

King Countywide 2014 FHWA Grant Program Application

Important: Please review the following information before beginning the application.

Definition of a project: For the purposes of this competition, a project must be clearly defined by geographic limits and/or functionality. If a project contains multiple components, the sponsor must clearly indicate how they are logically connected to one another. A project with multiple geographic locations must demonstrate their functional relationship (for example, signal coordination work in various locations tied together through a traffic control center).

Projects that include multiple components or sponsors are allowed to be submitted, but the scope of work, funding amounts and schedules for each individual agency and/or component must be clearly identified at the time of application. If awarded PSRC funds, these projects may be separated into their individual components or lead agency in the regional Transportation Improvement Program. Each individual TIP project will be subject to PSRC's project tracking policies and will be administered according to the scope of work and funding awarded for each. If you have questions please contact Kelly McGourty at (206) 971-3601 or kmcgourty@psrc.org.

Resources: A [resource document](#) has been developed to assist sponsors in completing this online application for the 2014 project selection process. The document summarizes information needed by sponsors to complete applications, as well as provides useful information on various topic areas such as financial constraint and project tracking requirements.

Submitting Applications: The importance of complete and accurate information on every application cannot be overemphasized. The evaluation and scoring of all submitted projects will be based on the answers provided in this application.

All applications must be submitted by **11:59p.m. May 7, 2014.**

Project Information

Project Title Third Avenue Corridor Improvements - Yesler Way to Main Street

Transportation 2040 ID# N/A

The current list of investments that are required to be on the Transportation 2040 Regional Capacity Project List and have a designated ID # can be accessed at

Appendix N of the 2014 Transportation 2040 Update, [here](#). If your project is exempt from this requirement, please enter "N/A." Helpful information on those exempt investments that are considered programmatic in nature or are on local facilities and therefore not required to be on the Project List can be found [here](#).

For assistance or questions regarding these issues, contact Kimberly Scrivner at 206-971-3281 or kscrivner@psrc.org.

Sponsoring Agency King County Department of Transportation

Co-Sponsoring Agency Seattle Department of Transportation

Does sponsoring agency have "Certification Acceptance" (CA) status from WSDOT?

More information on certification acceptance and a listing of current CA agencies can be found [here](#).

☒ Yes

☐ No

If not, which agency will serve as your CA sponsor?

-

Contact Information

Project Contact Name Peter Heffernan

Project Contact Phone (206)477-3814

Project Contact Email peter.heffernan@kingcounty.gov

Project Description

Project Scope

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

This project will advance the urban design principles embodied in the Third Avenue Transit Improvements Project to the project segment of Third Avenue between Yesler Way and Main Street. This area comprises the southern end of the region's primary transit corridor, which is used by roughly 42,000

daily passengers. The project complements the City of Seattle's efforts to provide a more attractive, safe and convenient Third Avenue environment to visitors, commuters and residents. The project will improve transit operations, upgrade passenger amenities, boost ridership, and improve safety and security for all users.

Project components include:

- roadway repair and/or replacement and curb use reassignment to improve transit operations,
- sidewalk improvements to enhance pedestrian circulation and accessibility, provide additional space for bus passenger waiting, and delineate the bus stop waiting area from adjacent uses,
- transit passenger facility improvements to enhance customer comfort,
- electronic bus arrival information to enhance customer understanding and ease of use,
- lighting upgrades for safety and security, and
- accessibility improvements as needed throughout the project area to address ADA compliance and enhance pedestrian circulation.

Project Justification, Need, or Purpose

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

The central Puget Sound region is projected to add 1.5 million new residents and 1.2 million additional jobs by 2040. As the region's roadways struggle to accommodate increased traffic, demand for transit is on the rise, particularly in downtown Seattle. The goal of this project is to accommodate transit demand, pedestrian access, and transit operations along a segment of the region's busiest transit corridor. This will help the region's largest employment center reach its development and economic targets.

Over the past several years, The City of Seattle, King County and the Downtown Seattle Association have been working together to improve the functionality, urban design, safety, and security of the downtown Seattle Third Avenue transit corridor. An emphasis of this work has been the development of an urban design conceptual plan to improve the pedestrian environment around bus stops. Ultimately, a more welcoming pedestrian environment will help Third Avenue bus service attract even more riders.

Project Location

Project Location

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

Third Avenue South, Seattle, WA

Please identify the crossroad, milepost or landmark nearest the beginning and end of the project below, if applicable.

Crossroad/landmark nearest to the beginning of the project:

Yesler Way, Seattle, WA

Crossroad/landmark nearest to the end of the project:

S Main Street, Seattle, WA

Please identify the center(s), regional and local, the project is located in or supports. Refer to PSRC's [centers page](#) for more information on the regional centers.

While the project is located in the Seattle Downtown Regional Growth Center it also supports the following centers due to the connections provide by the Metro transit service: Seattle Uptown, Burien, Tukwila, SeaTac, and Northgate.

Federal Functional Classification

Roadways must be approved on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities), unless the project meets certain exceptions. Resources to identify a facility's functional classification or exceptions to this requirement may be found [here](#).

Please select the appropriate project category (rural or urban) followed by the corresponding functional classification.

Not Applicable

Plan Consistency

All projects must be consistent with a comprehensive plan that has been certified by PSRC as being consistent with the Growth Management Act, VISION 2040 and Transportation 2040. Projects must be consistent with the comprehensive plan of each jurisdiction in which the project is located. If a comprehensive plan has not been certified, projects located in that jurisdiction may not be included in the Regional TIP. For more information, please refer to [PSRC's Plan Review](#) page or contact Yorik Stevens-Wajda at 206-464-6179

Is the project specifically identified in a local comprehensive plan?

☒ Yes

☐ No

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

The project is included in the King County Metro adopted Six-Year Budget which is included in the comprehensive plan by reference. The project is also consistent with the King County Metro Strategic Plan for Public Transportation which is adopted by the King County Council, and included in the King County Comprehensive Plan. The project supports VISION 2040, the region's growth strategy, and Transportation 2040, the region's Metropolitan Transportation Plan (MTP). Additionally, the project is consistent with both the findings and recommendations of local plans, including the Seattle Transit Master Plan. The project also supports Metro's Strategic Plan, Seattle's Comprehensive Plan and Transit Master Plan, promoting energy efficiency and developing a more balanced transportation system. The

project is consistent with growing service needs and investments as identified by the City of Seattle, Downtown Seattle Association and the Puget Sound Regional Council (PSRC).

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

Category Specific Questions

Select one of the following three criteria categories that best fits your project.
Regional or Locally Designated Center

Designated Regional or Local Center

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

A1. Regional or Local Center Development

Please address the following:

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

Housing/employment densities

Public transit supports high-density growth by providing an alternative to single occupancy vehicle driving, thereby reducing the number of cars on the road. Transit can also increase the capacity of existing roadways, accommodating the needs of dense development without building new roads. The Downtown

Seattle Regional Growth Center is the largest in the Puget Sound region, and will only be able to achieve its planned housing and employment densities with the support of transit.

The project is critical to supporting existing, and growing, population in the Downtown area. Downtown Seattle's population has grown 77 percent since 1990, about four times the city-wide rate for the same period. Nearly 10 percent of Seattle's population lives in the downtown area. Downtown residential density is approximately twice that of the city-wide average. Planned housing growth in the Center City includes 22,000 new housing units (a 65% increase) by 2024.

The project is also critical to growing employment in the Downtown area. Downtown Seattle now employs about half of all the employees in Seattle and 20 percent of employees in King County. Downtown is home to three-quarters of all government jobs located in Seattle. City Center employment growth projections include 50,000 new jobs (a 25% increase) by 2024. The enhanced transit operational conditions and passenger comfort provided by this project contribute to this projected employment growth by drawing more employees to use transit for their commute. Enhanced transit service also supports Commute Trip Reduction opportunities for thousands of businesses and employees.

Development/redevelopment plans

Downtown Seattle continues to experience new office space construction. Downtown Seattle makes up 44 percent of the office market in the Puget Sound region. As the local economy improves and vacancy rates continue to fall, transit improvements in the downtown area are needed to accommodate the anticipated rise in demand.

The Third Avenue corridor serves Seattle's entire Center City, including four regional growth centers: Uptown, South Lake Union, Downtown and First Hill/Capitol Hill. The Center City contains over 220,000 jobs, making it the economic heart of the Puget Sound region and the largest employment center in the Pacific Northwest. Transit routes that operate along Third Avenue traverse many designated regional growth centers and manufacturing centers and provide an all-day service that meets the travel needs of a variety of user groups: commuters, students, transit-dependent, shoppers, people who want to give up their cars for environmental reasons, and others.

Bus routes that operate through the project area continue through the core of downtown Seattle, providing safe and convenient access to the heart of downtown Seattle. In addition, affected bus routes provide key multi-modal connections in the immediate vicinity, including the King Street Station Hub and the Colman Dock Hub. Several major regional destinations, employment sites, and cultural attractions are served, including local, regional, and federal government offices, Pike Place Market, the Washington State Convention Center, Benaroya Hall, and Seattle Art Museum, as well as major regional sports venues.

New Jobs/industry

King County Metro bus routes that operate through the project area and along Third Avenue connect to multiple regional growth and manufacturing/industrial centers. The project improvements will benefit all these centers by enhancing their connection to the downtown core.

The project will benefit the Puget Sound Regional Council's identified targeted cluster businesses by making them more accessible to employees and customers with improved transit operations and customer convenience and comfort. Additionally, by reducing the number of single-occupant vehicles on the road, this project will improve traffic flow for multiple modes, including freight. All five industry clusters and over 150,000 jobs are located in the Downtown Seattle Regional Growth Center.

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

Please address the following:

- Describe how the project remedies a current or anticipated problem (e.g. congestion, incomplete sidewalk system, inadequate transit service/facilities, modal conflicts and/or the preservation of essential freight movement)?
- Describe the user groups that will benefit from the project. User groups may include commuters, residents, commercial users, those groups identified in the President's Order for Environmental Justice, seniors, people with disabilities, and/or areas experiencing high levels of unemployment or chronic underemployment.

Due to its geographical constraints, Downtown Seattle is the region's most congested transportation bottleneck for vehicles, transit, and freight. The project will increase transit ridership, thereby decreasing vehicle volumes and positively impacting overall system performance for transit, general purpose traffic, and freight.

This project will improve operations of the existing south bound bus stop at Third Avenue and Main Street. This bus stop is served by 29 distinct bus routes, with a total of 632 trips per weekday. A total of 1381 passengers board at this bus stop on an average weekday, and 1342 alight. By extending the length of the bus stop, multiple coaches will be able to serve the bus stop simultaneously, improving the speed of transit operations and the flow of the roadway for general purpose traffic, including freight.

The project also repairs a greatly-deteriorated segment of roadway, improving speed of transit operations, and reducing wear as vehicles travel through this segment.

The project will increase transit usage in downtown Seattle by enhancing the pedestrian environment at and between bus stops, and by improving the comfort, convenience, safety, accessibility, and rider information for transit customers and all pedestrians.

This project and the improved transit service it facilitates will also benefit minority and lower income populations as designated in the presidential Executive Orders for Environmental Justice. It serves economically disadvantaged populations, non-drivers, seniors, and people with access and functional needs. All census tracts within a one-quarter mile buffer of the project improvements have a greater proportion of residents with incomes below the poverty level, than the proportion below the poverty level in King County. Two-thirds of census tracts within a one-quarter mile buffer of the project improvements have a greater proportion of minority residents, than the proportion of minority residents in King County. In the broader project vicinity of Downtown Seattle, 32 percent of the population is below the poverty level and 35 percent is non-white. Downtown Seattle is more racially diverse than the city, county and nation as a whole. Downtown Seattle also houses the highest concentration of human and senior service agencies in the region. In addition, over one-fourth of the 8121 low-income/social service living units in downtown Seattle are located within a one-quarter mile buffer of the project improvements.

A3. Circulation Within the Regional or Local Center

Please address the following:

- Describe how the project improves safe & convenient access to major destinations within the center, such as by completing a physical gap or providing an essential link in the transportation network for people and/or goods.
- Describe how the project will improve circulation and enhanced opportunities for active transportation within the center regarding (address each relevant area): walkability, public transit access, public transit speed and reliability, safety & security, bicycle mobility, bicycle facilities, streetscape improvements, traffic calming, etc.
- Describe how the project provides users (e.g. employees, residents, customers) a range of travel modes or provides a “missing” mode.
- If the project has a parking component, describe how it has been designed to be compatible with a pedestrian oriented environment, including any innovative parking management tools.

This project supports intermodal connections including King Street Station Hub and the Downtown Seattle Transit Tunnel. These facilities provide connections to Link Light Rail, Sounder Commuter Rail, Amtrak Inter-city Rail, Seattle Streetcar, Community Transit, Pierce Transit, Sound Transit Express Bus, and Monorail service. The project is also within close walking distance of the Seattle waterfront and Colman Dock Hub, providing access to the Washington State Ferries and King County Water Taxi.

The project will make improvements to the downtown Seattle streetscape that will enhance active transportation. These streetscape amenities include sidewalk improvements, accessibility enhancements, and more comfortable transit waiting areas. These amenities will improve walkability, access, and safety. A wider sidewalk through the bus stop waiting area will remove conflicts between bus riders and other pedestrians travelling along the sidewalk to other destinations. By addressing the existing sidewalk uses of nearby property owners/tenants (in particular, the food waste handling needs associated with the low-income meal program of the adjacent Union Gospel Mission), a cleaner and more pleasant pedestrian environment will result, encouraging greater access to the bus stop and through the adjacent neighborhood. In addition, improved transit service resulting from these project improvements will encourage general purpose motorists to switch to transit, thereby increasing available space for freight on downtown streets.

Manufacturing/Industrial Center

You have selected Manufacturing/Industrial Center. If this is not the appropriate classification, please go back and change your selection. In the sections below, please provide complete but concise responses, addressing as many bullet points as

possible. The evaluation and scoring of all submitted projects will be based on the answers provided by the sponsor. Refer to the [2014 King Countywide Project Evaluation Criteria](#) for PSRC's FHWA Funds in the King Countywide Call for Projects for guidance, examples, and details on scoring for additional information.

B1. Development and Users Benefit

Please address the following:

- Describe how the project will benefit or support the development plans and activities of the manufacturing/industrial center. Please provide a citation of the corresponding policies and/or specific project references in a subarea plan or in the comprehensive plan.
- Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses, including those in the industry clusters identified in the adopted Regional Economic Strategy.
- Describe the user groups that will benefit from the project. User groups may include commuters, residents, commercial users, those groups identified in the President's Order for Environmental Justice, seniors, people with disabilities, and/or areas experiencing high levels of unemployment or chronic underemployment.

B2. Mobility and Accessibility Benefit

Please address the following:

- Describe how the project provides and/or enhances opportunities for freight movement.
- Describe how the project completes a physical gap, provides an essential link, or removes a barrier in the Freight & Goods component of the Metropolitan Transportation System.
- Describe how the project improves safety and reduces modal conflicts to help achieve a seamless system.
- Describe how the project improves access for one or more modes to major employment sites, including opportunities for active transportation.
- Describe how the project promotes Commute Trip Reduction (CTR) and other TDM opportunities.

Corridor Serving Center(s)

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

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

Please address the following:

- Describe how this project will benefit or support the housing and employment development in a regional or local center(s) and/or employment growth in a manufacturing/industrial center(s). Does it support multiple centers? Please provide a citation of the relevant policies and/or specific project references in a subarea plan or in the comprehensive plan.
- Describe how the project provides or benefits a range of travel modes to users traveling to/from centers, or if it provides a missing mode.
- Describe the user groups that will benefit from the project, including commuters, residents, commercial users, those groups identified in the President's Order for Environmental Justice, seniors, people with disabilities and/or areas experiencing high levels of unemployment or chronic underemployment.
- Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses including those in the industry clusters identified in the adopted Regional Economic Strategy.

C2. System Continuity/Long-Term Benefit and Sustainability

Please address the following:

- Describe how this project supports a long-term strategy to maximize the efficiency of the corridor, including TDM and TSM opportunities. Describe the

problem and how this project will remedy it.

- Describe how this project provides a “logical segment” that links to a regional, local, or manufacturing/industrial center.
- Describe how the project fills in a missing link or removes barriers to/from a center.
- Describe how this project will relieve pressure or remove a bottleneck on the transportation system and how this will positively impact overall system performance.
- Describe how this project improves safety and/or reduces modal conflict, and provides opportunities for active transportation.

Air Quality and Climate Change

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

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

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

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

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

- Diesel Particulate Emissions Reduction Projects: Describe the types of vehicles, vessels, engines, duty cycles, etc. being addressed. Describe the emissions vintage of the existing engines, and the number of vehicles to be addressed. Describe how often they are used, where they are used, how much fuel is consumed annually and when the benefits from this project will occur.

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

Transit: This bus stop is served by 29 distinct bus routes, with a total of 632 trips per weekday. A total of 1381 passengers board at this bus stop on an average weekday, and 1342 alight. Bus routes serving the

corridor travel to many Seattle neighborhoods in the Central, Northwest, Southwest and Southeast portions of the city, Shoreline, Vashon Island, SeaTac, and Burien.

The project improvements become more important in the future, when fewer King County Metro buses are able to use the Downtown Seattle Transit Tunnel and will operate instead on downtown transit streets including Third Avenue, due to increased Link Light Rail Train frequencies that will occur when North Link begins operating to the Northgate in 2021.

Enhanced transit facilities will provide a more comfortable, safer, and better-lit waiting environment for bus users, and will include transit canopies, seating, pedestrian-scaled lighting, litter receptacles, real time bus arrival information.

Bicycle/Pedestrian Facilities: rebuilt sidewalk along one full block face measuring approximately 250 feet, wider sidewalk through transit waiting area, accessibility improvements at the intersections of 3rd Avenue S and South Washing Street, and 3rd Avenue and Yesler Way, work with adjacent tenants to address food waste recycling needs (which are now handled on the sidewalk in an area through which pedestrians must travel to reach the bus stop).

Intelligent Transportation Systems: Real time bus arrival signage for all bus routes serving the stop. These facilities have been shown to reduce perceived waiting time for passengers.

Financial Plan & Project Readiness

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

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

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

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

PSRC Funding Request

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

Funding Source

- ☒ STP
☐ CMAQ

Phase	Year	Amount Requested
Preliminary Engineering/Design	2015	\$255,235
Construction	2016	\$1,349,341

Total PSRC Funding Request: \$1,604,576

Total Estimated Project Cost and Schedule

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

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

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

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Planning Phase

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

Total Planning Phase Cost: \$0

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

Preliminary Engineering/Design Phase

Funding Source	Funding Status	Funding Amount
STP	Unsecured	\$255,235
King County Match	Secured	\$19,917
Seattle Match	Secured	\$19,917
Total Preliminary Engineering/Design Phase Cost: \$295,069		
Actual or estimated date of completion (month and year): December 2015		

Right of Way Phase

Total Right of Way Phase Cost: \$0

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

Construction Phase

Funding Source	Funding Status	Funding Amount
STP	Unsecured	\$1,349,341
King County Match	Secured	\$105,295
Seattle Match	Secured	\$105,295
Total Construction Phase Cost: \$1,559,931		
Actual or estimated date of completion (month and year): October 2016		

Other Phase

Total Other Phase Cost: \$0

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

Project Summary

The calculated total project cost below is based on the entries completed above. Please review for accuracy before proceeding to ensure all funding is reflected.

Total Estimated Project Cost: \$1,855,000

Estimated Project Completion Date (month and year): December 2016

Financial Documentation

Please provide supporting documentation using the upload function below to demonstrate that all additional funds for the phase(s) for which PSRC funds are being requested are secure or reasonably expected.

[OIKhIZ5v Ordinance 17476 budget Doc.pdf](#)

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

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

Matching funds are reasonably assured for this project. Match will come from local King County funds in the Public Transportation Enterprise Fund – Capital Sub-fund. Biennially, the King County Council adopts a budget that includes line-item budgets for capital projects and programs. The adopted budget also includes a 6-year Capital Improvement Program that reflects anticipated out year appropriations that are funded with anticipated revenue.

King County's adopted Fund Management policies ensure that funds are available to meet commitments made by the program.

Match funding for this project comes from two programs with both current and anticipated future budget authorization: 1028830 TD Transit Priority Improvements and 1116745 3rd Avenue Improvements. The current budget was adopted by Ordinance #17476 in November 2012. Section 136 of the ordinance, along with Attachment H, show the current appropriations to the Public Transportation Program. The two projects providing match can be found on Attachment H.

If this grant is awarded, to the extent that match is not already available in these appropriations, the 2015/2016 Biennial Budget will reflect the appropriation of the required local match.

Project Readiness

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

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

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

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

Project Readiness

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

☐ Yes

☒ No

Is preliminary engineering for the project complete?

☐ Yes

☒ No

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

-

Have preliminary plans been submitted to WSDOT for approval?

☐ Yes

☒ No

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

December 2014

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

-

Project Readiness

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

- ☐ Environmental Impact Statement (EIS)
☐ Environmental Assessment (EA)
☐ Documented Categorical Exclusion (DCE)
☒ Categorical Exclusion (CE)

Has the NEPA documentation been approved?

- ☐ Yes
☒ No

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

March 2015

Project Readiness

Will right of way be required for the project?

- ☐ Yes
☒ No

How many parcels do you need?

-

What is the zoning in the project area?

-

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

-

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

- ☐ Yes
☐ No

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

-

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

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

Project Readiness

Are funds being requested for construction?

☒ Yes

☐ No

Do you have an engineer's estimate?

☒ Yes

☐ No

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

[6LOtru3c_3rdMain_detailed_cost_estimate.xlsx](#)

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

-

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

☐ Yes

☒ No

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

December 2015

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

March 2016

Other Considerations

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

-

File Submission

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

[LcJBncOi_ThirdAveVicinity.pdf](#)

[7yRKklYh_ThirdAveProject.pdf](#)

[U3ISxBJc_KCM_3rd_Ave_LoS.pdf](#)

Final Review

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

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



KING COUNTY
Signature Report

1200 King County Courthouse
516 Third Avenue
Seattle, WA 98104

November 13, 2012

Ordinance 17476

Proposed No. 2012-0391.3

Sponsors McDermott

1 AN ORDINANCE that adopts the 2013 Annual Budget and
2 makes appropriations for the operation of county agencies
3 and departments and capital improvements for the fiscal
4 year beginning January 1, 2013, and ending December 31,
5 2013; and an ordinance that adopts the 2013/2014
6 Biennium Budget and makes appropriations for the
7 operations of various county agencies and departments and
8 capital improvements for the fiscal biennium beginning
9 January 1, 2013, and ending December 31, 2014.

10 **PREAMBLE:**

11 King County continues to face the fiscal challenges created by the Great
12 Recession. In the last six years, the county has trimmed \$253 million
13 from its general fund budget. Tough choices were made with those cuts,
14 but the county's proactive approach toward continuing to reform county
15 government is reflected in the 2013 Budget. It is a budget that spends
16 neither our reserves nor our rainy day fund and it maintains the county's
17 AAA bond rating.

18 The 2013 budget addresses our immediate needs, sets careful priorities,
19 limits expenditures and makes strategic investments. This budget also

2336 Of the appropriation for CIP project, 1027158, RSD C W overlay, \$10,850 shall
2337 be expended solely for support of independent oversight on the project to be provided by
2338 the King County auditor's office.

2339 ER2 EXPENDITURE RESTRICTION:

2340 Of the appropriation for CIP project, 1111819, RSD C W drainage preservation,
2341 \$10,850 shall be expended solely for support of independent oversight on the project to
2342 be provided by the King County auditor's office.

2343 **SECTION 136. BIENNIAL CAPITAL FUND CAPITAL IMPROVEMENT**

2344 **PROGRAM** - The executive proposed capital budget and program for 2013-2018 is
2345 incorporated in this ordinance as Attachment H to this ordinance. The executive is
2346 hereby authorized to execute any utility easements, bill of sale or related documents
2347 necessary for the provision of utility services to the capital projects described in
2348 Attachment H to this ordinance, but only if the documents are reviewed and approved by
2349 the custodial agency, the real estate services division and the prosecuting attorney's
2350 office. Consistent with the requirements of the Growth Management Act, Attachment H
2351 to this ordinance was reviewed and evaluated according to the King County
2352 Comprehensive Plan. Any project slated for bond funding will be reimbursed by bond
2353 proceeds if the project incurs expenditures before the bonds are sold.

2354 From the several capital improvement project funds for the 2013/2014 biennium
2355 there are hereby appropriated and authorized to be disbursed the following amounts for
2356 the specific projects identified in Attachment H to this ordinance.

2357	Fund Fund Name	2013/2014
2358	3151 CONSERVATION FUTURES	\$19,388,077

2359	3380	AIRPORT CONSTRUCTION	\$20,828,293
2360	3392	TITLE III FORESTRY	\$25,000
2361	3641	PUBLIC TRANS CONST-UNREST	\$408,342,572
2362	3673	CRITICAL AREAS MITIGATION	\$5,389,305
2363	3691	TRNSF OF DEVELOPMENT CREDIT PROGRAM	(\$133,505)
2364	3840	FARMLAND AND OPEN SPACE ACQUISITION	\$56,976
2365	3850	RENTON MAINTENANCE FACILITY	\$452,317
2366		TOTAL	\$454,349,036

2367 SECTION 137. ADOPTION OF 2013 GENERAL FUND FINANCIAL PLAN.

2368 The 2013 General Fund Financial Plan as set forth in Attachment I to this ordinance is
 2369 hereby adopted. Any recommended changes to the adopted plan shall be transmitted by
 2370 the executive as part of the quarterly management and budget report and shall accompany
 2371 any request for quarterly supplemental appropriations. Changes to the adopted plan shall
 2372 not be effective until approved by ordinance.

2373 The General Fund Financial Plan shall also include targets for specific designated
 2374 reserves that shall be funded with unrestricted, unencumbered and nonappropriated funds
 2375 as these become available during 2013. Unrestricted, unencumbered and
 2376 nonappropriated funds in excess of these adopted targets and reserves shall be reflected in
 2377 the General Fund Financial Plan's undesignated fund balance until additional or amended
 2378 reserves or targets are adopted by ordinance.

2379 Funds may be appropriated by ordinance from any designated reserve.

2380 SECTION 138. ADOPTION OF 2013 EMERGENCY MEDICAL SERVICES

2381 FUND FINANCIAL PLAN. The 2013 Emergency Medical Services Fund Financial

000003380 - AIRPORT CONSTRUCTION		FY13	FY14	FY15	FY16	FY17	FY18	Total
1028653	AD PAVEMENT REHABILITATION (1028653)	\$727,293	\$288,293	\$288,293	\$38,293	\$38,293	\$288,293	\$1,668,756
1028655	AD RESIDENTIAL NOISE IMPROVE (1028655)	\$8,000,000	\$8,000,000					\$16,000,000
1028657	AD AIRPORT FACILITIES REPAIR (1028657)	\$46,126	\$46,126	\$46,126	\$46,126	\$46,126	\$46,126	\$276,754
1028658	AD AIRPORT REDEVELOPMENT (1028658)	\$6,192,438	\$342,783	\$92,783	\$92,783	\$4,922,783	\$92,783	\$11,736,352
1028659	AD DWMSH CLEAN UP SLIP 4 (1028659)	(\$3,903,873)						(\$3,903,873)
1028661	AD ARFF FACILITY IMPROVEMENT (1028661)	\$11,628	\$11,628	\$11,628	\$11,628	\$11,628	\$11,628	\$69,765
1028662	AD NORTH BOEING FIELD MTCA (1028662)	\$38,166	\$38,510	\$38,510	\$38,510	\$38,510	\$38,510	\$230,715
1028663	AD FIRE TRUCK OVERHAUL (1028663)	\$6,382	\$6,382	\$6,382	\$6,382	\$6,382	\$6,382	\$38,293
1028664	AD MAXIMO UPGRADE (1028664)	\$235,000						\$235,000
1028673	AD CAPITAL PROJECT OVERSIGHT	\$9,785						\$9,785
1028733	AD TAXIWAY A REHABILITATION (1028733)	\$14,215	\$14,215	\$14,215	\$14,215	\$14,215	\$14,215	\$85,290
1028734	AD AIRPORT FLEET (1028734)	\$6,382	\$676,382	\$856,382	\$506,382	\$246,382	\$56,382	\$2,348,293
1028735	AD LOWER DUWAMISH WATERWAY (1028735)	\$12,722	\$12,837	\$12,837	\$12,837	\$12,837	\$12,837	\$76,905
1028736	AD FUEL FARM SECURITY (1028736)	(\$5,124)						(\$5,124)
000003380 - AIRPORT CONSTRUCTION Total		\$11,391,139	\$9,437,154	\$1,367,154	\$767,154	\$5,337,154	\$567,154	\$28,866,910

000003392 - TITLE III FORESTRY		FY13	FY14	FY15	FY16	FY17	FY18	Total
1116275	TITLE III Forestry Finance Chg (1116275)	\$25,000						\$25,000
000003392 - TITLE III FORESTRY		\$25,000	\$0	\$0	\$0	\$0	\$0	\$25,000

000003641 - PUBLIC TRANS CONST-UNREST		FY13	FY14	FY15	FY16	FY17	FY18	Total
1028616	TD ARTS CONTRIBUTION (1028616)	\$24,291						\$24,291
1028617	TD REGIONAL SIGNAL PRIORITY (1028617)	(\$417,000)						(\$417,000)
1028619	TD PROPERTY LEASES BUDGET (1028619)	\$0		\$629,362	\$639,253	\$649,370	\$660,461	\$2,578,446
1028620	TD TRANSIT ORIENTED DEVELOP (1028620)	\$90,221	\$255,000	\$255,000	\$255,000	\$255,000	\$255,000	\$1,365,221
1028621	TD ATLANTIC CENTRAL EXPANSION (1028621)	(\$1,117,872)						(\$1,117,872)
1028629	TD REAL TIME SYS INVESTMENTS (1028629)	\$0	(\$1,200,000)					(\$1,200,000)
1028636	TD BUS VAPOR CLASS ADJ PEDALS (1028636)	\$0				\$25,617	\$120,181	\$145,798
1028645	TD BURIEN TOD GARAGE (1028645)	(\$298,413)						(\$298,413)
1028666	TD TROLLEY EXT TO LIGHT RAIL (1028666)	(\$711,257)						(\$711,257)
1028716	TD RADIO AVL REPLACEMENT (1028716)	\$0						\$0
1028717	TD SMART GROWTH AMENITIES (1028717)	\$0	(\$23,901)					(\$23,901)
1028718	TD NON REV VEHICLE REPLACEMENT (1028718)	\$2,409,889	\$1,653,701	\$1,540,381	\$1,321,344	\$2,776,160	\$2,958,270	\$12,659,745
1028723	TD BUS 40FT MB08 1 HYBRID (1028723)	\$35,035,875	(\$553,875)	\$374,929	\$85,212,165			\$120,069,094
1028727	TD DSTT WMD DETECTION (1028727)	\$52,365						\$52,365
1028770	TD SYSTEM BRT CORRIDOR (1028770)	\$6,936,414		\$2,687,119	\$948,756			\$10,572,289
1028773	TD RAPIDRIDE PASS FAC GEN (1028773)	\$5,787,118	\$67,029					\$5,854,147
1028777	TD SIGNAGE REPLACEMENT (1028777)	\$264,175	\$970,637	\$1,004,620	\$1,254,602			\$3,494,034
1028793	TD ADA VAN PURCHASES (1028793)	\$2,860,708	\$3,144,936	\$2,859,776	\$2,530,268	\$4,860,338	\$4,242,562	\$20,498,588
1028813	TD SOUND TRANSIT OBS REIMB (1028813)	(\$261,918)						(\$261,918)
1028816	TD BUS 60FT MB06 2 HYBRID (1028816)	\$141,967	\$4,085,861		\$108,692,889	\$112,497,140	\$45,409,470	\$270,827,327
1028827	TD CAPITAL PROJECT OVERSIGHT	\$43,902						\$43,902
1028828	TD VEHICLE CHARGING STATIONS (1028828)	\$0						\$0
1028829	TD AC OPERATIONS BUILDING (1028829)	(\$1,629,660)						(\$1,629,660)
1028830	TD TRANSIT PRIORITY IMPROVEMET (1028830)	\$404,486	\$528,325	\$916,890	\$1,013,573	\$1,052,152	\$1,088,977	\$5,004,403

000003641 - PUBLIC TRANS CONST-UNREST cont.		FY14	FY15	FY16	FY17	FY18	Total
1028832	TD ON DEMAND BIKE LOCKER PGRM (1028832)	\$0					\$0
1028854	TD VANPOOL VEHICLE PURCHASE (1028854)	\$7,113,669	\$5,319,000	\$7,537,000	\$2,154,000	\$3,820,000	\$36,352,669
1111768	TD RT 48 ELECTRIFICATION (1111768)	(\$498,000)		\$1,567,376	\$2,272,769	\$7,350,407	\$15,376,171
1111769	TD WAREHOUSE REPLACEMENT (1111769)	\$94,708	\$121,017	\$550,937	\$1,873,254	\$3,027,426	\$5,667,342
1111771	TD RADIO ALASKAN WAY TUNNEL (1111771)	\$77,569		\$288,116	\$1,959,034		\$2,324,719
1111785	TD CUSTOMER INFO SYS PLATFORM (1111785)	\$2,897,800		\$640,490	\$615,942		\$4,154,232
1111789	TD ORCA VENDING MACHINES (1111789)	\$154,408					\$154,408
1111971	TD BATTERY DOMINANT BUS (1111971)	\$0					\$0
1111973	TD BRICKYARD P&R EXPANSION (1111973)	(\$47,519)					(\$47,519)
1111975	TD RT 120 TRANSIT IMPROVEMENTS (1111975)	\$0					\$0
1111982	TD REGIONAL ORCA ENHANCEMENTS (1111982)	\$0					\$0
1111984	TD LAKE FOREST PARK P&R (1111984)	(\$50,000)					(\$50,000)
1111985	TD E KING CO TRANSIT IMP (1111985)	(\$17,554)					(\$17,554)
1111989	TD BURIEEN TRANSIT CENTER (1111989)	(\$7,653)					(\$7,653)
1111993	TD FIBER REPLACEMENT (1111993)	(\$276,866)					(\$276,866)
1112002	TD FH 2009 CCTV OnBoard Buses2 (1112002)	(\$1,141,040)					(\$1,141,040)
1112007	TD DATA INFRASTRUCTURE REPL (1112007)	\$191,396	\$141,081	\$130,000			\$462,477
1112014	TD RYERSON BASE RENOVATIONS (1112014)	(\$99,664)					(\$99,664)
1112016	TD SE CONNECTOR FACILITIES (1112016)	\$0					\$0
1112018	TD OBS 27 FT BUS (1112018)	(\$751,270)					(\$751,270)
1114074	TD 60 FT TROLLEY (1114074)	\$95,778,210	\$454,894	\$114,752			\$96,347,856
1114075	TD 40 FT TROLLEY (1114075)	\$142,642,383	\$281,054	\$610,000	\$118,769		\$143,652,206
1115954	TDC TRANSIT ASSET MAINT BUDGET (1115954)	\$20,587,096	\$4,271,986	\$15,522,959	\$15,113,079	\$16,851,556	\$91,793,495
1116014	TD IS PRESERVATION BUDGET (1116014)	\$285,000	\$355,610	\$658,000	\$985,000	\$572,000	\$3,420,610
1116015	TD TOH, SHELTER, EQUIP BUDGET (1116015)	\$2,776,615	\$3,073,796	\$2,974,380	\$3,278,483	\$3,186,230	\$18,787,252
1116036	TD CAPITAL OUTLAY BUDGET (1116036)	\$195,634	\$189,358	\$172,128	\$178,153	\$184,388	\$1,110,503
1116057	TD NORTHGATE TOD BUDGET (1116057)	\$840,016	\$10,150,000			\$1,650,000	\$12,640,016
1116070	TD SR 520 UPA BUDGET (1116070)	\$0	(\$2,977,104)				(\$2,977,104)
1116071	TD OP FACILITY IMP BUDGET (1116071)	\$2,764,819	\$2,999,121	\$2,048,454	\$1,528,976	\$1,156,242	\$11,716,296
1116072	TD BUS ZONE SAFETY BUDGET (1116072)	\$413,649	\$1,248,140	\$421,902	\$440,058	\$455,461	\$3,450,612
1116073	TD SHELTERS & LIGHTING (1116073)	\$1,775,546	\$840,475	\$1,905,236	\$2,005,799	\$2,076,002	\$10,751,719
1116107	TD RIDE FREE AREA BUDGET (1116107)	(\$300,000)					(\$300,000)
1116112	TD TROLLEY MOD BUDGET (1116112)	\$1,188,496	\$1,899,527	\$994,727	\$180,735	\$187,061	\$4,959,765
1116236	TD RIDER INFO SYSTEMS BUDGET (1116236)	\$0	(\$664,419)				(\$664,419)
1116743	TD RT 101 TRANSIT CORRIDOR IMP (1116743)	\$531,000	\$1,400,098				\$1,931,098
1116745	TD 3RD AVE IMPROVEMENTS (1116745)	\$8,797,500					\$8,797,500
1116746	TD RELACE LEGACY TSP EQUIPMENT (1116746)	\$866,670	\$551,160				\$1,417,830
1116755	TD RAPIDRIDE BIKE FACILITIES (1116755)	\$495,900	\$150,300				\$646,200
1116893	TD HASTUS EPM (1116893)	\$0	\$228,880				\$228,880
1116944	TD ORCA SELF SERVICE KIOSK (1116944)	\$222,264	\$3,092,736				\$3,315,000
1117069	TD 35 FT HYBRID BUS (1117069)	\$258,122	\$18,368,254	\$114,752			\$18,741,128
1117191	TD RYERSON BASE LIFT REPL (1117191)	\$1,059,325	\$7,631,887	\$372,819			\$9,064,031
1111770	TD CIP CONTINGENCY	\$1,000,000					\$1,000,000
1111783	TD HASTUS UPGRADE	\$723,793					\$723,793
1111786	TD FACILITY MASTER PLAN	\$130,697					\$130,697
000003641 - PUBLIC TRANS CONST-UNREST Total		\$340,288,009	\$68,054,563	\$46,251,615	\$234,596,449	\$161,598,492	\$950,315,044

**DEPARTMENT OF TRANSPORTATION
DESIGN AND CONTRUCTION SECTION**

PROJECT TITLE: 3rd Ave Grant application cost estimate and BOE backup

DATE:

PREPARED BY: Liz Krenzel

ITEM	UNIT	UNIT PRICE	QTY	
1 SURVEYING	LS	\$ 5,000	2	
2 MOBILIZATION	LS	\$ 8,000	1	
3 SITE PREPARATION				
Temporary Traffic Control Devices	LS	\$ 4,000	1	
Temporary Traffic Control Labor	HR	\$ 120	30	
High Visibility Fence	LF	\$ 15	300	
Temporary Utilities	LS	\$ 700	1	
4 TEMPORARY EROSION CONTROL				
Straw bails	EA	\$ 6	60	
Catch basib protection	EA	\$ 75	6	
Allowance for Plastic Sheeting	LS	\$ 500	1	
5 DEMOLITION				
Saw Cut ACP up to 4"	LF	\$ 4	525	
Saw Cut PCCP over 8"	LF	\$ 11	0	
Curb removal	LF	\$ 10	460	
Pavement Marker removal	S.F.	\$ 5	600	
ACP Demolition	CY	\$ 92	350	
PCCP Demolition	CY	\$ 92	52	
ACP Offsite Disposal	CY	\$ 134	350	
PCCP Offsite Disposal	CY	\$ 134	52	
Excavation, Unclassified materials	CY	\$ 45	350	
Removal & disposal of materials	CY	\$ 92	0	
6 GRADING / PAVING				
Crushed rock surfacing	CY	\$ 35	120	
ACP Class 1/2" PG 64-22, over 3 CY	CY	\$ 330	150	
PCC Curb	LF	\$ 25	460	
PCCP Class C-5, over 7 CY	CY	\$ 400	106	
Reinforcement steel for slab & foundation	LB	\$ 1	0	
PCC Paralle Curb Ramp	EA	\$ 800	6	

Dowels @ 1.5/SY of PCCP	EA	\$	19	0	
Pavement Joint, Isolation type	LF	\$	2	0	
Pavement Joint, Control or construction type	LF	\$	19	0	
7 MISCELLANEOUS CIVIL					
Detectable Warning Tiles, 2' wide	LF	\$	80	6	
Curb painting up to 60' @ each Zone	EA	\$	20	2	
Pavement markings, Type D Highway	SF	\$	3	600	
Traffic Loop Allowance	EA	\$	5,000.00	2	
8. Demobilization	EA		4000.0	1	
9. Foundations	EA		3500.0	3	
10. Curb Bulb	EA		100000.0	1	
11. Lighting upgrades	EA		100000.0	1	
Sub Total					
12. Contingency				20%	
Sub Total					
13. Owner furnishing items					
custom shelter	EA		350,000	1	
SDOT kiosk	EA		85,000	1	
TOTAL					

Other Implementation Phase labor charges: construction management, project management

Design Consultant

Design phase: Internal agency labor

Design phase contingency

Closeout phase labor

Project contingency

Total project cost (inflated to year of expense)

PG. 1 OF 1

4/17/2014

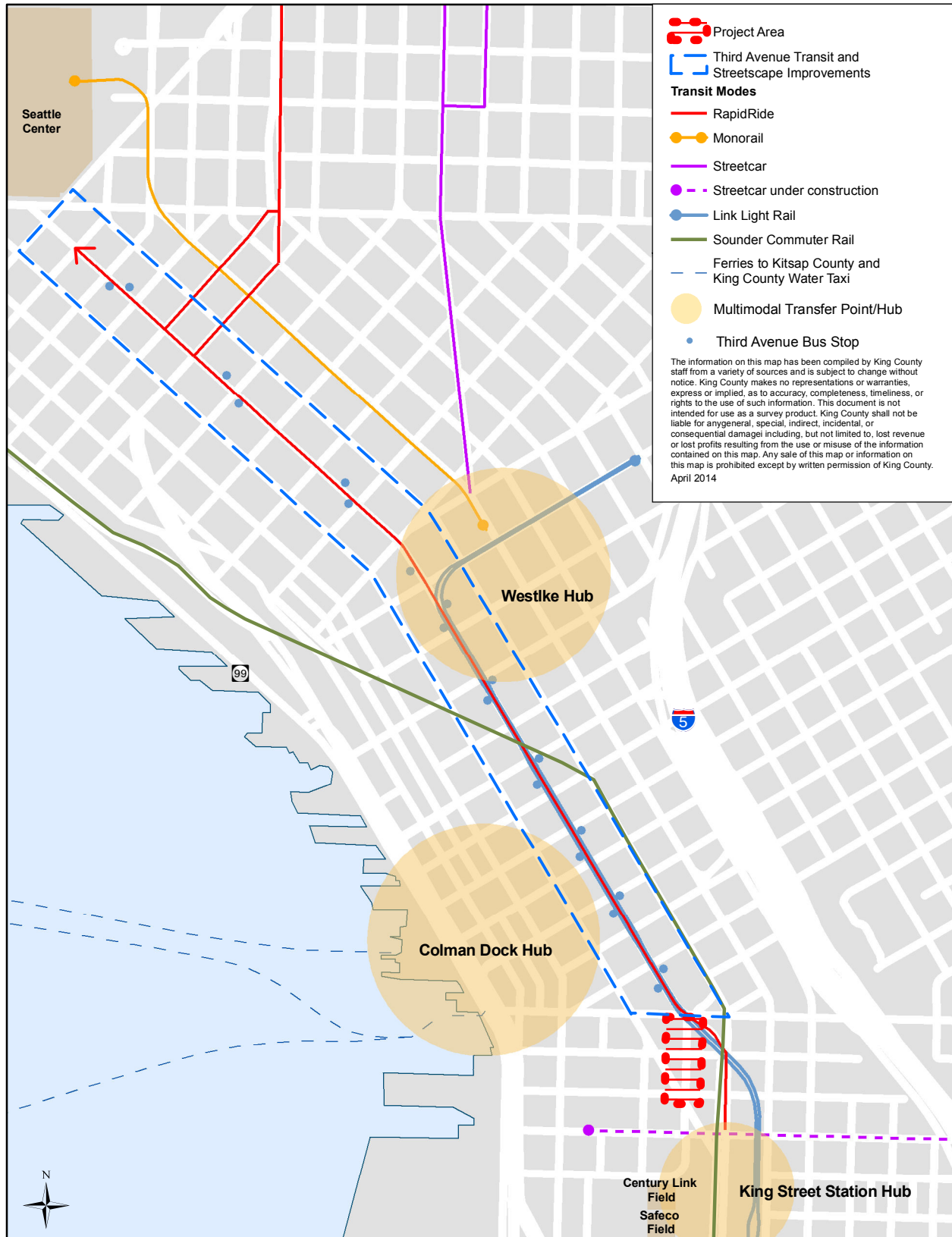
year of expense,
assumes 3.5% annual
inflation

	TOTAL		
	\$ 10,000		
	\$ 4,000	\$ 4,000	\$ 4,286
			\$ -
			\$ -
	\$ 4,000		\$ -
	\$ 3,600		\$ -
	\$ 4,500		\$ -
	\$ 700	\$ 22,800	\$ 24,432
			\$ -
			\$ -
	\$ 360		\$ -
	\$ 450		\$ -
	\$ 500	\$ 1,310	\$ 1,404
			\$ -
			\$ -
	\$ 2,100		\$ -
	\$ -		\$ -
	\$ 4,600		\$ -
	\$ 3,000		\$ -
	\$ 32,200		\$ -
	\$ 4,804		\$ -
	\$ 46,900		\$ -
	\$ 6,998		\$ -
	\$ 15,750		\$ -
	\$ -	\$ 116,352	\$ 124,683
			\$ -
			\$ -
	\$ 4,200		\$ -
	\$ 49,500		\$ -
	\$ 11,500		\$ -
	\$ 42,222		\$ -
	\$ -		\$ -
	\$ 4,800		\$ -

	\$ -		\$ -
	\$ -		\$ -
	\$ -	\$ 112,222	\$ 120,257
			\$ -
			\$ -
	\$ 480		\$ -
	\$ 40		\$ -
	\$ 1,920		\$ -
	\$ 10,000	\$ 12,440	\$ 13,331
			\$ -
	\$ 4,000	\$ 4,000	\$ 4,286
			\$ -
	\$ 10,500	\$ 10,500	\$ 11,252
			\$ -
	\$ 100,000	\$ 100,000	\$ 107,160
			\$ -
	\$ 100,000	\$ 100,000	\$ 107,160
			\$ -
		\$ 483,624	\$ 518,252
		\$96,725	\$ 103,650
		\$ 580,349	\$ 621,902
			\$ -
			\$ -
	\$ 350,000	\$ 350,000	\$ 375,060
	\$ 85,000	\$ 85,000	\$ 91,086
			\$ -
		\$ 1,015,349	\$ 1,088,048
			\$ 113,479
			\$ 170,841
			\$ 93,166
			\$ 31,062
			\$ 36,924
			\$ 321,480
			\$ 1,855,000

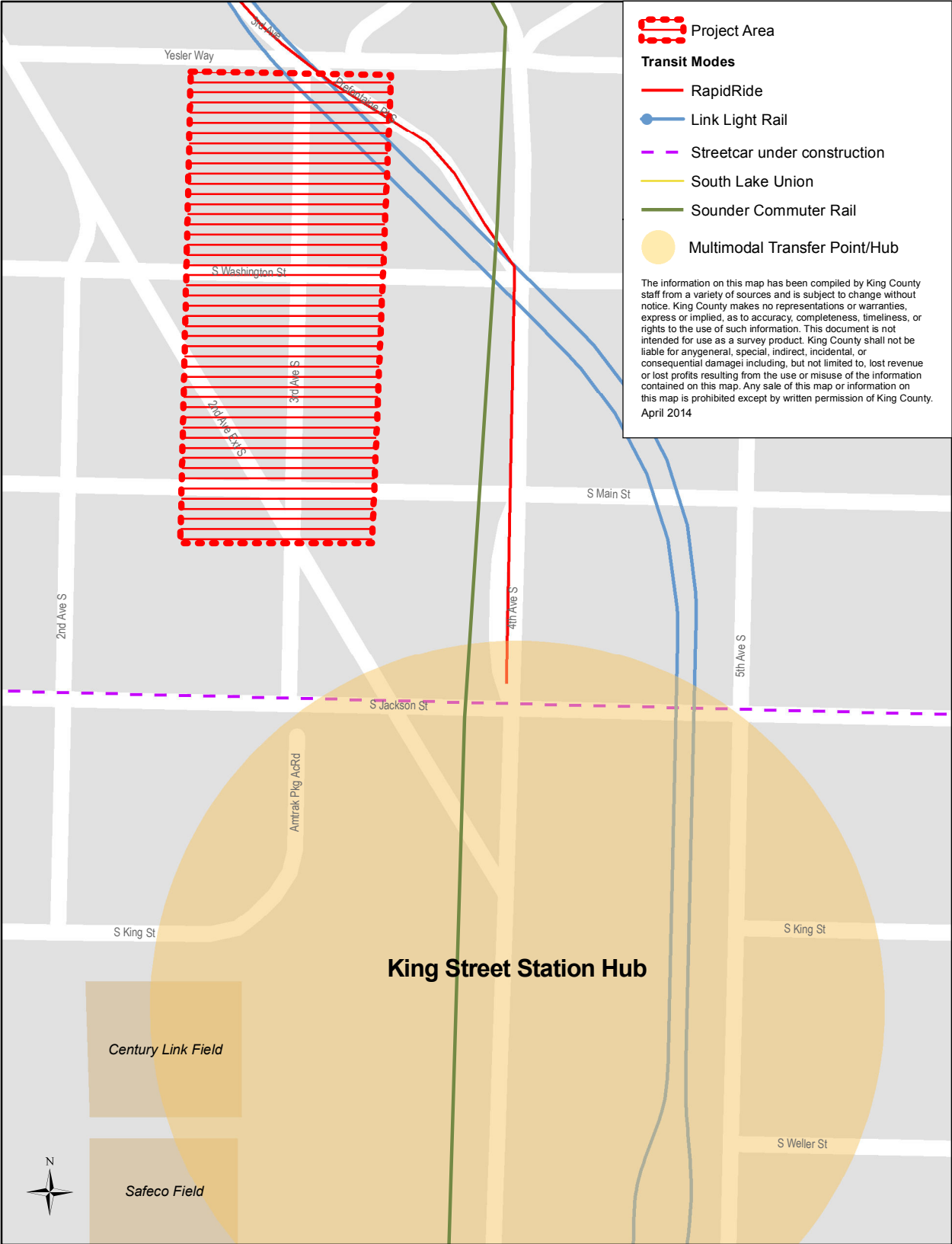
Third Avenue Corridor Improvements - Vicinity Map

Yesler Way to Main Street



Third Avenue Corridor Improvements - Project Area Map

Yesler Way to Main Street





City of Seattle

Edward B. Murray, Mayor

Department of Transportation

Goran Sparrman, Interim Director

May 7, 2014

Mr. Harold S. Taniguchi
Department of Transportation
201 South Jackson, Suite 0811
Seattle, WA 98104-3856

RE: King County Department of Transportation Third Avenue Corridor Improvements -
Yesler Way to Main Street

Dear Mr. Taniguchi,

The City of Seattle is pleased to support the King County Department of Transportation's Countywide FHWA grant funding request for the Third Avenue Corridor Improvement Project. Funding from this grant will be dedicated to the preliminary engineering and design phase of the Third Avenue Corridor Improvement Project.

This project will advance the urban design principles embodied in the Third Avenue Transit Improvements Project to the project segment of Third Avenue between Yesler Way and Main Street. This area comprises the southern end of Seattle's primary transit corridor, which produces about 42,000 passenger boardings daily. The project complements City of Seattle efforts to provide a better functioning, safer, and more customer friendly Third Avenue environment for visitors, commuters, and residents. The project will improve transit operations, upgrade passenger amenities, boost ridership, and improve safety for all users.

Over the past several years, the City of Seattle, King County, and the Downtown Seattle Association have been very closely collaborating to improve the functionality, urban design, safety, and security of the downtown Seattle Third Avenue transit corridor. An emphasis of this work has been the development of an urban design plan to improve bus operations and the pedestrian environment at bus stops. Ultimately, a more welcoming pedestrian environment will help Third Avenue bus service attract even more riders and others. The goal of this project is to accommodate transit demand, pedestrian access, and transit operations along a segment of the region's busiest transit corridor. This will help the region's largest employment center reach its development and economic targets.

Seattle Municipal Tower
700 5th Avenue
Suite 3800
PO Box 34996
Seattle, Washington 98124-4996

Tel (206) 684-ROAD / (206) 684-5000
Fax: (206) 684-5180
Hearing Impaired use the Washington Relay Service (7-1-1)
www.seattle.gov/transportation

This project supports VISION 2040, the region's growth strategy, and Transportation 2040, the region's Metropolitan Transportation Plan. The project is consistent with Seattle's Transit Master Plan and Seattle's Comprehensive Plan that promotes energy efficiency and developing a more balanced transportation system. The project is also consistent with growing transit service needs and investments as identified by the City of Seattle, Downtown Seattle Association and the PSRC.

We hope that this important project continues toward implementation and look forward to an improved transit environment and effectiveness on this corridor.

Sincerely,

A handwritten signature in black ink, appearing to read 'Goran Sparrman', with a stylized, flowing script.

Goran Sparrman, P.E.
Interim Director, Seattle Department of Transportation

cc. Peter Heffernan, Government Relations Officer, King County Department of Transportation

COMMUTE SEATTLE



LIVE MORE. DRIVE LESS.

May 5, 2014

Harold S. Taniguchi
Department of Transportation
201 South Jackson, Suite 0811
Seattle, WA 98104-3856

RE: King County Department of Transportation Third Avenue Corridor Improvements
- Yesler Way to Main Street

Dear Mr. Taniguchi,

I am pleased to support the King County Department of Transportation's Countywide FHWA grant funding request for the Third Avenue Corridor Improvement Project. Funding from this grant will be dedicated to the preliminary engineering and design phase of the Third Avenue Corridor Improvement Project.

Commute Seattle is Downtown Seattle's Transportation Management Association, working to enhance Downtown's economic competitiveness by reducing drive-alone commuting. We envision a Downtown Seattle in which commuters are empowered to walk, bike, rideshare, or take transit to work. This project, when completed, will greatly improve the transit and pedestrian environment in the Third Avenue corridor.

Over the past several years, the City of Seattle, King County, and the Downtown Seattle Association have been working together to improve the functionality, urban design, safety, and security of the downtown Seattle Third Avenue transit corridor. An emphasis of this work has been the development of an urban design conceptual plan to improve the pedestrian environment around bus stops. The goal of this project is to accommodate transit demand, pedestrian access, and transit operations along a segment of the region's busiest transit corridor.

This project supports VISION 2040, the region's growth strategy, and Transportation 2040, the region's Metropolitan Transportation Plan. The project is also consistent with Seattle's Transit Master Plan, and Seattle's Comprehensive Plan which promotes energy efficiency and developing a more balanced transportation system.

We hope that this important project continues toward implementation and look forward to improved transit environment and effectiveness on this corridor.

Sincerely,

Jessica Szilag
Executive Director
Commute Seattle

cc. Peter Heffernan, Government Relations Officer, King County Department of Transportation



May 1, 2014

Harold S. Taniguchi
Department of Transportation
201 South Jackson, Suite 0811
Seattle, WA 98104-3856

RE: King County Department of Transportation Third Avenue Corridor Improvements - Yesler Way to Main Street

Dear Mr. Taniguchi,

The Alliance for Pioneer Square is pleased to support the King County Department of Transportation's Countywide FHWA grant funding request for the Third Avenue Corridor Improvement Project. Funding from this grant will be dedicated to the preliminary engineering and design phase of the Third Avenue Corridor Improvement Project.

Pioneer Square is located at the southern terminus of the Third Avenue Corridor Improvement Project and when completed, will improve the transit connection between the Square and the Seattle CBD. Over the past several years, the City of Seattle, King County, and the Downtown Seattle Association have been working together to improve the functionality, urban design, safety, and security of the downtown Seattle Third Avenue transit corridor. An emphasis of this work has been the development of an urban design conceptual plan to improve the pedestrian environment around bus stops. Ultimately, a more welcoming pedestrian environment will help Third Avenue bus service attract even more riders. The goal of this project is to accommodate transit demand, pedestrian access, and transit operations along a segment of the region's busiest transit corridor.

This project supports VISION 2040, the region's growth strategy, and Transportation 2040, the region's Metropolitan Transportation Plan. The project is also consistent with Seattle's Transit Master Plan, and Seattle's Comprehensive Plan which promotes energy efficiency and developing a more balanced transportation system.

The Alliance is charged with leading the economic revitalization of Seattle's first neighborhood. The Third Avenue Corridor project is consistent with our work to improve the neighborhood and we hope that this important project continues toward implementation.

Sincerely,

Leslie G. Smith
Executive Director

cc. Peter Heffernan, Government Relations Officer, King County Department of Transportation



TEL 206 296.7580
V/TTY 206 296.8574
FAX 206 296.8629

101 PREFONTAINE PLACE SOUTH
SEATTLE WA 98104
WWW.4CULTURE.ORG

May 1, 2014

Harold S. Taniguchi
Department of Transportation
201 South Jackson, Suite 0811
Seattle, WA 98104-3856

RE: King County Department of Transportation Third Avenue Corridor Improvements - Yesler
Way to Main Street

Dear Mr. Taniguchi,

I am pleased to support the King County Department of Transportation's Countywide FHWA grant funding request for the Third Avenue Corridor Improvement Project. Funding from this grant will be dedicated to the preliminary engineering and design phase of the Third Avenue Corridor Improvement Project.

4Culture is the cultural services agency for King County, and is committed to making the region stronger by supporting citizens and groups who preserve our shared heritage, and create arts and cultural opportunities for residents and visitors. Our office is located at the southern terminus of the Third Avenue Corridor Improvement Project. This project, when completed, will greatly improve the transit and pedestrian environment in the Third Avenue corridor.

Over the past several years, the City of Seattle, King County, and the Downtown Seattle Association have been working together to improve the functionality, urban design, safety, and security of the downtown Seattle Third Avenue transit corridor. An emphasis of this work has been the development of an urban design conceptual plan to improve the pedestrian environment around bus stops. The goal of this project is to accommodate transit demand, pedestrian access, and transit operations along a segment of the region's busiest transit corridor.

This project supports VISION 2040, the region's growth strategy, and Transportation 2040, the region's Metropolitan Transportation Plan. The project is also consistent Seattle's Transit Master Plan, and Seattle's Comprehensive Plan which promotes energy efficiency and developing a more balanced transportation system.

We hope that this important project continues toward implementation and look forward to improved transit environment and effectiveness on this corridor.

Sincerely,



Jim Kelly,
Executive Director

cc. Peter Heffernan, Government Relations Officer, King County Department of Transportation

Tashiro Kaplan Artist Lofts
115 Prefontaine Place South
Seattle, WA. 98104
206.223.1160
TKResidential@quantumms.com

May 5, 2014

Harold S. Taniguchi
Department of Transportation
201 South Jackson, Suite 0811
Seattle, WA 98104-3856

RE: King County Department of Transportation Third Avenue Corridor Improvements - Yesler Way to Main Street

Dear Mr. Taniguchi,

I am pleased to support the King County Department of Transportation's Puget Sound Regional Council's (PSRC) Regional FHWA grant funding request for the Third Avenue Corridor Improvement Project. Funding from this grant will be dedicated to the preliminary engineering and design phase of the Third Avenue Corridor Improvement Project.

The Tashiro Kaplan Artist Building includes 50 affordable live/work apartments, and 28 commercial arts-related entities, and is located at the southern terminus of the Third Avenue Corridor Improvement Project. Over the past several years, the City of Seattle, King County, and the Downtown Seattle Association have been working together to improve the functionality, urban design, safety, and security of the downtown Seattle Third Avenue transit corridor. An emphasis of this work has been the development of an urban design conceptual plan to improve the pedestrian environment around bus stops. The goal of this project is to accommodate transit demand, pedestrian access, and transit operations along a segment of the region's busiest transit corridor. This project, when completed, will greatly improve the transit and pedestrian environment for Tashiro Kaplan tenants.

This project also supports VISION 2040, the region's growth strategy, and Transportation 2040, the region's Metropolitan Transportation Plan. The project is consistent Seattle's Transit Master Plan, and Seattle's Comprehensive Plan which promotes energy efficiency and developing a more balanced transportation system. The project is consistent with growing transit service needs and investments as identified by the City of Seattle and the PSRC.

We hope that this important project continues toward implementation and look forward to improved transit environment and effectiveness on this corridor.

Sincerely,



Doug Vann
Tashiro Kaplan Artist Lofts
Residential Manager



Restoring Hope and Changing Lives

May 2nd, 2014

Harold S, Taniguchi
Department of Transportation
201 South Jackson, Suite 0811
Seattle, WA 98104-3856

RE: King County Department of Transportation Third Avenue Corridor Improvements - Yesler Way to Main Street

Dear Mr. Taniguchi,

I am writing in support of the King County Department of Transportation's Countywide FHWA grant funding request for the Third Avenue Corridor Improvement Project. As we understand it, funding from this grant will be dedicated to the preliminary engineering and design phase of the Third Avenue Corridor Improvement Project.

For over 82 years Seattle's Union Gospel Mission has provided emergency care and long-term recovery services to hurting and homeless people in the greater Seattle area. We're dedicated to serving, rescuing and transforming those in greatest need. Our primary Men's Shelter is located directly at the southern terminus of the Third Avenue Corridor Improvement Project. This means we are very familiar with the existing condition and status of this transit corridor, and we are pleased to see it get some much needed attention. This project will provide a safe and positive environment for both our clients and the greater public as well.

We have watched as, over the past several years, the City of Seattle, King County, and the Downtown Seattle Association have been working together to improve the functionality, urban design, safety, and security of the downtown Seattle Third Avenue transit corridor. We are encouraged that the emphasis of this work has been to improve the pedestrian environment around bus stops. We fully support the goal of this project to accommodate transit demand, pedestrian access, and transit operations along a significant segment of the region's busiest transit corridor.

In addition, this project supports VISION 2040, the region's growth strategy, and Transportation 2040, the region's Metropolitan Transportation Plan. It is also consistent with Seattle's Transit Master Plan, and Seattle's Comprehensive Plan, which promotes energy efficiency and developing a more balanced transportation system.

We are hopeful that this important project continues toward implementation, and we look forward to an improved and effective transit environment along this corridor.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Jeff Lilley', with a large, stylized loop at the end.

Jeff Lilley
President, Seattle's Union Gospel Mission

cc. Peter Heffernan, Government Relations Officer, King County Department of Transportation