

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

Rainier Ave S Corridor Improvements - Phase 4

Transportation 2040 ID#

4433

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](#).

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.

Rainier Ave South is a vital arterial carrying 40,000 vehicles per day and is in need of infrastructure improvements to enhance travel and safety for general purpose, transit vehicle, pedestrian and bicyclists. Phase 4 will extend the improvements from SR 900 to approximately 1,000 feet north of Airport Way. Improvements include extending a southbound BAT Lane from S 2nd St to S 3rd St, pedestrian Improvements with street scaping, construction of a segment of a regional ped/bike path trail (Lake Washington Loop Trail) from Airport Way to 1,000 feet north of Airport Way, installation of a pedestrian actuated traffic signal (Hawk) at Rainier Ave and SW Victoria St, pedestrian scale illumination, transit facility upgrades, access management, reconstruction of the substandard traffic signal at Airport Way and S 2nd St and new traffic signal at NW 3rd Pl.

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: Rainier Ave South Phase 4 is a heavily travelled segment of the corridor (40,000 vehicles per day) with vehicles entering/exiting the numerous driveways along the corridor, vehicles making midblock left-turns to access businesses which results in traffic congestion. Narrow sidewalks adjacent to a heavily travelled roadway, insufficient pedestrian-scale illumination and substandard accommodation for persons with disabilities all contribute to a less than desirable pedestrian environment.

Goal: The Rainier Ave South project goal is to improve transit mobility, and pedestrian accessibility and safety to encourage a transportation mode shift from SOV to transit and/or walking. The project improvements will also benefit overall traffic flow and safety through access management and traffic signal upgrades and coordination, reduce accidents, improve the pedestrian environment and safety and result in an aesthetically vibrant transportation corridor.

The project will improve access and mobility between the Renton Urban Center and connections to regional transportation facilities of I-405, SR 167, SR 900 and Tukwila Sounder Station.

The project also supports the aerospace industry cluster and Renton growth targets, as well as promoting economic revitalization and sustained urban land use.

Project Location

Project Location

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

Rainier Ave

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:

S 3rd St (SR 900)

Crossroad/landmark nearest to the end of the project:

NW 3rd Pl (approx 1,000 feet N of Airport Way)

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?

Yes

No

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

(1) City of Renton Comprehensive Plan, (2) Renton Arterial Plan, Renton HOV Plan, (3) pages: XI-20 and XI-37.

(2) City Center Community Plan

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)

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.

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.

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.

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.**

- **Support Housing and Employment:** This project continues the improvement of an existing major transportation facility (SR 167) to a more efficient multi-modal transportation corridor that serves existing and future high-density mixed-use developments along the corridor and within the adjacent Renton Urban Center. The Renton 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 capacity for new housing to absorb a significant portion of 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.

The project corridor is identified as a truck route in the Freight Goods Transportation System, carrying 13.2 million tons of freight annually.

The Rainier Avenue South project will improve mobility, access and safety for multiple modes, including transit, freight and pedestrian on a segment of one of the few north-south connections serving the Renton's Urban Center and connecting to the surrounding centers.

The corridor provides direct access to the Central Sound Aerospace Training Center, a new, state of the art facility to train workers from the Puget Sound area to secure jobs in our State’s growing aerospace industry.

The corridor also provides a direct connection to the regional I-405 transportation facility and SR 167 limited access facility 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, Burien, SeaTac and Seattle).

- **Travel Modes:** The segment of Rainier Avenue South addressed by this project currently serves transit vehicles, freight trucks, other general-purpose vehicles, and pedestrians. The improvements included in this project will provide the opportunity for a currently auto-dominated corridor to become a more transit, pedestrian and bicycle compatible urban transportation corridor. The BAT lane will provide benefits to transit in the form of improved travel time and delay reduction.

The project will improve general purpose and freight traffic movement and safety by separating transit buses, vehicles accessing businesses, and through access management (landscaped median).

New wider sidewalks separated by buffers from the traveled roadway, the new ped/bike path (a segment of the Lake Washington Loop Trail), pedestrian ramps per ADA standards, pedestrian-scale lighting, street furniture, marked crosswalks, upgraded refuge islands and pedestrian signals at intersections will provide pedestrians, transit users, and persons with disabilities increased access and safety along the project corridor.

- **User Groups Supported:** This project will benefit multiple user groups: commuters, area residents,

employees and commercial/retail customers travelling along the corridor to and from the Renton Urban Center and other surrounding centers (Tukwila, Bellevue, Kent, Burien, SeaTac and Seattle). Both King County Metro and Sound Transit provide transit routes along the Rainier Avenue corridor. The riders will benefit through corridor transit mobility and pedestrian access improvements. Auto-oriented commuters will also benefit from the traffic flow and safety improvements included with this project.

The project improvements will assist a sizeable minority (56%), low income (15% below poverty level) and seniors (11.5%) population with better access to employment centers, shopping and recreation.

Employees in the Renton's Urban Center will enjoy the new facilities and improved street environment for commuting and recreational use.

- **Jobs/Businesses Retention or Establishment:** The Renton Urban Center, industrial, manufacturing and commercial areas employ over 48,000 people. The top three industry clusters are Aerospace, Logistics and International Trade, and Information Technology. Aerospace dominates the industry with three of Boeing's major business units: Commercial Airplanes, Boeing Capital, and the Shared Services Group. Boeing's Renton operations account for 30% of Renton's workforce. This project will improve the connectivity and freight mobility between the Urban Center-North (Boeing's Renton Plant) and the Kent Industrial/Manufacturing Center, supporting jobs in the Aerospace and Logistics and International Trade industries.

This project is to the adjacent Renton Airport, which is the 4th most important in WA(economically). 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.

This phase of the project also provides direct access to the Central Sound Aerospace Training Center, a new, state of the art facility to train workers from the Puget Sound area to secure jobs in our State's growing aerospace industry.

The Rainier Avenue corridor project improves vehicular, pedestrian and bicyclist access on a street network serving the existing workforce and customer base and future business goals of Renton's Urban Center. This project improves travel connections between Renton's Urban Center and regional transportation facilities (I-405, SR 167, SR 900 and Tukwila Sounder Station) which contribute to improved conditions for delivery of freight goods and access for employees/workforces throughout the region. This project will support continued economic growth of the Urban Center through roadway, transit service, pedestrian and bicyclist access improvements. The project improvements will enhance transit service between the Renton Urban Center and other regional urban centers. This can improve Renton's ability to draw a workforce and customer base from a wider area throughout the region.

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.**

- **Maximize Corridor Efficiency (TSM):** The efficiency of the corridor will be maximized through intersection and signal improvements, such as signal timing optimization and coordination, signage and lighting, motor-vehicle detection.

Pedestrian efficiency will be improved by wider sidewalks separated from the driving lanes, and illumination.

Bicycle travel efficiency and safety will be improved by the installation of a ped/bike path separated from the driving lanes and illumination.

- **Logical Segment/Missing Link:** This is the next phase of the Rainier Ave Corridor project. It is a logical continuation of improvements to a major transportation corridor providing connection to/from the Renton Regional Center to Seattle, Tukwila, Kent/Auburn, Bellevue regional centers.

The Rainier Avenue corridor is part of a regional transportation improvement plan to develop existing facilities into a more efficient multi-modal transportation system that links centers throughout the region.

This is the fourth phase of the Rainier Ave corridor improvements and supports Renton and the Region policies to encourage: a) non-motorized modes of travel, with wider sidewalks and a segment of a regional ped/bike path; b) transit use by providing transit facilities (extension of the southbound Business Access and Transit (BAT) lane from S 2nd St to S 3rd St); c) more efficient freight movement and general purpose traffic through access management and traffic signal improvements.

- **Remove Barriers:** 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), to the Renton Transit Center and downtown core, and to Parks and Recreation areas and provide options for choosing active modes of transportation.

The Rainier Avenue South project will promote development of strong communities and neighborhoods by enhancing pedestrian/bicyclists accessibility and safety. The project improvements will also benefit general traffic, freight movement and transit by increasing mobility and and traffic flow through the corridor.

- **System Performance:** The project will improve access to/from the adjacent Renton Regional Center to other regional centers. It will continue the upgrade to an essential link in Renton's transportation network by providing urban roadway amenities to implement "Complete Streets" practice with a focus on multimodal transportation. The project improves general purpose and freight traffic flow and pedestrian movement and safety along the Rainier Avenue corridor.

- **Safety:**

For the past 5 years, there were 300 accidents within the project limits with 1 fatality and 149 people injured (5 of them being serious injury). Of the 300 accidents 9 involved pedestrians and bicyclists.

Safety along this segment of the corridor for non-motorized travel will be addressed by: a) separating pedestrians from the travel lane by a landscaped buffer; b) upgrading substandard ADA facilities; c) adding a new pedestrian actuated traffic signal; and d) adding a segment of a regional ped/bike path. Safety for motorized travel will be addressed by: a) upgrading existing traffic signals; b) adding a new traffic signal at Rainier Ave and NW 3rd Pl (where a fatality occurred); and c) access management.

Air Quality and Climate Change

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

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

Please describe how your project will reduce emissions. Include a discussion of the population served by the project (who will benefit, where, and over what time period). Specific questions have been prepared to assist you in responding to this criterion depending on the type of project.

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

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

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

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

- Transit (park-and-ride lots, new or expanded transit service, transit amenities, etc.): Describe the current transit ridership in the project area. Describe the current transit routes serving the project area, including average trip length. If a park-and-ride lot, how many stalls are being added? Describe how the amenities (or other components of the project) are expected to encourage new transit ridership and shift travel from single occupant vehicles to multimodal options. Describe the population served that will be expected to use the new/improved service. What source of data indicates the expected conversion of single occupant vehicle trips to transit?
- Bicycle/Pedestrian Facilities: Describe the length of the proposed facility, including connections to other nonmotorized facilities and to the larger nonmotorized system. Describe the expected travel shed (i.e., land use and population surrounding the project). Does the facility connect to transit? What is the expected population served, and what source of data indicates the expected conversion of single occupant vehicle trips to this mode?
- Intelligent Transportation Systems: Describe the existing conditions in the area, including level of service, average daily traffic, average speed, etc. Describe how the project is expected to improve traffic flow through improved speeds, reducing idling, reducing accidents, etc. What is the percentage of heavy trucks using the facility? Does the project improve traffic flow for particular modes (e.g. HOVs) or types of vehicles (e.g. transit buses or freight trucks)? What are the transit routes along the corridor, and will this project improve transit reliability on the corridor?
- Alternative Fuels or Vehicle Technology: Describe the change in fuel or vehicle technology. How many vehicles are affected? What are the current conditions?
- Other: Describe how your project has the potential to reduce emissions through technology, improved management or other means, e.g. “no idling” signage & enforcement, auxiliary power units to operate heating, cooling & communications equipment, truck stop electrification, etc.

Transit:

Currently there are seven (7) King County Metro routes and two (2) Sound Transit routes making hundreds of trips a day through the corridor. The Sound Transit routes serve as the major regional provider serving multiple regional centers south and east King County. Two of the Metro routes, the 106 and 107 serve low income and minority populations in the Skyway area with hundreds of boardings within the project limits.

The project will improve transit movement and reliability by extending a southbound BAT lane from S 2nd St to S 3rd St and add transit signal priority at intersections. The new pedestrian actuated traffic signal will reduce transit related accidents associated to crossing between north and southbound transit

stops.

Bicycle/Pedestrian Facilities: The project will provide pedestrian/bicyclist linkage among residential areas, employment areas and recreation areas. It will upgrade sidewalks and install a segment of a regional ped/bike path. It will provide a friendly environment, promoting a walkable and bikeable community (and likely people will walk and bike more often, promoting physical activity and experience improved health and wellness), and inducing a mode shift away from SOVs.

Other:

Other environmental elements include landscaping of pedestrian buffers and street trees (vegetation will provide small removal of pollutants), that 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

STP

CMAQ

Phase

Preliminary Engineering/Design

Year

2015

Amount Requested

\$ 2,600,000

Total PSRC Funding Request:

\$ 2,600,000

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.

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	Unsecured	\$ 2,600,000
Local	Unsecured	\$ 400,000

Total Preliminary Engineering/Design Phase Cost:

\$ 3,000,000

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

Jan 2017

Right of Way Phase

Funding Source	Funding Status	Funding Amount
Federal STP	Unsecured	\$ 1,300,000
Local	Unsecured	\$ 200,000

Total Right of Way Phase Cost:

\$1,500,000

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

Jan 2017

Construction Phase

Funding Source	Funding Status	Funding Amount
Federal STP	Unsecured	\$ 7,900,000
TIB	Unsecured	\$ 4,900,000
Local	Unsecured	\$ 1,000,000
WSDOT	Unsecured	\$ 1,000,000

Total Construction Phase Cost:

\$ 14,800,000

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

Dec 2018

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:

\$ 19,300,000

Estimated Project Completion Date (month and year):

Dec 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.

[FzCeyBPS Rainier TIP sheet.pdf](#)

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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](#).

Upon award of this grant, the City will allocate the matching funds to this project via budget adjustment.

Project Readiness

PSRC recognizes that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before federal funding is typically eligible to be obligated. The questions in this section are designed to identify those requirements and assist sponsors to:

- Identify which obligation prerequisites and milestones apply to their specific project.
- Identify which of these have already been satisfied at time of application.
- Provide an explanation and realistic completion date for all obligation prerequisites and milestones not yet completed.

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

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

Project Readiness

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

Yes

No

Is preliminary engineering for the project complete?

Yes

No

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

-

Have preliminary plans been submitted to WSDOT for approval?

Yes

No

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

-

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

-

Project Readiness

What is the current or anticipated level of environmental documentation under the National Environmental Policy Act (NEPA) for this project?

Environmental Impact Statement (EIS)

Environmental Assessment (EA)

Documented Categorical Exclusion (DCE)

Categorical Exclusion (CE)

Has the NEPA documentation been approved?

Yes

No

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

-

Project Readiness

Will right of way be required for the project?

Yes

No

How many parcels do you need?

-

What is the zoning in the project area?

-

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

-

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

Yes

No

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

-

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

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

Project Readiness

Are funds being requested for construction?

Yes

No

Do you have an engineer's estimate?

Yes

No

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

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

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).

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

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.

Rainier Avenue is a major arterial 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 Rainier Avenue from Airport Way to 3rd Street 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 its 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.

[I3KshMZd_Rainier_Avenue_S_Typical_Cross_Sections_4_14_2014_2.pdf](#)

[QnFjCN61_Rainier_Avenue_S_Phase_4_-_Preliminary_Channelization_Plan_-_Draft_4_4_2014.pdf](#)

[LhaOnSaA_Rainier_2014_graphics.pdf](#)

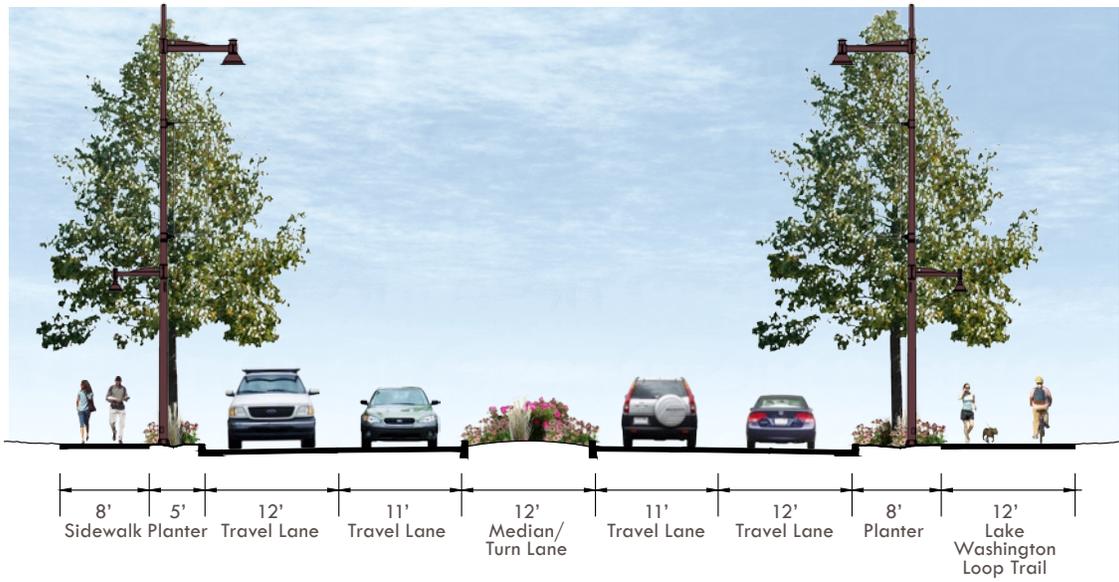
Final Review

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.

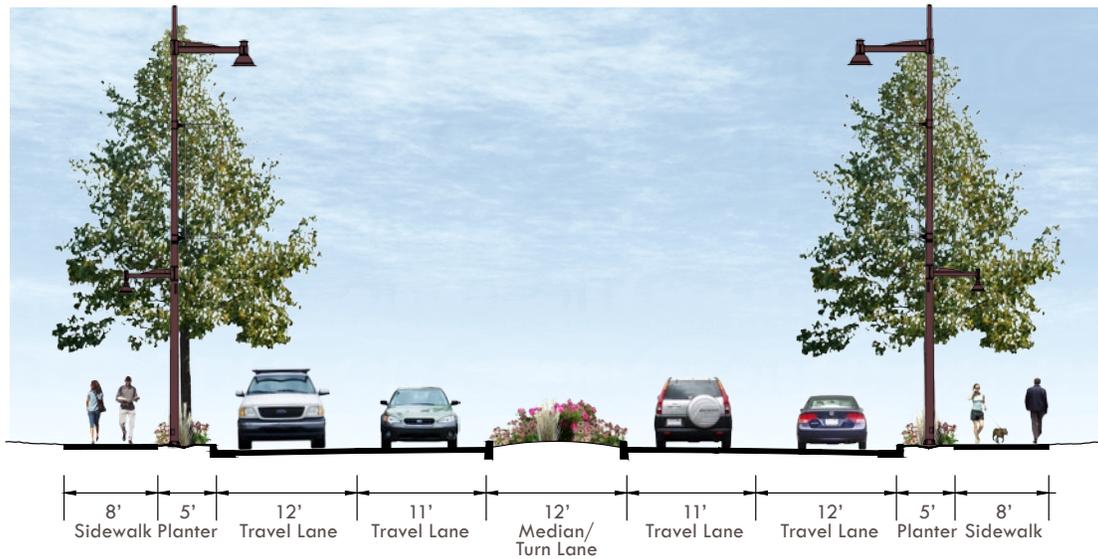
NOTE: Sponsors may update and resubmit information included in the application until the May 7th deadline. After the deadline has passed, the form site will close and sponsors will not have access for revisions.

Typical Cross Sections

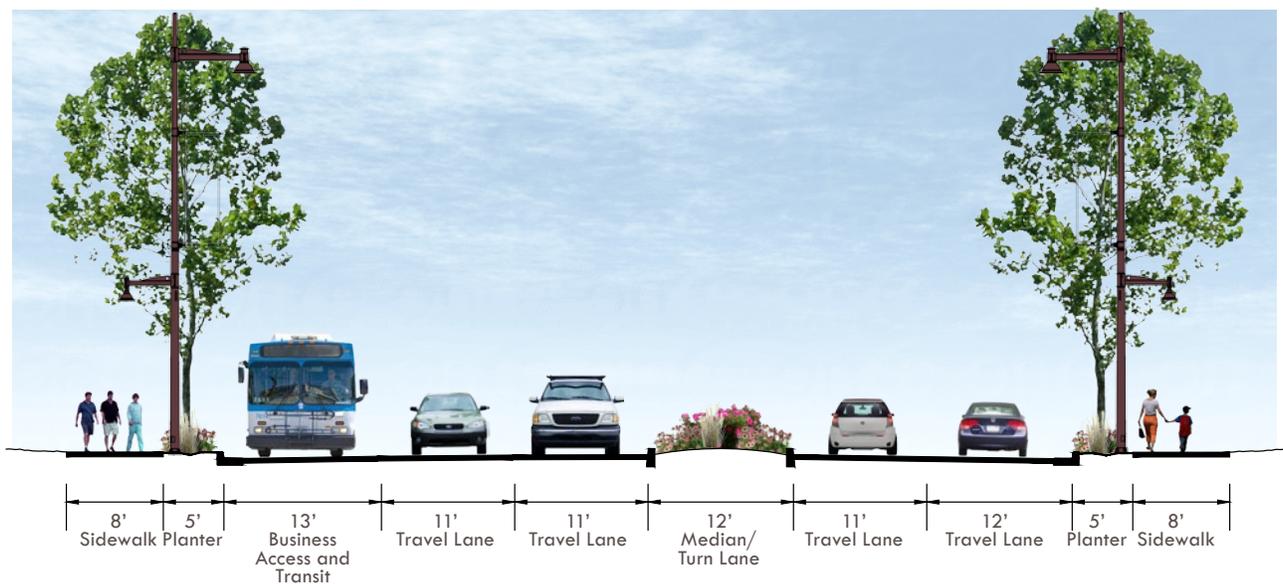
Rainier Avenue S from Airport Way to Central Sound Aerospace Training Center



Rainier Avenue S from S 2nd Street to Airport Way



Rainier Avenue S from S 3rd Street to S 2nd Street





SUNSET BLVD (SR 167)

S 3RD ST

RAINIER AVE S

S 2ND ST

LAKE AVE S

SW VICTORIA ST

RAINIER AVE S

RENTON AVE EXTENSION

AIRPORT WAY

NELSON PL NW

NW 3RD PL

RAINIER AVE S

PERIMETER RD W

MULTI-USE TRAIL

MULTI-USE TRAIL

MULTI-USE TRAIL



RAINIER AVENUE S - PHASE IV
SOUTH 3RD STREET TO NW 3RD PLACE
APRIL 2014



0 25 50 100 150
SCALE IN FEET

To Seattle

To Bellevue

Rainier Ave Corridor Improvements Regional Growth Center

To Issaquah

The Boeing Co

The Landing

Paccar

Renton Stadium

Proposed SR-900 Routing

Senior Center

Proposed Ph 4

Transit Center & Downtown Core

Ph 3

Ph 2

Ph 1

Renton P&R

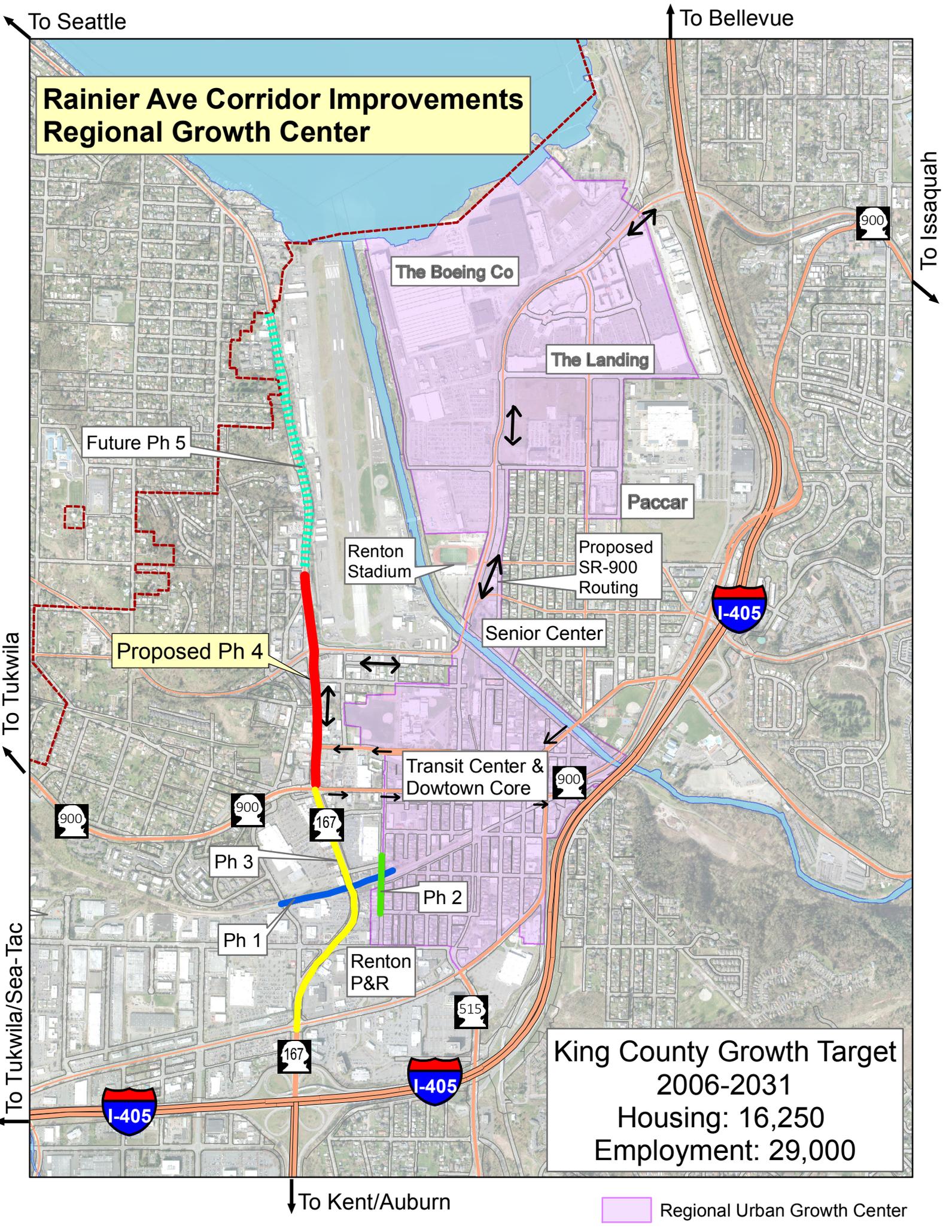
King County Growth Target
2006-2031
Housing: 16,250
Employment: 29,000

Regional Urban Growth Center

To Tukwila

To Tukwila/Sea-Tac

To Kent/Auburn



Rainier Ave Corridor Improvements Trail System

Lake Washington Trail

Gene Coulon Park

Lake Washington Loop Trail

The Boeing Co

The Landing

Future Ph 5

Paccar

Renton Stadium

I-405

Proposed Ph 4

Burnett Trail

Senior Center

Tiffany Park

Performing Arts Center

Library

Transit Center & Downtown Core

Community Center

900

900

167

900

Ph 3

Ph 1

Ph 2

Cedar River Trail

Lake to Sound Trail

Renton P&R

515

I-405

I-405

King County Growth Target
2006-2031
Housing: 16,250
Employment: 29,000

Regional Urban Growth Center

To Seattle

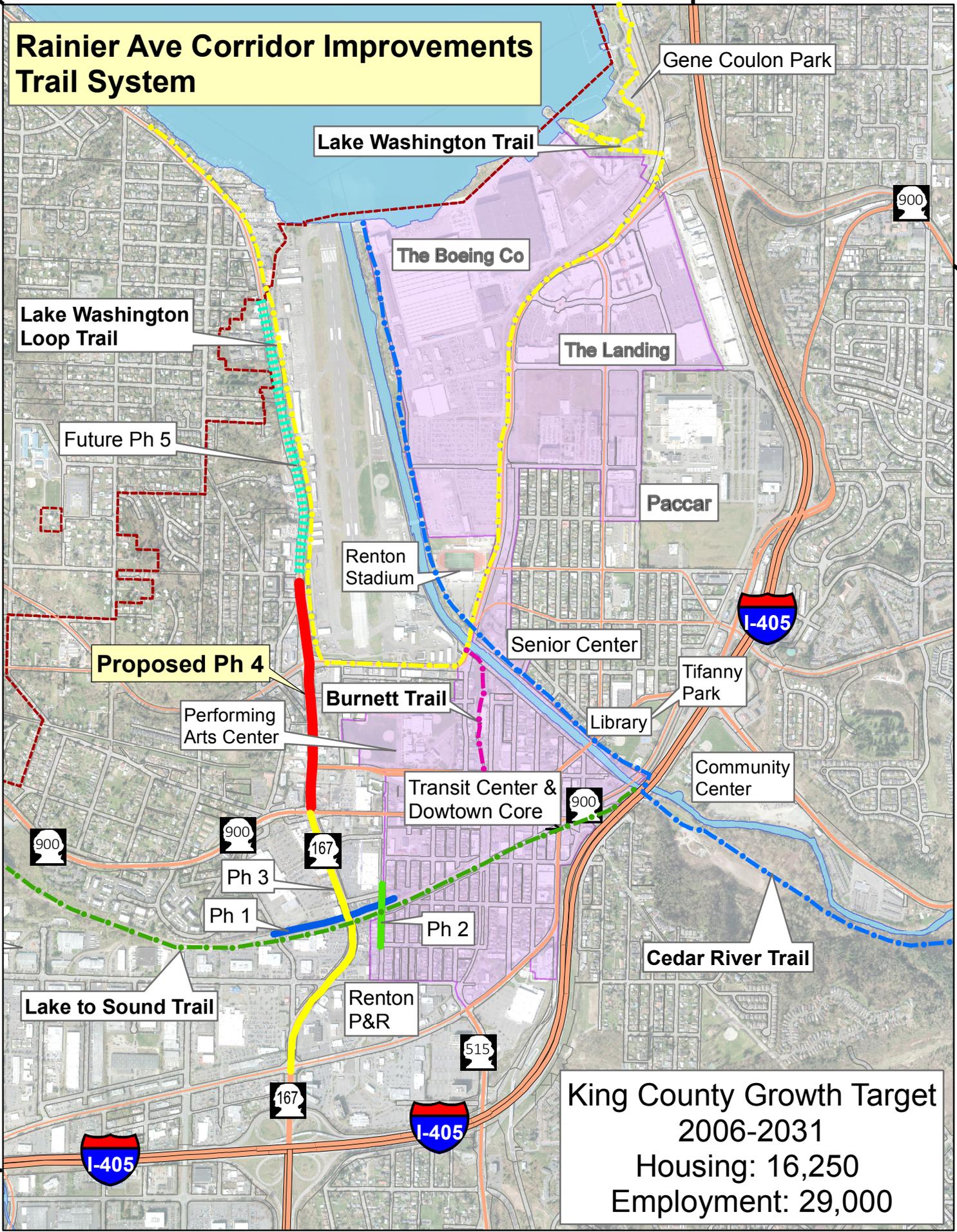
To Bellevue

To Issaquah

To Tukwila

To Tukwila/Sea-Tac

To Kent/Auburn



To Seattle

To Bellevue

Rainier Ave Corridor Improvements Transit System

To Issaquah

The Boeing Co

The Landing

Future HOV Lane & BRT

Future Ph 5

Paccar



Senior Center

Proposed Ph 4

Transit Center & Downtown Core



Ph 3

Ph 2

Ph 1



RapidRide Line F

Renton P&R



King County Growth Target
2006-2031
Housing: 16,250
Employment: 29,000

To Tukwila

To Tukwila/Sea-Tac

To Kent/Auburn

Regional Urban Growth Center

