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

23rd Avenue Corridor Improvements - South Jackson Street to Rainier Avenue South

Transportation 2040 ID#

5088

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 Seattle

Co-Sponsoring Agency

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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?

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Contact Information

Project Contact Name

Jim Storment

Project Contact Phone

206-684-5013

Project Contact Email

jim.storment@seattle.gov

Project Description

Project Scope

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

The project will reconstruct pavement from South Jackson Street to Rainier Avenue South, and upgrade six signalized intersections by installing pedestrian countdown signal heads and upgrading controller cabinets to meet transit signal priority (TSP) needs and accommodate intelligent transportation system (ITS) upgrades. The project also includes installation of closed circuit television (CCTV), detection systems, and license plate readers for travel time information. Fiber communication will be included as needed along the corridor to relay information back to the City's Traffic Management Center. Upgrades to curb ramps and bus stops, repairs to sidewalks, and lighting improvements are also included.

Project Justification, Need, or Purpose

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

23rd Avenue is a long and heavily congested corridor with an outdated signal system, a challenging pedestrian environment, a high collision rate, and poor pavement condition. This section of the corridor carries 18,500 vehicles on an average weekday, and the arterial is a state-designated T-3 truck route carrying over 1,200 trucks per day. A total of nine buses stop in this section of the corridor in the peak hour. With 5,800 daily riders, the corridor serves the eighth-highest transit ridership route in King County (Route 48). This route connects the Mt. Baker Link light rail station with the University station. Additionally, Sound Transit is currently designing a new station for a proposed light rail system that will serve East Link to Redmond. The construction of the new station at I-90 will also include a new bus stop on 23rd Avenue that will be served by Route 48.

The project will improve safety and mobility for all modes in a corridor that connects two Regional Growth Centers (First Hill/Capitol Hill and University Community) and is within two locally designated centers in Seattle's Central Area(North Rainier and 23rd & Union-Jackson). These improvements extend those funded with county-wide funds in 2012, and they leverage local funds as well as a Regional Mobility Grant and a TIB grant. The project will result in improvements to the pavement condition; transit speed, reliability, and accessibility; the pedestrian environment; conditions for freight movement; and traveler information. 23rd Avenue is a major transit corridor and freight route and serves as "main street" for both locally-designated centers.

Project Location

Project Location

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

23rd Avenue

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:
South Jackson Street

Crossroad/landmark nearest to the end of the project:
Rainier Avenue South

Please identify the center(s), regional and local, the project is located in or supports.

Refer to PSRC's centers page for more information on the regional centers.

The project is located within two locally-designated centers: 23rd & Union/Jackson and North Rainier. The 23rd Avenue corridor also provides direct access to the regionally-designated University Community Regional Growth Center, as well as the Madison-Miller local center. It provides indirect access to the regionally-designated First Hill/Capitol Hill Regional Growth Center, and serves as the primary connection between the two regionally-designated centers.

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.

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

Specific City of Seattle Comprehensive Plan goals and policies that support this project include the following:

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

T4: Provide sufficient transportation facilities and services to promote and accommodate the growth this Plan anticipates in urban centers, urban villages and manufacturing/industrial centers while reducing reliance on single occupancy vehicles. (p. 3.3)

TG13: Provide mobility and access by public transportation for the greatest number of people to the greatest number of services, jobs, educational opportunities, and other destinations. (p. 3.9)

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

T24: Work with transit providers to design and operate transit facilities and services to make connections within the transit system and other modes safe and convenient. Integrate transit stops, stations, and hubs into existing communities and business districts to make it easy for people to ride transit and reach local businesses. (p. 3.10)

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

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

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

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

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.

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

Please address the following:

• Describe how the project remedies a current or anticipated problem (e.g. congestion, incomplete sidewalk system, inadequate transit service/facilities, modal conflicts and/or the preservation of essential freight movement)?

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

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A3. Circulation Within the Regional or Local Center

Please address the following:

• Describe how the project improves safe & convenient access to major destinations within the center, such as by completing a physical gap or providing an essential link in the transportation network for people and/or goods.

• Describe how the project will improve circulation and enhanced opportunities for active transportation within the center regarding (address each relevant area): walkability, public transit access, public transit speed and reliability, safety & security, bicycle mobility, bicycle facilities, streetscape improvements, traffic calming, etc.

• Describe how the project provides users (e.g. employees, residents, customers) a range of travel modes or provides a "missing" mode.

• If the project has a parking component, describe how it has been designed to be compatible with a
pedestrian oriented environment, including any innovative parking management tools.

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Manufacturing/Industrial Center

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

B1. Development and Users Benefit

Please address the following:

• Describe how the project will benefit or support the development plans and activities of the manufacturing/industrial center. Please provide a citation of the corresponding policies and/or specific project references in a subarea plan or in the comprehensive plan.

• Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses, including those in the industry clusters identified in the adopted Regional Economic Strategy.

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

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B2. Mobility and Accessibility Benefit

Please address the following:

• Describe how the project provides and/or enhances opportunities for freight movement.

• Describe how the project completes a physical gap, provides an essential link, or removes a barrier in the Freight & Goods component of the Metropolitan Transportation System.

• Describe how the project improves safety and reduces modal conflicts to help achieve a seamless system.

• Describe how the project improves access for one or more modes to major employment sites, including opportunities for active transportation.

• Describe how the project promotes Commute Trip Reduction (CTR) and other TDM opportunities.

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Corridor Serving Center(s)

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

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

Please address the following:

• Describe how this project will benefit or support the housing and employment development in a regional or local center(s) and/or employment growth in a manufacturing/industrial center(s). Does it support multiple centers? Please provide a citation of the relevant policies and/or specific project references in a subarea plan or in the comprehensive plan.

• 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.

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

Travel modes: The project supports safety and mobility for all modes within and between these local and regional centers by improving pavement, signals, transit speed and reliability, freight movement and installing ITS elements. The project will install closed circuit television, detection systems, and license plate readers for travel time information that will be displayed on the city's traveler information web page. Fiber communications will be installed as needed along the corridor to relay information back to the Traffic Management Center. These improvements will enhance traffic flow and complete a gap in Seattle's ITS system. 23rd Avenue is a T-3 freight route, and freight will be served by the intelligent transportation systems (ITS) and traffic operations improvements that are part of the project.

The project proposes a set of improvements on 23rd Avenue that will enhance access to transit between Seattle's major employment centers. This will improve the speed and reliability of transit on the eighth-highest ridership transit route in King County and one of the highest ridership routes in the State. The project also improves walking connections to transit service, and bus stops will be upgraded. Major multi-modal transit hubs are located at each end of 23rd Avenue at Sound Transit's University of Washington and Mt. Baker Link light rail stations, and Sound Transit is building a new station at I-90 for East Link, which will be served by this route.

The project includes many pedestrian safety and transit improvements encouraging walking, bicycling and transit use. It improves pedestrian safety and convenience by making extensive sidewalk repairs, and installing curb ramp upgrades and pedestrian countdown signals. All travel modes will benefit from the enhancements to traveler information including closed circuit television, detection systems, and license plate readers, which will make real-time traveler information available to all. A neighborhood greenway adjacent to 23rd Avenue is currently being implemented as a separate project to provide parallel infrastructure that supports bicycle use.

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

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

Many residents of First Hill/Capitol Hill work in the high tech employment centers east of Lake Washington and use 23rd Avenue to access SR 520 and I-90 to cross the lake. A large number of visitors

use the corridor to reach the University of Washington, Capitol Hill, the Arboretum, Volunteer Park and other cultural attractions.

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

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

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

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.

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

The project will reconstruct distressed pavement from South Jackson Street to Rainier Ave South, upgrade six signalized intersections by installing pedestrian countdown signal heads, and upgrade controller cabinets to meet TSP needs and accommodate ITS upgrades. Additional elements of this project include bus stop improvements, closed circuit television, detection systems, and license plate readers for travel time information to be displayed on the city's traveler information web page. Finally, the project will install fiber communication as needed along the corridor to relay information back to the Traffic Management Center.
Logical segment linking Regional Growth Centers: The project is located on 23rd Avenue, a principal arterial and T-3 truck route, running between the First Hill/Capitol Hill and University Community Regional Growth Centers. It links major regional transportation facilities, including I-90, SR 520, and Link Light Rail. It is "Main Street" for two of Seattle's locally-designated centers. The corridor carries one of the most-used transit routes in the State of Washington. This project is the next logical phase after major improvements to an adjacent segment of this corridor, which was funded by the PSRC in 2012.

Fills a missing link or removes barriers to center: The project improves one of Seattle's key north/south corridors, providing access to and from two Regional Growth Centers and two locally-designated centers. This project supports growth and development in these centers by improving access, mobility and safety for freight, general purpose traffic, transit, and pedestrians. It removes barriers created by poor infrastructure condition, outmoded facilities, and lack of traveler information.

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

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

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

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

Air Quality and Climate Change

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

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

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

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

- [ ] Diesel Particulate Emissions Reduction Projects (e.g. diesel engine retrofits)
- [ ] Roadway Capacity (general purpose and high occupancy lanes)
- [x] Transit
- [x] Bicycle/Pedestrian Facilities
- [x] 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.

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

The average weekday vehicle volume on 23rd Avenue is 18,500 vehicles. Signal optimization, ITS features, signage, and striping to improve traffic operations and efficiency are planned throughout the

corridor. The addition of real-time traveler information will reduce travel demand. More efficient traffic operations will result in less idling and reduced vehicle emissions, particularly the harmful diesel emissions from trucks on this T-3 truck route with 1,200 trucks daily. By improving transit operations, speed and reliability, pedestrian environment, and transit amenities, users will be encouraged to walk and use transit more often, reducing single-occupant vehicle trips and resulting in a positive impact on air quality.

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

•Sidewalks and curb ramps will be constructed with concrete containing pozzolans to reduce the amount of cement in concrete mixes.

•Pavement base course material will utilize recycled concrete rubble and asphalt concrete, when appropriate.

•Drainage will be designed with water quality facilities to treat surface water runoff.

•ITS improvements will benefit all travel modes. These include pedestrian countdown signals, closed circuit television (CCTV) cameras, detection systems, license plate readers, and upgraded signal controllers. These facilities will be linked with each other and Seattle's Traffic Management Center with fiber interconnect. This will allow for real-time traffic information to be available to travelers.

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

2016

Amount Requested

$ 5,000,000

Total PSRC Funding Request:

$ 5,000,000

Total Estimated Project Cost and Schedule

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

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

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

-

Planning Phase

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

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
Local	Secured	$ 1,900,000

Total Preliminary Engineering/Design Phase Cost:

$ 1,900,000

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

6/2015

Right of Way Phase

Funding Source	Funding Status	Funding Amount

Total Right of Way Phase Cost:

$ 0

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

-

Construction Phase

Funding Source	Funding Status	Funding Amount
Local	Secured	$ 16,900,000

TIB	Secured	$ 2,500,000
Federal	Unsecured	$ 5,000,000

Total Construction Phase Cost:

$ 24,400,000

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

5/2017

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:

$ 26,300,000

Estimated Project Completion Date (month and year):

5/2017

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.

Hy8PI5hV_CIP_Excerpt_for_23rd.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.

-

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)?

5/2015

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

-

Project Readiness

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

☐ Environmental Impact Statement (EIS)

☐ Environmental Assessment (EA)

☒ Documented Categorical Exclusion (DCE)

☐ Categorical Exclusion (CE)

Has the NEPA documentation been approved?

☐ Yes

☒ No

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

6/2015

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?

- [x] Yes
- [ ] No

Do you have an engineer's estimate?

- [ ] Yes
- [x] 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.

NEPA, 6-2015

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

- [ ] Yes
- [x] No

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

6-2015

When is the project scheduled to go to ad (month and year)?
8-2015

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.

The current project schedule shows design completion in June 2015, which would make it possible to obligate the requested construction funds that year. However, due to the strict requirements for timely obligation, and the complexity of the project, this application commits to obligating funds in 2016. In reality, it's likely that funds could be obligated earlier than shown.

File Submission

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

UbSM99fm_23rdAveMap.pdf

-

-

Final Review

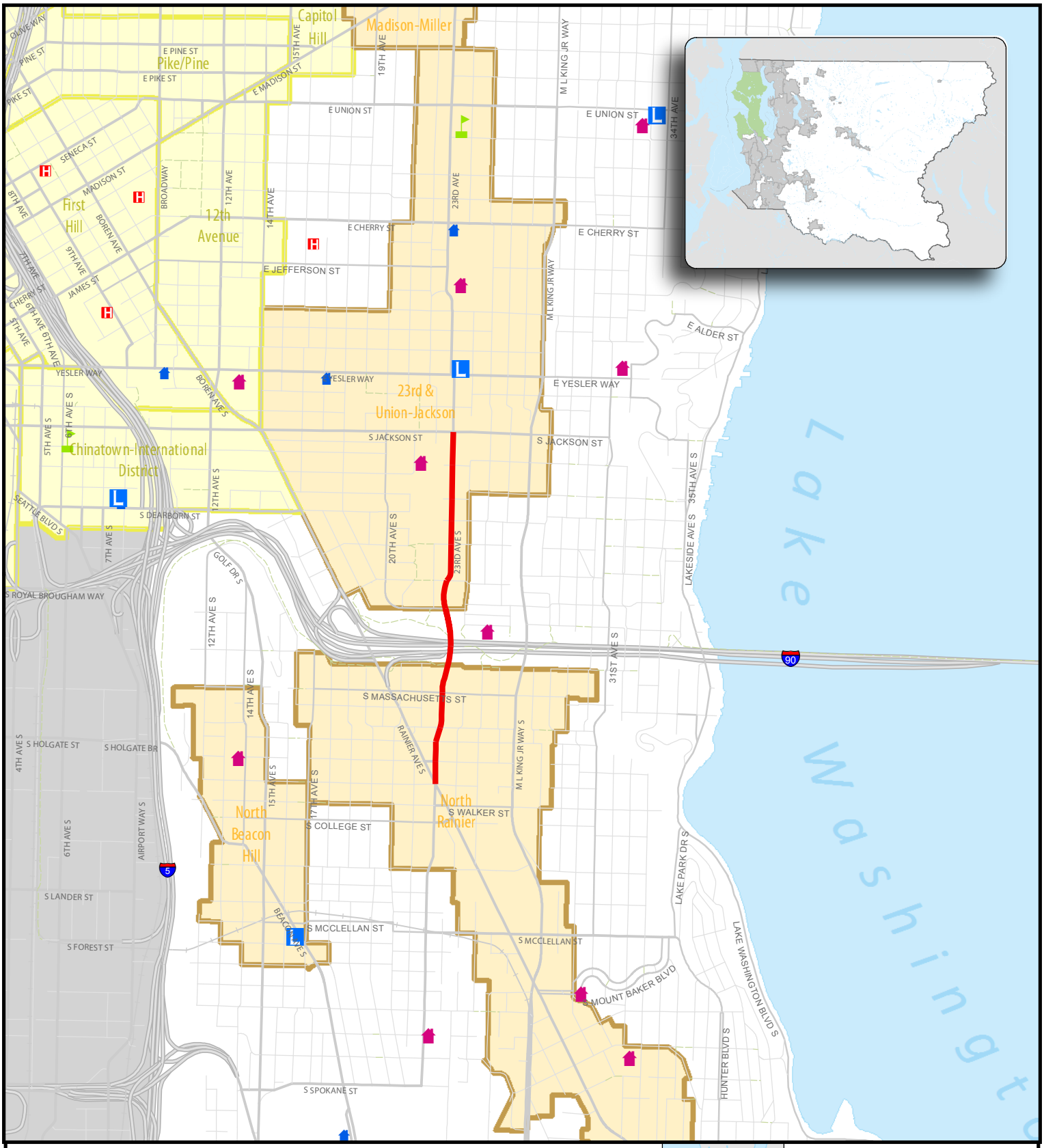
Please review all application form questions to ensure you have completed all fields. An email containing a PDF version of the project application will be sent to the project contact upon submission.

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.

Project Summary

BCL/Program Name Project Title & ID	LTD Actuals	2013	2014	2015	2016	2017	2018	2019	Total
University Bridge Control System Upgrade (TC367290)	0	270	0	0	0	0	0	0	270
Major Maintenance/Replacement	332,384	87,296	51,170	34,241	61,360	45,083	45,212	45,482	702,228
Major Projects						**BCL/Program Code:**			**19002**
Alaskan Way Viaduct Replacement (TC366050)	86,559	8,506	6,207	5,641	4,680	2,167	433	0	114,193
Elliott Bay Seawall Project (TC367320)	0	43,130	90,000	90,000	51,093	0	0	0	274,223
First Hill Streetcar (TC367100)	47,514	71,154	14,111	0	0	0	0	0	132,779
Magnolia Bridge Replacement Project (TC366060)	9,466	425	0	0	0	0	0	0	9,891
Mercer Corridor Project (TC365500)	127,975	37,005	0	0	0	0	0	0	164,980
Mercer Corridor Project West Phase (TC367110)	13,127	31,193	21,221	25,600	3,949	50	0	0	95,140
Spokane St. Viaduct (TC364800)	155,478	2,058	0	0	0	0	0	0	157,536
SR-520 Project (TC365880)	1,647	927	677	368	377	387	396	408	5,186
Waterfront Improvement Program (TC367330)	0	20,500	39,700	88,000	204,200	159,700	194,000	55,900	762,000
Major Projects	441,766	214,898	171,916	209,609	264,299	162,304	194,829	56,308	1,715,929
Mobility-Capital						**BCL/Program Code:**			**19003**
23rd Avenue Corridor Improvements (TC367420)	0	7,400	10,750	25,000	2,700	0	0	0	45,850
3rd Avenue Corridor Improvements (TC367370)	0	2,150	2,020	966	0	0	0	0	5,936
5th Ave Streetscapes Improvements (TC367080)	548	16	0	0	0	0	0	0	564
ADA Improvements – SDOT (TC367500)	0	0	45	84	0	0	0	0	129
Aurora Rapid Ride Improvements (TC367220)	69	6,850	0	0	24	4	0	0	6,947
Aurora Transit, Pedestrian, and Safety Improvements (TC366250)	3,217	1	0	0	0	0	0	0	3,218
Ballard to Downtown High Capacity Transit and Ship Canal Crossing Project (TC367390)	0	800	700	0	0	0	0	0	1,500
Broadway Streetcar Extension (TC367240)	113	1,637	1,775	19,825	2,000	0	0	0	25,350

**Amounts in thousands of dollars*



Legend

- Project Location
- Post Offices
- Library
- Community Centers
- Hospitals
- Schools - Public
- Interstate Freeway
- State Highway
- Principal Arterial
- Minor Arterial
- Collector Arterial
- Non-Arterial
- Walkway
- Railroad
- Urban Center
- Urban Village
- Manufacturing Industrial

Miles
0 0.1 0.2 0.3 0.4

SDOT
Seattle Department of Transportation

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Coordinate System: State Plane,
NAD83-91, Washington, North Zone

PLOT DATE : 8/8/13
AUTHOR: P&P GIS
J:/GIS/GIS Projects/Grants

23rd Ave. - S. Jackson St. to Rainier Ave. S.