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 Route 245 Corridor Speed and Reliability Improvements

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

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.

[X] Yes
[ ] No

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

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 Route 245 Transit Speed and Reliability Corridor Improvement Project will improve the bus speed and reliability on this priority transit corridor that connects one regionally designated center and four

locally identified activity centers. This project will improve the connections to and within the Overlake Regional Growth Center with roughly 26,000 employees and residents and improve the mobility and access of nearly 41,000 people who live and work along the length of the corridor. The project will enhance the performance of Route 245 as well as additional routes traveling portions of the same corridors, including Route 265 between First Hill in Seattle and Overlake, 271 between the University District and Issaquah Transit Center and the RapidRide B-line between Bellevue and Redmond. This project will accomplish this by implementing a program of transit preferential improvements identified through Metro's Speed and Reliability Program.

Transit preferential improvements will include but are not limited to traffic signal re-timing of up to 50 traffic signals, traffic signal modification at up to 10 intersections, signal synchronization using updated adaptive signal control technology, modifications to existing transit signal priority (TSP) installations, new bus lanes, channelization improvements at up to five intersections, upgraded bus stop amenities and improved bus stop spacing. These elements are within the existing right-of-way so the project will fund the engineering, design, procurement of updated signal equipment, and construction and implementation of the project improvements.

With the implementation of these transit preferential treatments, the primary route traveling this corridor will save between seven and nine minutes per trip, a travel time savings of 5-12%. Ridership is expected to increase by about 2% (based on industry experience with similar travel time savings), adding approximately 22,000 new riders per year. The combination of travel time savings and ridership increase on the main route serving this corridor, Route 245, along with improvements to general purpose traffic flow is projected to save approximately 16,000 kg of CO per year. The project will save approximately 243,000 gallons of fuel per year from the traffic operations improvements and decrease in single-occupant vehicles as people switch to transit. Additional benefits would be realized by other routes serving portions of the same corridors. The average daily traffic (ADT) volume on this corridor varies from approximately 10,000 vehicles in downtown Kirkland to about 24,000 along 156th Ave NE in Bellevue.

Project Justification, Need, or Purpose

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

King County Metro's goal is to provide high quality, reliable and efficient transit service to the residents, employees and employers in King County. Improved speed and reliability has been shown to increase ridership according to transit industry research and King County Metro's surveys and experience. To help enhance the quality and attractiveness of its services, King County Metro's Speed and Reliability program identifies and prioritizes projects to improve transit performance. The program focuses on working with our partner cities to increase the operating efficiency of existing bus service by improving transit speed and reliability in highly congested corridor.

This project will improve transit performance and quality of service by implementing transit preferential treatments on a priority transit corridor that connects Kirkland, Redmond and Bellevue. The main route serving this corridor, Route 245 provides connections to the Overlake Regional Growth Center, other major activity sites such as Factoria, Eastgate, Crossroads, downtown Kirkland and Bellevue College. The 245 also connects to bus rapid transit (Rapid Ride B-line) and will connect to the future Eastlink light rail stations in Overlake.

The existing congestion on this corridor reduces reliability and increases travel times for bus service. The corridor provides connections to and between one designated regional growth center and four locally

identified activity centers, serving major employment sites.
This corridor was identified as a priority for speed and reliability investments based on existing ridership, travel time variability, schedule reliability, social equity and connections to and between centers. This corridor has frequent, high ridership service that has been identified in Metro's Service Guidelines Report as an investment priority because of reliability problems.

Reliability on Route 245 is especially poor in the evening peak commute time, when on-time performance is roughly 70%. King County Metro's systemwide goal for on-time performance is 80 percent. Route 245 carries more than 3,700 riders each weekday, and more than one million riders per year. Ridership continues to grow as well. This route provides all-day, two-way service, with frequencies ranging from 10-15 minutes in the peak, 15 minutes all-day and 15-30 minutes in the evening and on weekends.
By implementing transit preferential treatments, this project will improve the reliability of service in this corridor and improve travel time by approximately 5-12%, removing or reducing travel time barriers and saving seven to nine minutes per trip (116,000 – 150,000 passenger hours per year).

Transit preferential improvements will include but are not limited to traffic signal re-timing of up to 50 traffic signals, traffic signal modification at up to 10 intersections, signal synchronization using updated adaptive signal control technology, modifications to existing transit signal priority (TSP) installations, new bus lanes, channelization improvements at up to five intersections, upgraded bus stop amenities and improved bus stop spacing. These elements are within the existing right-of-way so the project will fund the engineering, design, procurement of updated signal equipment, and construction and implementation of the project improvements.

Project Location

Project Location
For example, please include street, route or trail name, or other identifiable location.
Route 245, Kirkland to Bellevue

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:
Various Locations

Crossroad/landmark nearest to the end of the project:
Various Locations

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.

The project supports the Redmond- Overlake regional growth center and Metro's transit activity centers of Factoria, Eastgate, Crossroads and the Kirkland Transit Center (downtown Kirkland).

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.
Urban Functional Classification (Population over 5,000)

Please select the appropriate urban classification.
14 Principal Arterial

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?

[X] Yes
[ ] No

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

The project is included in the King County Metro adopted Six-Year Budget which is included in the comprehensive plan by reference. The project is also consistent with the King County Metro Strategic Plan for Public Transportation which is adopted by the King County Council, and included in the King County Comprehensive Plan by reference per Comprehensive Plan policy T-101 (see related policies below). Additionally, the project is consistent with both the findings and recommendations of local plans, including the Bellevue Comprehensive Plan, the Bellevue Transit Master Plan; the Redmond Overlake Neighborhood Plan; the City of Kirkland Comprehensive Plan and the Downtown Kirkland Retail Strategy.

King County Comprehensive Plan
T-101 The Strategic Plan for Public Transportation 2011-2021 and King County Metro Service Guidelines, or successor plans, shall guide the planning, development and implementation of the public transportation system and services operated by the King County Metro Transit Division. (p. 7-6)

T-103 In striving to meet the growing need for transportation services, King County shall seek to maximize the efficiency and effectiveness of its services, infrastructure and facilities. (p 7-8)

T-204 King County should support local and regional growth plans and policies by focusing transit services on centers and other areas of concentrated activity. (p. 7-13)

Metro Strategic Plan Strategies:
5.1.3: Improve transit speed and reliability; (p. 28)
6.2.1: Continually explore and implement cost efficiencies, including operational and administrative efficiencies; (p. 32) and
6.2.2: Provide and maintain capital assets to support efficient and effective service delivery (p. 32).
Bellevue Transit Master Plan
Speed and Reliability Report – identification of Frequent Transit Network, p. 5 (Route 245)
Factoria Subarea Plan Goals (Bellevue Comprehensive Plans):
1. To enhance multi-modal mobility for Factoria residents, employees, and shoppers and for those traveling within and through the Factoria commercial area. (p. 136)
Redmond Overlake Neighborhood Planning, https://www.redmond.gov/cms/one.aspx?portalId=169&pageId=540

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.
Corridor Serving Center(s)

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.

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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.

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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.
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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.

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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.

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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.

The project improves transit connections to and within the Redmond-Overlake Regional Growth Center and the transit activity centers of Eastgate, Factoria, Crossroads and Kirkland Transit Center(downtown Kirkland). Thirty-one percent of Redmond's jobs (approximately 24,000) and about 2,000 residents are located in the Redmond-Overlake Regional Growth Center. The greater Overlake Village and Employment area has 46,000 jobs and 2,000 households with another 25,000 new jobs and 5,000 new homes planned by 2030 (from https://www.redmond.gov/Residents/Neighborhoods/). The 245 also connects to downtown Kirkland's retail core of jobs and services that the City of Kirkland is seeking to strengthen; as well as Bellevue College with approximately 16,000 students attending on-site. There are approximately 41,000 people and jobs along the length of the 245 corridors. The 245 also provides an important link in the transportation network by connecting with Metro's Rapid Ride B-line and the transit

hub at Eastgate Park and Ride. It will also connect with Eastlink light rail at the future Overlake Transit Center Station.

• 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.

The project will directly improve transit performance on the targeted corridor, thereby increasing the reliability and attractiveness of transit connections to the Redmond-Overlake regional growth center and four transit activity centers in King County. Improved transit connections to, within and between these centers will reinforce the intended function of the urban centers and provide viable mobility options for residents and employees. These improvements promote the regional growth vision as well as plans of Kirkland, Redmond and Bellevue. Improved transit service to Kirkland improves access to and promotes economic development for Kirkland's downtown retail core, and complements the vision for a pedestrian-friendly downtown. Enhanced transit connections to Overlake support the City of Redmond's plan for growth in the Overlake Village and Employment area which is expecting to see ~25,000 new jobs and 5,000 new homes by 2030. The City of Bellevue's Comprehensive Plan identifies Eastgate, Factoria and Crossroads as areas which are expected to grow through additional retail, office space and multifamily housing. The City of Bellevue's Transit Master Plan calls for frequent service along the corridor served by the 245. Additionally, the 245 connects to Bellevue College with roughly 16,000 students attending classes' onsite.

Transit service also works well in concert with walking and biking, extending the reach of both people on foot and bike. Improved transit services can support more opportunities to walk and bike. All Metro bikes are equipped with bike rack. The project will also improve general operations on the targeted corridors thereby improving general traffic flow.

• 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.

The project will benefit a wide range of people, including commuters, residents, students, low income and minority populations and people with disabilities. Route 245 carries more than 3,700 riders each weekday, and more than one million riders per year; and ridership continues to grow. The targeted improvements will decrease the travel time of each trip by roughly 7-9 minutes, reducing delay for all riders. Commuters will have more reliable transit connections to the roughly 25,000 jobs located in the Redmond-Overlake regional growth center as well as to jobs in other areas along the corridors, such as Factoria, Eastgate, Factoria and downtown Kirkland. The Redmond-Overlake regional growth center includes jobs in four of the covered employment categories – Construction/Resource, FIRE, Retail and Wholesale Transportation and Utilities. Four industry clusters - Business Services, Information Technology, Life Sciences & Global Health and Tourism - are represented in the Redmond-Overlake regional growth center, with 95% of the jobs in Information Technology. The transit service improvements will also improve the mobility of approximately 35,000 residents along the length of the corridor. Connections for roughly 16,000 students as well as staff to Bellevue College will also be improved. Service improvements will also benefit people with disabilities as all Metro buses are all equipped with wheelchair lifts.

• 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.

Consistent with a foundational goal of the Regional Economic Strategy of “Ensuring residents have access to family wage jobs and employers have access to world class talent”, this project enhances transit access to jobs.

The project will benefit commuters traveling to the roughly 24,000 jobs located in the Redmond-Overlake regional growth center, as well as commuters to jobs in other areas along the corridor, such as Factoria, Eastgate, Crossroads and downtown Kirkland. The Redmond-Overlake regional growth center includes jobs in 4 of the covered employment categories – Construction/Resource, FIRE, Retail and Wholesale Transportation and Utilities. Four industry clusters of Business Services, Information Technology, Life Sciences & Global Health and Tourism are represented in the Redmond-Overlake regional growth center, with 95% of the jobs included in Information Technology.

This project will make it easier for people to get to work in these areas, and it will also allow jobs to be accessible by more people, ensuring a competitive pool of workers.

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.

King County Metro has a goal to provide high quality, reliable and efficient transit service. This project helps promote Metro’s commitment, and the purpose of Metro’s Speed and Reliability program to improve transit speed and reliability to both improve service quality and to implement cost efficiencies. It specifically addresses three of Metro’s strategies: 5.1.3: Improve transit speed and reliability; 6.2.1: Continually explore and implement cost efficiencies, including operational and administrative efficiencies; and 6.2.2: Provide and maintain capital assets to support efficient and effective service delivery. It also is an important step in implementing Metro’s strategy to establish and maintain a long range transit service and capital plan, as well as to manage the transit system performance through service guidelines and performance measures.

The project also supports goals in Transportation 2040, and local city plans and policies to support and enhance efficient, effective transit service. The City of Bellevue has developed a Transit Master Plan that includes findings and recommended investments consistent with this project.

The project improves a corridor that was identified as a speed and reliability investment priority through an evaluation process that considered ridership, connections to centers, travel time variability, schedule reliability and social equity. The evaluation process was established as part of Metro's long range planning efforts. The targeted corridor consistently experiences reliability problems, failing to meet the systemwide performance guidelines of 80% on-time performance, and has been identified as an investment priority in Metro’s annual service guidelines report. This corridor currently has frequent service and will continue to have frequent service in the future.

The project will make strategic investments that will improve travel time by 7-9 minutes and draw about 2% more riders, increasing person throughput. In turn as more people choose to ride transit, this will reduce the number of cars on the road, reduce carbon emissions and reduce fuel use. These cost-effective transit preferential treatments will improve transit operations without the high cost of roadway widening and acquisition of additional right of way. They focus on using existing right-of-way differently through actions such as the designation of bus or HOV lanes, and applying transit preferential treatments such as traffic signal re-timing, traffic signal modification and synchronization, modifications to existing transit signal priority (TSP) installations, upgraded bus stop amenities and improved bus stop spacing.

• Describe how this project provides a “logical segment” that links to a regional, local, or manufacturing/industrial center.

These investments target logical, strategic investments along a corridor that provides connections to and within the Redmond-Overlake regional growth and other areas of concentrated employment such as Factoria, Eastgate, Crossroads and downtown Kirkland. The investments will reduce delay for each trip by 7-9 minutes, reducing travel time by 5-12%. They implement cost-effective improvements that will improve transit operations without the high cost of roadway widening and acquisition of additional right of way. They focus on using existing right-of-way differently through actions such as the designation of bus or HOV lanes, and applying transit preferential treatments such as traffic signal re-timing, traffic signal modification and synchronization, modifications to existing transit signal priority (TSP) installations, upgraded bus stop amenities and improved bus stop spacing.

• Describe how the project fills in a missing link or removes barriers to/from a center.

These investments will improve travel time and reliability on corridors which provide key links to and between centers, thereby removing or reducing travel time barriers. The project will improve connections to a major regional growth center and 4 local activity centers, as well as improve connections to other medium and high capacity transit services within the system such as bus rapid transit (Rapid Ride) and Link light rail. These inter-service and intermodal connections will improve the performance and connectivity of the whole system. With increased reliability, transit will become a more attractive and viable option for more riders, thereby enabling more people to access major regional centers and other areas of activity along the corridors by transit.

• Describe how this project will relieve pressure or remove a bottleneck on the transportation system and how this will positively impact overall system performance.

The project targets strategic investments on a key transit corridor connecting to and between multiple regional and local centers. These investments will improve transit performance as well as general purpose traffic flow by addressing critical bottlenecks and congested corridors. The transit preferential treatments that will be implemented included designation of bus or HOV lanes, traffic signal re-timing, traffic signal modification and synchronization, modifications to existing transit signal priority (TSP) installations, modifying existing channelization, upgraded bus stop amenities and improved bus stop spacing. These improvements will help transit and general purpose traffic flow by reducing traffic delays at intersections and along congested corridors, thereby moving more people through the system. The project will help expand the Cities’ existing adaptive signal control systems to more efficiently reduce traffic delays and handle variations and fluctuations in traffic volumes and patterns.

• Describe how this project improves safety and/or reduces modal conflict, and provides opportunities for active transportation.

Improvements to bus stops and bus stop spacing will improve safety for people walking to and waiting for the bus. Relocation of bus stops will eliminate some mid-block crossings and will relocate or consolidate stops closer to traffic signals with signalized pedestrian crosswalks, thereby providing riders with safer walk access to bus stops. Passenger facility improvements such as lighting will make stops more secure. Project elements will also reduce modal conflict by installing left turn phasing in key locations and creating bus or HOV lanes.

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)
- [x] 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.

This project will achieve air quality benefits by improving the efficiency or transit movement and general traffic flow and by drawing more riders to transit from single-occupant vehicles. This project will save approximately 16,000 kg of CO per year and approximately 243,000 gallons of fuel per year due to operational improvements of Route 245, improvements to general purpose traffic flow and due to the switch of riders from private vehicles as the improved service attracts new riders. About 22,000 new riders per year are expected to be attracted to improved services resulting from these investments. Route

245 currently carries more than 3,700 each weekday, and more than 1 million riders per year. The route provides all-day, two-way service, with usual frequencies ranging from 10-15 minutes in the peak, 15 minutes all-day and 15-30 minutes in the evening and weekends.

Additional air quality and fuel savings benefits will be realized by other routes serving portions of the same corridors.

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

[X] STP

[ ] CMAQ

Phase	Year	Amount Requested
Preliminary Engineering/Design	2015	$1,087,000
Construction	2017	$1,328,000

Total PSRC Funding Request: $2,415,000

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.

Total Planning Phase Cost: $0

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

Preliminary Engineering/Design Phase

Funding Source	Funding Status	Funding Amount
STP	Unsecured	$1,087,000
Local	Secured	$236,000

Total Preliminary Engineering/Design Phase Cost: $1,323,000

Actual or estimated date of completion (month and year): December 2016

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
STP	Unsecured	$1,328,000
Local	Secured	$289,000

Total Construction Phase Cost: $1,617,000

Actual or estimated date of completion (month and year): December 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: $2,940,000

Estimated Project Completion Date (month and year): December 2018

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.

LxgA7Pu9_Ordinance_17476_budget_Doc_S__R.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.

Matching funds are reasonably assured for this project. Match will come from local King County funds in the Public Transportation Enterprise Fund – Capital Sub-fund. Biennially, the King County Council adopts a budget that includes line-item budgets for capital projects and programs. The adopted budget also includes a 6-year Capital Improvement Program that reflects anticipated out year appropriations that are funded with anticipated revenue.

King County's adopted Fund Management policies ensure that funds are available to meet commitments made by the program.

Match funding for this project comes from two programs with both current and anticipated future budget authorization: 1028830 TD Transit Priority Improvements and 1116073 TD Shelters & Lighting . The current budget was adopted by Ordinance #17476 in November 2012. Section 136 of the ordinance, along with Attachment H, show the current appropriations to the Public Transportation Program. The two projects providing match can be found on Attachment H.

If this grant is awarded, to the extent that match is not already available in these appropriations, the 2015/2016 Biennial Budget will reflect the appropriation of the required local match.

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
- [x] No

Is preliminary engineering for the project complete?

- [ ] Yes
- [x] No

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

-

Have preliminary plans been submitted to WSDOT for approval?

- [ ] Yes
- [x] No

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

Not applicable. Funds will be flexed over to the FTA for administration.

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.

The Transit Speed and Reliability Transit Improvement Corridor project does not follow typical milestones for design and construction, as many of the improvements are operating improvements to existing traffic systems. Most of these improvements may only require some upgrade to existing traffic signal systems and minimal civil construction to install new striping and signage changes. There will be design and construction milestones for the signal modifications and bus stop spacing and amenities improvements portion of the project and those milestones are included below.

Preliminary engineering and design begins in June 2015
Begin design plans by January 2016
Obtain any necessary permits at 90% design June 2016
Finalize design plans by December 2016

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)
- [x] Categorical Exclusion (CE)

Has the NEPA documentation been approved?

- [ ] Yes
- [x] No

Please provide the date of NEPA approval, or the anticipated date of completion (month and year).
December 2016

Project Readiness

Will right of way be required for the project?

- [ ] Yes
- [x] 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?

- [x] Yes
- [ ] No

Do you have an engineer's estimate?

[X] Yes
[ ] No

Please upload a copy of your engineer's estimate below.
ZI01Kwh1_EngEst_245.pdf

Identify the environmental permits needed for the project and when they are scheduled to be acquired.
Documented categorical exclusion (DCE), June 2015

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

[ ] Yes
[X] No

Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year).
June 2016

When is the project scheduled to go to ad (month and year)?
December 2016

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.

cB6DzQKQ_Rt245CorridorSignalREV.pdf

9zIzkyQ1_KCM_245_LoS.pdf

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

KING COUNTY

1200 King County Courthouse
516 Third Avenue
Seattle, WA 98104

Signature Report

November 13, 2012

Ordinance 17476

Proposed No. 2012-0391.3 **Sponsors** McDermott

1 AN ORDINANCE that adopts the 2013 Annual Budget and
2 makes appropriations for the operation of county agencies
3 and departments and capital improvements for the fiscal
4 year beginning January 1, 2013, and ending December 31,
5 2013; and an ordinance that adopts the 2013/2014
6 Biennium Budget and makes appropriations for the
7 operations of various county agencies and departments and
8 capital improvements for the fiscal biennium beginning
9 January 1, 2013, and ending December 31, 2014.
10 PREAMBLE:
11 King County continues to face the fiscal challenges created by the Great
12 Recession. In the last six years, the county has trimmed $253 million
13 from its general fund budget. Tough choices were made with those cuts,
14 but the county's proactive approach toward continuing to reform county
15 government is reflected in the 2013 Budget. It is a budget that spends
16 neither our reserves nor our rainy day fund and it maintains the county's
17 AAA bond rating.
18 The 2013 budget addresses our immediate needs, sets careful priorities,
19 limits expenditures and makes strategic investments. This budget also

2336 Of the appropriation for CIP project, 1027158, RSD C W overlay, $10,850 shall
2337 be expended solely for support of independent oversight on the project to be provided by
2338 the King County auditor's office.

2339 ER2 EXPENDITURE RESTRICTION:

2340 Of the appropriation for CIP project, 1111819, RSD C W drainage preservation,
2341 $10,850 shall be expended solely for support of independent oversight on the project to
2342 be provided by the King County auditor's office.

2343 SECTION 136. BIENNIAL CAPITAL FUND CAPITAL IMPROVEMENT
2344 PROGRAM - The executive proposed capital budget and program for 2013-2018 is
2345 incorporated in this ordinance as Attachment H to this ordinance. The executive is
2346 hereby authorized to execute any utility easements, bill of sale or related documents
2347 necessary for the provision of utility services to the capital projects described in
2348 Attachment H to this ordinance, but only if the documents are reviewed and approved by
2349 the custodial agency, the real estate services division and the prosecuting attorney's
2350 office. Consistent with the requirements of the Growth Management Act, Attachment H
2351 to this ordinance was reviewed and evaluated according to the King County
2352 Comprehensive Plan. Any project slated for bond funding will be reimbursed by bond
2353 proceeds if the project incurs expenditures before the bonds are sold.

2354 From the several capital improvement project funds for the 2013/2014 biennium
2355 there are hereby appropriated and authorized to be disbursed the following amounts for
2356 the specific projects identified in Attachment H to this ordinance.

2357 **Fund**	**Fund Name**	**2013/2014**
2358 3151	CONSERVATION FUTURES	$19,388,077

3380	AIRPORT CONSTRUCTION	$20,828,293
3392	TITLE III FORESTRY	$25,000
3641	PUBLIC TRANS CONST-UNREST	$408,342,572
3673	CRITICAL AREAS MITIGATION	$5,389,305
3691	TRNSF OF DEVELOPMENT CREDIT PROGRAM	($133,505)
3840	FARMLAND AND OPEN SPACE ACQUISITION	$56,976
3850	RENTON MAINTENANCE FACILITY	$452,317
	TOTAL	**$454,349,036**

SECTION 137. ADOPTION OF 2013 GENERAL FUND FINANCIAL PLAN. The 2013 General Fund Financial Plan as set forth in Attachment I to this ordinance is hereby adopted. Any recommended changes to the adopted plan shall be transmitted by the executive as part of the quarterly management and budget report and shall accompany any request for quarterly supplemental appropriations. Changes to the adopted plan shall not be effective until approved by ordinance.

The General Fund Financial Plan shall also include targets for specific designated reserves that shall be funded with unrestricted, unencumbered and nonappropriated funds as these become available during 2013. Unrestricted, unencumbered and nonappropriated funds in excess of these adopted targets and reserves shall be reflected in the General Fund Financial Plan's undesignated fund balance until additional or amended reserves or targets are adopted by ordinance.

Funds may be appropriated by ordinance from any designated reserve.

SECTION 138. ADOPTION OF 2013 EMERGENCY MEDICAL SERVICES FUND FINANCIAL PLAN. The 2013 Emergency Medical Services Fund Financial

000003380 - AIRPORT CONSTRUCTION		FY13	FY14	FY15	FY16	FY17	FY18	Total
1028653	AD PAVEMENT REHABILITATION (1028653)	$727,293	$288,293	$288,293	$38,293	$38,293	$288,293	$1,668,756
1028655	AD RESIDENTIAL NOISE IMPROVE (1028655)	$8,000,000	$8,000,000					$16,000,000
1028657	AD AIRPORT FACILITIES REPAIR (1028657)	$46,126	$46,126	$46,126	$46,126	$46,126	$46,126	$276,754
1028658	AD AIRPORT REDEVELOPMENT (1028658)	$6,192,438	$342,783	$92,783	$92,783	$4,922,783	$92,783	$11,736,352
1028659	AD DWMSH CLEAN UP SLIP 4 (1028659)	($3,903,873)						($3,903,873)
1028661	AD ARFF FACILITY IMPROVEMENT (1028661)	$11,628	$11,628	$11,628	$11,628	$11,628	$11,628	$69,765
1028662	AD NORTH BOEING FIELD MTCA (1028662)	$38,166	$38,510	$38,510	$38,510	$38,510	$38,510	$230,715
1028663	AD FIRE TRUCK OVERHAUL (1028663)	$6,382	$6,382	$6,382	$6,382	$6,382	$6,382	$38,293
1028664	AD MAXIMO UPGRADE (1028664)	$235,000						$235,000
1028673	AD CAPITAL PROJECT OVERSIGHT	$9,785						$9,785
1028733	AD TAXIWAY A REHABILITATION (1028733)	$14,215	$14,215	$14,215	$14,215	$14,215	$14,215	$85,290
1028734	AD AIRPORT FLEET (1028734)	$6,382	$676,382	$856,382	$506,382	$246,382	$56,382	$2,348,293
1028735	AD LOWER DUWAMISH WATERWAY (1028735)	$12,722	$12,837	$12,837	$12,837	$12,837	$12,837	$76,905
1028736	AD FUEL FARM SECURITY (1028736)	($5,124)						($5,124)
	000003380 - AIRPORT CONSTRUCTION Total	**$11,391,139**	**$9,437,154**	**$1,367,154**	**$767,154**	**$5,337,154**	**$567,154**	**$28,866,910**

000003392 - TITLE III FORESTRY		FY13	FY14	FY15	FY16	FY17	FY18	Total
1116275	TITLE III Forestry Finance Chg (1116275)	$25,000						$25,000
	000003392 - TITLE III FORESTRY	**$25,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$25,000**

000003641 - PUBLIC TRANS CONST-UNREST		FY13	FY14	FY15	FY16	FY17	FY18	Total
1028616	TD ARTS CONTRIBUTION (1028616)	$24,291						$24,291
1028617	TD REGIONAL SIGNAL PRIORITY (1028617)	($417,000)						($417,000)
1028619	TD PROPERTY LEASES BUDGET (1028619)	$0		$629,362	$639,253	$649,370	$660,461	$2,578,446
1028620	TD TRANSIT ORIENTED DEVELOP (1028620)	$90,221	$255,000	$255,000	$255,000	$255,000	$255,000	$1,365,221
1028621	TD ATLANTIC CENTRAL EXPANSION (1028621)	($1,117,872)						($1,117,872)
1028629	TD REAL TIME SYS INVESTMENTS (1028629)	$0	($1,200,000)					($1,200,000)
1028636	TD BUS VAPOR CLASS ADJ PEDALS (1028636)	$0				$25,617	$120,181	$145,798
1028645	TD BURIEN TOD GARAGE (1028645)	($298,413)						($298,413)
1028666	TD TROLLEY EXT TO LIGHT RAIL (1028666)	($711,257)						($711,257)
1028716	TD RADIO AVL REPLACEMENT (1028716)	$0						$0
1028717	TD SMART GROWTH AMENITIES (1028717)	$0	($23,901)					($23,901)
1028718	TD NON REV VEHICLE REPLACEMENT (1028718)	$2,409,889	$1,653,701	$1,540,381	$1,321,344	$2,776,160	$2,958,270	$12,659,745
1028723	TD BUS 40FT MB08 1 HYBRID (1028723)	$35,035,875	($553,875)	$374,929	$85,212,165			$120,069,094
1028727	TD DSTT WMD DETECTION (1028727)	$52,365						$52,365
1028770	TD SYSTEM BRT CORRIDOR (1028770)	$6,936,414		$2,687,119	$948,756			$10,572,289
1028773	TD RAPIDRIDE PASS FAC GEN (1028773)	$5,787,118	$67,029					$5,854,147
1028777	TD SIGNAGE REPLACEMENT (1028777)	$264,175	$970,637	$1,004,620	$1,254,602			$3,494,034
1028793	TD ADA VAN PURCHASES (1028793)	$2,860,708	$3,144,936	$2,859,776	$2,530,268	$4,860,338	$4,242,562	$20,498,588
1028813	TD SOUND TRANSIT OBS REIMB (1028813)	($261,918)						($261,918)
1028816	TD BUS 60FT MB06 2 HYBRID (1028816)	$141,967	$4,085,861		$108,692,889	$112,497,140	$45,409,470	$270,827,327
1028827	TD CAPITAL PROJECT OVERSIGHT	$43,902						$43,902
1028828	TD VEHICLE CHARGING STATIONS (1028828)	$0						$0
1028829	TD AC OPERATIONS BUILDING (1028829)	($1,629,660)						($1,629,660)
1028830	TD TRANSIT PRIORITY IMPROVEMET (1028830)	$404,486	$528,325	$916,890	$1,013,573	$1,052,152	$1,088,977	$5,004,403

000003641 - PUBLIC TRANS CONST-UNREST cont.			FY14	FY15	FY16	FY17	FY18	Total
1028832	TD ON DEMAND BIKE LOCKER PGRM (1028832)	$0						$0
1028854	TD VANPOOL VEHICLE PURCHASE (1028854)	$7,113,669	$5,319,000	$7,537,000	$2,154,000	$3,820,000	$10,409,000	$36,352,669
1111768	TD RT 48 ELECTRIFICATION (1111768)	($498,000)		$1,567,376	$2,272,769	$7,350,407	$4,683,619	$15,376,171
1111769	TD WAREHOUSE REPLACEMENT (1111769)	$94,708	$121,017	$550,937	$1,873,254	$3,027,426		$5,667,342
1111771	TD RADIO ALASKAN WAY TUNNEL (1111771)	$77,569		$288,116	$1,959,034			$2,324,719
1111785	TD CUSTOMER INFO SYS PLATFORM (1111785)	$2,897,800			$640,490	$615,942		$4,154,232
1111789	TD ORCA VENDING MACHINES (1111789)	$154,408						$154,408
1111971	TD BATTERY DOMINANT BUS (1111971)	$0						$0
1111973	TD BRICKYARD P&R EXPANSION (1111973)	($47,519)						($47,519)
1111975	TD RT 120 TRANSIT IMPROVEMENTS (1111975)	$0						$0
1111982	TD REGIONAL ORCA ENHANCEMENTS (1111982)	$0						$0
1111984	TD LAKE FOREST PARK P&R (1111984)	($50,000)						($50,000)
1111985	TD E KING CO TRANSIT IMP (1111985)	($17,554)						($17,554)
1111989	TD BURIEN TRANSIT CENTER (1111989)	($7,653)						($7,653)
1111993	TD FIBER REPLACEMENT (1111993)	($276,866)						($276,866)
1112002	TD FH 2009 CCTV OnBoard Buses2 (1112002)	($1,141,040)						($1,141,040)
1112007	TD DATA INFRASTRUCTURE REPL (1112007)	$191,396	$141,081	$130,000				$462,477
1112014	TD RYERSON BASE RENOVATIONS (1112014)	($99,664)						($99,664)
1112016	TD SE CONNECTOR FACILITIES (1112016)	$0						$0
1112018	TD OBS 27 FT BUS (1112018)	($751,270)						($751,270)
1114074	TD 60 FT TROLLEY (1114074)	$95,778,210	$454,894	$114,752				$96,347,856
1114075	TD 40 FT TROLLEY (1114075)	$142,642,383	$281,054	$610,000	$118,769			$143,652,206
1115954	TDC TRANSIT ASSET MAINT BUDGET (1115954)	$20,587,096	$4,271,986	$15,522,959	$15,113,079	$16,851,556	$19,446,819	$91,793,495
1116014	TD IS PRESERVATION BUDGET (1116014)	$285,000	$355,610	$658,000	$985,000	$572,000	$565,000	$3,420,610
1116015	TD TOH, SHELTER, EQUIP BUDGET (1116015)	$2,776,615	$3,073,796	$2,974,380	$3,278,483	$3,186,230	$3,497,748	$18,787,252
1116036	TD CAPITAL OUTLAY BUDGET (1116036)	$195,634	$189,358	$172,128	$178,153	$184,388	$190,842	$1,110,503
1116057	TD NORTHGATE TOD BUDGET (1116057)	$840,016	$10,150,000				$1,650,000	$12,640,016
1116070	TD SR 520 UPA BUDGET (1116070)	$0	($2,977,104)					($2,977,104)
1116071	TD OP FACILITY IMP BUDGET (1116071)	$2,764,819	$2,999,121	$2,048,454	$1,528,976	$1,156,242	$1,218,684	$11,716,296
1116072	TD BUS ZONE SAFETY BUDGET (1116072)	$413,649	$1,248,140	$421,902	$440,058	$455,461	$471,402	$3,450,612
1116073	TD SHELTERS & LIGHTING (1116073)	$1,775,546	$840,475	$1,905,236	$2,005,799	$2,076,002	$2,148,661	$10,751,719
1116107	TD RIDE FREE AREA BUDGET (1116107)	($300,000)						($300,000)
1116112	TD TROLLEY MOD BUDGET (1116112)	$1,188,496	$1,899,527	$994,727	$180,735	$187,061	$509,219	$4,959,765
1116236	TD RIDER INFO SYSTEMS BUDGET (1116236)	$0	($664,419)					($664,419)
1116743	TD RT 101 TRANSIT CORRIDOR IMP (1116743)	$531,000	$1,400,098					$1,931,098
1116745	TD 3RD AVE IMPROVEMENTS (1116745)	$8,797,500						$8,797,500
1116746	TD RELACE LEGACY TSP EQUIPMENT (1116746)	$866,670	$551,160					$1,417,830
1116755	TD RAPIDRIDE BIKE FACILITIES (1116755)	$495,900	$150,300					$646,200
1116893	TD HASTUS EPM (1116893)	$0	$228,880					$228,880
1116944	TD ORCA SELF SERVICE KIOSK (1116944)	$222,264	$3,092,736					$3,315,000
1117069	TD 35 FT HYBRID BUS (1117069)	$258,122	$18,368,254	$114,752				$18,741,128
1117191	TD RYERSON BASE LIFT REPL (1117191)	$1,059,325	$7,631,887	$372,819				$9,064,031
1111770	TD CIP CONTINGENCY	$1,000,000						$1,000,000
1111783	TD HASTUS UPGRADE	$723,793						$723,793
1111786	TD FACILITY MASTER PLAN	$130,697						$130,697
	000003641 - PUBLIC TRANS CONST-UNREST Total	**$340,288,009**	**$68,054,563**	**$46,251,615**	**$234,596,449**	**$161,598,492**	**$99,525,916**	**$950,315,044**

KING COUNTY DEPARTMENT OF TRANSPORATION - TRANSIT DIVISION

Printed on: May 07, 2014 at 2:25 PM

TRANSIT SPEED & RELIABILITY CORRIDORS

Engineer's Estimate

Project Number: **xxxxxx** Description: **DESIGN & CONSTRUCTION ON ROUTE 245**

ITEM NO.	ITEM CODE	ITEM	UNIT	ESTIMATED QUANTITY	BID	AMOUNT
1		INTERSECTION SIGNAL TIMING DESIGN & DATA COLLECTION	EA	50.00	4,000.00	200,000.00
2		INTERSECTION SIGNAL TIMING IMPLEMENTATION	EA	50.00	4,000.00	200,000.00
3		UPDATE SIGNAL CONTROLLER & CABINET WIRING	EA	30.00	6,000.00	180,000.00
4		INTERSECTION SIGNAL MODIFICATION (LEFT TURN, QUEUE JUMP, ETC.)	EA	5.00	50,000.00	250,000.00
5		NEW TRAFFIC SIGNAL (DESIGN & CONSTRUCTION)	EA	1.00	500,000.00	500,000.00
6		CHANNELIZATION MODIFICATIONS (D&C, EXCLUDING HOV LANE ITEM)	LS	1.00	170,000.00	170,000.00
7		BUS STOP CIVIL IMPROVEMENTS (DESIGN & CONSTRUCTION)	EA	10.00	50,000.00	500,000.00
8		BUS STOP AMENITIES (SHELTERS, SOLAR LIGHTING, BENCHES, TRASH BINS)	LS	1.00	100,000.00	100,000.00
9		HOV/BUS LANE PRE-DESIGN	LS	1.00	50,000.00	50,000.00
10		HOV/BUS LANE DESIGN	LS	1.00	50,000.00	50,000.00
11						
12		MISC CIVIL CONSTRUCTION (CURB MODS, SAFETY IMPR, REMOVALS, ETC.)	LS	1.00	125,000.00	125,000.00
13		MISC SIGNAL & COMMUNICATIONS EQUIPMENT	LS	1.00	125,000.00	125,000.00
14						0.00
15						0.00
16						0.00
17						0.00
18						0.00
19						0.00
20						0.00
21						0.00
22						0.00
23						0.00
24						0.00
25						0.00
26						0.00
27						0.00
28						0.00

SUBTOTAL Items 1 - 28 Two million, four hundred and fifty thousand dollars "Words" 2,450,000.00

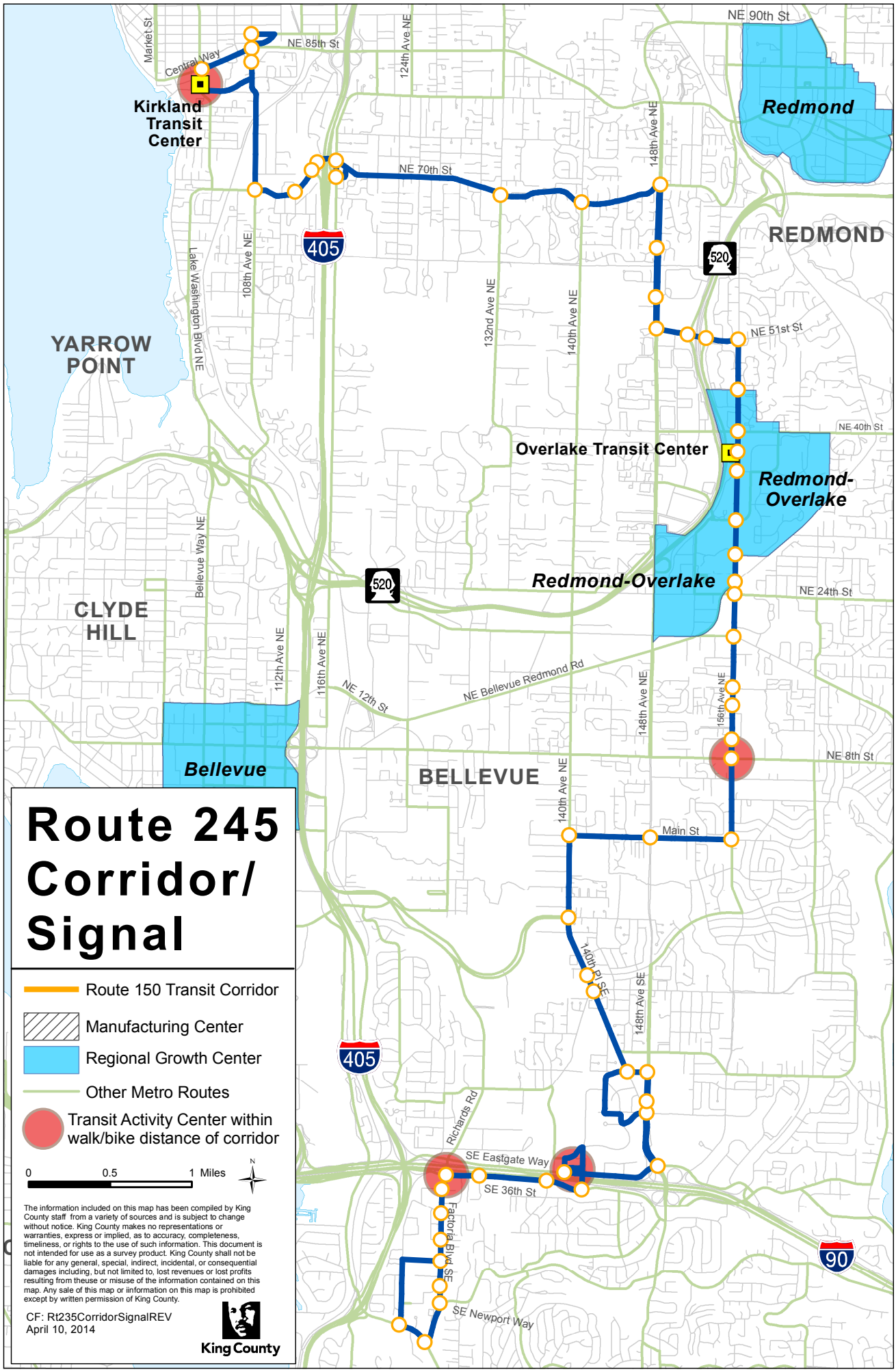
CONTINGENCY

		CONTINGENCY [@ 20%]	LS	1.00	490,000.00	490,000.00

GRAND TOTAL Two million, nine hundred and forty dollars "Words" 2,940,000.00

Prepared by: Mike Boonsripisal 5/7/2014

Checked by: Irin Limargo 5/7/2014


Route 245 Corridor/ Signal
Route 150 Transit Corridor
Manufacturing Center
Regional Growth Center
Other Metro Routes
Transit Activity Center within walk/bike distance of corridor
0
0.5
1 Miles
N
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CF: Rt235CorridorSignalREV
April 10, 2014
King County
Kirkland Transit Center
Overlake Transit Center
Redmond
Redmond-Overlake
Redmond-Overlake
Bellevue
YARROW POINT
CLYDE HILL
REDMOND
BELLEVUE
NE 90th St
NE 85th St
NE 70th St
NE 51st St
NE 40th St
NE 24th St
NE 12th St
NE Bellevue Redmond Rd
NE 8th St
Main St
SE Eastgate Way
SE 36th St
SE Newport Way
Market St
Central Way
124th Ave NE
148th Ave NE
108th Ave NE
Lake Washington Blvd NE
132nd Ave NE
140th Ave NE
Bellevue Way NE
112th Ave NE
116th Ave NE
156th Ave NE
140th Pl SE
148th Ave SE
Richards Rd
Factoria Blvd SE
405
520
90

City of Redmond
WASHINGTON

April 11, 2014

Kevin Desmond
General Manager
King County Metro Transit
201 S Jackson Street
Seattle, WA 98104

RE: Support for King County Metro's Transit Speed and Reliability Corridor Grant Project

Dear Mr. Desmond:

The City of Redmond wishes to express its support for King County Metro's grant proposal for its Transit Speed and Reliability Corridor project to improve transit service along the Metro Route 245 and other corridors in the County.

King County Metro will be improving signal timing and signal synchronization, bus stop spacing, channelization, installing signal priority and other intersection improvements. This project will improve operations for general traffic as well as transit and will reduce transit travel times from 8 – 22%. The project will also eliminate the need to allocate budget for ongoing bus schedule and recovery time at the terminals to make the bus service more reliable. A formal memorandum between our agencies will be drafted later in the project with more specific details and agency roles.

The Transit Speed and Reliability Project will provide more frequent and reliable service and help improve ridership on the Route 245, which serves almost a million riders annually.

This project will improve the quality of life for many residents of the City of Redmond by providing fast, reliable, all-day service to and from the Overlake Regional Growth Center in Redmond, including connections toand through Downtown Kirkland, Crossroads, Bellevue College, Eastgate and Factoria communties in Bellevue, connecting people to jobs, activities and events. We hope that this importatnt project continues towards imlementation and look forward to improved transit reliability and effectiveness on the corridor.

Sincerely,

John Marchione

John Marchione
Mayor

Cc: Peter Heffernan, Grants Administrator, King County Department of Transportation

City of Bellevue
Post Office Box 90012 • Bellevue, Washington • 98009 9012

April 1, 2014

Mr. Kevin Desmond
General Manager
King County Metro Transit
201 S Jackson Street
Seattle, WA 98104

RE: Support for King County Metro's Transit Speed and Reliability Corridor Grant Project

Dear Mr. Desmond: Kevin

The City of Bellevue wishes to express its support for King County Metro's grant proposal for its Transit Speed and Reliability Corridor project to improve transit service along the Metro Route 245 and other corridors in the County.

King County Metro, with support from the City of Bellevue, will be improving signal timing and signal synchronization, bus stop spacing, channelization, installing signal priority and other intersection improvements. This project will improve operations for general traffic, as well as transit, and will reduce transit travel times from 8 – 22%. The project will also eliminate the need to allocate budget for ongoing bus schedule and recovery time at the terminals to make the bus service more reliable.

The Transit Speed and Reliability Project will provide more frequent and reliable service and help improve ridership on Route 245, which serves almost a million riders annually. This project will improve the quality of life for many residents of the City of Bellevue by providing fast, reliable, all-day connections to and through Downtown Kirkland, Overlake in Redmond, Bellevue College, and Crossroads, Eastgate and Factoria communties in Bellevue, connecting people to jobs, activities, and events.

The City of Bellevue looks forward to working with Metro on the project as they begin to define the scope elements. We hope that this important project continues towards implementation and look forward to improved transit reliability and effectiveness on the corridor.

Sincerely,

David Berg, P.E.
Director, Transportation Department

cc: Peter Heffernan, Grants Administrator, King County Department of Transportation

Kevin Desmond
General Manager
King County Metro Transit
201 S Jackson Street
Seattle, WA 98104

April 9, 2014

RE: Support for King County Metro's Transit Speed and Reliability Corridor Grant Project

Dear Mr. Desmond:

The City of Kirkland wishes to express its support for King County Metro's grant proposal for its Transit Speed and Reliability Corridor project to improve transit service along the Metro Route 245 and other corridors in the County.

King County Metro, with support from the City of Kirkland, will be improving signal timing and signal synchronization, bus stop spacing, channelization, and other intersection improvements. This project is forecast to improve operations for general traffic as well as transit and will reduce transit travel times from 8 – 22%. The project will also eliminate the need to allocate budget for ongoing bus schedule and recovery time at the terminals to make the bus service more reliable.

The Transit Speed and Reliability Project will provide more reliable service and help improve ridership on the Route 245, which serves almost a million riders annually.

The City of Kirkland will support the project by providing in-kind services in the form of project review and coordination of design and implementation of the project. A formal memorandum between our agencies will be drafted later in the project with more specific details and agency roles.

This project will improve the quality of life for many residents of the City of Kirkland by improving fast, reliable, all-day connections to and through Downtown Kirkland, Overlake in Redmond, Bellevue College, and Crossroads, Eastgate and Factoria communties in Bellevue, connecting people to jobs, activities and events. We hope that this importatnt project continues towards imlementation and look forward to improved transit reliability and effectiveness on the corridor.

Sincerely,

Pam Bissonnette

Pam Bissonnette
Interim Public Works Director, City of Kirkland

Cc: Peter Heffernan, Grants Administrator, King County Department of Transportation