

# 2012 Regional Competition Application for PSRC's FHWA Funds (STP/CMAQ)

This application is available on the Puget Sound Regional Council website at [www.psrc.org/transportation/tip/selection](http://www.psrc.org/transportation/tip/selection).

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## **\*\*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 regional 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 regional 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. Please note: the project budget spreadsheet is a required attachment; more information is found at question 19d.

Attach your completed application to an email and send it to [TIPRPEC@psrc.org](mailto:TIPRPEC@psrc.org). For questions or to confirm receipt of your application, contact Linda Fox at (206) 971-3051 or [lfox@psrc.org](mailto:lfox@psrc.org). All applications must be submitted by **5:00p.m. April 13, 2012**.

### **Definition of a project:**

For the purposes of this competition, a project must be clearly defined by geographic limits and/or functionality. If the 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). **Note: a project may request only one funding source – either STP or CMAQ, but not both.** If you have questions please contact Kelly McGourty at (206) 971-3601 or [kmcgourty@psrc.org](mailto:kmcgourty@psrc.org).

## PROJECT DESCRIPTION INFORMATION

<b>1</b>	<p><b>Project title: FIRST HILL STREETCAR - BROADWAY EXTENSION (DENNY WAY - ROY ST)</b></p> <p>For roadway project titles: list facility name, limits, and any other identifying words, e.g., SR-520 HOV (104th Ave NE to 124th Ave NE).</p>
<b>2</b>	<p><b>Transportation 2040 ID#: 5153</b></p> <p>To be eligible for federal funding, a project must be in, or consistent with, Transportation 2040, the region's long-range metropolitan transportation plan. Current Transportation 2040 projects may be found at <a href="http://www.psrc.org/assets/4889/T2040_AppendixM_FINAL.pdf">www.psrc.org/assets/4889/T2040_AppendixM_FINAL.pdf</a>. Some TIP projects may be connected to more than one Transportation 2040 project; if this is the case, sponsors may add additional ID #s. Some projects may be below the threshold for requiring a Transportation 2040 ID (please refer to <a href="http://www.psrc.org/transportation/t2040/candidate-to-approval-process/">www.psrc.org/transportation/t2040/candidate-to-approval-process/</a> for more information); if this is the case, please indicate "n/a" in the ID # field.</p> <p>For assistance or questions regarding these issues, contact Kimberly Scrivner at (206) 971-3281 or <a href="mailto:kscrivner@psrc.org">kscrivner@psrc.org</a>.</p>
<b>3</b>	<p>a. <b>Sponsoring agency:</b> CITY OF SEATTLE</p> <p>b. Co-sponsor(s) if applicable: N/A</p> <p>For the purposes of this application and competition, "co-sponsor" refers to any agency that would receive a portion of the funding if the requested grant were to be awarded.</p> <p>c. Does sponsoring agency have "Certification Acceptance" status from WSDOT? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>d. If not, which agency will serve as your CA sponsor? For more information on Certification Acceptance and to find a listing of current CA agencies, please refer to <a href="http://www.wsdot.wa.gov/LocalPrograms/LAG/CA.htm">www.wsdot.wa.gov/LocalPrograms/LAG/CA.htm</a></p>
<b>4</b>	<p><b>Project contact person:</b> Amy Patton</p> <p>Address: 700-5th Ave, PO Box 34996, Seattle, WA 98124-4996</p> <p>Phone: 206.684.5013</p> <p>Email: amy.patton@seattle.gov</p>

5	<p><b>Project description.</b> Please distinguish between the scope of the project and the justification and/or need for the project.</p> <p>a. <b>Project scope:</b> 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.</p> <p>The project extends streetcar service initiated by the Sound Transit 2 ballot measure approved by voters in November 2008. It improves speed, reliability and capacity of transit connections between Capitol Hill, First Hill, Yesler Terrace, the Chinatown International District and Pioneer Square, and significantly expands local access to, and utilization of, the Capitol Hill Link light rail station from the north neighborhoods and businesses in this regionally-designated growth center. This project extends the cycle track included in the initial portion of the First Hill Streetcar project. It also includes enhanced sidewalks, landscaping, wayfinding and signal/operation improvements. The funding requested in this grant application is for preliminary engineering and design.</p> <p>b. <b>Project justification, need or purpose:</b> Please explain the intent, need or purpose of this project. What is the goal or desired outcome?</p> <p>The larger First Hill Streetcar project links First Hill employment centers to the Link light rail system via connections on Capitol Hill and the Chinatown International District as an alternative to the originally-proposed deep tunnel light rail station on First Hill. The First Hill Streetcar will connect diverse neighborhoods and serve regional medical centers (Harborview, Swedish, and Virginia Mason) as well as higher education institutions (Seattle Central Community College and Seattle University).</p> <p>This project extends the First Hill Streetcar from Denny Way at the Capitol Hill Link Station to Roy Street, a distance of approximately 0.5 miles. The project will continue the at-grade double-track streetcar installation with 2 to 3 additional stops and transit signal priority. It additionally:</p> <ul style="list-style-type: none"> <li>• Reconstructs pavement on a city arterial street</li> <li>• Extends the new cycle tracks (dedicated bicycle facility) incorporated in the First Hill Streetcar project</li> <li>• Installs transit signal priority and other Intelligent Transportation Systems (ITS) improvements</li> <li>• Connects with other bicycle facilities within the regional center</li> <li>• Upgrades utilities in a mature urban area</li> <li>• Improves pedestrian-scale amenities, such as landscaping and wayfinding</li> <li>• Supports transit-oriented development fostering regional center growth</li> </ul>
6	<p><b>Project location:</b> Broadway Avenue</p> <p>a. County(ies) in which project is located: King</p> <p><b>Answer the following questions if applicable:</b></p> <p>b. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad): Denny Way</p> <p>c. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): Roy Street</p>
7	<p><b>Map:</b> Please include a legible project and vicinity map, if available. Maps may be attached to the email and submitted along with the application.</p>

<b>8</b>	<p><b>Federal functional classification code</b> (Please select <u>only one</u> code using the table below)</p> <p>For assistance determining functional classification, contact Stephanie Rossi at (206) 971-3054 or <a href="mailto:srossi@psrc.org">srossi@psrc.org</a>.</p> <p><b>Important:</b> A roadway must be <u>approved</u> on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities). Projects 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".</p> <p><u>Examples of exceptions:</u></p> <ul style="list-style-type: none"> <li>Any bicycle and/or pedestrian project.</li> <li>Projects not on a roadway and using CMAQ or other funds</li> <li>Any transit project, including equipment purchase and park-and-ride lot projects.</li> </ul> <p>For more information on functional classification, please refer to <a href="http://www.wsdot.wa.gov/mapsdata/travel/hpms/functionalclass.htm">www.wsdot.wa.gov/mapsdata/travel/hpms/functionalclass.htm</a></p>	
	<p style="text-align: center;"><b>Rural Functional Classifications</b> <b>"Under 5,000 population"</b></p> <p style="text-align: center;">(Outside federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> <b>00</b> Exception</p> <p><input type="checkbox"/> <b>01</b> Principal Arterial - Interstate</p> <p><input type="checkbox"/> <b>02</b> Principal Arterial</p> <p><input type="checkbox"/> <b>06</b> Minor Arterial</p> <p><input type="checkbox"/> <b>07</b> Major Collector</p> <p><input type="checkbox"/> <b>08</b> Minor Collector</p> <p><input type="checkbox"/> <b>09</b> Local Access</p> <p><input type="checkbox"/> <b>21</b> Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> <b>22</b> Proposed Principal Arterial</p> <p><input type="checkbox"/> <b>26</b> Proposed Minor Arterial</p> <p><input type="checkbox"/> <b>27</b> Proposed Major Collector</p> <p><input type="checkbox"/> <b>28</b> Proposed Minor Collector</p> <p><input type="checkbox"/> <b>29</b> Proposed Local Access</p>	<p style="text-align: center;"><b>Urban Functional Classifications</b> <b>"Over 5,000 population"</b></p> <p style="text-align: center;">(Inside federal-aid urbanized and federal-aid urban areas)</p> <p><input checked="" type="checkbox"/> <b>00</b> Exception</p> <p><input type="checkbox"/> <b>11</b> Principal Arterial – Interstate</p> <p><input type="checkbox"/> <b>12</b> Principal Arterial – Expressway</p> <p><input type="checkbox"/> <b>14</b> Principal Arterial</p> <p><input type="checkbox"/> <b>16</b> Minor Arterial</p> <p><input type="checkbox"/> <b>17</b> Collector</p> <p><input type="checkbox"/> <b>19</b> Local Access</p> <p><input type="checkbox"/> <b>31</b> Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> <b>32</b> Proposed Principal Arterial – Expressway</p> <p><input type="checkbox"/> <b>34</b> Proposed Principal Arterial</p> <p><input type="checkbox"/> <b>36</b> Proposed Minor Arterial</p> <p><input type="checkbox"/> <b>37</b> Proposed Collector</p> <p><input type="checkbox"/> <b>39</b> Proposed Local Access</p>
<b>PLAN CONSISTENCY INFORMATION</b>		
<p>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 <a href="http://www.psrc.org/growth/planreview">www.psrc.org/growth/planreview</a> or contact Jeff Storrar at (206) 587-4817 or <a href="mailto:jstorrar@psrc.org">jstorrar@psrc.org</a>.</p>		
<b>9</b>	<p>The questions in this section must be answered by all applicants. If you need assistance, please contact staff at the local jurisdiction in which the project is located. Information on the current certification status of a local plan is available on the PSRC's web site at <a href="http://www.psrc.org/growth/planreview/statusreportppr/">www.psrc.org/growth/planreview/statusreportppr/</a>.</p>	

a. Is the project specifically identified in a local comprehensive plan?

☐ Yes. Indicate (1) plan name, (2) relevant section(s), and (3) page number where it can be found:

☒ No. Describe how the project is consistent with the applicable local comprehensive plan, citing specific local policies and provisions the project supports. Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page number.

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

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

T2: Make the design and scale of transportation facilities compatible with planned land uses and with consideration for the character anticipated by this Plan for the surrounding neighborhood (p. 3.3).

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

TG12: Create a transit-oriented transportation system that builds strong neighborhoods and supports economic development (p. 3.9)

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

TG14: Increase transit ridership, and thereby reduce use of single-occupant vehicles to reduce environmental degradation and the societal costs associated with their use (p. 3.9).

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

T22: Pursue a citywide intermediate capacity transit system that connects urban centers, urban villages and manufacturing/industrial centers (p. 3.10).

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

T25: Work with transit providers to ensure that the design of stations and alignments will improve how people move through and perceive the city, contribute positively to Seattle's civic identity and reflect the cultural identity of the communities in which they are located (p 3.10).

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

CH [Capitol Hill] -P25: Support construction of light rail transit services through Capitol Hill with transit stations. (p 8.25)

CH-P26: Support a variety of transportation ;modes that provide alternatives to using a car. (p 8.25)

CH-P30: Work with ransit providers to improve transit service and speed within the neighborhood and connections to other neighborhoods. (p 8.26)

b. Please check all boxes that apply to the project's location. If portions of the project are located in more than one of the locations listed, please check all appropriate boxes.

☐ The project is located outside the designated urban growth area.

(Refer to Map of Urban/Rural Boundaries at [www.psrc.org/assets/468/fedaaidmap.pdf](http://www.psrc.org/assets/468/fedaaidmap.pdf) for more information.)

☐ The project is located within the designated urban growth area.

☒ The project is located within one or more formally designated regional growth or manufacturing/industrial centers. (Please identify the center(s) in the space below; refer to [www.psrc.org/growth/centers](http://www.psrc.org/growth/centers) for more information.)

First Hill / Capitol Hill Regional Growth Center

## REGIONAL PROJECT EVALUATION

Projects will be evaluated and scored based on the information provided in Parts 1 and 2 which follow. Refer to the “2012 Regional Project Evaluation Criteria for PSRC’s FHWA Funds” (Section 4 of the Call for Projects) for guidance, examples, and details on scoring before completing these sections of the application.

### **Instructions:**

- Part 1: Choose the one project category that best fits your project and complete the corresponding section A, B, or C.
- Part 2: Complete all three sections in Part 2 (sections D, E, and F).

## Part 1: Category Specific Questions

### **10. Select one of the following three categories that best fits your project and follow the corresponding instructions:**

☒ Designated Regional Growth Center: Complete section A and proceed directly to Part 2.

This category is best suited for projects located within a designated regional growth center. Refer to Attachment 6 of the Call for Projects for a map of the centers.

☐ Manufacturing/Industrial Center: Complete section B and proceed directly to Part 2.

This category is best suited for projects located within a designated manufacturing/industrial center. Refer to Attachment 6 of the Call for Projects for a map of the centers.

☐ Corridors Serving Centers: Complete section C and proceed directly to Part 2.

This category is best suited for projects located on a corridor serving one or more designated regional growth or manufacturing/industrial centers.

## A. Designated Regional Growth Centers

**Instructions:** Complete this section (questions 11-13) if you selected “Designated Regional Growth Center” in question 10, and then proceed directly to Part 2. Do not complete Sections B or C.

### **11. Regional Growth Center Development.** Please address the following:

- Describe how the project will support the existing and planned housing/employment densities in the regional growth center.
- Describe how the project will support the development/redevelopment plans and activities (objectives and aims) of the center. Please provide a citation and copy of the corresponding policies in a subarea plan or in the comprehensive plan.
- Describe whether the project helps to create, expand or retain family-wage jobs for shared economic prosperity, including those in the targeted industry clusters within the center; these clusters are identified in the adopted Regional Economic Strategy.

Growth: This project will support mobility within the First Hill / Capitol Hill regionally-designated growth center, which has over 40,000 existing jobs and 20,000 households, plus 4,000 additional new jobs and 5,000 new households coming to the center’s neighborhoods by 2040. Currently Capitol Hill has a density of 31 households / acre. The specific area to be served by the Streetcar Extension will continue a trend of more than 20 percent growth in households over the next three decades. The First Hill / Capitol Hill regional center has experienced steady new construction even in the current economic downturn, reflecting its proximity / connectivity to Seattle’s other regional centers and the vitality of its neighborhoods.

Broadway is already developing into a signature corridor for mixed use, transit-oriented redevelopment. While historically the corridor included eclectic single-story commercial buildings and small apartment buildings, recent construction features mixed-use structures with larger ground-level retail spaces and several stories of multifamily

residential units above. Both City policies and market forces restrict off-street parking and encourage walking, biking and transit as major mode shares for the area. The Streetcar project explicitly supports multimodal travel by incorporating one of Seattle's first cycle track installations, expanded sidewalks, landscaping / wayfinding and public use space within roadway rights-of-way.

The Broadway Extension segment is critical to serving the actual core area of Capitol Hill with increased-capacity on-street transit. The extension additionally expands the northerly "travelshed" of the Capitol Hill Link light rail station which would otherwise be less accessible via transit, biking or walking.

Plans and Policies: The First Hill Streetcar improves speed, reliability and capacity of transit connections between Capitol Hill, First Hill and the Chinatown International District, and significantly expands local access to, and utilization of, the Capitol Hill Link light rail station from the north neighborhoods and businesses in this regionally-designated growth center.

The First Hill Streetcar will directly address goals and policies in Seattle's Comprehensive Plan (see 9a above). It also supports the following policies for Seattle's Transportation Strategic Plan and for VISION 2040 per below:

City of Seattle Transportation Strategic Plan:

- TR8.1 Encourage access to transit in Seattle by walking or bicycling
- TR12: Make transit convenient, understandable and easy to use
- TR12.2: Use station area planning to maximize ridership and further growth management, neighborhood plan, economic development and revitalization objectives
- TR13: Improve transit service information to make transit stops and transfer points more visible and comfortable

VISION 2040 Multicounty Planning Policies:

- MPP-En-21: Reduce the rate of energy use per capita, both in building use and in transportation activities
- MPP-En-23: Reduce greenhouse gases by expanding the use of conservation and alternative energy sources and by reducing vehicle miles traveled by increasing alternatives to driving alone.
- MPP-DP-7: Give funding priority- both for transportation infrastructure and for economic development – to support designated regional growth centers consistent with the regional vision. Regional funds prioritized to regional growth centers. County-level and local funding are also appropriate to prioritize to regional growth centers.
- MPP-DP-14: Preserve and enhance existing neighborhoods and create vibrant, sustainable compact urban communities that provide diverse choices in housing types, a high degree of connectivity in the street network to accommodate walking, bicycling and transit use, and sufficient public spaces.
- MPP-T-11: Prioritize investments in transportation facilities and services in the urban growth area that support compact, pedestrian- and transit-oriented densities and development.
- MPP-T-12: Give regional funding priority to transportation improvements that serve regional growth centers and regional manufacturing and industrial centers.
- MPP-T-15: Improve local street patterns – including their design and how they are used – for walking, bicycling, and transit use to enhance communities, connectivity, and physical activity.
- MPP-T-20: Design transportation facilities to fit within the context of the built or natural environments in which they are located.
- MPP-T-21: Apply urban design principles in transportation programs and projects for regional growth centers and high-capacity transit station areas.
- MPP-T-23: Emphasize transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options, especially to and within centers and along corridors connecting centers.

•MPP-T-24: Increase the proportion of trips made by transportation modes that are alternatives to driving alone.

•MPP-T-32: Integrate transportation systems to make it easy for people and freight to move from one mode or technology to another.

Economic Strategy: Capitol Hill supports the Tourism cluster of the Regional Economic Strategy with its role as one of the City's most prominent entertainment districts with a rich and diverse history. It is home to the Seattle Asian Art Museum, Volunteer Park and Cal Anderson Park, as well as boutique retail shops, restaurants, historic theaters, bars, music venues, and higher educational institutions that together create a regional cultural destination.

The First Hill / Capitol Hill regionally-designated growth center, where the project is located, will support over 40,000 existing jobs and 20,000 households, plus 4,000 additional new jobs and 5,000 new households coming to the center's neighborhoods by 2040. Many of the residents of the center are employed in the Information Technology and Life Sciences clusters, drawn to First Hill / Capitol Hill center by its diverse community, urban amenities and educational and cultural opportunities. The Streetcar extension will help many of these residents get to their jobs at the hospitals on First Hill and beyond with its connection to the regional transit system.

The economic strategy for Capitol Hill is to support its current prosperity with high-capacity transportation choices that support the area's economic activity without compromising its attraction with overburdened transportation systems. By using existing roadway space for streetcar service with a companion cycle track, the proposed Extension project exemplifies City strategies to accommodate high-capacity non-SOV travel choices to and within this regional center.

**12. Project's Benefit to the Regional Growth Center.** Please address the following

- Does the project remedy 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)? Please describe.
- 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 and/or areas experiencing high levels of unemployment or chronic underemployment).

Remedy: The Broadway Extension completes a key segment of the First Hill Streetcar, its companion cycle track and access to the Link light rail system into the Capitol Hill core neighborhood.

For over a decade, the City of Seattle has recognized and established policy to implement multimodal system improvements that increase transportation capacity and travel choices within the constraints of existing rights of way. The First Hill / Capitol Hill urban center has enjoyed steady economic and housing growth, which can only be sustained by safer, high-capacity system improvements.

User groups supported: Local residents served include a wide range of income levels. The First Hill / Capitol Hill regional center is known for its eclectic and diverse residents, ranging from affluent families and young professionals to limited-income students and low-wage service workers. At 31 households / acre, Capitol Hill is the second densest neighborhood in Seattle.

Other users include the substantial number of visitors who come to the center from around the region to experience its many cultural and entertainment attractions. Additional other users include long-distance commuters moving between Capitol Hill and the high tech employment centers east of Lake Washington. Improved circulation to and from these centers is critical to the prosperity and future redevelopment of the Capitol Hill community.

**13. Circulation within the Regional Growth Center.** Please address the following.

- Describe how the project improves safe & convenient access to major destinations within the center.
- Describe how the project will improve circulation and enhanced opportunities for active transportation within the center for people and/or goods regarding (address each relevant area): walkability, public transit access, public transit speed and reliability, safety & security, bicycle mobility, bicycle facilities, streetscape improvements, traffic calming, preservation of essential freight movement and/or other.
- Describe how the project provides users (e.g. employees, residents, customers) a range of travel modes or provides a "missing" mode.
- Describe how the project completes a physical gap or provides an essential link in the transportation network.



- 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.

On-street streetcar service and its accompanying cycle track and sidewalk improvements allow local residents and visitors to explore the range of service and entertainment offerings located along Broadway Avenue as the main travel corridor, without having to drive and park for each destination. Walkability and transit access will be greatly improved with wide, ADA-compliant sidewalks, landscaping / transit amenities and wayfinding features.

Transit capacity, speed and reliability will greatly improve with dedicated streetcar service, frequent headways and a direct connection to regional Link light rail service. Sidewalk improvements, pedestrian-scale lighting and street activity will enhance the safety of nonmotorized travelers. A cycle track for bicyclists will greatly improve bicycling safety and convenience of both current riders and future residents seeking a mixed-use, car-free living environment. The addition of streetcar service also preserves limited roadway space for short-term parking to support numerous local boutique and service businesses.

## B. Manufacturing/Industrial Centers

**Instructions:** Complete this section (questions 14-15) if you selected “Manufacturing/Industrial Center” in question 10, and then proceed directly to Part 2. Do not complete Sections A or C.

### 14. Development and Users Benefit. Please address the following:

- Describe how the project will benefit or support the development of the manufacturing/industrial center.
- Describe how the project helps to create, expand or retain family-wage jobs for shared economic prosperity, including those in the targeted industry clusters within the center; these clusters are identified in the adopted Regional Economic Strategy.
- Describe the user groups (e.g. employees, customers, modal carriers, those identified in the President’s Order for Environmental Justice and/or areas experiencing high levels of unemployment or chronic underemployment) that will benefit from the project.

### 15. Mobility and Accessibility Benefit. Please address the following:

- Describe how the project provides 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 or access to residential areas outside the center, including opportunities for active transportation.
- Describe how the project promotes Commute Trip Reduction (CTR) opportunities.

## C. Corridors Serving Centers

**Instructions:** Complete this section (questions 16-17) if you selected “Corridors Serving Centers” in question 10, and then proceed directly to Part 2. Do not complete Sections A or B.

### 16. Benefit to Regional Growth or Manufacturing/Industrial Center. Please address the following:

- Describe how this project will benefit or support the housing and employment development in a regional growth center(s) and/or employment growth in a manufacturing/industrial center(s). Does it support multiple centers?
- Describe how the project provides or benefits a range of travel modes to users traveling to 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 and/or areas experiencing high levels of unemployment or chronic underemployment).

- Describe whether the project helps to create, expand or retain family-wage jobs for shared economic prosperity, including those in the targeted industry clusters within the center; these clusters are identified in the adopted Regional Economic Strategy.

**17. System Continuity/Long-Term Benefit and Sustainability.** Please address the following:

- How does this project support a long-term strategy to maximize the efficiency of the corridor? Describe the problem and how this project will remedy it.
- Describe how this project provides a “logical segment” that links to a regional growth or manufacturing/industrial center.
- Describe how the project fills in a missing link or removes barriers to a center.
- Describe how this project will relieve pressure or remove a bottleneck on the Metropolitan 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.

## PART 2: QUESTIONS FOR ALL PROJECTS

**Instructions:** Once Section A, B, or C in Part 1 has been completed, complete all of Part 2 (questions 18-21).

### D. Air Quality and Climate Change

**18. 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. Projects may have the potential to reduce emissions in a variety of ways, depending on the type of project. Please provide the requested information if your project contains the elements listed below:

- Diesel retrofits: Describe the types and numbers of vehicles, vessels, or equipment included in the project, how often they are used, where they are used, how much fuel is consumed annually and when the retrofits will occur.
- Roadway capacity (general purpose and high occupancy vehicles): 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.
- Transit (park-and-ride lots, new or expanded transit service, transit amenities, etc.): What is the current transit ridership in the project area? What are the current transit routes serving the project area? 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. What is the average trip length for a new rider?
- Bicycle and/or pedestrian facilities: What is the length of the facility? What are the 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).
- Signalization and other ITS improvements: Describe the existing conditions in the area (i.e., level of service, average daily traffic, etc.), and describe how the project is expected to improve traffic flow (increase speed, reduce idling, remove accidents, etc.). Is there a significant amount of truck traffic (i.e. freight movement) on 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)?
- Alternative fuels/vehicles: 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.

The First Hill Streetcar will reduce emissions by expanding transit capacity and connectivity for the First Hill / Capitol Hill and Downtown Regional centers. See Item 11 for a description of household and employment growth and for community characteristics.

Current bus transit service along the Broadway Avenue Extension segment includes King County Metro Routes 9, 60 and 49, the latter being electric trolley service. Together these routes serve 1844 weekday boardings in the affected segment and will be coordinated with future streetcar service. Overhead electrification infrastructure will be redesigned to accommodate both trolley and streetcar operations.

The streetcar vehicles are anticipated to have a passenger capacity similar to that of the vehicles operating in Seattle’s South Lake Union neighborhood, Tacoma and Portland: approximately 115 passengers seated and standing, with a “crush load” estimated at approximately 150 passengers. The maximum daily passenger capacity at the proposed span of service and headways would be approximately 21,000 passengers. Sound Transit performed a ridership forecast in the planning for the project up to Denny Way, projecting a range of 3,000 to 3,500 daily passengers in 2030. The Broadway Extension has an additional projected ridership of 500 daily passengers in the same period. Increased transit ridership is one of the key strategies in Seattle’s Climate Action Plan for reducing greenhouse gas emissions.

Broadway Avenue currently includes marked bicycle sharrows (shared-use lanes) adjacent to on-street parking. The project includes a half-mile extension of the cycle track being constructed south of Denny Way. Properly designed cycle tracks eliminate conflicts between bicycles and parked cars by placing the cycle track on the inside of the parking lane. Research has shown that cycle tracks with this design can increase bicycle ridership 18 to 20 percent,

compared with the 5 to 7 percent increase found resulting from installing standard bicycle lanes further reducing emissions. Additionally, the cycle track extension will allow bikes to serve a “last mile” role for access to area high-capacity transit options.

Signal optimization, signage and striping to improve operational efficiencies and provide directional information is planned throughout the alignment consistent with the revised roadway configuration and operations. Features include pedestrian wayfinding to streetcar stop area destinations, and static and/or variable message signs directing general

purpose traffic to available off-street parking (in areas where the project would restrict on-street parking that is

currently permitted). By making Broadway Avenue operations more efficient, emissions will also be reduced.

## E. Project Readiness/Financial Plan

There are two parts to this section, with specific questions for each part identified below: the project’s readiness to obligate PSRC funds, and the project’s financial plan. The primary objective of the evaluation is to determine whether a sponsor has assembled all of the funding needed to complete the project or phase(s), and when the sponsor will be ready to obligate the requested regional funding. All questions must be completely and accurately filled out in order for this information to be properly assessed. The information will be used to determine:

- When the sponsor can complete all prerequisites needed to obligate the requested PSRC funding.
- When the sponsor plans to obligate requested PSRC funding.
- The amount and source of secured funding for the project.
- The amount and source of reasonably expected but unsecured funding for the project.
- Whether PSRC’s federal funds will complete the project or a phase of the project.

For assistance completing this section, contact Larry Burris at (206) 464-5301 or [lbarris@psrc.org](mailto:lbarris@psrc.org).

### 19. Financial Plan

Identify the source and amount of PSRC funds for which you are applying. Indicate the phase(s) requested and the estimated obligation year. Per PSRC’s project tracking policies adopted in April 2010, if awarded PSRC’s FHWA funds, planning and preliminary engineering/design phases are expected to obligate within the year designated; right of way, construction and/or other phases will receive a one-year grace period beyond the year designated. The 2012 project selection process is distributing FFY 2013-2014 funds; per policy, estimated obligation year must be either 2013 or 2014. 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.

#### 19a. Select only one funding source below, STP or CMAQ.

☐ STP

☒ CMAQ

#### 19b. Identify the amount requested by phase, and identify the estimated year of obligation (2013 or 2014).

<u>Phase</u>	<u>Amount</u>	<u>Estimated Year of Obligation</u>
PE/Design	\$2,100,000	2013
[select phase]		
[select phase]		

**19c. Identify the project phases that will be fully completed if requested funding is obtained:**

Preliminary Engineering / Design

In the table below please 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 table below. Use as many rows per phase as necessary to reflect the financial plan for each phase.

**19d. Project Budget and Schedule**

In this section you will be asked to provide information on the financial budget and schedule for the entire project. The required table to provide this information is a separate Excel spreadsheet which you will need to download from PSRC's website. Attach the completed spreadsheet, along with this application, to the email submitted to PSRC by the deadline of April 13, 2012. The project budget spreadsheet may be downloaded at <http://www.psrc.org/transportation/tip/selection>.

**20. 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.

**20A. If funds are requested for Right of Way:**

**20A-1: What is the status of Preliminary Engineering/Design?**

- Is the PE/Design phase complete? [yes/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.
  - At what stage of completion is your design?
    - Have Preliminary Plans been submitted to WSDOT for approval?
      - If not, when is this milestone scheduled to be complete?
    - When are Preliminary Plans expected to be approved?
  - Are there any other PE/Design milestones not listed above? Please identify and provide estimates dates of completion.

**20A-2: What is the status of Right of Way?**

- How many parcels do you need?
- What is the zoning in the project area (e.g., commercial, residential, etc.)?
- 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?
- If not, when do you expect a consultant to be selected, under contract, and ready to start?
- 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
  - Right of Way Plans (stamped)
  - Relocation Plan (if applicable)
  - Right of Way Certification
  - Right of Way Acquisition
  - Certification Audit by WSDOT Right of Way Analyst
  - Relocation Certification, if applicable

**20B. If funds are requested for Construction:**

Complete sections 20A-1 and 20A-2 above.

**20B-1: What is the status of the milestones for the construction phase?**

- Do you have an Engineer's Estimate? Please provide a copy if available.
- Identify the environmental permits needed for the project and when they are scheduled to be acquired.
- Is PS&E approved? Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval.
- When is the project scheduled to go to ad?

**Note:** for projects awarded PSRC funds through this competition, the information provided above for each milestone will be incorporated into the project's Quarterly Progress Report for future monitoring, as part of PSRC's project tracking program.

**F. Other Considerations**

**21. 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. Per PSRC Board direction, we are conducting research into innovative programs and concepts in the region and throughout the country, and will report back to the Board for potential ideas for an Innovations Program in our region in the future.

The First Hill Streetcar, including the Broadway Extension, incorporates significant complete streets elements as part of its scope/design. Especially notable is the dedicated cycle track that will be constructed the length of the Broadway route, one of the first in Seattle and the region. Cycle tracks provide increased comfort for bicyclists and greater clarity about expected behavior on the part of both cyclists and motorists. Properly designed cycle tracks eliminate conflicts between bicycles and parked cars by placing the cycle track on the inside of the parking lane.

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

## Project Budget and Schedule

Complete all entries below; identify sponsor and title, and answer questions 19d, 19e and 19f.

<b>Project Sponsor:</b>	CITY OF SEATTLE
<b>Project Title:</b>	FIRST HILL STREETCAR - BROADWAY EXTENSION

### 19d. Project Budget and Schedule

In the table below please 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 in the application must also be reflected in the table below. Use as many rows per phase as necessary to reflect the financial plan for each phase.

You may add additional rows as needed; if a phase is not required for the project, indicate "n/a." If you need assistance completing this section, contact Tracy Murray at (206) 971-3277 or tmurray@psrc.org.

Phase	Funding Source(s)	Secured / Unsecured	Amount	Schedule
Planning	n/a (ST2 analysis)			
Planning				
Planning				
<b>Planning TOTAL:</b>			<b>\$ -</b>	Estimated Phase Completion Date: <b>5/24/2007</b>

Preliminary Engineering / Design	Local (VLF)	Secured	\$ 850,000	
Preliminary Engineering / Design	FTA 5307	Secured	\$ 50,000	
Preliminary Engineering / Design	FHWA CMAQ	Unsecured	\$ 2,100,000	
<b>Preliminary Engineering / Design TOTAL:</b>			<b>\$ 3,000,000</b>	Estimated Phase Completion Date: <b>6/30/2014</b>

Right of Way	n/a			
Right of Way				
Right of Way				
<b>Right of Way TOTAL:</b>			<b>\$ -</b>	Estimated Phase Completion Date: <b>n/a</b>

Construction	Local (unspecified)	Unsecured	\$ 5,000,000
Construction	Federal (unspecified)	Unsecured	\$ 13,000,000



Construction			
Construction			
Construction			
<b>Construction TOTAL</b>			<b>\$ 18,000,000</b>

Estimated Phase  
Completion Date:

6/30/2016

Other (car purchase)	Local (unspecified)	Unsecured	\$ 4,000,000
Other			
<b>Other TOTAL:</b>			<b>\$ 4,000,000</b>

Estimated Phase  
Completion Date:

6/30/2016

<b>TOTAL Estimated Project Cost, All Phases:</b>			<b>\$ 25,000,000</b>
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Estimated Project  
Completion Date:

6/30/2016

**19e. Provide documentation and/or an explanation of the secured funds identified above.**

For example, provide web links to a grant award notification, provide the page number of local funds identified for the project in the local 6-year transportation program or transit plan, etc. For more information on the definition of secured/unsecured funds, refer to:

[www.psrc.org/assets/7911/Definitions\\_SecuredandUnsecuredFunding.pdf](http://www.psrc.org/assets/7911/Definitions_SecuredandUnsecuredFunding.pdf)

Local secured funds available by establishment of a Seattle Transportation Benefit District by the City of Seattle pursuant to Ordinance 123397 under authority of Chapter 36.73 RCW. The Transportation Benefit District imposes a twenty-dollar citywide vehicle license fee for investing in bicycle, pedestrian, freight mobility and transit improvements. See [http://www.seattle.gov/stbd/documents/resolution\\_1.pdf](http://www.seattle.gov/stbd/documents/resolution_1.pdf) and [http://www.seattle.gov/stbd/documents/resolution\\_2.pdf](http://www.seattle.gov/stbd/documents/resolution_2.pdf) for more details. FTA 5307 Urbanized Area Formula Funds are available via award through PSRC.

**19F. Provide additional information on any funds identified in the table above as unsecured.** For example, identify the estimated approval date of funds for the project into the local 6-year program; if applying for future grants, indicate when you will apply and to what program; if pursuing a limited improvement district, bonding, or other local funding mechanism, when will that occur and what additional steps are required; etc. For more information on the definition of secured/unsecured funds, refer to :

[www.psrc.org/assets/7911/Definitions\\_SecuredandUnsecuredFunding.pdf](http://www.psrc.org/assets/7911/Definitions_SecuredandUnsecuredFunding.pdf)

Unsecured funds in Preliminary Engineering/Design are the subject of this 2012 Regional Competition Application for FHWA (STP) funds. Subsequent funding for construction and streetcar purchase has not yet been identified, but the City of Seattle anticipates requests for federal funding through future PSRC competition or applicable FTA competitive program such as Small Starts or Urban Circulator. Funding sources for local project contributions will be determined at time of future applications.



# Seattle First Hill Streetcar - Broadway Extension

*Request: \$2.1 million*

