

# 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](mailto: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**

South Michigan Street ITS

**Transportation 2040 ID#**

NA

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](mailto: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](#).**

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](mailto: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 install traffic cameras, upgrade signals, and install vehicle detection devices and fiber communication to measure travel times along South Michigan Street between East Marginal Way South and Carleton Avenue South. These Intelligent Transportation Systems (ITS) improvements are designed to provide information to freight operators and general purpose traffic about efficient options to travel between Georgetown, the stadiums, I-5, SR 509, and SR 99. Real-time travel information will be made available on Seattle's Traveler Information Map, mobile app, and Dynamic Message Signs (DMS), as well as on various external information portals such as King County Metro and WSDOT websites. The project includes two traffic cameras, eight Bluetooth wifi readers, and five signal upgrades.

### **Project Justification, Need, or Purpose**

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

The project will support current and anticipated development in the Duwamish Manufacturing / Industrial Center, facilitate growth of the region's economy due to Michigan Street's strategic role in the state freight network, and improve Puget Sound air quality with smoother traffic flow and shorter travel times along the corridor. It supports job access and economic development in several disadvantaged neighborhoods, by improving access to Georgetown as well as areas within White Center and the Rainier Valley. Improved traffic flow on Michigan Street relieves traffic congestion on regional transportation facilities such as I-5, SR 509, and SR 99 because of its ability to offer alternative routes for both general-purpose and freight traffic on these facilities.

## **Project Location**

### **Project Location**

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

South Michigan Street

**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:**

East Marginal Way

**Crossroad/landmark nearest to the end of the project:**

South Carleton Street

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

**Refer to PSRC's [centers page](#) for more information on the regional centers.**

Duwamish Manufacturing / Industrial 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.**

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

Seattle's Comprehensive Plan broadly addresses ITS principles and practices through descriptions of system management and smart use of existing infrastructure. It devotes a complete section of the plan to these goals, entitled "Make the Best Use of the Streets We Have to Move People & Goods." Within this section, several specific goals address the city's priorities in regard to corridor management:

TG2 "Manage the street system safely and efficiently for all modes and users..."

T15 "Increase capacity on roadways only if needed to improve safety, improve connectivity of the transportation network, improve isolated connections to regional roadways, or where other measures are impractical to achieve level-of-service standards. The City will manage capacity of principal arterials where and as appropriate and will not attempt to provide street space to meet latent demand for travel by car."

The Comprehensive Plan also identifies the efficient movement of freight as a priority for meeting the City's transportation and economic development goals. Specific references include the following:

Section D: Promoting the Economy: Moving Goods and Services: "The transport of goods and services is critical to Seattle's and the region's economic development. As a major port city, Seattle's businesses and industries rely on rail, water, and truck transport. These policies, and those in the Economic Development and the Neighborhood Planning elements, support existing businesses and industries, and promote Seattle as a place for economic expansion."

Transportation Goal 19: "Preserve and improve mobility and access for the transport of goods and services."

Transportation Goal 20: "Maintain Seattle as the hub for regional goods movement and as a gateway to national and international suppliers and markets."

Finally, the adopted Duwamish Neighborhood Plan speaks directly to the significance of Michigan Street and other similar freight routes in its policies:

Pol. T 3.1 - "Maintain and improve east-west mobility throughout the area, particularly along three major east-west corridors for moving freight and goods: Royal Brougham Way (SR 519), Spokane Street, and Michigan Street.

Pol. T 3.2 - "Improve designated truck routes and roadways within the M and I Center to maintain efficient movement of freight."

# Category Specific Questions

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

Manufacturing/Industrial Center

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

## Designated Regional or Local Center

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

### A1. Regional or Local Center Development

**Please address the following:**

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

### 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.**

The Greater Duwamish Manufacturing and Industrial Center (MIC) is a vital international trade and transportation crossroads, receiving and distributing goods via roadway, water, rail and air. It is home to the Port of Seattle's primary shipping operations, the King County Airport, the main Amtrak and freight rail yards for Washington State, and the intersection of major interstate highway routes. Commerce generated throughout the United States and Canada moves through the area on its way to and from Alaska and countries throughout the Pacific Rim. The transportation system within the MIC plays a crucial role in the movement of these goods and services, and holds economic implications for the county as well as the entire region and state. An efficient transportation system is imperative to maintain the economic viability of regional businesses and sustain Puget Sound's family-wage industrial job base. The MIC is located just south of downtown Seattle, and covers nearly 5,000 acres – approximately 84% of industrial-zoned land in Seattle. Major land uses in the Duwamish are transportation, utilities or community facilities (39%), industrial (21%) and warehouses (18%). Approximately 85% of the businesses in this center are industrial and dependent on freight flow for their livelihood.

The Duwamish MIC is by far the largest in the county, both geographically and in terms of job creation: approximately 58,000 jobs, in contrast to the 12,000 to 13,000 jobs in other MICs throughout King County. The proximity between the Port of Seattle's marine cargo terminals and rail yards in the Duwamish provide an economic engine that cannot be recreated or replaced elsewhere within the region. Since the cost of moving cargo is related to the speed at which the commodity can be switched between modes, Seattle has a particular geographical advantage in having marine cargo terminals and railroads

located near each other in the Duwamish. The Duwamish MIC is also located at the region's largest convergence point of state and interstate freeways: I-5, I-90, SR 99, and SR 509/599.

Of course, the MIC's distribution businesses also provide important support services to other sectors of the county's economy. Without these businesses several of the Seattle's economic engines such as downtown offices, hospitals, retail outlets, and restaurants would experience costly supply chain disruptions.

The Duwamish MIC is anchored by Boeing and Starbucks, and it also contains a high percentage of the region's other largest employers. About 135,100 direct and related jobs in Washington State are created by international and Alaskan containerized cargo handled at marine terminals. The Port's Century Agenda calls for even greater growth in Port operations, and specifically the container volumes that are handled in the Duwamish MIC. South Michigan Street was upgraded from a T-3 to a T-1 freight route in 2013, adding it to a short list of the state's most critical freight corridors.

Transportation is the most common use on industrial land in Seattle, followed by warehousing and then by manufacturing. The Duwamish MIC provides the largest concentration of family wage industrial jobs in the Puget Sound region, generating enormous tax and export revenues. Industrial jobs are important to the city and the region. They are a significant source of jobs for people without a college degree, or people facing language barriers or other barriers to entry. Industrial jobs provide higher wages, and greater benefits and advancement opportunities, than other jobs available to low-skilled workers.

Most of this land in the Duwamish MIC is specifically dedicated to transportation, or to businesses that are very transportation-dependent, underscoring the significance of traffic management in this area. These businesses include the Port of Seattle's cargo operations, three major rail yards, King County's airport (Boeing Field), King County Metro bus bases, Sound Transit's light rail base, a City fire station, a City police facility, and the School District Headquarters. Freight-oriented businesses are primarily concentrated along the shoreline, near the seaport terminals, and they depend on Michigan Street and other east-west connections across the MIC to access freeways and rail.

## **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.**

Efforts to build an effective transportation network for the lower Duwamish area are severely restricted by man-made barriers, and east-west routes in this area are especially challenging. I-5 runs north-south along the MIC's eastern edge, offering limited opportunities to access or cross over the freeway. Two rail lines, the Union Pacific and Burlington Northern/Santa Fe, run parallel to I-5 within this MIC and present similar restrictions. Finally, a single parcel of land (Boeing Field) extends over 2.5 miles north and south with no through access. These three facilities form a series of barriers that make Michigan Street critical for the entire freight network. When Michigan Street fails to perform adequately, the entire system suffers very noticeably.

Michigan bridges the gaps described above, and acts as the southern gateway to the MIC. It offers access to East Marginal Way and SR 99, and it also provides one of the MIC's few access points to I-5, SR 99, and SR 509. Smoother traffic flow along this roadway can bring benefits of 7% to 13% reduction in overall travel time, 15% to 37% reduction in delay, and 6% to 9% fuel savings.

While truckers and freight-oriented businesses are clearly the primary beneficiaries of these improvements, the ITS work is expected to benefit a variety of user groups and travel modes. Tens of thousands of personal vehicles use the corridor each day, largely commuters traveling to and from jobs in the MIC. Their ability to travel to and from their worksites each day is directly affected by traffic operations on this corridor. Traffic on the MIC's north-south corridors, including freeways such as I-5 and SR 509, will also see improvements to their travel times due to congestion relief on Michigan Street. Commuters from Georgetown, South Park, and White Center – three of Seattle's most economically disadvantaged neighborhoods – also depend on Michigan Street for access to I-5 and the rest of the region's freeway network.

## Corridor Serving Center(s)

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

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

**Please address the following:**

- Describe how this project will benefit or support the housing and employment development in a regional or local center(s) and/or employment growth in a manufacturing/industrial center(s). Does it support multiple centers? Please

provide a citation of the relevant policies and/or specific project references in a subarea plan or in the comprehensive plan.

- Describe how the project provides or benefits a range of travel modes to users traveling to/from centers, or if it provides a missing mode.
- Describe the user groups that will benefit from the project, including commuters, residents, commercial users, those groups identified in the President's Order for Environmental Justice, seniors, people with disabilities and/or areas experiencing high levels of unemployment or chronic underemployment.
- Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses including those in the industry clusters identified in the adopted Regional Economic Strategy.

## **C2. System Continuity/Long-Term Benefit and Sustainability**

**Please address the following:**

- Describe how this project supports a long-term strategy to maximize the efficiency of the corridor, including TDM and TSM opportunities. Describe the problem and how this project will remedy it.
- Describe how this project provides a “logical segment” that links to a regional, local, or manufacturing/industrial center.
- Describe how the project fills in a missing link or removes barriers to/from a center.
- Describe how this project will relieve pressure or remove a bottleneck on the transportation system and how this will positively impact overall system performance.
- Describe how this project improves safety and/or reduces modal conflict, and provides opportunities for active transportation.

# Air Quality and Climate Change

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

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

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

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

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

- **Diesel Particulate Emissions Reduction Projects:** Describe the types of vehicles, vessels, engines, duty cycles, etc. being addressed. Describe the emissions vintage of the existing engines, and the number of vehicles to be addressed. Describe how often they are used, where they are used, how much fuel is consumed annually and when the benefits from this project will occur.
- **Roadway Capacity (general purpose and high occupancy lanes):** Describe the roadway and travel conditions before and after the proposed project, including average daily traffic and travel speeds. Describe the potential for multimodal connections, shorter vehicle trips, etc. Describe the transit routes currently using the facility and anticipated in the future. Does this project connect to or expand an existing high occupancy vehicle or business access transit lane system? What is the length of the project and the population served? What source of data indicates the expected conversion of single occupant vehicle trips to transit or carpool?
- **Transit (park-and-ride lots, new or expanded transit service, transit amenities, etc.):** Describe the current transit ridership in the project area. Describe the current transit routes serving the project area, including average trip length. If a park-and-ride lot, how many stalls are being added? Describe how the amenities (or other components of the project) are expected to encourage new transit

ridership and shift travel from single occupant vehicles to multimodal options. Describe the population served that will be expected to use the new/improved service. What source of data indicates the expected conversion of single occupant vehicle trips to transit?

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

Traffic counts indicate that Michigan Street’s traffic is comprised of approximately 27% freight trucks, 68% cars and other general-purpose traffic, 4% buses, and 1% cyclists. Each of these modes will benefit equally from the 7% to 37% improvements in delay and travel time. However, the benefits to the region are heavily focused on large vehicles. The oversized vehicles on Michigan Street – 1/4 to 1/3 of all traffic – present substantial economic and air quality opportunities. Heavy-duty diesel engines in freight and transit vehicles are a primary contributor to harmful PM2.5 emissions, generating nearly 50 times as much fine particulate matter per mile as a typical single-occupant vehicle. Levels of service (LOS) on this corridor are very poor: average LOS D for the a.m. peak period, LOS E to F for the p.m. peak, and average LOS E to F even in the off-peak period.

However, as described elsewhere in this application, the large diesel engines on Michigan Street and throughout this MIC have substantial economic impacts on our region due to their job-creation potential. They are an important foundation of a healthy regional economy. Reduced travel time and delay on Michigan Street address both sides of this heavy-vehicle equation: minimizing the emissions and air quality degradation caused by the MICs freight traffic, while maximizing their job creation and economic growth benefits.

Weekday traffic volumes along this segment of the roadway are approximately 40,000 vehicles per day. Average speeds are in the 28-mile per hour range.

## Financial Plan & Project Readiness

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

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

**Funding Requirements:** A minimum of 13.5% of local matching funds is required for both Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding. The combination of the requested PSRC funds plus all other funding must be adequate to fully fund that phase. Requests that do not result in a phase being fully funded will be considered ineligible for PSRC funding.

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

## PSRC Funding Request

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

### Funding Source

STP

CMAQ

Phase	Year	Amount Requested
Preliminary Engineering/Design	2015	\$ 276,000
Construction	2016	\$ 1,107,000

### Total PSRC Funding Request:

\$ 1,383,000

# 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 unsecured. **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.

<b>Funding Source</b>	<b>Funding Status</b>	<b>Funding Amount</b>
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Total Planning Phase Cost:

\$ 0

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

-

## Preliminary Engineering/Design Phase

<b>Funding Source</b>	<b>Funding Status</b>	<b>Funding Amount</b>
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Local	Secured	\$ 44,000
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Federal	Unsecured	\$ 276,000
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Total Preliminary Engineering/Design Phase Cost:

\$ 320,000

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

March 2016

## Right of Way Phase

Funding Source	Funding Status	Funding Amount
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Total Right of Way Phase Cost:

\$0

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

-

## Construction Phase

Funding Source	Funding Status	Funding Amount
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Local	Secured	\$ 173,000
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Federal	Unsecured	\$ 1,107,000
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Total Construction Phase Cost:

\$ 1,280,000

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

December 2016

## Other Phase

Funding Source	Funding Status	Funding Amount
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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:**

\$ 1,600,000

**Estimated Project Completion Date (month and year):**

December 2016

## 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.

[0Xdstuxb\\_CIP\\_Excerpt\\_for\\_Michigan.pdf](#)

-  
-

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

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

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## 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)?**

March 2016

**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).**

March 2016

## 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.

NEPA Categorical Exclusion

### 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).

March 2015

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

January 2016

## Other Considerations

Please describe any additional aspects of your project not previously addressed in the application that could be relevant to the final project recommendation and decision-making process. In addition, please describe any innovative components included in your project: these could include design elements, cost saving measures, or other innovations.

-

## File Submission

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

[WYrIkzul\\_MichiganStITSMa.pdf](#)

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## 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.

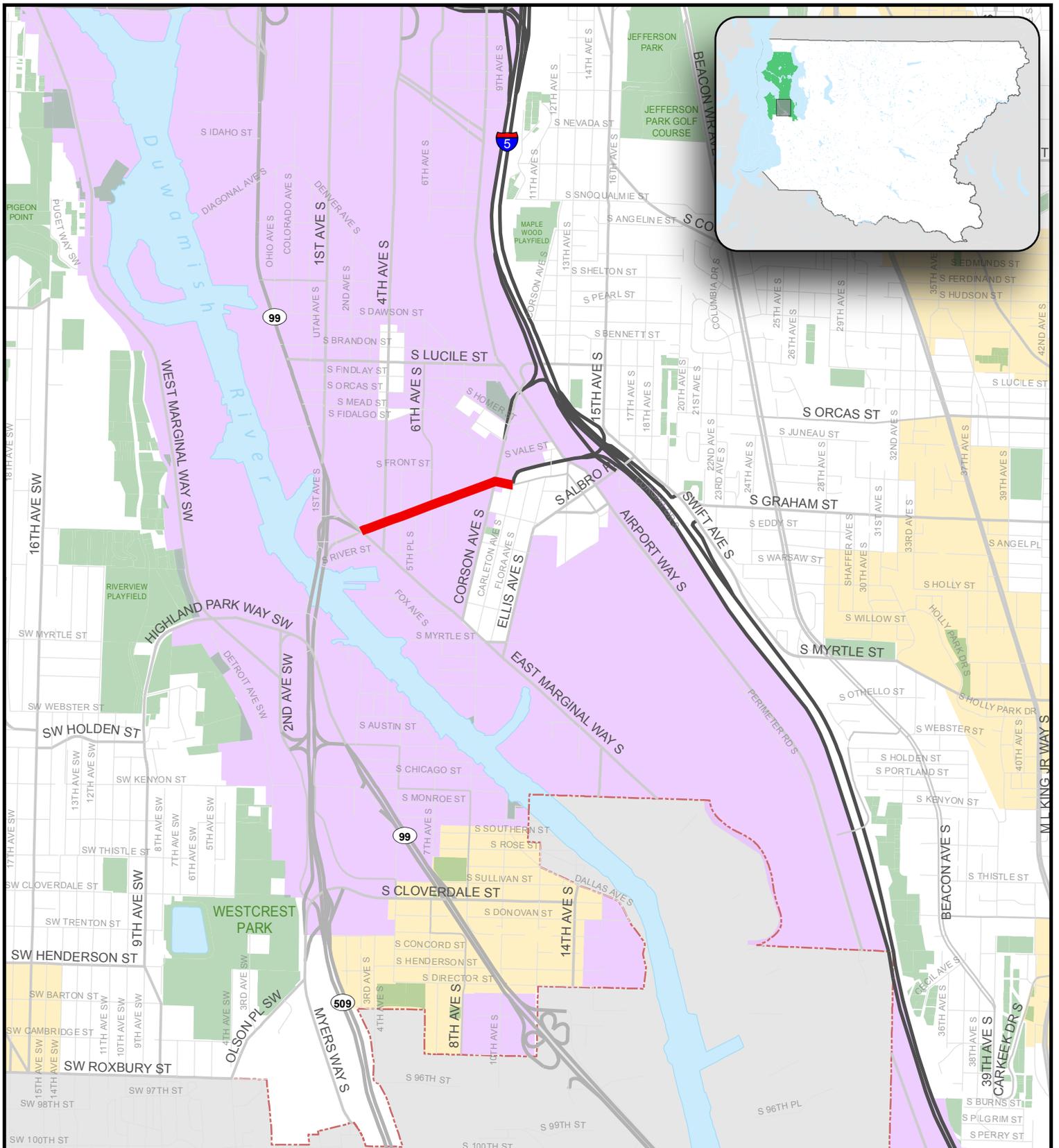
## Seattle Department of Transportation

### Project Summary

BCL/Program Name									
Project Title & ID	LTD Actuals	2013	2014	2015	2016	2017	2018	2019	Total
Burke-Gilman Trail Extension (TC364830)	15,404	9,042	0	0	0	2,257	10	10	26,723
Center City Streetcar Connector (TC367210)	63	1,137	2,500	4,000	0	20,000	0	0	27,700
Cheshiahud Lake Union Trail Project (TC367070)	685	1,987	1,369	0	0	0	0	0	4,041
Chief Sealth Trail (TC365690)	5,137	0	0	0	0	0	0	0	5,137
Children's Hospital Livable Street Initiative (TC367230)	355	355	0	0	0	0	0	0	710
Collision Evaluation Program (TC323860)	1,617	1,289	156	161	166	170	175	180	3,914
Eastlake Corridor Transit and Street Improvements (TC367380)	0	300	1,200	500	0	0	0	0	2,000
Fauntleroy Way SW Green Boulevard (TC367200)	80	620	1,300	0	0	0	0	0	2,000
Freight Spot Improvement Program (TC365850)	1,269	1,334	425	0	0	0	0	0	3,028
Greenwood Avenue N Street Improvements (TC366380)	7,085	136	0	0	0	0	0	0	7,221
King Street Station Multimodal Terminal (TC366810)	46,077	10,133	10	0	0	0	0	0	56,220
Lake Union Ship Canal Trail (TC327000)	9,648	63	0	0	0	0	0	0	9,711
Left Turn Signals (TC323130)	3,596	200	203	209	215	221	228	235	5,107
Linden Avenue North Complete Streets (TC366930)	7,153	3,100	0	0	0	0	0	0	10,253
Madison Street Bus Rapid Transit (TC367480)	0	500	1,500	0	0	0	0	0	2,000
Mountains to Sound Greenway Trail (TC365750)	1,604	68	0	0	0	0	0	0	1,672
Multi-Modal Corridor Development (TC367490)	0	0	876	799	0	0	0	0	1,675
Neighborhood Large Projects (TC367250)	0	2,836	1,882	1,929	1,967	2,016	2,077	2,700	15,407
Neighborhood Traffic Control Program (TC323250)	6,301	546	500	298	298	298	298	298	8,837
New Traffic Signals (TC323610)	5,628	946	485	287	295	303	312	321	8,577
Next Generation Intelligent Transportation Systems (ITS) (TC367430)	0	500	2,525	1,735	0	0	0	0	4,760
NSF/CRS Neighborhood Program (TC365770)	26,336	3,382	1,073	288	295	303	312	321	32,310

*\*Amounts in thousands of dollars*

**2014 - 2019 Adopted Capital Improvement Program**



Legend	
<span style="color: red;">█</span> Project Location	Interstate Freeway
Parks	State Highway
Urban Center	Principal Arterial
Urban Village	Minor Arterial
Manufacturing Industrial Center	Collector Arterial
	Non-Arterial

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 Seattle Department of Transportation.  
 No warranties of any sort, including accuracy, fitness  
 or merchantability, accompany this product.

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

PLOT DATE : 4/17/2014  
 AUTHOR: P&P GIS  
 J:/GIS/GIS Projects/Grants

# Michigan Street ITS