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

Logan Ave N - Phase 1

Transportation 2040 ID#

2347

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

City of Renton

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

Jim Seitz

Project Contact Phone

425-430-7245

Project Contact Email

Jfries@Rentonwa.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.

This project will provide improvements between the Cedar River Bridge and N 6th St (2300 feet), including urban roadway amenities to implement “Complete Streets” practice, to assure a safe, comfortable, & attractive motorist/pedestrian/bicyclist/transit environment.
Improvements include: Continuous sidewalk separated from the travel lane by a landscaped buffer on the east side of Logan Ave N; realignment of a high speed curve and installation of a traffic signal at N 3rd St, street lighting including pedestrian scale illumination; crosswalks; reconstruction of the full width of roadway pavement, curb and gutter; and pedestrian ramps per current ADA standards, transit signal priority system; roadway drainage system; and channelization.

Project Justification, Need, or Purpose

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

Justification: Logan Ave N, a National Highway System (NHS) route, is a heavily travelled corridor (32,000 vehicles per day) providing direct access to Boeing’s Commercial Airplane manufacturing plant. Boeing’s operation accounts for 15,000 employees and is expected to expand to thousands of new employees coming to Boeing’s 737 manufacturing plant to accommodate dramatic increases in the 737 Next Generation production, and the upcoming production of the new Boeing 737-MAX. Logan Ave N also provides direct access to existing businesses and residences in The Landing, a new high density mixed-use area in the Urban Center North (a sub-area of Renton’s designated regional Urban Center).The Urban Center North has seen intense growth within the last seven (7) years, with redevelopment from industrial to high-density mixed use. Over $25M in public investment in infrastructure has taken place, including the extension of Logan Ave N (from N 6th St to Park Ave N). Over 715,000 square feet of new commercial area (The Landing) was built, plus 1,075 new apartments and condominiums.
The condition of the existing roadway pavement has deteriorated (due to increasing commuter. transit and freight volume) to the extent that total replacement is needed. The lack of sidewalk (east side) between Cedar River Bridge and N 4th St, and the current “Y” intersection at 3rd St, create a missing link in the sidewalk network.
Goal: This project will address the existing roadway pavement condition, add missing link sidewalk, upgrade the substandard sidewalk and urban amenities along the east side the Logan Ave N corridor that complement the bike/ped path and streetscape improvements installed in 2011 on the west side of Logan Ave N.
The high speed curve from Logan to 3rd will be eliminated and the intersection will be signalized to improve safety and provide better access to the Renton Memorial Stadium.
This project will improve access and safety for multiple transportation modes, including pedestrians, bicyclists, motorists, freight and transit within Renton’s Regional Urban Center. The project will also improve access to regional transportation facilities (I-405 and SR 900), to Gene Coulon Park, the regional Lake Washington Loop Trail and Cedar River Trail.

Project Location

Project Location

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

Logan Ave N

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:
Cedar River Bridge

Crossroad/landmark nearest to the end of the project:
N 6th St

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.

Renton Regional Growth Center

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)

You have selected Rural. If this is not the appropriate classification, please go back and change your selection.
Please select the appropriate rural classification.
-
You have selected Urban. If this is not the appropriate classification, please go back and change your selection.
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.

(1) City of Renton Comprehensive Plan, Transportation Element, (2) Renton HOV Plan (3) page: XI-37

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

NOTE: Once a selection is made, you will be taken to a new page to enter additional information based on the category selected.

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.

Renton's Urban Center includes two sub-areas: Urban Center- Downtown (220 acres) and Urban Center-North (310 acres). Renton's Comprehensive Plan envisions the combined two sub-areas "as the heart of a growing regional city, providing significant capacity for new housing to absorb the City's share of future regional growth." (See page IX-35).

Policies in Renton's Comprehensive Plan encourage transit and pedestrian friendly new development in the Urban Center- Downtown, and the high-density mixed-use redevelopment in the Urban Center –North (See pages IX-35-41). A significant portion of Urban Center – North is currently being redeveloped from industrial use to commercial and residential uses with full redevelopment of the remaining industrial use envisioned within the next 20 years.

This project will improve roadway pavement, add sidewalk, and urban roadway amenities thus improving access and safety for all modes of users on an existing major transportation facility that serves existing and future planned industrial employment (Boeing airplane manufacturing plant, Paccar truck manufacturing plant) and existing and future high-density mixed-use development within Renton‘s Urban Center.

This project is critical in supporting additional high density (from 1,430 persons per square mile (ppsm) to 6,814 ppsm, an increase of 380%) and employment (from 18,000 to 26,800, an increase of 49%) growth in the Urban Center North between now and 2030.

The Renton Urban Center North employs over 18,000 people with aerospace dominating the industry with Boeing commercial airplanes manufacturing. Boeing’s operation in the Urban Center North accounts for 15,000 employees and is expected to expand to thousands of new employees coming to Boeing’s 737 manufacturing plant to accommodate dramatic rate increases on the 737 Next Generation and the upcoming production of the new Boeing 737-MAX. Boeing has been steadily ramping up the workforce in response to increased global aircraft demand and increased production schedule. Boeing’s Renton operations account for over 30% of Renton’s workforce.
Aerospace is critical to our economy as it dominates Washington exports (60% of all exports in the state), with the trend moving upward. In 2013, 440 new planes were delivered via Renton’s airport, generating $21.5 billion in revenue. For 2014, a 10% increase in production is anticipated.
The Urban Center North has seen intense growth within the last seven (7) years, with redevelopment from

industrial to high-density mixed use. Over $25M in public investment in infrastructure and $20M in private investment in infrastructure has taken place, including the extension of Logan Ave N (from N 6th St to Park Ave N). Private investments in commercial/residential are over $283M, with 715,000 square feet of new commercial area built, plus 1,075 new apartments and condominiums.
The corridor also provides a direct connection to the regional transportation facilities: I-405 to the north; SR 900 to the east and SR 167 to the south of the project limits. The project will also improve multi-mode connections via these facilities to and from other regional centers (Tukwila, Bellevue, Kent and Seattle).
The Logan Avenue North project will improve mobility, access and safety for multiple modes, including transit, pedestrian, bicyclists, motorists, and freight on a segment of one of the few north-south corridors serving Renton's Urban Center North.
The project also fits into the long term city center plan of designating Logan Avenue as SR 900 thus removing the designation from the one-way couplet within Renton's Urban Center Downtown. This will allow for the de-coupling of the one-way couplet back to two way traffic circulation thus improving circulation and spurring additional growth and development of the city center.

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 addresses an existing roadway pavement condition, improves vehicle capacity, and remedies an incomplete sidewalk system, removes multimodal conflicts and enhances safety and mobility of all transportation modes. The project also includes urban roadway streetscape improvements to create an inviting overall street environment.
The project corridor is identified as a truck route (T-2) in the Freight Goods Transportation System, carrying 8 million tons of freight annually. The project preserves essential freight movement from other regional centers (Tukwila, Bellevue, Kent and Seattle) destined to the Boeing manufacturing plant, Paccar truck plant and The Landing commercial area.
The project supports multimodal transportation and access to all users, regardless of age and ability, by accommodating vehicles, transit, bicyclists, and pedestrians. The project will benefit multiple user groups: commuters, area residents, employees, commercial/retail customers travelling along the corridor within the Urban Center. The project will also improve mobility for the King County Metro RapidRide Line F (begining operation in 2014), which will connect major employers, transit centers, businesses and other services. Transit riders will benefit through corridor transit mobility (transit signal priority) and pedestrian

access improvements. Auto-oriented commuters will also benefit from the traffic flow and safety improvements resulting from this project, through pavement reconstruction and conflict removal between motorized vehicle and non-motorized modes of travel.
The project will improve access for minority, low income and other protected classes. Census data show a sizeable minority (37%) and low income (18% below poverty level) population within ½ mile of the project. Census data also shows 19% of the population in the vicinity of the project is over 65 years of age. The project improvements will provide easy access "on foot" to the Senior Center (adjacent to the project) and assist the user groups identified above with better access to employment centers, shopping and recreation.
The new roadway alignment and signal at 3rd Street will improve safety, access and circulation to the Renton Memorial Stadium. Hundreds of students use the facility daily and thousands of visitors attend special events.

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.

Pedestrian travel (including pedestrian access to a nearby Rapid Ride Stop on Logan Ave N) and bicyclists will greatly benefit from the project.
The lack of sidewalks on the east side of Logan Ave N, from Cedar River Bridge to N 4th Street create a missing link in the sidewalk network for pedestrians travelling between the Urban Center- North and the Urban Center- Downtown, and to and from the adjacent residential neighborhood. Adding sidewalk separated from the roadway by a landscaped buffer will reduce conflicts with motorists and enhance safety. In addition the "Y" intersection at N 3rd St creates an unsafe crossing for pedestrians and bicyclists. A recent fatality occurred at this location involving a bicyclist and a vehicle both travelling

northbound. The realignment and installation of a traffic signal at the N 3rd St intersection, will allow pedestrians and bicyclists to make a safe crossing. Pedestrian safety and accessibility will also be improved by installation of marked crosswalks, installing curb ramps to ADA compliance, and installing pedestrian scale illumination.
Mobility and safety for motorized travel will be improved by reconstruction of the roadway pavement. The traffic signal priority system at intersections throughout the project will enhance transit access.
The pedestrian, bicycle and transit improvement along with the streetscape amenities will promote economic vitality and encourage walking, bicycling and use of transit in a more comfortable and safe environment. The users listed above will have enhanced access to major destinations within and nearby the Urban Center such as the downtown library, Liberty Park, Gene Coulon Park, Lake Washington Loop Trail, Cedar River Trail, The Landing and downtown retail stores, the Boeing Co, the Senior Center, Community Center, Transit Center, schools, Renton Stadium, and the Performing Arts Center.
The project will upgrade an essential link in Renton's transportation network with a focus on multimodal transportation. The project will also complement the multi-use trail and streetscape improvements on the west side of Logan Ave N installed in 2011.

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.

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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.

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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)
- [X] Roadway Capacity (general purpose and high occupancy lanes)
- [X] Transit
- [X] Bicycle/Pedestrian Facilities
- [ ] Intelligent Transportation Systems (signalization, etc.)
- [ ] Alternative Fuels or Vehicle Technology
- [X] 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.

Transit:
Currently King County Metro Route 140 serves Logan Ave N, with an average trip length of 4 miles. Starting in June 2014, the new RapidRide line F will replace Route 140 (see graphic for routing). The RapidRide line F will connect major employers, transit centers, businesses and other services. Metro has projected that after one year; there would be 1,000 daily riders along the segment on Logan Ave N, between the Transit Center and The Landing, with an estimated increase to nearly 1,500 daily riders after four years. Transit riders will benefit through corridor transit mobility (transit signal priority and improved pavement) and pedestrian access improvements.
The project improvements will allow transit to move more efficiently and provide travel time savings, which could increase ridership and contribute to a reduction in SOV travel. The project includes improved pedestrian facilities along the project corridor, which could attract new ridership.

Roadway:
The Logan Ave N corridor to be improved by this project serves through traffic destined to other areas of the City and provides direct access to Boeing at the 737 manufacturing plant with over 15,000 employees. The project corridor carries a high volume of traffic (32,000 vehicles per day). By synchronizing traffic signals and reconstructing the roadway pavement, traffic flow (commuters and freight vehicles) will improve thus reducing vehicle emissions through reduction in traffic delays and vehicles idling at various

intersections. This section of roadway carries 1,900 trucks daily mostly serving the Boeing Company, Paccar truck plant, The Landing and accessing regional transportation facilities (I-405 and SR 900).

Bicycle and Pedestrian:
The construction of 1300 lineal feet of sidewalks, realignment and new traffic signal at N 3rd Street intersection, new curb ramps that are ADA compliant, pedestrian-scale illumination and streetscape amenities such as street trees, street furniture and public art will improve the pedestrian environment, which should increase the pedestrian traffic within the Urban Center and to and from neighboring residential areas and parks, thus reducing vehicle miles travelled and emissions.
The project will improve walkability and access for pedestrians and bicyclists to regional trails (Lake Washington Loop Trail, Cedar River Trail, Lake to Sound Trail), Renton Transit Center and downtown core, parks and recreation areas and provide options for choosing active modes of transportation.
Project improvements (pavement reconstruction, N 3rd Street intersection reconfiguration and new traffic signal) will support and encourage bicycling as a means of transportation.
An important goal of the project is to increase the use of alternative modes of transportation. The transportation mode shift will provide long-term improvement of the corridor's overall functionality and environment and supports Renton's and the region's strategy to address vehicle emissions.

Other environmental elements include landscaping of pedestrian buffers (street trees and other plantings), will contribute to improving air quality and address climate change.

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

Construction

Year

2015

Amount Requested

$ 2600000

Total PSRC Funding Request:

$ 2600000

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.

Funding Source	Funding Status	Funding Amount

Total Planning Phase Cost:

$ 0

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

-

Preliminary Engineering/Design Phase

Funding Source	Funding Status	Funding Amount
Federal STP	Secured	$ 700,000
Local	Secured	$ 250,000

Total Preliminary Engineering/Design Phase Cost:

$ 950,000

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

Jan 2015

Right of Way Phase

Funding Source	Funding Status	Funding Amount
Local	Secured	$ 50,000

Total Right of Way Phase Cost:

$ 50,000

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

Jan 2015

Construction Phase

Funding Source	Funding Status	Funding Amount
TIB	Secured	$ 4,618,248

Local	Secured	**$** 181,752

Total Construction Phase Cost:

$ 7,400,000

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

Dec 2015

Other Phase

Funding Source	Funding Status	Funding Amount

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:

$ 8,400,000

Estimated Project Completion Date (month and year):

Dec 2015

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.

xaWrvmg3_TIB_award_letter.pdf

4qFMzz6R_Logan_TIP.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.

Please see attached TIB award letter and City of Renton Logan Ave N TIP sheet.
With this grant, construction will be fully funded.

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)?

Jan 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.

60% contract documents: July 2014
90% contract documents: October 2014

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).

August 2014

Project Readiness

Will right of way be required for the project?

[X] Yes

[ ] No

How many parcels do you need?

2

What is the zoning in the project area?

The project is surrounded by light industrial, commercial and residential zoning.

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

Condemnation is not anticipated at this time. There are only two parcels involved, totaling 300 square feet of right-of-way acquisition.

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

[X] 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

True cost estimate of right-of-way: April 2014
Right of way plans are completed.
Relocation is not required.
Appraisals is anticipated to be completed by May 2014.
Appraisals review is anticipated to be completed in Jun 2014.
Right-of-way negotiations and acquisition is anticipated to be completed by Nov 2014. Right-of-Way certification by WSDOT by Jan 2015.

Project Readiness

Are funds being requested for construction?

[X] Yes

☐ No

Do you have an engineer's estimate?

☒ Yes

☐ No

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

DyHaPnU4_Engineers_estimate_3-10-14.xlsx

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

Standard NEPA Environmental Classification Summary and Section 106.

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).

December 2014

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

March 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.

Logan Avenue is the major corridor connecting Renton's Urban Center North and Urban Center Downtown. The project improvements will help the City achieve its long term vision in our City Center Plan of designating Logan Avenue as part of SR 900 and removing this designation from the one way couplet in our Urban Center Downtown. This will allow the city to pursue the de-coupling of the one way streets back to two ways and create a new era of urban renewal within this center and will allow the City to meet it's growth targets which are the highest of all the core cities within the region.

File Submission

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

uZQhzEzG_Cross_section_Regional_2014.pdf

5m7dOVH0_Logan_River_to_6th_-_Chan_1.pdf

cRtddUc1_Logan_2014_graphics.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.

Washington State
Transportation Improvement Board

Stevan E. Gorcester
Executive Director

P.O. Box 40901
Olympia, WA 98504-0901
Phone: 360-586-1140
Fax: 360-586-1165
www.tib.wa.gov

November 25, 2013

Mr. Gregg Zimmerman, P.E.
Public Works Administrator
City of Renton
1055 South Grady Way
Renton, WA 98057-3232

Dear Mr. Zimmerman:

Congratulations! We are pleased to announce the selection of your project, Logan Avenue N, n/o Cedar River Bridge to N 6th St, TIB project number 8-1-102(035)-1.

Total TIB funds for this project are $4,618,248.

Before any work is allowed on this project, you must:

- Verify the information on the Project Funding Status Form, revise if necessary, and sign;
- Sign both copies of the Fuel Tax Grant Distribution Agreement; and
- Return the above items to TIB.

You may only incur reimburseable expenses after you receive approval from TIB.

In accordance with RCW 47.26.84, you must certify full funding by November 22, 2014 or the grant may be terminated. Grants may also be rescinded due to unreasonable project delay as described in WAC 479-05-211.

If you have questions, please contact Greg Armstrong, TIB Project Engineer, at (360) 586-1142 or e-mail GregA@tib.wa.gov.

Sincerely,

Stevan Gorcester
Executive Director

Enclosures

CITY OF RENTON
PUBLIC WORKS
TRANSPORTATION SYSTEMS DIVISION
2014 - 2019 TRANSPORTATION IMPROVEMENT PROGRAM

Logan Ave N Improvements

Functional Classification: Principal Arterial
Proj. Length: 0.76 mi
TIP No. 3

Fund: 317
Proj: 122303
CONTACT: James Wilhoit 425.430.7319

Community Planning Area: City Center

DESCRIPTION:
Reconstruction of the roadway pavement, adding a northbound lane from N 6th St to N 8th St, new curb, gutter and sidewalks, landscaped buffer between sidewalks and travel lanes (east side of Logan Ave N), improvements on the Cedar River bridge (west side) to accomodate bicycle crossing, streetlighting, pedestrian scale illumination, crosswalks, pedestrians ramps, channelization, traffic signal pre-emption, stormwater quality and conveyance system.

JUSTIFICATION:
The condition of the roadway pavement has deteriorated (due to increase in commuter and freight volume) to the extend that total replacement may be needed. Included with the improvements are urban roadway amenities to implement "Complete Streets" practice per City code.

STATUS:
The City was awarded a STP grant in the amount of $951,000 to start design in 2013. Right-of-Way acquisition and construction shown for 2015 and 2016 is pending future grant funding availability.

CHANGES:

Funded :	1,240,111	Unfunded :	6,900,000

Project Totals		Programmed Pre-2014		Six-Year Program						
ITEM	Programmed	Spent Pre-2013	2013	Total	2014	2015	2016	2017	2018	2019
EXPENSES:										
Planning	39,760	39,760								
Preliminary Engineering	1,100,275	275	400,000	700,000	700,000					
R-O-W (includes Admin)	1,100,000			1,100,000		1,100,000				
Construction	5,120,000			5,120,000		2,000,000	3,120,000			
Construction Services	780,076	76		780,000		300,000	480,000			
Post Construction Services										
TOTAL EXPENSES	**8,140,111**	**40,111**	**400,000**	**7,700,000**	**700,000**	**3,400,000**	**3,600,000**			
SOURCES OF FUNDS:										
Vehicle Fuel Tax										
Business License Fee	20,000	20,000								
Proposed Fund Balance	20,111	20,111								
Grants In-Hand (STP)	951,000		346,000	605,000	605,000					
Grants In-Hand (2)										
Mitigation In-Hand	249,000		54,000	195,000	95,000	50,000	50,000			
Other In-Hand (1)										
Other In-Hand (2)										
Undetermined	6,900,000			6,900,000		3,350,000	3,550,000			
TOTAL SOURCES	**8,140,111**	**40,111**	**400,000**	**7,700,000**	**700,000**	**3,400,000**	**3,600,000**			

20% Estimate - Full Depth HMA over CSTC without Utility Undergrounding

City of Renton - Logan Avenue N Improvements

Revised - March 10, 2014

JF

SPEC. REFERENCE	ITEM	UNIT	QUANTITY	UNIT PRICE	AMOUNT
	SCHEDULE A				
DIV 1	**GENERAL REQUIREMENTS**				
1-10	PROJECT TEMPORARY TRAFFIC CONTROL	LS	1	$ 435,500	$ 435,500
DIV 2	**EARTHWORK**				
2-01	CLEARING AND GRUBBING	ACRE	0.70	$ 4,000	$ 2,800
2-01	ROADSIDE CLEANUP	FA	1	$ -	$ -
2-02	REMOVING CEMENT CONC. SIDEWALK	SY	960	$ 15	$ 14,400
2-02	REMOVING CEMENT CONC. CURB AND GUTTER	LF	1,050	$ 10	$ 10,500
2-02	REMOVING CEMENT CONC. CURB	LF	2,410	$ 10	$ 24,100
2-02	REMOVING ASPHALT CONC. SIDEWALK	SY	270	$ 10	$ 2,700
2-02	REMOVING DRAINAGE STRUCTURE	EA	6	$ 500	$ 3,000
2-02	REMOVAL OF STRUCTURE AND OBSTRUCTION	LS	1	$ 20,000	$ 20,000
2-03	ROADWAY EXCAVATION INCL. HAUL	CY	9,500	$ 20	$ 190,000
2-03	GRAVEL BORROW INCL. HAUL	TON	3,030	$ 20	$ 60,600
DIV 4	**BASES**				
4-04	CRUSHED SURFACING TOP COURSE	TON	3,923	$ 30	$ 117,690
DIV 5	**SURFACE TREATMENTS AND PAVEMENTS**				
5-04	HMA CL. 1/2 IN. PG 64-22	TON	10,720	$ 95	$ 1,018,400
DIV 7	**DRAINAGE STRUCTURES, STORM SEWERS, SANITARY SEWERS, WATER MAINS, AND CONDUITS**				
7-04	SCHEDULE A STORM SEWER PIPE 8 IN. DIAM.	LF	20	$ 30	$ 600
7-04	SCHEDULE A STORM SEWER PIPE 12 IN. DIAM.	LF	1,910	$ 40	$ 76,400
7-04	SCHEDULE A STORM SEWER PIPE 24 IN. DIAM.	LF	140	$ 60	$ 8,400
7-05	CATCH BASIN TYPE 1	EA	5	$ 1,500	$ 7,500
7-05	CATCH BASIN TYPE 2 48 IN. DIAM.	EA	12	$ 3,500	$ 42,000
7-05	ADJUST MANHOLE	EA	9	$ 500	$ 4,500
7-05	ADJUST CATCH BASIN	EA	26	$ 500	$ 13,000
7-05	CONNECTION TO DRAINAGE STRUCTURE	EA	3	$ 500	$ 1,500
7-08	PLUGGING EXISTING PIPE	EA	2	$ 250	$ 500
7-08	SHORING OR EXTRA EXCAVATION CLASS B	SF	17,200	$ 1	$ 17,200
7-09	MOVING EXISTING HYDRANT	EA	1	$ 1,500	$ 1,500
DIV 8	**MISCELLANEOUS CONSTRUCTION**				
8-01	INLET PROTECTION	EA	40	$ 75	$ 3,000
8-01	EROSION/WATER POLLUTION CONTROL	FA	1	$ 310,000	$ 310,000
8-02	BARK OR WOOD CHIP MULCH	CY	90	$ 45	$ 4,050
8-02	TOPSOIL TYPE A	CY	250	$ 60	$ 15,000
8-03	IRRIGATION SYSTEM	LS	1	$ 60,000	$ 60,000
8-04	CEMENT CONC. TRAFFIC CURB AND GUTTER	LF	3,420	$ 25	$ 85,500
8-04	EXTRUDED CURB	LF	170	$ 15	$ 2,550
8-06	CEMENT CONC. DRIVEWAY ENTRANCE TYPE 1	SY	30	$ 40	$ 1,200
8-06	CEMENT CONC. DRIVEWAY ENTRANCE TYPE 3	SY	170	$ 40	$ 6,800
8-09	RAISED PAVEMENT MARKER TYPE 1	HUND	29	$ 350	$ 10,150
8-09	RAISED PAVEMENT MARKER TYPE 2	HUND	4	$ 350	$ 1,400
8-14	CEMENT CONC. SIDEWALK	SY	2,090	$ 25	$ 52,250
8-14	CEMENT CONC. CURB RAMP TYPE A	EA	10	$ 1,500	$ 15,000
8-14	CEMENT CONC. CURB RAMP TYPE C	EA	7	$ 1,500	$ 10,500
8-20	ILLUMINATION SYSTEM	LS	1	$ 380,000	$ 380,000
8-20	TRAFFIC SIGNAL SYSTEM - N 3RD STREET	LS	1	$ 400,000	$ 400,000
8-20	TRAFFIC SIGNAL SYSTEM - N 4TH STREET	LS	1	$ 400,000	$ 400,000
8-21	PERMANENT SIGNING	LS	1	$ 20,000	$ 20,000
8-22	PAINTED LINE	LF	1,230	$ 0.50	$ 615
8-22	PLASTIC STOP LINE	LF	210	$ 5	$ 1,050
8-22	PLASTIC CROSSWALK LINE	SF	900	$ 5	$ 4,500
8-22	PAINTED TRAFFIC ARROW	EA	31	$ 150	$ 4,650
8-23	TEMPORARY PAVEMENT MARKING	LF	12,050	$ 0.50	$ 6,025
	SPECIAL ITEMS				
SP	REMOVING STORM SEWER PIPE	LF	160	$ 10	$ 1,600
SP	DEWATERING	LS	1	$ 100,000	$ 100,000
SP	ADJUST VALVE BOX	EA	1	$ 500	$ 500
SP	FILETERRA: 4' X 6'	EA	2	$ 9,000	$ 18,000
SP	FILETERRA: 4' X 8'	EA	2	$ 9,700	$ 19,400
SP	FILETERRA: 6' X 8'	EA	2	$ 13,400	$ 26,800
SP	REMOVING TREE	EA	14	$ 750	$ 10,500
SP	LANDSCAPING	LS	1	$ 40,000	$ 40,000
SP	ROOT BARRIER	LF	3,460	$ 8	$ 27,680
SP	SOLID CATCH BASIN LID AND FRAME	EA	2	$ 750	$ 1,500
SP	ADJUST MONUMENT CASE AND COVER	EA	9	$ 225	$ 2,025
	SCHEDULE A SUB TOTAL				**$ 4,115,035**
	Construction Surveying (1%)				$ 41,150
	Mobilization (10%)				$ 415,619
	Construction Contingencies (30%)				$ 1,371,541

20% Estimate - Full Depth HMA over CSTC without Utility Undergrounding

City of Renton - Logan Avenue N Improvements

Revised - March 10, 2014

JF

SPEC. REFERENCE	ITEM	UNIT	QUANTITY	UNIT PRICE	AMOUNT
	SCHEDULE A TOTAL				**$ 5,944,000**
	SCHEDULE B - Water Line Work				
DIV 1	**GENERAL REQUIREMENTS**				
1-10	PROJECT TEMPORARY TRAFFIC CONTROL	LS	1	$ 4,500	$ 4,500
DIV 2	**EARTHWORK**				
2-03	ROADWAY EXCAVATION INCL. HAUL	CY	60	$ 20	$ 1,200
2-03	GRAVEL BORROW INCL. HAUL	TON	273	$ 20	$ 5,460
DIV 4	**BASES**				
4-04	CRUSHED SURFACING TOP COURSE	TON	30	$ 30	$ 900
DIV 5	**SURFACE TREATMENTS AND PAVEMENTS**				
5-04	HMA CL. 1/2 IN. PG 64-22	TON	80	$ 160	$ 12,800
DIV 7	**DRAINAGE STRUCTURES, STORM SEWERS, SANITARY SEWERS, WATER MAINS, AND CONDUITS**				
7-09	D.I. PIPE FOR WATER MAIN 12 IN. DIAM	LF	850	$ 88	$ 74,800
7-09	D.I. PIPE FOR WATER MAIN 4 IN. DIAM	LF	60	$ 50	$ 3,000
7-09	SHORING OR EXTRA EXCAVATION CLASS B	SF	4,100	$ 1	$ 4,100
7-12	GATE VALVE 12 IN.	EA	3	$ 2,200	$ 6,600
7-14	RECONNECTING EXISTING HYDRANT	EA	3	$ 1,500	$ 4,500
	SCHEDULE B SUB TOTAL				**$ 117,860**
	Construction Surveying (1%)				$ 1,179
	Mobilization (10%)				$ 11,904
	Construction Contingencies (30%)				$ 39,283
	SCHEDULE B TOTAL				**$ 171,000**
	ALL SCHEDULES				
	CONSTRUCTION SUBTOTAL				**$ 6,115,000**
	2014 Cost Escalation (3%)				$ 183,450
	CONSTRUCTION TOTAL BASED ON INFLATION				**$ 6,299,000**
	Construction Administration (~17.5% of Construction Total)				$ 1,101,000
	TOTAL CONSTRUCTION TOTAL (based on inflation)				**$ 7,400,000**

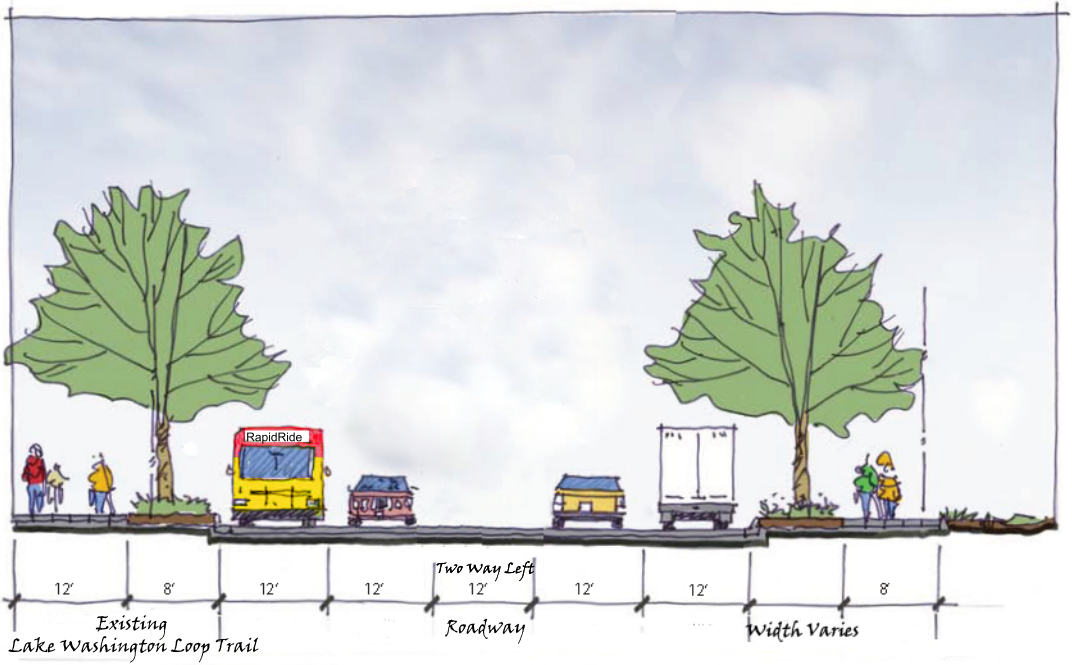
ROW Acquisition

	Right-of-way Appraisals/Negotiations	LS	1	$ 25,000	$ 25,000
	Right-of-Way Administration	LS	1	$ 13,000	$ 13,000
	Right-of-way Acquisition	SF	300	$ 40	$ 12,000
	ROW ACQUISITION TOTAL				**$ 50,000**

PRELIMINARY ENGINEERING

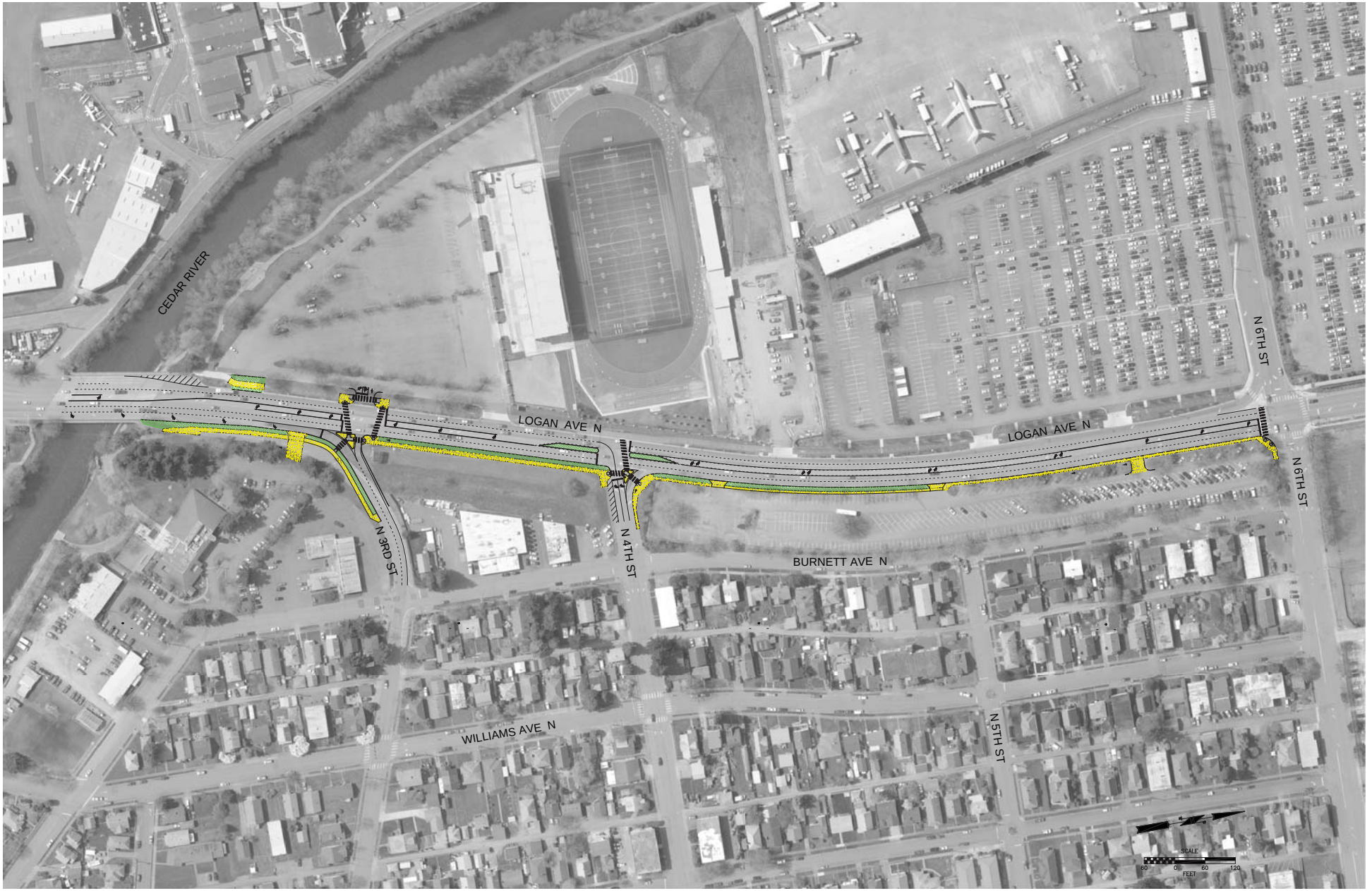
	Preliminary Engineering (Design Report and Final Design)				$ 950,000
	ENGINEERING TOTAL				**$ 950,000**

TOTAL PROJECT COST	**$ 8,400,000**



RENTON - LOGAN AVE N

TYPICAL CROSS SECTION - Cedar River Bridge to N 6th St



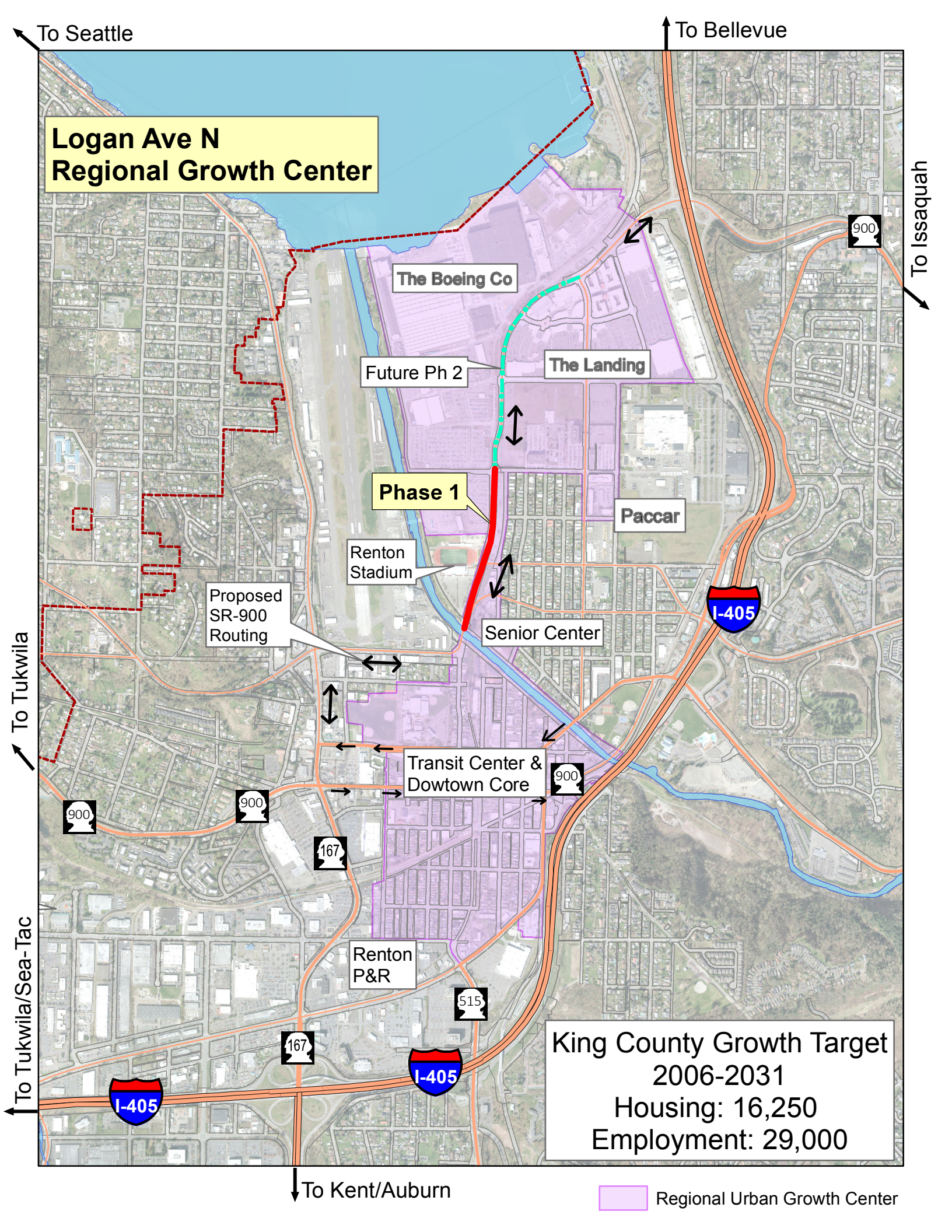
No.	Date	Revision	By	Appr.

Perteet
206-436-0515 | 1-800-615-9900
505 5th Avenue S, Suite 300
Seattle, Washington 98104

Drawn By	Date	SCALE	CITY OF RENTON
Designed By		Horiz	LOGAN AVENUE NORTH
Checked By		Vert	CURRENT DESIGN
Approved By		Project Number	PRELIMINARY CHANNELIZATION

Drawing No.

Sheet No. / of Total


To Seattle
To Bellevue
To Issaquah
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To Tukwila/Sea-Tac
To Kent/Auburn
Logan Ave N
Regional Growth Center
The Boeing Co
Future Ph 2
The Landing
Phase 1
Paccar
Renton
Stadium
Proposed
SR-900
Routing
Senior Center
Transit Center &
Dowtown Core
Renton
P&R
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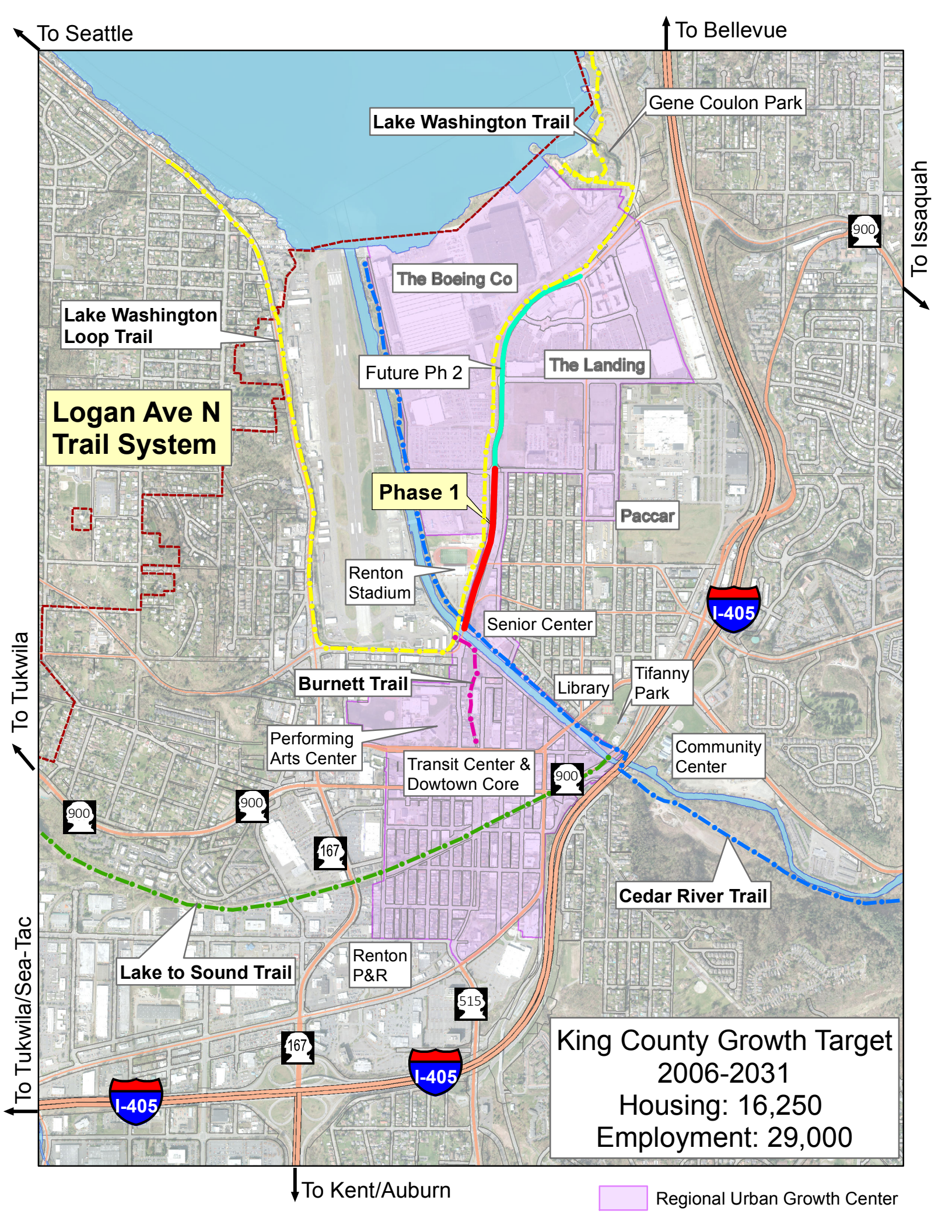
167
515
I-405
King County Growth Target
2006-2031
Housing: 16,250
Employment: 29,000
Regional Urban Growth Center


To Seattle
To Bellevue
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To Tukwila/Sea-Tac
To Kent/Auburn
Lake Washington Trail
Gene Coulon Park
The Boeing Co
Lake Washington Loop Trail
Future Ph 2
The Landing
Logan Ave N Trail System
Phase 1
Paccar
Renton Stadium
Senior Center
I-405
Burnett Trail
Library
Tifanny Park
Performing Arts Center
Transit Center & Dowtown Core
Community Center
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Cedar River Trail
Lake to Sound Trail
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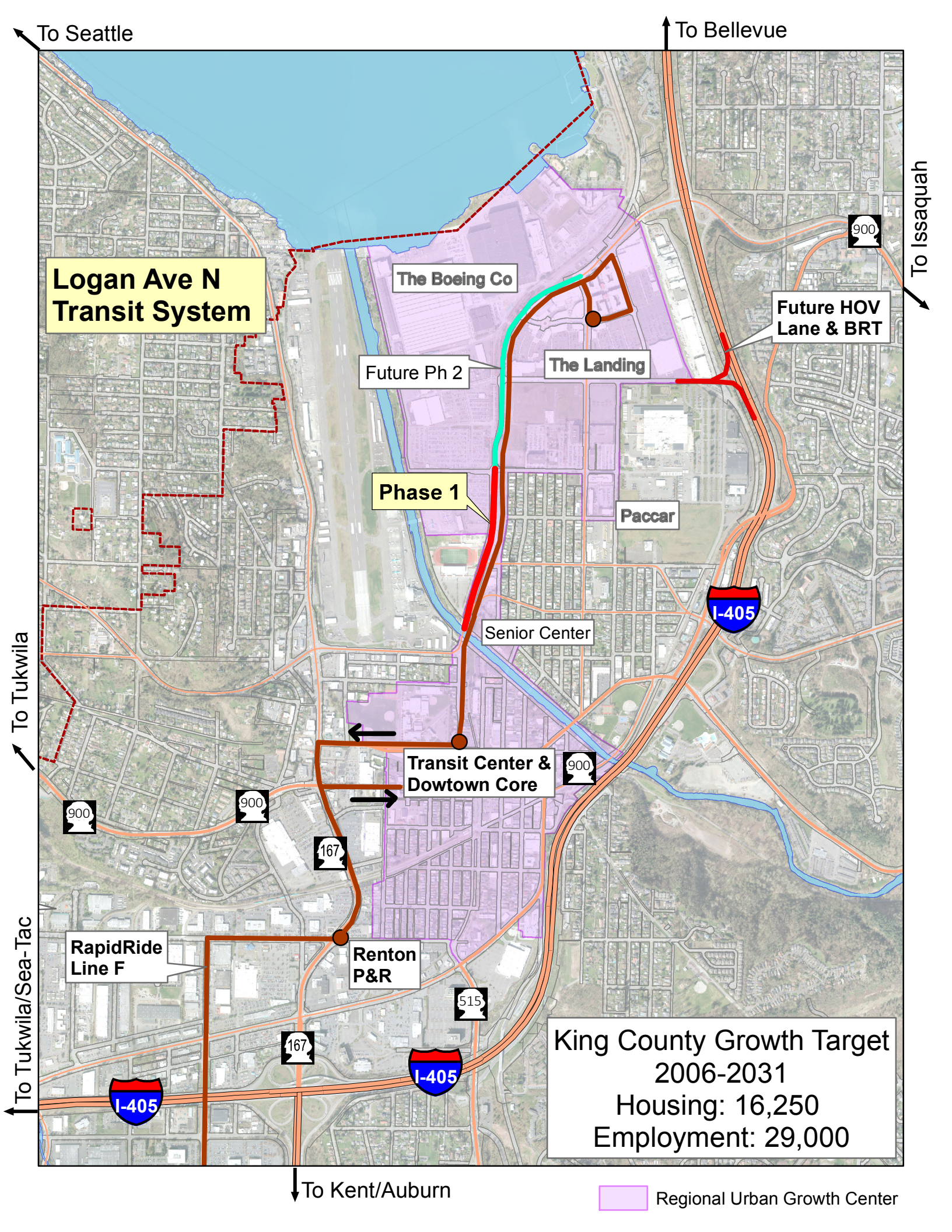
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