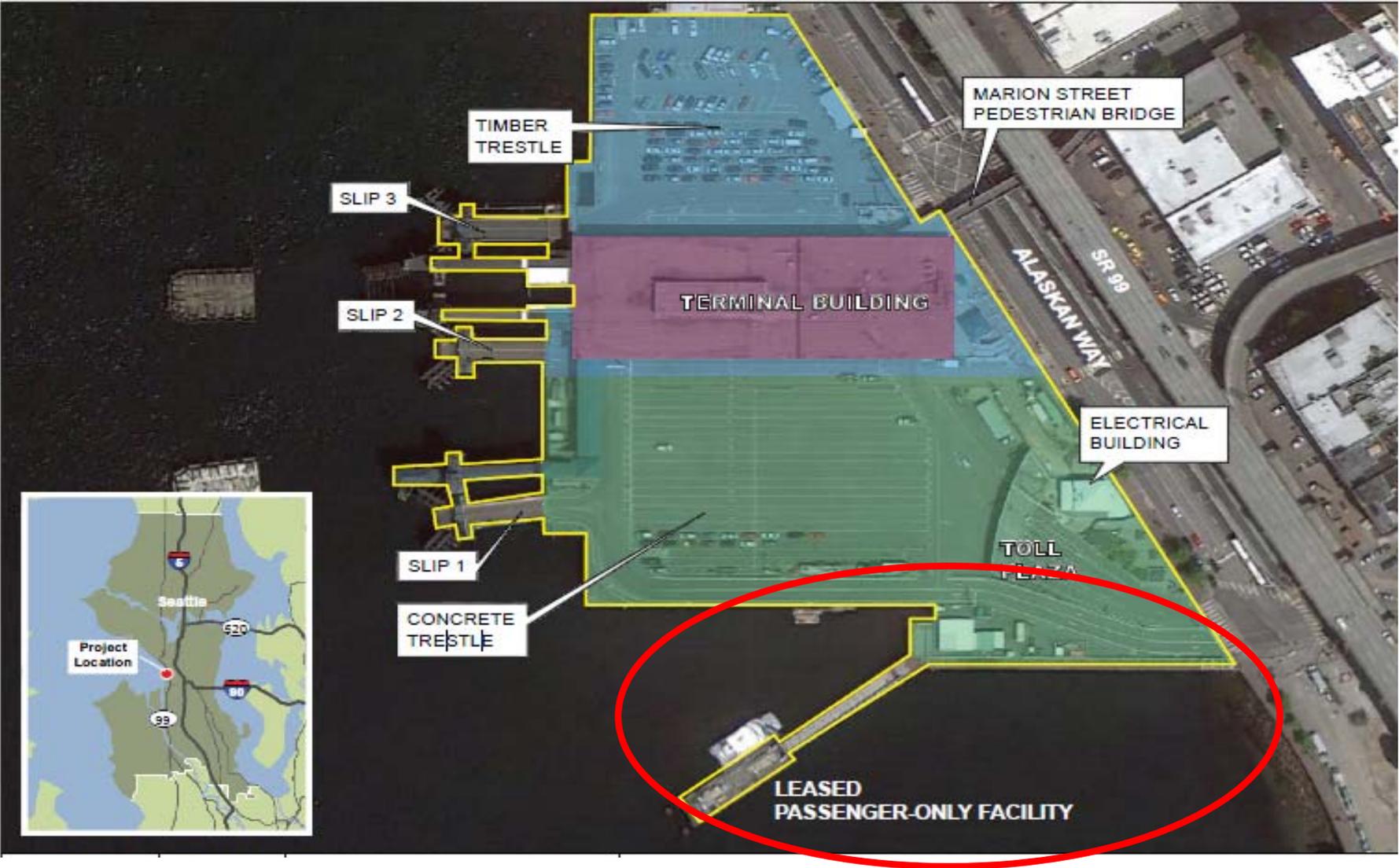
	Total KCFD Budget
Estimated Beginning Balance	\$ 15,707,000
Revenue	
Fares	\$ 1,987,210
Regional Fares	\$ -
Advertising	\$ -
Property Tax	\$ 1,183,252
State Forest Timber Sales	\$ 7,000
Other Earned Income	\$ -
Interest income	\$ 85,000
Federal Grants	\$ 14,475,752
State Grants	\$ 287,700
Subtotal Revenue	\$ 18,005,914
Operating Expenses	
Vashon Operations	\$ 1,496,885
West Seattle Operations	\$ 2,998,451
Management & Support	\$ 1,768,504
District Management	\$ 378,900
Subtotal Operating Expenses	\$ 6,642,740
Capital Expenses	
Vessels	
Vessel Leases	\$ 377,232
Vessel Construction	\$ 13,369,913
Subtotal Vessels	\$ 13,747,145
Facilities	
Seattle Ferry Terminal	\$ 3,681,223
Seattle	\$ 421,747
Maintenance Barge/Interim Moorage	\$ 183,043
Vashon Terminal	\$ 399,849
Seacrest	\$ 5,375
Subtotal Facilities	\$ 4,691,237
Total Capital	\$ 18,438,382
Total Expenditures	\$ 25,081,122
Revenue less Expenditures	\$ (7,075,208)
Estimated Yearend Fund Balance	\$ 8,631,792

	King County Agreement
Operating Expenses	
Vashon Operations	\$ 1,496,885
West Seattle Operations	\$ 2,998,451
Management & Support	\$ 1,768,504
District Management	\$ -
Subtotal Operating Expenses	\$ 6,263,840
Capital Expenses	
Vessels	
Vessel Leases	\$ 377,232
Vessel Construction	\$ 13,369,913
Subtotal Vessels	\$ 13,747,145
Facilities	
Seattle Ferry Terminal	\$ 3,681,223
Seattle	\$ 421,747
Maintenance Barge/Interim Moorage	\$ 183,043
Vashon Terminal	\$ 399,849
Seacrest	\$ 5,375
Subtotal Facilities	\$ 4,691,237
Total Capital	\$ 18,438,382
Total Expenditures	\$ 24,702,222

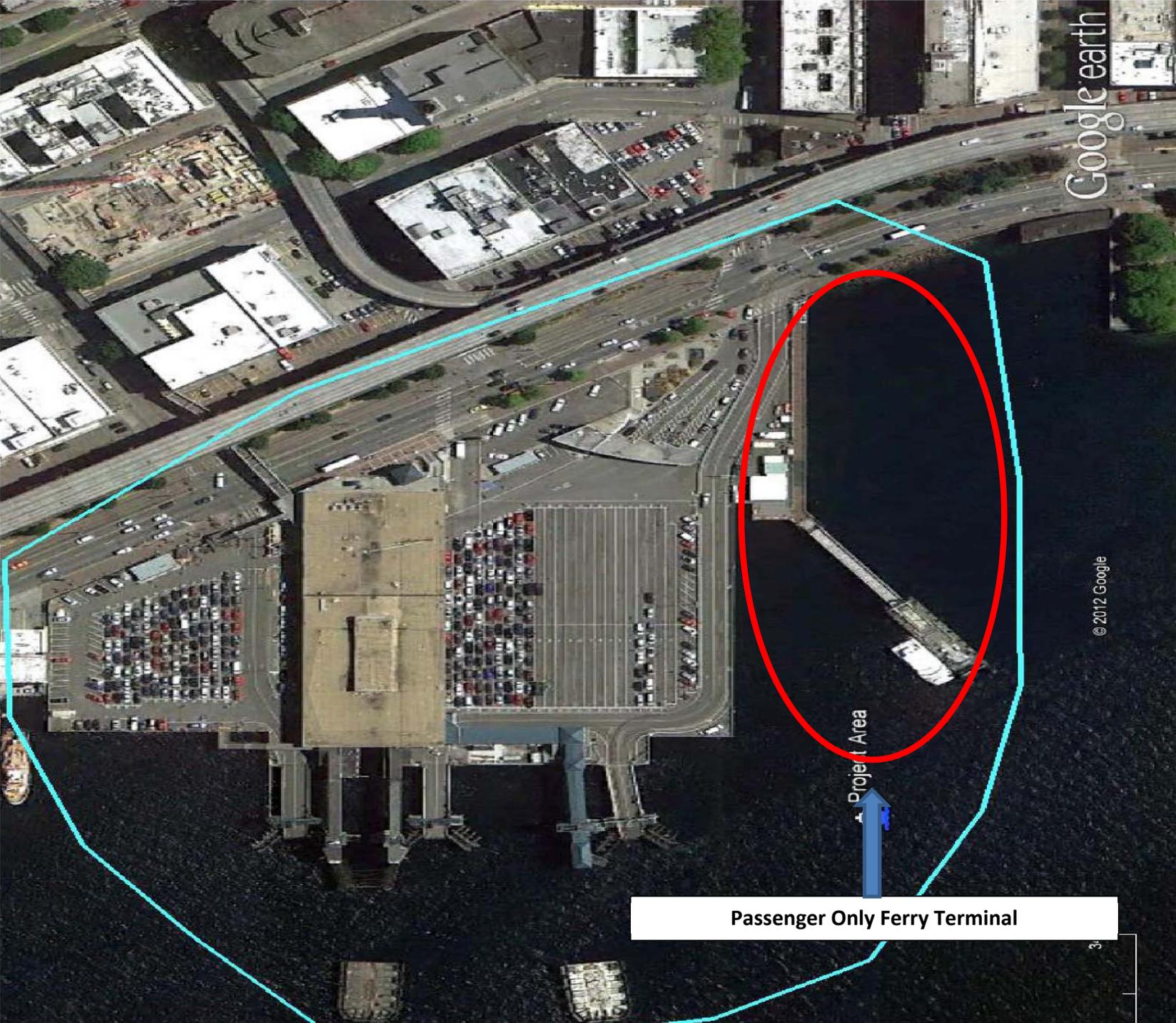
South Colman 1 (Interim)		Quantity	Unit	KCMD COST
Marine Facilities				
<i>Interim Condition (post S. Colman construction, ~2017)</i>				
Float	-	SF		\$0
Covered Gangway	2,800	SF		\$547,771
Furnish 30" Steel Guide Piles	400	LF		\$108,874
Furnish 36" Steel Guide Piles	360	LF		\$122,483
Furnish 30" Batter Pile	90	LF		\$24,497
Bubble Curtain/Enviro Observation	1	LS		\$51,035
Pile Driving Costs	7	ea		\$29,770
Existing Pile Removal	7	ea		\$17,862
Fixed Pier	8,000	SF		\$1,360,922
Permanent Gangway Fixed Support	1	ea		\$63,793
<i>Temporary Condition (~7 mo, beginning at start of WSF construction)</i>				
Salvage and Re-Install Fender for Monopile	2	ea		\$3,402
Install Salvaged Headframe	1	LS		\$8,506
Furnish and Install Guide Piles and Batter Pile	1	LS		\$255,173
Temporary Movement/Installation (Existing Float/Gangway & Utilities)	1	ea		\$34,023
Temporary Construction (bridge seat & dock)	1	ea		\$190,529
POF Terminal Amenities				
Terminal Structure (new)	5,000	SF		\$637,932
Ticket Kiosk	2	ea		\$17,012
Signage Allowance	1	LS		\$63,793
Employee ADA Restroom	1	ea		\$21,264
KCMD Office Furnishing Allowance	1	LS		\$25,517
Passenger Furnishing Allowance (benches)	13	EA		\$11,057
Movement of POS Equipment	1	LS		\$21,264
Connectivity/Access				
Gateway Entrance and Connection at AW	1	ea		\$29,770
New Walkway (w/piles)	7,000	SF		\$1,190,807
Walkway Light Penetrating Surface	-	SF		\$0
Railing	1,200	LF		\$127,586
Walkway Covering	5,000	SF		\$701,725
Stairs	1	LS		\$68,046
Elevator	2	EA		\$1,275,864
Public Access Viewing Platform	3,000	SF		\$637,932
Pedestrian Bridge (incl foundations)	2,400	SF		\$816,553
Existing WSF Trestle Repairs	-	LS		\$0
Widen WSF Terminal Walkway	-	SF		\$0
Utilities				

	Sewage Forcemain	300	LF	\$12,759
	Electrical Service Extension	300	LF	\$25,517
	Electrical Submeter	1	ea	\$12,759
	Shore Power (Float and Gangway only)	1	LS	\$12,759
	Lighting Allowance	1	LS	\$42,529
	Potable Water Submeter	1	ea	\$12,759
	Potable Water Service Extension	150	LF	\$12,759
	Fire Service	250	LF	\$34,023
	Fire Protection (Sprinkler System)	1	ea	\$21,264
	Communications & Data Allowance	1	LS	\$42,529
Security Needs				
	Security System (gates, fencing and monitoring system)	1	LS	\$85,058
				\$8,821,326
Mobilization (calculated based on subtotal of above construction items)				
	Mobilization and De-Mobilization			\$882,898
				\$9,704,224
General Provisions (calculated based on subtotal of construction and mob)				
	Other WSF Construction and Mitigation			\$0
	Construction Management and Administration			\$582,645
	Contingency			\$2,426,694
	Tax			\$922,025
				\$3,931,363
				\$13,635,587
Design Engineering (% of total construction costs)				
				\$2,045,636
				\$2,045,636
				\$15,681,223

Seattle Central Waterfront Regional Passenger Only Ferry Terminal



Seattle Central Waterfront Regional Passenger Only Ferry Terminal



Seattle Central Waterfront Regional Passenger Only Ferry Terminal

