

## Section V.d. 2014 King County Countywide Competition Application for PSRC's FHWA Funds (STP/CMAQ)

### ❖ Nonmotorized Program

This application is available on the King County Department of Transportation website at:  
<http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2014KCountywideCFP.aspx>

---

**\*\*Please read this section before completing the application\*\***

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. A project's suitability for countywide funding may be compromised if the application is found to have omissions or inaccuracies.

Sponsors of projects recommended for funding as a result of the competition should be aware that information provided on this application will be used in the future to monitor compliance with PSRC's adopted project tracking policies. It is also important to remember that funds are awarded to projects, not agencies. Please refer to PSRC's website for more information on the project tracking program: [www.psrc.org/transportation/tip/tracking](http://www.psrc.org/transportation/tip/tracking).

#### **Submitting Applications**

There is no set page limit for applications submitted to the countywide competition. It is important to provide complete, detailed responses, but please be as concise as possible. Additional supporting information such as maps and other diagrams are encouraged, but other attachments such as comprehensive plan materials are unnecessary. Attach your completed application to an email and send it to [kcgrantcompetition@kingcounty.gov](mailto:kcgrantcompetition@kingcounty.gov). All applications must be submitted by **11:59 p.m. Wednesday, May 7, 2014**.

**Please note:** the project budget spreadsheet is a required attachment, the budget spreadsheet can be downloaded from the following website:

<http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2014KCountywideCFP.aspx>

#### **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. **Note: a project may request only one funding source – either STP or CMAQ, but not both.**

If you have questions please contact Peter Heffernan at 206-477-3814 or [peter.heffernan@kingcounty.gov](mailto:peter.heffernan@kingcounty.gov)

## Section VI.c. 2014 King County Countywide STP/CMAQ Non-Motorized Application

This application is available on the King County Web site at  
<http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2014KCountywideCFP.aspx>

### PROJECT DESCRIPTION INFORMATION

<b>1</b>	<b>Project Title:</b> Lake to Sound Trail, Segment A Construction <i>(For roadway project titles: list facility name, limits and any other identifying words; e.g., SR-520 HOV (104<sup>th</sup> Ave NE to 124<sup>th</sup> Ave NE)</i>
<b>2</b>	<b>Sponsoring Agency:</b> King County Dept. of Transportation Also identify any co-sponsor(s): King County Dept. of Natural Resources and Parks
<b>3</b>	<b>Project Contact Person:</b> Peter Heffernan Address: 201 S. Jackson Street, KSC-TR-0814, Seattle, WA 98104 Phone: 206-477-3814 Fax: 206-684-2111 E-Mail: Peter.Heffernan@kingcounty.gov

---

**\*\*Please read all of the text in this section before completing this application.\*\***

**4 Project description.** Please distinguish between the scope of the project and the justification and/or need for the project.

**a. 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 construct Segment A of the Lake to Sound Trail (L2ST) from Naches Avenue SW in the City of Renton to the Green River Trail near Fort Dent Park in the City of Tukwila. Segment A of the L2ST will be 1.06 miles in length and will include the construction of a 12-foot-wide, separated, paved, nonmotorized shared use path with 2-foot-wide gravel shoulders. The project will also make improvements to Monster Road including a pedestrian crossing with a high intensity activated flashing (HAWK) light and improvements to the Monster Road bridge crossing the Black River to create a widened and separated walkway. The project will include necessary drainage and driveway crossings.

**b. Project justification, need or purpose:** Please explain the intent, need or purpose of this project. What is the goal or desired outcome?

Segment A will provide a new active transportation facility in a location between three regional centers - Renton Regional Growth Center (RGC), Tukwila RGC, and North Tukwila Manufacturing Industrial Center (MIC). Safe, nonmotorized travel in this area (I-405 corridor) is restricted by the Green River and BNSF and UP railroad tracks. Bicycle/pedestrian travel east to west is now limited to two routes: 1) via SW Grady Way; or 2) via a circuitous routing via the Boeing Access Road/Boeing parking lot and S. Long Acres Way. SW Grady Way is a heavily trafficked 5-lane arterial and designated truck route with one adjacent sidewalk. Traffic volumes average 24,400 - 33,600 ADT (2000). The second route via Boeing requires a distance of approximately 3.1 miles to reach the Green River Trail from downtown Renton. Segment A will create a safer, more direct nonmotorized route through this congested area with a distance of about 2.1 miles between downtown Renton and Green River Trail. Segment A will intersect the Green River Trail, which can then be used to access both Tukwila centers. In summary, the project will provide a new nonmotorized link in this congested area where few such practical and safe routes exist and will improve the overall efficiency of east-west travel through the I-405 corridor.

Segment A is an important component of the 16-mile-long Lake to Sound Trail, which is a collaborative partnership between King County and the cities of Renton, Tukwila, SeaTac, Burien, and Des Moines. Segment A will construct the first Renton-Tukwila segment of the L2ST while enhancing travel by bicycle and on foot between regional centers. King County received a federal Countywide CMAQ grant for Segment A design in March 2010 as part of a two-segment award (L2ST Segments A and B).

Regional trail nonmotorized trips in this area at the junction of the Green River and Interurban trails were estimated to be more than 313,000 trips annually between 2008 and 2012, using methods from the National Bicycle and Pedestrian Documentation Project (NBPDP) and Washington State Bicycle and Pedestrian Documentation Project counts. Bicycle travel on these routes would be expected to increase as a result of the project. The project is identified in the PSRC T2040 Active Transportation Plan (2014) as a Tier 1 segment of the Regional Bicycle Network.

The King County Strategic Plan and King County Ordinance 16948 promote equity and social justice within our communities. The development of the L2ST and Segment A is consistent with this effort. The communities noted above have characteristically lower household incomes and higher rates of obesity and have been traditionally been under-served by active transportation facilities. The L2ST will interconnect these communities and increase access to the surrounding regional trails network, thereby offering more active lifestyle choices while providing active transportation alternatives. Construction of Segment A will enhance bicycle and pedestrian travel in an area of Renton and Tukwila where up to 39.9 percent of households were found to have incomes below 200 percent of the federal poverty level according to the 2010 U.S. Census. This is an area where more than 50 percent of the population was non-white or Hispanic in 2012. More than 10 percent of the population in tracts surrounding the project was found to speak English less than proficiently. The project will promote nonmotorized work-related travel and active recreation while initiating development of the L2ST in Renton and Tukwila.

**5 Project Location:** Cities of Renton and Tukwila between Naches Avenue SW and the Green River Trail

Answer the following questions if applicable:

**b.** Crossroad/landmark nearest to beginning of project: Naches Avenue SW, Renton  
(Identify landmark if no crossroad)

**c.** Crossroad/landmark nearest to end of project: Green River Trail, Tukwila  
(Identify landmark if no crossroad)

**6 Map:** Include an 8½” x 11” legible vicinity map (if applicable) with completed application form.  
If unable to send map electronically, provide separately by fax or mail.

**7 Federal Functional Classification Code** (Select only one)

Assistance in determining the functional classification of a project is available by calling Stephanie Rossi at 206-971-3054.

<u>Rural Functional Classifications</u> <u>(“under 5,000 population”)</u> (Outside the federal-aid urbanized and federal-aid urban areas)	<u>Urban Functional Classifications</u> <u>(“over 5,000 population”)</u> (Inside the federal-aid urbanized and federal-aid urban areas)
<input type="checkbox"/> <b>00</b> Exception <input type="checkbox"/> <b>01</b> Principal Arterial - Interstate <input type="checkbox"/> <b>02</b> Principal Arterial <input type="checkbox"/> <b>06</b> Minor Arterial <input type="checkbox"/> <b>07</b> Major Collector <input type="checkbox"/> <b>08</b> Minor Collector <input type="checkbox"/> <b>09</b> Local Access <input type="checkbox"/> <b>21</b> Proposed Principal Arterial – Interstate <input type="checkbox"/> <b>22</b> Proposed Principal Arterial <input type="checkbox"/> <b>26</b> Proposed Minor Arterial <input type="checkbox"/> <b>27</b> Proposed Major Collector <input type="checkbox"/> <b>28</b> Proposed Minor Collector <input type="checkbox"/> <b>29</b> Proposed Local Access	<input checked="" type="checkbox"/> <b>00</b> Exception <input type="checkbox"/> <b>11</b> Principal Arterial – Interstate <input type="checkbox"/> <b>12</b> Principal Arterial – Expressway <input type="checkbox"/> <b>14</b> Principal Arterial <input type="checkbox"/> <b>16</b> Minor Arterial <input type="checkbox"/> <b>17</b> Collector <input type="checkbox"/> <b>19</b> Local Access <input type="checkbox"/> <b>31</b> Proposed Principal Arterial – Interstate <input type="checkbox"/> <b>32</b> Proposed Principal Arterial – Expressway <input type="checkbox"/> <b>34</b> Proposed Principal Arterial <input type="checkbox"/> <b>36</b> Proposed Minor Arterial <input type="checkbox"/> <b>37</b> Proposed Collector <input type="checkbox"/> <b>39</b> Proposed Local Access

**NOTE: Federally Funded Projects.** A roadway must be approved on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities). Projects which are on a roadway with a functional classification of 09, 19, 29 or 39 are not eligible to use federal transportation funds unless they are one of the exceptions listed below. If your project is an exception, identify its functional class code as “00”.

**Examples of Exceptions:**

- Any bicycle and/or pedestrian project.
- Projects not on a roadway and using CMAQ or other funds
- Any transit project, including equipment purchase and park-and-ride lot projects.

**Important notice:** 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. A project's suitability for funding may be compromised if the application is found to have omissions or inaccuracies. In addition, sponsors of projects recommended for funding as a result of the competition should be aware that their application could be used in the future to evaluate the status of a project if it fails to comply with the requirements of the Puget Sound Regional Council's (PSRC) Project Tracking program.

**Projects receiving funding as a result of this competition:** Funding distributed as a result of the 2014 STP/CMAQ King County Countywide Programs is awarded to projects, not to the sponsoring agency itself. Sponsors of projects that receive funds from this competition will be required to submit a more detailed TIPMOD or TIPNEW application, which will be due to the PSRC on July 7, 2014. Please note that these sponsors will also be asked to certify that they will comply with the conditions of the PSRC's Project Tracking Program, as a condition of accepting funding. Failing to comply with this condition, and/or with the conditions established in the PSRC's Project Tracking Program, may eventually result in the loss and/or transfer of funds to another countywide project.

**Application length:** Please be as brief as possible but provide sufficient information on your project, plus map(s) and/or other required supporting documents.

**E-mail submissions are preferred:** Attach your completed application to an e-mail and send to [kcgrantcompetition@kingcounty.gov](mailto:kcgrantcompetition@kingcounty.gov). Please name the file "(Agency): (Project tile)" and in the e-mail subject line identify which Countywide program the application is being submitted (Small Jurisdiction, Large Jurisdiction, All Other, Preservation, Non-motorized). All applications will be posted to the King County Web site. All applications must be submitted by 11:59 p.m., Wednesday, May 7, 2014.

## PROJECT EVALUATION INFORMATION

**IMPORTANT INSTRUCTIONS:** Projects will be evaluated and scored based on the information provided in Parts 1 and 2 that follow. Refer to Section IVb, Evaluation Criteria for Countywide Grant Programs, Non-Motorized Projects for information on how the projects will be evaluated.

- **Part 1:** Choose one of the two project categories that best fits your proposed project and complete Section A or B
- **Part 2:** Complete all Sections C through F

### PROJECT EVALUATION: PART 1

**Choose which of the two Centers categories your project falls under:**

- Project is located within a Center  
> *NOTE: Complete Section A, then proceed to Sections C through F in Part 2*
- Connecting Corridors  
> *NOTE: Complete Section B, then proceed to Sections C through F in Part 2*

## SECTION A: CENTERS

Complete this section if your project is a “Centers” project, then proceed to Part 2

### A. Please explain how your project addresses the following:

#### • Center Development

- Describe how the project will advance or support non-motorized modes within the center.
- Describe how the project or program will enhance or support the potential for increased housing/employment densities in the center.
- Describe how the project furthers the objectives and aims of existing adopted policies and plans for the center.
- Describe the level of public access to the project (for example, current and future land use in the vicinity of the facility such as schools, residences, commercial, retail, tourist areas, etc. that would be expected to provide utilization of the facility).

#### • Project's Benefit to the Center

- Describe how the project remedies a current or anticipated problem for non-motorized modes within the center or reduces modal conflicts involving pedestrians and/or bicyclists?
- Describe the user groups who will benefit from this project (residents, commuters, employees, students, customers, tourists, seniors, people with disabilities, and those identified in the President’s Order for Environmental Justice<sup>1</sup>) and how it provides users with non-motorized option for travel.
- Describe how the project or program will improve: (address each relevant area)
  - Bicycle facilities
  - Walkability
  - Public transit access
  - Landscape and/or streetscape

#### • Circulation and Safety within the Center

- Describe how the project improves access to major destinations or improves circulation within the center (home/work/school/other).
- Describe how the project or program completes a physical gap or completes an essential link in the non-motorized transportation network.
- Describe how the project improves safety or resolves an existing safety problem.
- Describe how the project extends or completes a regional or local bicycle or pedestrian system, and/or adds facilities to an existing bicycle and pedestrian system or network.

---

<sup>1</sup> The President’s Order for Environmental Justice states “each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority populations and low-income populations.”

## SECTION B: CONNECTING CORRIDORS

Complete this section if your project is a “Connecting Corridors” project, then proceed to Part 2.

### A. Please explain how your project addresses the following:

#### • Benefit to Center

- Describe how the project provides users traveling to/from the center(s) with non-motorized options for travel.
- Describe how the project furthers the objectives and aims of adopted policies and plans for the center(s).
- Describe how this project will benefit or enhance support the development of the center(s). Does it support multiple centers?

The L2ST, including Segment A, is intended to provide active transportation linkages between Renton, Tukwila, and other south King County communities that will integrate with the Green River, Interurban, and other regional trails to create a network of nonmotorized routes between cities, centers, and transit. The Segment A project, as part of the L2ST, proposes to fill a critical gap in the trails network that will enhance nonmotorized travel between three centers (Renton RGC, Tukwila RGC, and North Tukwila MIC) while also promoting access north along the Duwamish River via the Green River Trail and south via both the Green River and Interurban trails. Eventually, all three centers will be connected directly via a combination of the L2ST and Green River Trails. Other, more distant centers, such as the Kent MIC, Duwamish MIC, SeaTac RGC and Burien RGC will also be connected by a combination of the L2ST, Green River Trail, and Interurban Trail.

Segment A creates an important junction between the developing L2ST and the Green River Trail in Renton and Tukwila. This junction will link regional trails running east-west with trails running north-south. Subsequent phases of the L2ST will extend the trail eastward through the downtown Renton RGC, but construction of Segment A now will have an immediate impact on active transportation in this area, because it provides a new connection between all three Renton and Tukwila centers.

The 2013 PSRC Land Use Target Forecasts provide forecasts for overall population and employment in Renton and Tukwila over the next 22 years (2035). The population of Renton is expected to grow by 34% between 2010 and 2035 from about 91,000 residents to almost 123,000 residents. Job growth is expected to be more modest but still a substantial 19%. Tukwila's population is anticipated to grow significantly from a little over 19,000 in 2010 to almost 32,000 in 2035, a 67% increase. Like Renton, Tukwila's job growth will be more modest, about 16%. In summary, growth is expected in both cities and population growth is expected to be significant. Much of that growth will be expected to occur in each city's regional growth center.

The 2013 PSRC Centers Monitoring Report provides an opportunity to compare the Renton and Tukwila centers. All three centers will be enhanced by the active transportation connections provided by the expanding regional trails network, and directly by the Lake to Sound and Green River trails. Segment A will provide the vital junction where these facilities meet and extend to each center. The residential population of the Renton RGC is about 3,122 persons with 2,617 total housing units, which is an increase in units of 143% over 10 years. The Renton RGC will be directly served by the L2ST, which will be extended in subsequent

phases through the RGC. The Tukwila RGC has few residents (population 9 persons in 2010), but it provides 17,399 jobs or 70% of the total jobs in Tukwila. The RGC is dominated by commercial and industrial uses and is served directly by the Green River Trail south of the proposed Segment A junction. The North Tukwila MIC has a small population (339 persons and 157 housing units in 2010). Employment totals 13,499 jobs, however. The Green River Trail directly serves this area north of the Segment A junction.

The cities of Renton and Tukwila support local and regional nonmotorized development and travel including connections with their urban centers:

- Renton Urban Center and Nonmotorized Transportation:

Land Use Policy LU 193 states: Renton's Urban Center should be maintained and redeveloped with supporting land use decisions and projects that accomplish the following objective:

3) Support development of an extensive transportation system to reduce dependency on automobiles.

- Renton Transportation Element:

- Objective T-K: Improve the non-motorized transportation system for both internal circulation and linkages to regional travel.
- Objective T-M: Integrate Renton's non-motorized transportation needs into a comprehensive transportation system serving both local and regional users.
- Objective T-P: Improve the City's pedestrian and bicycle network to increase access to and circulation within the Urban Center-Downtown.

- Tukwila Comprehensive Plan - Tukwila Urban Center:

- Policy 10.2.2 Streets, Streetscape, and Pedestrian Environment.

Create a street network that reflects the demand and need for motor vehicles, transit, pedestrians, and bicyclists; provides a safe, convenient, attractive, and comfortable pedestrian and bicycling environment that eliminates potential conflicts and promotes safety for all modes of travel; and reinforces the different functions of streets by creating distinct identities for major rights-of-way (p.117).

- Policy 10.3.1 Regional Access.

Promote transportation and transit services and facilities, as well as traffic management systems that increase and improve access to and from the Tukwila Urban Center for all transportation modes; encourage a range of solutions, including but not limited to local circulator systems, regional-serving park-n-ride sites, connections to regional rail alignments, and regional and local high-occupancy vehicle systems (p 124).

The L2ST and Segment A are high priority projects in King County's Regional Trails Needs Report (RTNR), a component of the King County Comprehensive Plan. L2ST and this project are also Tier 1 priorities in King County Parks' Regional Trails 6-Year Capital Improvement Program.

As noted previously, the project supports multiple centers - the downtown Renton RGC, Tukwila RGC, and the North Tukwila MIC. Segment A is located 0.96 miles west of downtown Renton, approximately 1.3 miles north of the Tukwila RGC, and 3.3 miles south of the North Tukwila MIC via the Green River Trail. The project will provide a new dedicated active transportation link between the Renton RGC and both Tukwila centers thereby enhancing nonmotorized access and travel between the three centers and better connecting each center to the regional trails network. This nonmotorized access and network

connectivity will improve circulation and travel options while reducing congestion between and within the centers. Each center will benefit from this enhanced access and connectivity.

- **System Continuity, Circulation and Safety**

- Describe how this project or program provides a "logical segment" that links to a center
- Describe how the project fills in a missing link or removes barriers to a center, and how the project extends or completes a regional or local bicycle or pedestrian system, and/or adds facilities to an existing bicycle and pedestrian system or network
- .Describe how the project improves safety and/or reduces modal conflict.

Segment A will complete an important segment of the overall 16-mile-long Lake to Sound Trail, but it will also create a critical immediate connection between the City of Renton and the Green River Trail. Segment A will be among the most significant segments of the L2ST because it will link nonmotorized facilities east-west over the Green and Black rivers and under the BNSF and UP railroad lines with regional trail facilities now running north-south between the Duwamish and Green River Valleys. The rivers and railroad lines are currently a barrier to nonmotorized travel in this area. Subsequent phases of L2ST construction will extend the trail east into and through the Renton RGC to connect to the Cedar River Trail. The Segment A connection to the Green River Trail will foster active travel between Renton and Tukwila's centers while promoting access up and down the Duwamish and Green river valleys.

The project both fills a missing link and removes an existing barrier to east-west nonmotorized travel between the cities of Renton and Tukwila. Options for travel between these cities and their regional growth centers are limited by a bottleneck created by the Green River and railroad rights-of-way running north to south and by I-405 running east to west. These options are limited to two existing routes: 1) via SW Grady Way; or 2) via a combination of arterials, local streets, and paths using the Boeing Access Road and Boeing parking lot and S Longacres Way to cross under the railroad tracks. The first route using Grady Way is congested with limited nonmotorized accommodation. The second route via Boeing is circuitous and inefficient. The project will provide a third safe and efficient option between Renton and Tukwila RGCs dedicated to nonmotorized travel. Using the proposed Segment A travel from Renton to either the Tukwila RGC or the North Tukwila MIC can be made by regional trail (via the Green River Trail). This routing effectively bypasses the existing bottleneck. The results will be improved nonmotorized travel between Renton and Tukwila centers and more efficient traffic flow along SW Grady Way, thereby improving overall system performance in this corridor.

Segment A will improve safety by providing a dedicated nonmotorized route for bicyclists, pedestrians, and other active travelers between Renton and Tukwila centers. It will incorporate only one road crossing at Monster Road (7,500 ADT). This will reduce existing modal conflicts along SW Grady Way and other surrounding arterials. As previously described, active transportation in this corridor is constrained by the existing road system, railroad rights-of-way, Green River, and limited nonmotorized facilities. The construction of Segment A will alleviate these circumstances and provide a new, safe option for active travel in this area while also eventually interconnecting the regional trails network in south King County.

- **Sustainability**

- Describe how this project or program supports a long-term strategy to maximize the efficiency of the corridor and/or the bicycle or pedestrian network.
- Describe the user groups who will benefit from this project over time (residents, commuters, employees, students, customers, tourists, seniors, people with disabilities, and those identified in the President’s Order for Environmental Justice) and how it provides users with non-motorized options for travel.

The Segment A project will create a new nonmotorized route within the I-405 corridor between Renton and Tukwila RGCs. Bicycle and pedestrian trips through this area must now be made along SW Grady Way and other adjacent streets which require crossing SW Grady Way. At present bicyclists must use Grady Way to cross over the BNSF and UP railroad tracks and the Green River. Grady Way is a 5-lane principal arterial and designated truck route with average daily traffic volumes between 24,400 and 33,600 ADT (2000). There is little or no designated accommodation for cyclists on this road, and motor vehicles and cyclists must mix in the flow of east-west traffic. Accommodation for pedestrians is limited to a sidewalk along the north side of the road. The result is that bicycle travel between Renton and Tukwila must be made within auto and truck traffic, not only creating potentially hazardous travel, but also reducing the operational efficiency of the corridor. Because I-405 is located adjacent to Grady Way, there are limited options for more nonmotorized accommodation. Segment A will help remedy these circumstances. While the trail may not eliminate the need to accommodate bicyclists and pedestrians on Grady Way, it is expected to significantly reduce nonmotorized demand by providing a reasonable alternative. This will enhance the overall operational efficiency of the corridor while also creating a new logical segment in the regional trails network. Segment A will subsequently be extended eastward through downtown Renton by the phased development of the L2ST. It will also create a safer and more pleasant travel opportunity for bicyclists and pedestrians. The result will be a more efficient and sustainable transportation network.

Anticipated user groups include local residents, business owners, and employees living and working in areas around the project. In addition, Segment A and the L2ST will satisfy an increasing demand for regional trail facilities and network connections. As connections are made and the network expands, overall regional trail use also grows.

The project is located in an area that will directly benefit from the addition of a new regional trail. Communities surrounding the project have characteristically lower household incomes and higher rates of obesity than other parts of King County, and they have traditionally been under-served by active transportation facilities like the project. Segment A, as part of the L2ST will help interconnect these communities and increase access to the surrounding regional trails network, thereby offering more active lifestyle choices and active transportation options. Segment A will enhance bicycle and pedestrian travel in an area of Renton and Tukwila where up to 39.9 percent of households were found to have incomes below 200 percent of the federal poverty level according to the 2010 U.S. Census. This is an area where more than 50 percent of the population was non-white or Hispanic in 2012. More than 10 percent of the population in tracts surrounding the project was found to speak English less than proficiently. Not only will local residents benefit from the trail, but the owners and employees of businesses surrounding the project will also benefit from increased daily active recreation options. Regional trails in this area are frequently used during weekdays for exercise because fewer walking opportunities away from traffic exist. The project will stimulate this trend by providing not only a new recreational opportunity but a new trail connection between Renton and Tukwila ideal for active travel.

Segment A is a critical component of the L2ST, which will extend the regional trails network through southwest King County. The L2ST will run from Lake Washington to Puget Sound and interconnect the Interurban, Green River, Cedar River, and Des Moines Creek trails. It will also link with the Westside Trail in SeaTac, and planning is underway for a connection to the Eastside Rail Corridor, providing access through Eastside cities. When completed the L2ST will provide many connections to the regional trails network, regional and local centers, light rail, transit, and scenic destinations over its 16-mile-long route. Segment A is a critical segment of the L2ST because it crosses the Black River and railroad rights-of-way and creates a junction between trails running east-west and the Green River and Interurban trails running north-south.

# PROJECT EVALUATION: PART 2

## **SECTION C: PROJECT READINESS/FINACIAL PLAN**

Once Section A or B in Part 1 has been completed, complete all of Part 2, Sections C through G.

### **2. Financial Plan**

In this section, sponsors will address questions regarding the 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. 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. For more information on PSRC's project tracking program, please go to [www.psrc.org/transportation/tip/tracking](http://www.psrc.org/transportation/tip/tracking).

**Required Match:** A minimum of 13.5% match is required for both STP and CMAQ funds. Sponsors of projects awarded funds through this competition will be required to provide information on these matching funds at a later date.

#### **2.1. Select only one funding source below, STP or CMAQ.**

STP

CMAQ

#### **2.2. Identify the amount requested by phase, and identify the estimated year of obligation (2015, 2016 or 2017).**

<u>Phase</u>	<u>Amount</u>	<u>Estimated Year of Obligation</u>
Construction	\$950,000.00	2016
[select phase]		
[select phase]		

#### **2.3 Identify the project phases that will be fully completed if requested funding is obtained:**

Construction

## 2.4 Project Budget and Schedule

In this section you will be asked to provide information on the financial budget and schedule for the entire project. Please indicate amounts and sources of both secured and unsecured funds, by phase. Include all phases in the project, from start to finish, and indicate when each phase will be completed. The requested PSRC funds identified above must also be reflected in the Project Budget and Schedule spreadsheet. Use as many rows per phase as necessary to reflect the financial plan for each phase. The required table to provide this information is a separate Excel spreadsheet which you will need to download from following King County website: <http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2014KCountywideCFP.aspx>

**Attach the completed spreadsheet, along with this application, and submit via email to [kcgrantcompetition@kingcounty.gov](mailto:kcgrantcompetition@kingcounty.gov), by the deadline of 11:59 p.m. May 7, 2014. The Project Budget and Schedule spreadsheet form may be downloaded at: <http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2014KCountywideCFP.aspx>**

### 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 obligate. These questions 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 section below, sponsors will be asked to provide complete information on the status of necessary milestones for the project seeking PSRC funds. Past experience has shown that delays in one phase often result in a delay to subsequent phases. PSRC's project tracking policies require that funds be obligated within a set timeframe or be returned for redistribution. Consequently, sponsors are encouraged to carefully consider the complexity of their project and develop a project schedule that is realistic.

Based on the phase(s) for which PSRC funds are being requested, please answer the questions below. If funds are requested for Planning or Preliminary Engineering/Design only, this section is not required.

### 3. If funds are requested for Right of Way:

#### 3.1 What is the status of Preliminary Engineering/Design?

- Is the PE/Design phase complete? No
- If not, identify all relevant milestones, including the current status and estimated completion date of each. For example:
  - What is the 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? Please provide the date of approval, or the anticipated date of completion. August 20, 2013
- At what stage of completion is your design?
  - Have Preliminary Plans been submitted to WSDOT for approval? No
    - If not, when is this milestone scheduled to be complete? April, 2015
  - When are Preliminary Plans expected to be approved? May, 2015
- Are there any other PE/Design milestones not listed above? Please identify and provide estimates dates of completion. Bid Solicitation - June 2015

### 3.2 What is the status of Right of Way?

- How many parcels do you need? Easements/leases on 4 parcels from 2 owners
- What is the zoning in the project area (e.g., commercial, residential, etc.)? Varies - Residential, Commercial Light Industrial, Heavy Industrial, Medium Industrial, Commercial Office, Resource Conservation
- Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this. Not applicable
- Does your agency have experience in conducting right of way acquisitions of similar size and complexity? Yes
- If not, when do you expect a consultant to be selected, under contract, and ready to start? N/A
- Identify all relevant right of way milestones, including the current status and estimated completion date of each. For example:
  - True cost estimate of Right of Way April, 2014
  - Right of Way Plans (stamped) November, 2013
  - Relocation Plan (if applicable) N/A
  - Right of Way Certification February, 2015
  - Right of Way Acquisition December, 2014
  - Certification Audit by WSDOT Right of Way Analyst March, 2015
  - Relocation Certification, if applicable N/A

## 4. If funds are requested for Construction:

### 4.1 Complete sections 3.1 and 3.2 above.

### 4.2 What is the status of the milestones for the construction phase?

- Do you have an Engineer's Estimate? Please provide a copy if available. Yes
- Identify the environmental permits needed for the project and when they are scheduled to be acquired. All permits to be received prior to bid advertisement - May, 2015. Renton (Shoreline Conditional Use Permit, Grading, and Street Use), Tukwila (Shorline Substantial Development and Grading Permit)
- Is PS&E approved? Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval. April, 2015
- When is the project scheduled to go to ad? June, 2015

**REMINDER: When you submit this application, please remember to also attach the Project Budget and Schedule spreadsheet and any maps or other project schematics, if applicable.**



## **SECTION D: COMMUNITY SUPPORT/ENVIRONMENTAL JUSTICE/PLANNING**

### **4. Please explain how your project addresses the following:**

- Has the project been developed through a collaborative and inclusive planning process? Please describe. (If not, please describe how developed.)
- Is this project or program specifically identified in a local plan, transit plan, or regional plan. If not, is the project or program consistent with plan policies? Please provide citation of the corresponding policies and/or specific project references in the identified plan.
- Is this an important opportunity--if we fund this project or program now, what other benefits will result?
- Will an opportunity be missed if the project is not funded in this competition?

The L2ST, of which Segment A is an important component, has been the focus of extensive regional stakeholder cooperation and joint planning. Eleven stakeholders, including the cities of Burien, SeaTac, Renton, Des Moines, and Tukwila, King County, Puget Sound Regional Council (PSRC), Sound Transit, Port of Seattle, WSDOT, and the Cascade Bicycle Club have been meeting since June 2008 to identify and plan the trail. King County has taken a leadership role in project development and coordination throughout the planning process and will be involved throughout the L2ST development process.

Initially, several independent feasibility studies were commissioned by various municipalities along what become known as the L2ST system. As the studies progressed, jurisdictions became aware of one another's plans and began to discuss a collaborative, intergovernmental approach to the L2ST concept. Following a public meeting and public comment process, a collaborative feasibility study was conducted regarding how to align and incorporate the mutually exclusive segments into a single, 16-mile trail connecting south Lake Washington with the Puget Sound. This study included discussions and working-group sessions with the larger stakeholder group, individual cities, and council meetings where the public was encouraged to comment. Additionally, council letters of support from the five cities were received in support of the L2ST Feasibility Study's recommendations for a preferred alignment and the decision to move first with the two segments - A and B.

As part of the L2ST planning process, King County conducted five separate public city council presentations in February and March 2009 describing the project and soliciting input. The response to the L2ST concept from local elected officials and the public was and continues to be extremely positive, and each city is a supporting partner.

A public meeting for Segment A was held on June 23, 2011 at Starfire Sports in Fort Dent Park. Invitations were mailed to residents within 500 feet of the proposed trail along with numerous other community groups and stakeholders. At the meeting the 30% design plans were presented and individuals were encouraged to comment. Public sentiment was overwhelmingly positive. Trail user safety, the safety of trail crossings, and safety on surrounding streets was a prominent theme throughout the meeting. The project team and a Lake to Sound Work Group continue to meet on a quarterly basis. Since the public meeting, the project team has also met numerous times with Heron's Forever, an all-volunteer nonprofit organization dedicated to protecting Renton's Black River great blue heron colony.

The organization has a long history and working knowledge of the Black River, and they have collaborated both with the project team to help ground-truth design features and contributed to discipline reports. King County Parks and Renton Parks have held numerous meetings with the group to address concerns about possible trail impacts. As a result, Herons Forever supports the Segment A route, and they are working with the Lake to Sound Work group to develop and implement a phased habitat restoration effort to visually screen heron nesting grounds.

Segment A is listed as a Tier 1 segment of the Regional Bicycle Network in the T2040 Active Transportation Plan (2014). The project is listed as a high priority project in King County's Regional Trails Needs Report (RTNR), a part of the King County Comprehensive Plan. The project is also a high priority component of King County's Regional Trails System 6-Year Capital Improvement Program for the current King County Parks and Trails Levy.

Segment A is specified in Tukwila's Walk and Roll (nonmotorized) Plan on pages 80-81. The plan refers to the Two Rivers Trail, which calls for the development of a paved, multiuse path between Tukwila and Renton. The Two Rivers Trail concept and route have been incorporated into the L2ST plan, and Segment A comprises the westernmost segment of the original Two Rivers alignment. The Walk and Roll Plan also notes that this path was identified in Cascade Bicycle Club's Left by the Side of the Road study.

Segment A and the L2ST are important projects to the City of Renton. The Comprehensive Plan notes the importance of strategic linkages between major regional trails in its Parks, Recreation, Open Space, and Trails Element on page X-9:

- Policy P-67. Linkages should be provided with surrounding communities within major regional corridors such as the Cedar River, Green River, the Lake Washington Loop, and the Soos Creek Trail.

The L2ST, including Segment A, is presented on two City of Renton websites: the entire Lake to Sound Trail Feasibility Study is available at: [www.rentonwa.gov/uploadedFiles/Living/CS/PARKS/laketosoundsmailler.pdf?n=1286](http://www.rentonwa.gov/uploadedFiles/Living/CS/PARKS/laketosoundsmailler.pdf?n=1286). A separate webpage details the Renton-specific segments of the L2ST at: <http://rentonwa.gov/living/default.aspx?id=24934>. Lake to Sound, a.k.a. L2S Trail - 2012-2017 TIP #17. Segment A is a part of Renton-specific L2ST.

The development of the L2ST will require an ambitious effort and schedule to complete up to six segments. Segment A will be one of the first and most important segments of the L2ST, and it is imperative that the development of the project proceed as soon as possible to ensure that the L2ST be developed in a coordinated and timely manner. The trail is located in a complex urban environment with competing land use interests. The success of the trail's development will depend on a consistent, continuing, and timely development program.

## **SECTION E: MODE SHIFT**

### **5. Please explain how your project addresses the following:**

- Describe how the project eliminates SOV trips and induces a mode shift..
- Discuss the potential for non-motorized use. For example, use counts and/or user survey data from existing similar facilities combined with data on the population in the

surrounding area to estimate the potential number of users of the proposed facility (more, less and why)

- Describe how the project connects to other non-motorized facilities.

Segment A will provide a dedicated, paved shared use path between Renton and Tukwila through a congested corridor with relatively few nonmotorized travel options. As noted previously, the current network of facilities available for east-west nonmotorized travel includes SW Grady Way with limited nonmotorized accommodation or a mix of streets and the parking lot at Boeing. These circumstances make active transportation in the corridor difficult and potentially hazardous, thereby discouraging bicycling and walking in the corridor. Heavy motor vehicle traffic and circuitous routings also discourage nonmotorized travel. The project will create an alternative that will enhance safe bicycling and walking in the corridor. These circumstances should provide an important incentive to bike and walk between destinations. Segment A, as part of the L2ST, will also promote regional trail networking in south King County encouraging regional trail users to undertake trips in the area.

Nonmotorized travel in this location does not merely reflect the size of the local population. It is also influenced by regional factors and trends as well as the presence of suitable active transportation facilities. Renton has a population of more than 95,400 persons (2012). Tukwila has a smaller population of about 19,600 persons (2012). Adjacent cities such as SeaTac and Burien have populations of approximately 27,700 persons and 49,400 persons, respectively. The L2ST will pass through each of these cities with a combined population of more than 192,000. While this local population is not insignificant, the travel shed associated with Segment A and the overall L2ST is expected to be regional, as well. The inclusion of an east-west regional trail link through the Renton/Tukwila/I-405 corridor will significantly interconnect trail facilities - Green River, Interurban, Cedar River, and future Eastside Rail Corridor trails along with local trails and other nonmotorized facilities. Segment A and the L2ST between Renton and Tukwila will be facilities where the south county trails network intersect. While the project may serve a local population of nearly 200,000 residents, it will be expected to draw users from throughout urban King County.

The project's potential to promote nonmotorized travel is great as a result of the project's regional significance. Regional trails with greater connectivity in the north and central parts of the county, such as the Burke-Gilman and Mountains to Sound (I-90) trails, experience substantial use - 2,700,000 and 800,000 estimated annual nonmotorized trips, respectively. These estimates are based on National Bicycle and Pedestrian Documentation Project (NBPDP) methods and Washington State Bicycle and Pedestrian Documentation Project counts (2008-2012). To the south the Interurban Trail in Kent is estimated to facilitate at present between 400,000 and 589,000 annual trips on average. By comparison, trail use surrounding Segment A has been estimated to be substantially lower - about 313,000 annual nonmotorized trips at the intersection of the Green River and Interurban trails. This is likely a result of poor east-west connectivity. The safe and efficient connectivity provided by Segment A is expected to enhance bicycle and pedestrian travel in the corridor. No Segment A-specific forecasts of anticipated future trail use have been completed, but it is assumed that regional trail travel surrounding the project will increase considerably with the project. The ultimate completion of the entire Lake to Sound Trail is expected to further significantly increase bicycle and pedestrian travel in south King County, especially between downtown Renton and Tukwila.

Segment A is a discreet segment of the L2ST, but it is at the center of an expanding regional trails network. Segment A intersects the Green River Trail near Fort Dent Park in Tukwila and continues into Renton. The Green River Trail intersects the Interurban Trail just south of Segment A. To the north of Segment A the Green River Trail continues through Tukwila toward Seattle. To the east Segment A will be extended via subsequent phases of the L2ST into and through Renton to the Cedar River Trail. This will be a unique urban path linking regional trails east and west. The Cedar River Trail runs through southeast to Renton to Maple Valley and beyond. It also continues north to Lake Washington. A future connection to the nearby Eastside Rail Corridor is also planned, which would extend trail connections north through Eastside cities. To the west of Segment A the L2ST will be developed through SeaTac, Burien, and Des Moines. These existing and new regional trails segments will create a network of trails in south King County, and Segment A will be at the center of this network.

## **SECTION F: AIR QUALITY**

NOTE: While project sponsors are not requested to provide detailed quantitative analyses at this time, those projects that are selected for CMAQ funds will be asked to assist staff in quantifying the benefits of their projects prior to TIP submittal.

**6. Describe how your project will reduce emissions.** Include discussion of the population served by the project – who will benefit, where and over what time period. Be as specific as possible and include examples. Answers will vary depending on the type of project, for example:

- Describe how your project will reduce VMT, either by eliminating or shortening vehicle trips;
- Describe how your project will result in a mode shift from SOVs to transit, carpool or nonmotorized;
- Describe how your project will result in an increase in transit ridership, either through new transit service or greater accessibility to transit;
- Describe how your project will improve the flow of traffic and reduce the amount of idling vehicles - how will this project relieve an existing problem;
- Describe how your project will reduce emissions through alternative fuels or vehicles.

Segment A is proposed as a critical segment of the L2ST, a planned 16-mile-long path and route from Lake Washington in Renton to Puget Sound at Des Moines. Future phases of the L2ST will extend from Segment A east through Renton to the Cedar River Trail, providing a continuous nonmotorized facility between downtown Renton and Tukwila with important regional trail connections. Segment A and the L2ST will promote bicycle and pedestrian travel in south King County and the region. Nonmotorized traffic volumes on nearby trails were estimated to average about 300,000 annual trips (intersection of the Green River and Interurban trails) while urban regional trail facilities with greater connectivity north and south of the project such as the Burke-Gilman Trail in Seattle and the Interurban Trail in Kent were estimated to have volumes between 2,700,000 and 400,000 annual trips, respectively. The greater east-west connectivity provided by Segment A is anticipated to increase nonmotorized trips on trails and other facilities surrounding the project, and annual trip volumes at the intersection of Segment A and the Green River Trail are expected to increase and be more consistent with other, more-connected trails (e.g., Interurban Trail in Kent) or greater. Short-term Segment A volumes of 500,000 annual nonmotorized trips

would not be surprising. The subsequent extension of the L2ST into through downtown Renton to the Cedar River Trail would be expected to further increase nonmotorized travel in the corridor.

Quantification of the air quality benefits of this project and the other nonmotorized projects is challenging. According to Air Quality and Climate Change Evaluation Guidance provided by the PSRC, the development of the a new shared us path is expected to provide a CO reduction of up to 18 kg/day. No accurate estimate of the reduction in vehicle trips or VMT has been made for the proposed project, however. It is assumed that the development and use of regional trails provides substantial air quality benefits because the trails provide an opportunity for nonmotorized travel and recreation as opposed to the emissions created with the use of motor vehicles.

The project area is served by Metro Transit along Interurban Avenue S. Frequent bus service is provided by Route 150, and peak-hour service is provided by Routes 154 and 161. The nearest transit stop is approximately 3/4-mile from Segment A and accessible via the Green River Trail or local streets south of the project near Fort Dent. Tukwila Station (ST Sounder) is located approximately 2 miles south of the project via the Green River and Interurban Trails. The Tukwila and Tukwila Station Park and Ride lots are also located north and south of the project, respectively. The completed L2ST will link south County transit facilities between Renton and Des Moines, including the downtown Renton Transit Center, and the ST Link Tukwila International Boulevard Station. L2ST will also integrate with the Rapid Ride F Line. While Segment A, itself, will provide easier access to transit along Interurban Avenue S from areas of west Renton, the project's greater value is as a critical initial phase of the overall L2ST, which will provide extensive transit and light rail access along its alignment. Segment A starts making that interconnectivity a reality.

Construction of Segment A will provide a new, dedicated bicycle and pedestrian facility between the cities of Renton and Tukwila. Today, nonmotorized travel between these cities must be made by using SW Grady Way, which runs adjacent to I-405 between Renton and Tukwila or by using a combination of streets and the Boeing parking lot to reach the Interurban Trail and then traveling north to its junction with the Green River Trail. This area is congested, and both routings are inefficient. SW Grady way is a 5-lane principal arterial and designated truck route with one sidewalk along the north side of the road and little or no room to provide an additional sidewalk, bike lanes, or other nonmotorized facilities. Bicycle travel along Grady Way must be made on the sidewalk or in a travel lane mixed with cars and trucks. Traffic volumes are heavy at 24,400 - 33,600 ADT, and bicycle travel increases the the potential for road congestion and accidents. Travel via local streets, the Boeing parking lot, and Interurban Trail is circuitous and slow with road crossings and other impediments. Segment A will provide an alternative to these existing routes north of Grady Way. The project can be accessed more directly from downtown Renton via SW 7<sup>th</sup> Street and SW Naches Avenue. In addition, the future extension of the L2ST through Renton will create a dedicated bicycle/pedestrian route across the city that will further enhance nonmotorized travel, reduce mode conflicts, and improve operational efficiency.

## Section V.e. Total Estimated Project Cost and Schedule

Please fill in as many rows as needed in the tables below, to fully and accurately reflect your

Project Sponsor	King County
Project Title	Lake to Sound Trail Segment A Construction

Phase	Funding Source(s) (i.e. PSRC, state, local, etc.)	Secured / Reasonably Expected / or Unsecured*	Amount
Planning			
Planning			
Planning			

Planning TOTAL: \$ -

Estimated Planning Completion Date (month and year): \_\_\_\_\_

Phase	Funding Source(s) (i.e. PSRC, state, local, etc.)	Secured / Reasonably Expected / or Unsecured*	Amount
PE/Design	KC Open Space and Trail Levy	Secured	\$ 468,768
PE/Design	CMAQ Nonmotorized Grant	Secured	\$ 336,053
PE/Design			

Preliminary Engineering / Design TOTAL: \$ 804,821

Estimated PE/Design Completion Date (month and year): May, 2015

Phase	Funding Source(s) (i.e. PSRC, state, local, etc.)	Secured / Reasonably Expected / or Unsecured*	Amount
Right of Way	King County Conservation Future	Secured	\$ 50,000
Right of Way	King County Open Space & Trail	Secured	\$ 58,750
Right of Way			

Right of Way TOTAL: \$ 108,750

Estimated ROW Completion Date (month and year): February, 2015

Phase	Funding Source(s) (i.e. PSRC, state, local, etc.)	Secured / Reasonably Expected / or Unsecured*	Amount
Construction	King County Parks, Open Space	Reasonably Expected	\$ 1,840,561
Construction	CMAQ	Unsecured	\$ 950,000
Construction			

Construction TOTAL \$ 2,790,561

Estimated Construction Completion Date (month and year): December, 2015

Phase	Funding Source(s) (i.e. PSRC, state, local, etc.)	Secured / Reasonably Expected / or Unsecured*	Amount
Other			
Other			

Other TOTAL: \$ -

Estimated Other Completion Date (month and year): \_\_\_\_\_

**TOTAL Estimated Project Cost, All Phases: \$ 3,704,132**

**Estimated Project Completion Date (month and year): May, 2016**

\* Additional information on these categories may be found at  
<http://www.psrc.org/assets/11214/FinancialConstraintGuidance.pdf>.

**LAKE TO SOUND TRAIL SEGMENT A  
GREEN RIVER TRAIL TO NACHES AVE SW**

Prepared By: JLD  
Checked By: YYH

ITEM NO.	SPEC #	DESCRIPTION	QTY	UNIT	UNIT PRICE	TOTAL
1	1-04	Minor Change	1	EST	\$20,000.00	\$20,000.00
2	1-05	Roadway Surveying	1	LS	\$15,000.00	\$15,000.00
3	1-07	SPCC Plan	1	LS	\$5,000.00	\$5,000.00
4	1-07	Archaeological and Historical Salvage	1	FA	\$20,000.00	\$20,000.00
5	1-07	Pedestrian Control and Protection	1	LS	\$5,000.00	\$5,000.00
6	1-09	Mobilization	1	LS	\$107,400.00	\$107,400.00
7	1-10	Flaggers and Spotters	400	HR	\$50.00	\$20,000.00
8	1-10	Project Temporary Traffic Control	1	LS	\$10,000.00	\$10,000.00
9	1-10	Construction Signs Class A	20	SF	\$20.00	\$400.00
10	2-01	Clearing and Grubbing	2.7	ACRE	\$4,000.00	\$10,800.00
11	2-01	Mitigation Clearing and Grubbing	1	ACRE	\$8,500.00	\$8,500.00
12	2-02	Removal of Structure and Obstruction	1	LS	\$5,000.00	\$5,000.00
13	2-02	Removing Drainage Structure	1	EA	\$500.00	\$500.00
14	2-02	Removing Asphalt Conc. Pavement	572	SY	\$15.00	\$8,583.00
15	2-02	Removing Cement Conc. Sidewalk	290	SY	\$20.00	\$5,800.00
16	2-02	Removing Cement Conc. Curb and Gutter	197	LF	\$10.00	\$1,968.00
17	2-02	Removing Tree	31	EA	\$800.00	\$24,800.00
18	2-02	Potholing	1	FA	\$2,000.00	\$2,000.00
19	2-03	Unsuitable Foundation Excavation, Incl. Haul	65	CY	\$50.00	\$3,250.00
20	2-03	Roadway Excavation Incl. Haul	1,305	CY	\$25.00	\$32,625.00
21	2-03	Select Borrow Incl. Haul	3,775	TON	\$18.00	\$67,950.00
22	2-03	Embankment Compaction	2,040	CY	\$5.00	\$10,200.00
23	2-09	Shoring or Extra Excavation Class A	1	LS	\$5,000.00	\$5,000.00
24	2-12	Construction Geotextile	220	SY	\$3.00	\$660.00
25	4-04	Crushed Surfacing Top Course	2,710	TON	\$25.00	\$67,750.00
26	5-04	Planing Bituminous Pavement	92	SY	\$20.00	\$1,842.60
27	5-04	HMA CL. 3/8 In. PG 64-22	1,170	TON	\$100.00	\$117,000.00
28	5-04	HMA CL. 1/2 In. PG 64-22	40	TON	\$150.00	\$6,000.00
29	6-06	Bridge Railing Type Pedestrian	270	LF	\$75.00	\$20,250.00
30	6-09	Scarifying Conc. Surface	472	SY	\$90.00	\$42,480.00
31	6-09	Modified Conc. Overlay	810	CF	\$40.00	\$32,384.00
32	6-10	Single Slope Concrete Barrier	424	LF	\$200.00	\$84,880.00
33	7-02	Precast Reinf. Conc. Split Box Culvert	1	LS	\$10,000.00	\$10,000.00
34	7-04	Corrugated Polyethylene Storm Sewer Pipe 12 In. Diam	22	LF	\$80.00	\$1,760.00
35	7-04	Solid Wall PVC Storm Sewer Pipe 12 In. Diam.	5	LF	\$100.00	\$500.00
36	7-05	Catch Basin Type 1	2	EA	\$1,200.00	\$2,400.00
37	7-05	Adjust Catch Basin	3	EA	\$500.00	\$1,500.00
38	7-05	Adjust Water Valve Manhole	1	EA	\$1,000.00	\$1,000.00
39	7-15	Adjust Water Meter Box	1	EA	\$200.00	\$200.00
40	8-01	Street Cleaning	4	HR	\$100.00	\$400.00
41	8-01	ESC Lead	20	DAY	\$200.00	\$4,000.00
42	8-01	Erosion/Water Pollution Control	1	FA	\$10,000.00	\$10,000.00
43	8-01	Inlet Protection	5	EA	\$100.00	\$500.00
44	8-01	High Visibility Fence	2,642	LF	\$3.00	\$7,926.00
45	8-01	Seeding, Fertilizing, and Mulching	1.2	ACRE	\$3,000.00	\$3,600.00
46	8-01	Silt Fence	6,424	LF	\$3.00	\$19,272.00
47	8-01	Wattle	100	LF	\$4.00	\$400.00
48	8-02	psiPE "Acer Macrophyllum"	72	EA	\$70.00	\$5,040.00
49	8-02	psiPE "Picea Sitchensis"	21	EA	\$20.00	\$420.00
50	8-02	psiPE "Populus Balsamifera"	46	EA	\$70.00	\$3,220.00
51	8-02	psiPE "Pseudotsuga Menziesii"	108	EA	\$20.00	\$2,160.00
52	8-02	psiPE "Thuja Plicata"	32	EA	\$20.00	\$640.00
53	8-02	psiPE "Acer Circinatum"	251	EA	\$8.00	\$2,008.00
54	8-02	psiPE "Corylus Cornuta"	107	EA	\$8.00	\$856.00
55	8-02	psiPE "Crataegus Douglasii"	107	EA	\$8.00	\$856.00
56	8-02	psiPE "Holodiscus Discolor"	145	EA	\$8.00	\$1,160.00
57	8-02	psiPE "Oemleria Cerasiformis"	232	EA	\$8.00	\$1,856.00
58	8-02	psiPE "Rosa Nutkana"	453	EA	\$8.00	\$3,624.00
59	8-02	psiPE "Rubus Parviflorus"	213	EA	\$8.00	\$1,704.00
60	8-02	psiPE "Symphoricarpos Albus"	434	EA	\$8.00	\$3,472.00
61	8-02	Fine Compost	330	CY	\$30.00	\$9,900.00
62	8-02	Wood Chip Mulch	330	CY	\$31.00	\$10,230.00
63	8-02	Topsoil Type A	390	CY	\$40.00	\$15,600.00
64	8-02	Root Barrier	200	LF	\$15.00	\$3,000.00
65	8-04	Cement Conc. Traffic Curb and Gutter	175	LF	\$30.00	\$5,262.00
66	8-04	Cement Conc. Traffic Curb	238	LF	\$40.00	\$9,508.00
67	8-06	Concrete Warning Band	3	EA	\$1,000.00	\$3,000.00
68	8-09	Raised Pavement Markers Type 1	5	HUND	\$400.00	\$2,000.00
69	8-09	Raised Pavement Markers Type 2	1	HUND	\$450.00	\$450.00
70	8-11	Removing Guardrail	95	LF	\$15.00	\$1,417.50

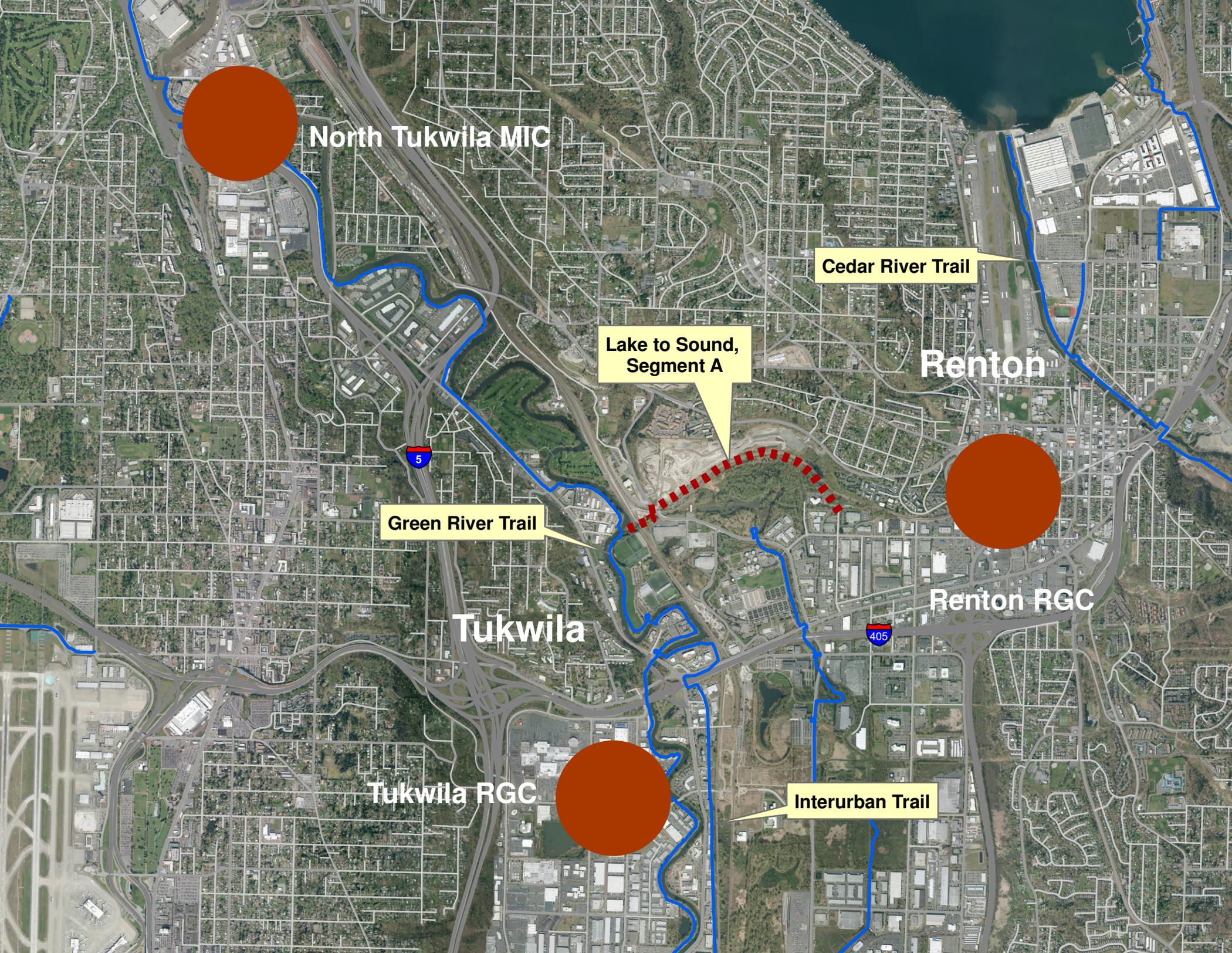
**LAKE TO SOUND TRAIL SEGMENT A  
GREEN RIVER TRAIL TO NACHES AVE SW**

Prepared By: JLD  
Checked By: YYH

ITEM NO.	SPEC #	DESCRIPTION	QTY	UNIT	UNIT PRICE	TOTAL
71	8-11	Beam Guardrail Type 31 - 6-Ft. Long Post	47	LF	\$50.00	\$2,340.00
72	8-11	Beam Guardrail Transition Section Type 21	1	EA	\$2,500.00	\$2,500.00
73	8-11	Beam Guardrail Type 31 Non-Flared Terminal	1	EA	\$2,700.00	\$2,700.00
74	8-12	Fence Canopy	1	LS	\$40,000.00	\$40,000.00
75	8-12	Chain Link Fence Type 4	155	LF	\$20.00	\$3,100.00
76	8-14	Cement Conc. Curb Ramp Type Perpendicular	1	EA	\$1,500.00	\$1,500.00
77	8-14	Cement Conc. Sidewalk	267	SY	\$50.00	\$13,350.00
78	8-14	Detectable Warning Surface	24	SF	\$50.00	\$1,200.00
79	8-15	Streambed Mix	5	TON	\$100.00	\$500.00
80	8-20	HAWK Signal	1	LS	\$150,000.00	\$150,000.00
81	8-21	Permanent Signing	1	LS	\$5,000.00	\$5,000.00
82	8-22	Paint Line	1,155	LF	\$0.75	\$865.88
83	8-22	Painted Wide Line	50	LF	\$1.00	\$50.00
84	8-22	Plastic Railroad Crossing Symbol	1	EA	\$450.00	\$450.00
85	8-22	Plastic Stop Line	31	LF	\$11.00	\$335.50
86	8-22	Plastic Crosswalk Line	96	SF	\$7.00	\$672.00
87	8-22	Plastic Traffic Arrow	1	EA	\$75.00	\$75.00
88	8-22	Removing Paint Line	406	LF	\$1.00	\$405.80
89	8-22	Removing Plastic Traffic Marking	6	EA	\$70.00	\$420.00
90	8-22	Removing Raised Pavement Marker	6	HUND	\$200.00	\$1,200.00
91	8-24	Gravity Block Wall	825	SF	\$22.00	\$18,150.00
92	8-24	Backfill for Rock Wall	90	TON	\$50.00	\$4,500.00
93	8-30	Type 1 Rest Area	2	EA	\$7,000.00	\$14,000.00
94	8-31	Removable Bollard	3	EA	\$700.00	\$2,100.00
95	8-31	Fixed Bollard	6	EA	\$300.00	\$1,800.00
<b>SUBTOTAL</b>						<b>\$1,181,078.28</b>
<b>CONTINGENCY (15%)</b>						<b>\$177,161.74</b>
<b>TOTAL CONSTRUCTION</b>						<b>\$1,358,240.02</b>

**KING COUNTY  
LAKE-TO-SOUND TRAIL  
CMAQ GRANT  
FINANCIAL SUPPORTING DOCUMENTATION**

<b>Lake-to-Sound Regional Trail (Non-Motorized Shared-Use Path)</b>	2009 King County Adopted Budget (Ordinance 16312)	2010 King County Adopted Budget (Ordinance 16717)	2013 King County Adopted Budget (Ordinance 17476)	2014 King County Adopted Budget (Ordinance 17695)	2015/2016 King County Budget (to be adopted Nov. 2014)
Lake-to-Sound Regional Shared-Use Path: Planning & Preliminary Design	\$ 705,754				
Segments A & B: Preliminary & Final Design		\$ 800,125			
Segment B: Final Design & Construction			\$ 4,543,339		
Segment A: Final Design & Segment C: Planning and Design				\$ 1,029,083	
Segment A: Construction					\$ 1,840,561



North Tukwila MIC

Cedar River Trail

Lake to Sound,  
Segment A

Renton

Green River Trail



Renton RGC

Tukwila



Tukwila RGC



Interurban Trail

# Lake to Sound Segment A



Lake to Sound Segment A

Monster Road Crossing and HAWK Light

Black River Forest

Black River

Monster Road SW

Monster Road Bridge over Black River

BNSF and UP RR undercrossing

SW Naches Ave

BNSF Railroad

SW 7th Street

Renton

Fort Dent Park

BNSF & UP RR

Green River Trail

Interurban Ave S

Green River

Interurban Trail

SW Grady Way

405

Tukwila

# Lake to Sound Trail



Lake Washington

Segment A

Tukwila

Renton

Burien

SeaTac

Des Moines

Puget Sound

518

405

5

167