

2006 STP/CMAQ Regional Competition Application

This application is available on the PSRC Web site at <http://www.psrc.org/projects/tip/index.htm>.

Puget Sound Regional Council

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

Important notice: The importance of complete and accurate information on every application cannot be overemphasized. The evaluation and scoring of all submitted projects will be based on the answers provided in this application. A project's suitability for regional funding may be compromised if the application is found to have omissions or inaccuracies. In addition, sponsors of projects recommended for funding as a result of the competition should be aware that their application could be used in the future to evaluate the status of a project if it fails to comply with the requirements of the Puget Sound Regional Council's (PSRC) Project Tracking program.

Projects receiving funding as a result of this competition: Funding distributed as a result of the 2006 STP/CMAQ Regional Competition is awarded to projects of regional priority, not to the sponsoring agency itself. Sponsors of projects that receive funds from this competition will be required to submit a more detailed TIPMOD or TIPNEW application, which will be due to the PSRC on July 21 2006. Please note that these sponsors will also be asked to certify that they will comply with the conditions of the PSRC's Project Tracking Program, as a condition of accepting regional funding. Failing to comply with this condition, and/or with the conditions established in the PSRC's Project Tracking Program, may eventually result in the loss and/or transfer of funds to another regional priority project.

CMS requirements: Per revisions to the PSRC's Congestion Management System [in accordance with Title 23, Section 134,(i)(3) USC – Highways], sponsors of projects that receive funds as a result of this competition will be required to document the purpose and need for any project that provides general purpose capacity expansion on minor arterials or major/minor collectors (urban or rural).

14-page limit: You may use additional pages if necessary; however, please be as brief as possible and limit your application to a total of fourteen (14) pages, plus map(s) and/or other required supporting documents.

E-mail submissions are preferred: Attach your completed application to an e-mail and send to TIPRPEC@psrc.org. Please name the file "(Agency): (Project title)". If you are unable to e-mail the application, please mail a copy of the electronic file on diskette, and fax or mail a corresponding paper copy. Electronic copies of all applications are required, as they will be posted to the PSRC's Web site. Mailed materials should be sent to: Larry Burris, Puget Sound Regional Council, 1011 Western Avenue Ste 500, Seattle, WA 98104-1035 and/or faxed to 206-587-4825, Attn: Larry Burris. For questions or to confirm receipt of your application, contact Larry Burris at 206-464-5301 or lbarris@psrc.org. All applications must be submitted by **May 1, 2006**.

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 206-464-7892 or kmcgourty@psrc.org.

PROJECT DESCRIPTION INFORMATION

1	Project title: South Park Bridge Replacement 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).
2	Destination 2030 ID#: 242 In order to be eligible for federal funding, a project must be in, or consistent with, <i>Destination 2030</i> , the region's Metropolitan Transportation Plan (MTP). To confirm if your project is specifically listed in <i>Destination 2030</i> , refer to Appendix 9 of <i>Destination 2030</i> at http://www.psrc.org/projects/mtp/d2030plan.htm . For assistance or questions regarding these issues, contact Kaori Fujisawa at 206-587-5063 or kfujisawa@psrc.org .

3	<p>a. Sponsoring agency: [Redacted]</p> <p>b. Co-sponsor(s) if applicable:</p> <p>Important: 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?</p>
4	<p>Project contact person: [Redacted]</p> <p>Address: 201 South Jackson Street, Seattle WA. 98104</p> <p>Phone: [Redacted]</p> <p>Fax: [Redacted]</p> <p>E-Mail: mark.melroy@metrokc.gov</p>

<p>5</p>	<p>Project description. Please be as clear and concise as possible. Include a description of the project, the need for the project, and the project purpose.</p> <p>The South Park Bridge, which is at a vital link in the regional transportation network directly serving the Duwamish and Tukwila Manufacturing/Industrial centers. The Bridge, which also serves a substantial Title VI residential population, is at the end of its useful life. King County proposes to replace the existing four lane 75-year-old South Park Bridge, which is located within the designated North Tukwila Manufacturing/Industrial center and provides a direct link to the adjacent designated Duwamish Manufacturing/Industrial Center with a new four lane moveable bascule bridge. The existing bridge it is in extremely poor condition and does not meet current design standards. Due to the state of deterioration, experts have advised King County to prepare for closure of the bridge by 2010.</p> <p>The bridge currently carries 20,000 vehicles/day and is part of a regional principal arterial linking key travel routes in the south Seattle/North Tukwila area. The bridge and 14th/16th Avenue S. connect E. Marginal Way S. to the north and SR-99 to the south in the South Park community. This roadway is designated a truck route and 30% of the traffic crossing the bridge is truck traffic. The bridge also supports several bus routes. Bicyclists and pedestrians use the route to cross the Duwamish Waterway, often to connect to bus routes on E. Marginal Way S.</p> <p>The existing South Park Bridge has several serious structural deficiencies that cannot be corrected. Poor quality concrete used in the original construction of the bridge is causing chemical deterioration of structural elements. The main bascule bridge piers are undergoing long-term tilting and settlement due to shortcomings in the original foundation design and construction. This has resulted in widespread cracking and tilting of the piers. These cracks are under active movement and change width during the passing of each vehicle and during each bridge opening. The concrete deterioration, pier movement, and crack movement are all problems that cannot be feasible corrected. The bridge has received an extremely poor Sufficiency Rating of 4 out of 100, the lowest rating among major, high traffic volume bridges in the Seattle area.</p> <p>The bridge is located in the Seattle Fault Zone and has been damaged by liquefaction and lateral loads from past earthquakes. Numerous repairs have been performed over the past 20 years in an attempt to stabilize the piers but the piers continue to crack and settle. The February 2001, Nisqually Earthquake seriously exacerbated the settlement and tilting problem and the bridge could not open for vessels for a month. Since the earthquake, operation of the bridge has been less reliable, requiring it to be closed for repairs intermittently for several days at a time while realignment repairs take place. Continued realignment repairs will become increasingly difficult as the two moveable spans become more and more misaligned over time. A February 2006 report concludes the bridge has a one in three chance of experiencing a damaging earthquake in the next ten years that will likely cause immediate closure of the bascule span, rendering the bridge inoperable.</p> <p>Operation and maintenance costs associated with the existing bridge are substantial, averaging \$543K per year. In addition to the high O&M costs, a \$14.5 million backlog of necessary bridge improvements is needed in the near future. These dollar amounts reflect the substantial effort that would be necessary to extend the life of portions of the bridge and improve operational reliability. However, this work would not include repairing the main bascule piers, and the piers would remain unstable and seismically vulnerable.</p> <p>In addition, the design of the existing bridge does not meet current roadway design standards, and it has many design deficiencies. The overall bridge width—including lane widths, shoulders, and sidewalks—should be 68 feet according to current applicable design standards. The existing bridge width is only 52 feet. The lanes are too narrow and there are no roadway shoulders between the traffic lanes and the bridge sidewalks. Also there is no center median providing space between the two directions of traffic.</p>
<p>6</p>	<p>Project location: 14/16th Avenue, South Seattle/North Tukwila</p> <p>a. County(ies) in which project is located: King</p> <p>Answer the following questions if applicable:</p> <p>b. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad):</p> <p>c. Crossroad/landmark nearest to end of project (identify landmark if no crossroad):</p>

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| 7 | <p>Map: 1. Include a legible 8½" x 11" project map with the completed application form.
2. Include a legible vicinity map with the completed application form (can be smaller than 8½" x 11").</p> <p>Note: If unable to send the map electronically, mail a copy on diskette and provide a paper copy by fax or mail.</p> |
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8 Federal functional classification code (Please select only one code using the table below)

For assistance determining functional classification, contact Stephanie Rossi at 206-587-5118 or srossi@psrc.org.

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

Examples of exceptions:

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

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

PLAN CONSISTENCY INFORMATION

Note: Cities, towns, and counties seeking federal funds managed by the PSRC may submit an application only if their comprehensive plan has been certified by the PSRC. All other agencies (e.g., transit agencies, WSDOT, tribal nations, etc.) must show that their project is consistent with the applicable city and/or county comprehensive plan(s), and with *VISION 2020* and *Destination 2030*, the central Puget Sound region's Metropolitan Transportation Plan. For questions on consistency and certification, contact Rocky Piro at 206-464-6360 or rpiro@psrc.org. For questions regarding centers, contact Ben Bakkenta at 206-464-5372 or bbakkenta@psrc.org.

9 Consistency with adopted *VISION 2020* and *Destination 2030* (Metropolitan Transportation Plan)

Note: 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 www.psrc.org/projects/planreview/ppr_status.htm. To obtain copies of the adopted *VISION 2020* or *Destination 2030* documents, please contact the PSRC's Information Center at 206-464-7532 or infoctr@psrc.org.

a. Indicate the current certification status of the local comprehensive plan's transportation element. Note: Select only one from the drop down box below and provide the most recent date of certification action. If you select "Not Certified," leave the date field blank.

- Certification Status: Certified
- Date of certification action (mm/dd/yy): 1/26/2006

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 <http://www.psrc.org/projects/tip/applications/reference.htm> for more information.)
- The project is located within the designated urban growth area.
- The project is located within a formally designated regional growth center. (Please identify the regional growth and/or manufacturing/industrial center in the space below; refer to <http://www.psrc.org/projects/monitoring/rqc.htm> for more information.)

North Tukwila Manufacturing/Industrial Center

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

- Yes. Indicate the (1) plan name, (2) relevant section(s), and (3) page number where it can be found:
2006 King County Comprehensive Plan, Transportation Element, 2006 Department of Transportation – Road Services Capital Improvement Program, page 74.
- 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.

REGIONAL PROJECT EVALUATION

Important: Projects will be evaluated and scored based on the information provided in Parts 1 and 2 that follow. Refer to the "Regional Project Evaluation Criteria" (Section 3 of the STP/CMAQ Regional Competition Call for Projects) before completing these sections of the application for guidance, examples, and details on scoring.

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 (50 Points)

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

- Designated Urban Center: Complete section A (question 11) and proceed directly to Part 2 (questions 14-17).
- Manufacturing/Industrial Center: Complete section B (question 12) and proceed directly to Part 2 (questions 14-17).
- Connecting Corridors: Complete section C (question 13) and proceed directly to Part 2 (questions 14-17).

Note: Please refer to Attachment 6 of the Policy Framework (Section 2 of the STP/CMAQ Regional Competition Call for Projects) for a map of designated urban and manufacturing/industrial centers. An updated map is also available on the PSRC website at <http://www.psrc.org/projects/tip/index.htm>. For questions regarding the designation of a specific center, contact Ben Bakkenta at 206-464-5372 or bbakkenta@psrc.org. Information on the 2005 adopted Regional Economic Strategy and the five targeted industry clusters, including definitions and maps of the clusters, may be found on the Prosperity Partnership website at <http://www.prosperitypartnership.org/clusters/index.htm>. For questions regarding these topics, contact Jeff Raker at 206-464-6179 or jraker@psrc.org.

A. Designated Urban Centers (50 Points)

Instructions: Complete this section if you selected "Designated Urban Centers" in question 10, and then proceed directly to Part 2 (questions 14-17). Do not complete questions 12 or 13.

11. Please explain how your project addresses the following:

- How will the project help the Urban Center to develop in a manner consistent with adopted policies or comprehensive plans? Describe how the project will support activity in the Urban Center, implement any development plans for the center, and enhance the Center's sense of place. Please provide a citation and copy of the appropriate page(s) from the plan or policies with your application.

- Will the project create, sustain or provide benefits to a targeted industry cluster business within a designated urban center? Please describe the business(es) that will benefit from the project; descriptions should indicate the scale and nature of the business(es), as well as its market and workforce transportation needs. Benefits could be demonstrated through access and travel time improvements for employees, customers and freight movement.
- Describe the impact the project will have on the Urban Center. Will the project remedy an existing or anticipated problem (e.g., congestion, incomplete sidewalk system, inadequate transit service or facilities, etc.)? Will the project benefit a large number or wide variety of users (including commuters, residents, commercial users, those groups identified in the presidential Executive Orders for Environmental Justice¹ and/or areas experiencing high levels of unemployment or chronic underemployment)?
- Will the project provide access to a major destination or significantly improve circulation within the Urban Center? For projects with a parking component, describe how it will be compatible with a pedestrian-oriented environment.

B. Manufacturing/Industrial Centers (50 Points) – South Park Bridge

Instructions: Complete this section if you selected "Manufacturing/Industrial Centers" in question 10, and then proceed directly to Part 2 (questions 14-17). Do not complete questions 11 or 13.

12. Please explain how your project addresses the following:

- How does the project result in time savings for moving freight and goods?
- Indicate whether the project focuses on addressing a physical gap or removing a barrier that is problematic for freight and goods movement.
- How does the project contribute to achieving a more "seamless" system of moving freight and goods by reducing modal conflicts, such as between freight trains and trucks, in a safe and efficient manner?
- How does the project help to improve the circulation and movement of people and goods to various buildings and/or employment sites?
- Does the project or program contribute to transportation demand management and commute trip reduction opportunities? Please describe.
- Describe how the investment results in more reliable travel for various user groups (including employees, customers, modal carriers, those identified in the presidential Executive Orders for Environmental Justice² and/or areas experiencing high levels of unemployment or chronic underemployment).?
- Will the project create, sustain or provide benefits to a targeted industry cluster business within a designated manufacturing/industrial center? Please describe the business(es) that will benefit from the project; descriptions should indicate the scale and nature of the business(es), as well as its market and workforce transportation needs. Benefits could be demonstrated through access and travel time improvements for employees, customers and freight movement.

How does the project result in time savings for moving freight and goods?

The existing bridge carries 20,000 vehicles per day of which 30% are trucks. It is anticipated that the existing bridge will be closed by 2010 due to its deteriorating condition. Another seismic event similar to the earthquake in 2001 would very likely close the bridge as well. Closure of the bridge would have a significant impact on the transportation system and traffic conditions throughout the North Tukwila and Duwamish Manufacturing/Industrial areas, including traffic flows on SR-509, SR-99, First Avenue South, and East Marginal Way South. Closure of the bridge would force regional traffic on SR-99 and SR-509 with destinations north and east of the Duwamish River to use the remaining two river crossings at the First Avenue South Bridge, and the Tukwila International Blvd. Bridge near the Boeing Access Road. The State of Washington's Freight and Goods Transportation System classifies the 14th/16th Avenue South corridor as a T-1 facility, which means that this corridor carries more than 10 million tons of freight per year.

If the South Park Bridge were to be closed, traffic models show high levels of congestion would immediately clog the key gateway intersections located immediately north of the First Avenue South Bridges during both the morning and evening commutes. Peak hour traffic flow would be reduced to Level of Service F (LOS F), the worst level possible. Average wait times at intersections would double and even triple from existing conditions. Completion of the proposed SR-509 link to I-5 would further contribute to LOS F traffic flow over the First South Bridges. At the

¹ The President's Order for Environmental Justice states "each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority populations and low-income populations." For more information, refer to the PSRC's 2003 Environmental Justice Demographic Profile available on the PSRC website at <http://www.psrc.org/datapubs/ej/index.htm>, or contact the PSRC Information Center at 206-464-7532 or infoctr@psrc.org.

² see footnote above

southern river crossing in Tukwila, traffic attempting to avoid the delays at the First Avenue South Bridges would be met with heavy traffic on the Tukwila International Blvd. Bridge. Conditions there would worsen to LOS E and F during peak commute hours.

If the bridge were replaced the significant traffic congestion identified above would not occur. In addition to the avoidance of the congestion that would occur to the surrounding roadway network, the new bridge would be built to current standards, which would increase the width of the bridge, increase the safety for the users and allow for trucks and other users to drive at the posted speed limits. Additionally the new bridge, even though it would have the same number of lanes, would increase the operational capacity of the corridor and result in travel timesavings.

- Indicate whether the project focuses on addressing a physical gap or removing a barrier that is problematic for freight and goods movement.

The replacement of the South Park Bridge is 110% focused on addressing a physical gap. If the bridge is not replaced a physical gap in the system will be created. This will result in significant congestion on the surrounding roadway network that will create a problem for the efficient and reliable movement of freight in goods within and to and from the North Tukwila and Duwamish Manufacturing/Industrial centers.

- How does the project contribute to achieving a more “seamless” system of moving freight and goods by reducing modal conflicts, such as between freight trains and trucks, in a safe and efficient manner?

The new bridge would contribute to the creation of a seamless system of moving freight and goods. The existing bridge does not meet current design standards. This has caused a conflict between freight trucks and other vehicle traffic due to the substandard lane widths. This conflict results in slower speeds across the bridge and reduction in the actual capacity of the facility. The new bridge will be built to current standards, which will eliminate this conflict, in essence increasing the operational capacity of the facility and improving the safety for all of the users of the facility. These improvements will help the freight system move more efficiently. Additionally, if the bridge is closed the increased congestion on the surrounding roadway network will have a negative effect on the movement of freight and goods.

- How does the project help to improve the circulation and movement of people and goods to various buildings and/or employment sites?

Because of narrow lane widths, trucks on the current bridge must occupy a portion of the second lane, preventing use of that lane by other vehicles. The bridge operates as a two-lane arterial for truck traffic. These narrow lanes have a significant impact on car traffic flow, causing cars to travel closer to each other laterally than most drivers would prefer. Motorists compensate by slowing down or giving more space between cars ahead of them for a given speed, which effectively reduces the capacity of the roadway. The wider lanes of the new bridge, however, will allow four lanes of traffic to operate simultaneously, improving circulation and increasing capacity.

The wide sidewalk on the new bridge will separate bicycles and pedestrians from vehicles with a barrier, a substantial improvement over the narrow sidewalk/curb geometry of the existing bridge.

If the bridge were closed, a three-mile detour to the First Avenue South Bridges would add an estimated 60,000 vehicle miles/day to the movement of people and goods. Delays in driving around the closed bridge would be impacted by the extra congestion caused by the detoured traffic. The First Avenue South Bridges open more frequently than the South Park Bridge, adding to the possibility of even more delays, as heavy queues of traffic take longer to dissipate after an opening.

With the possibility of a multi-year closure of the Alaskan Way Viaduct, more traffic is expected to travel across the South Park Bridge to access the S. Michigan St. and Albro Way on- and off-ramps to I-5. These routes would bypass the expected backups along S. Michigan St. as traffic crossing the First Avenue South Bridges avoids SR-99 and cuts over to I-5.

- Describe how the investment results in more reliable travel for various user groups (including employees, customers, modal carriers, those identified in the presidential Executive Orders for Environmental Justice³ and/or areas experiencing high levels of unemployment or chronic underemployment).?

A new bascule bridge would keep traffic flowing through the corridor and all non-displaced businesses could remain in operation, even during the 3-year construction window. A few short-term closures of the existing bridge during

construction of the new parallel bridge would have minimal impact on business activities. After the new bridge is built, no changes to existing permanent jobs in non-displaced businesses in the South Park business district would be anticipated since traffic routes would not change. In fact, improved business activities could be generated from increased traffic resulting from the improved transportation infrastructure.

A survey conducted by King County indicates that a bridge closure would severely alter traffic patterns, adversely affecting local business activity. All cross-bridge traffic and related business activity would cease. Nearly 80% of businesses on the 14th/16th Avenue South business corridor rely on customers who make special trips to their business. If such trips became too difficult due to time, cost, or mode of travel (especially public transit) these trips could stop. Such a closure would put extreme hardship on the remaining 20% of businesses on the corridor that rely heavily on customers who pass by their business. This would damage the economic stability of the struggling South Park community and result in lost jobs.

A closure of the T-1 route over the existing bridge in 2010 would also sever the South Park Business Center from the Duwamish and North Tukwila Industrial Centers. This closure would increase the cost and time to move freight transportation costs for businesses in the region, which could raise operating costs, and ultimately result in lost jobs.

The demographic characteristics of the South Park community clearly show it is a minority population as defined by the Presidential Executive Order 12898 on environmental justice. Approximately 56 percent of the South Park population is Persons of Color (all non-White races) of which 37 percent is Hispanic/Latino heritage (White and non-White races). A recent survey of the South Park community indicated that 72% of the businesses in the commercial district along 14th/16th Avenue South business corridor are minority-owned. Businesses along this corridor include marine retail and industrial facilities, restaurants, taverns, retail and warehouse facilities, grocery stores, and health clinics. Because the South Park community is an economically distressed, minority-based population, potential adverse impacts to the community as a result of a bridge closure are subject to federal economic justice regulation.

Although the South Park community is not strictly defined as a low-income community by Presidential Executive Order 12898 (which compares income to federal poverty levels), the median income of South Park is only 68% of the median income of the City of Seattle.

The Sea Mar Community Health Center is the largest employer in South Park with 400 full-time employees. The Center provides a wide array of services for the South Park community as well as the Hispanic community in the larger metropolitan region. The Center provides comprehensive, affordable, and culturally sensitive health and human services to the Hispanic, low-income, disadvantaged, migrant, and seasonal farm worker populations. The presence of this health center in South Park draws a large Hispanic population to the area, both in terms of residence and travel to South Park for services. The new bridge would continue to provide good access for employees and patients of the Center.

- Will the project create, sustain, or provide benefits to a targeted industry cluster business within a designated manufacturing/industrial center? Please describe the business(es) that will benefit from the project; descriptions should indicate the scale and nature of the business(es), as well as its market and workforce transportation needs. Benefits could be demonstrated through access and travel time improvements for employees, customers, and freight movement.

The Boeing Corporation uses the bridge as an access route between company facilities located on either side of the Duwamish River, and as a freight corridor to access the regional highway system.

This bridge provides access to one of the largest industrial and shipyard complexes in the state, Delta Marine. The shipyard, which repairs and builds some of the largest yachts in the world, is the second largest employer of South Park, providing 300-350 high-paying entry level jobs with full benefits. Delta purchases a multitude of products from local businesses and draws many of its employees from the immediate area.

The bridge also provides access for surface transportation of freight and goods to the King County International Airport and Port of Seattle facilities, the commercial waterway, and rail transportation facilities. The 14th and 16th Avenue South corridor is identified with the regional transportation of freight and goods comprehensive plan within the region.

The rerouting of goods to South Park businesses due to a bridge closure would impact all business activities that depend on roadway traffic. Such impacts include decreased customer base, higher transportation costs, less convenient access to South Park, more vacant buildings, loss of jobs, decreases in tax revenues and property values, and diminishing economic viability for local South Park businesses. This impact on economic activities could

adversely affect the number of jobs across the Duwamish region, especially with such a high proportion of jobs in the manufacturing sector that relies on direct and efficient transportation routes to support the local industries.

C. Connecting Corridors (50 Points)

Instructions: Complete this section if you selected "Connecting Corridors" in question 10, and then proceed directly to Part 2 (questions 14-17). Do not complete questions 11 or 12.

13. Please explain how your project addresses the following:

- Describe how the investment in the corridor improves access or directly benefits a center(s) by providing a range of travel modes and by serving multiple user groups (including commuters, residents, commercial users, those groups identified in the presidential Executive Orders for Environmental Justice⁴ and/or areas experiencing high levels of unemployment or chronic underemployment).
- Will the project create, sustain or provide benefits to a targeted industry cluster business within a designated urban or manufacturing/industrial center? Please describe the business(es) that will benefit from the project; descriptions should indicate the scale and nature of the business(es), as well as its market and workforce transportation needs. Benefits could be demonstrated through access and travel time improvements for employees, customers and freight movement.
- Describe how the project improves a corridor in logical segments, thereby preventing missing links or gaps.
- Describe how the project creates more reliable and efficient travel flows along the corridor by filling missing links or removing barriers.
- Describe how the improvements create long-term sustainable solutions and improve the system as a whole.
- Describe how this project improves safety and/or reduces modal conflict.

PART 2: QUESTIONS FOR ALL PROJECTS (50 Points)

Instructions: Once Section A, B, or C in Part 1 has been completed, complete all of Part 2 (questions 14-17).

D. Project Readiness/Financial Plan (30 Points STP, 10 Points CMAQ)

Introduction: Two primary tools will be used to obtain information needed to judge a project's ability to proceed: responses to the project readiness (question 14) and financial plan (question 15) sections below. The primary objective of the evaluation is to determine if 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 project's 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.
- If PSRC's federal funds will complete the project or a phase of the project.

Note: The standard PSRC definitions will apply for determining when funding is "secured" or "reasonably expected to be secured." These definitions are included in Section 5 of the STP/CMAQ Regional Competition Call for Projects.

⁴ see footnote above

14. Project Readiness: Please fill out the questions below if your project is requesting funds for a Right of Way (ROW) and/or Construction (CN) phase.

PSRC recognizes that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before STP and CMAQ funding is typically eligible to obligate. These questions are designed to identify these requirements and assist sponsors to:

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

Important instructions: For question 14A below, select one of the three options from the drop down list for all items that apply at the time of submission of this application. These items are based on the documentation requirements for obligation of federal funds. For any item where "Item not yet completed" is selected, and for any additional requirements pertaining to the project, provide details in question 14B, including the estimated schedule for completion.

14A. Check all items that apply below. Note: if no ROW is required for the project, select "not needed" for sections b through g.

Already completed a. Final FHWA or FTA approval of environmental documents including:

(select one) - BA Concurrence: NMFS, U.S. Fish & Wildlife, WSDOT.

(select one) - Section 106 Concurrence.

(select one) - FHWA/FTA Environmental Classification Summary Checklist (or EA or EIS).

(select one) b. True Cost Estimate for Right of Way.

(select one) c. Right of Way Plans (stamped).

(select one) d. Relocation Plan (if applicable).

(select one) e. Right of way certification.

(select one) f. Certification Audit by WSDOT RW Analyst.

(select one) g. Relocation Certification, if applicable.

(select one) - Certification Audit by WSDOT of Relocation Process, if applicable.

(select one) h. Engineer's Estimate.

(select one) i. All environmental permits obtained such as Army Corps of Engineers Permit, HPA, etc.

14B. Additional information: include details on any items above that are not yet completed and provide an estimated schedule; please provide any additional information as appropriate.

15. Financial plan: Please fill out Tables A-D below and corresponding questions E-F. The purpose of the tables and questions is to allow sponsors to fully document their project's financial plan and schedule. Tables A, B, and C build upon one another to provide the estimated cost of each phase as well as a project's total cost (Table D). The tables require sponsors to list the federal funds being requested from the Regional Competition (Table A), as well as ALL other sources of secured (Table B) and unsecured funds (Table C) needed to complete the project.

Guidelines:

- All requested information must be provided to earn maximum points.
- Provide financial information for all funding types in every applicable phase, and use a separate row for each funding source.
- Totals of federal and other funds listed in Tables A, B, and C should equal the total project cost in Table D.
- Funding commitment letters must be provided for all financial partners.

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.

Table A: Funding Requested from Regional Competition

Phase	Estimated Obligation Date by Phase (mm/dd/yy)	PSRC Federal Funding Source (enter either STP or CMAQ; choose only one)	PSRC Federal Funds Amount
PE-Design	1/1/2007	STP	\$5,000,000
			\$
			\$
Totals:			\$5,000,000

Table B: Existing Secured Funding

Phase	Estimated Obligation* date by Phase (mm/dd/yy)	Source	Amount
EIS	9/13/02-11/9/2005	Discretionary Bridge	\$2,940,900
EIS	4/1/2004 – 6/1/2005	STP	\$700,214
EIS	11/1/2000	KC Road Fund	\$1,649,282
CN	1/1/2007	KC Road Fund	\$5,000,000
CN	1/1/2009	KC Road Fund	\$2,000,000
TOTAL:			\$12,290,396

*For tables B or C “obligation” may be defined as expenditure or other commitment of funds. For assistance, please refer to “Definitions for Secured and Reasonably Expected to be Secured Funding” in Section 5 of the Call for Projects.

Table C: Needed future funding (unsecured) Note: do not include the grant funds requested in Table A

Phase	Estimated Obligation* date by Phase (mm/dd/yy)	Source	Amount
			\$
ROW	6/1/2009	KC Road Funds/Federal	\$4,800,000
CN	6/10/2010	KC Road/Federal/RTID/TIB	\$54,000,000
CN	6/10/2010	BRAC	\$15,000,000
			\$
TOTAL:			\$73,800,000

*For tables B or C “obligation” may be defined as expenditure or other commitment of funds. For assistance, please refer to “Definitions for Secured and Reasonably Expected to be Secured Funding” in Section 5 of the Call for Projects.

Table D: Total Project Cost (Please provide the total estimated cost and scheduled completed date for each phase of the project.)

Phase	Total estimated cost	Phase	Scheduled completion date (mm/dd/yy)
Planning:	\$5,290,396	Planning:	8/31/2007
Preliminary Engineering/Design:	\$10,000,000	Preliminary Engineering/Design:	12/31/2009
Right of Way:	\$4,800,000	Right of Way:	6/30/2009
Construction:	\$69,000,000	Construction:	12/31/2013
Other (Specify) :	\$	Other (specify) :	
Total Project Cost:	\$89,090,396	Estimated date of completion (i.e. open for use)	12/31/2013

E. Identify the project phases (PE, ROW, CN, etc.) that will be fully completed if requested funding is obtained:

If selected for funding the PE phase of the project will be fully funded and completed.

F. If unable to completely fill out Table D (Total Project Cost): Use the space below to explain the nature of any project for which the total project cost is presently unknown. For example, a project may study the merits/costs of various routes or construction techniques and, consequently, the total project costs won't be determined until the study is complete.

E. Air Quality (20 Points STP, 40 Points CMAQ)

16. 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 involved, how often they are used, how much fuel is consumed annually, where they are used 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, population surrounding the project).
- Signalization, other ITS improvements: describe the existing conditions in the area (i.e., level of service, average daily traffic, etc.); 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. 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 existing bridge is a four-lane facility that carries 20,000 vehicles/day and is part of a regional principal arterial linking key travel routes in the south Seattle area and through the South Park community. The proposed new bridge would also be a four-lane facility. The existing facility does not meet current roadway design standards, and it has many design deficiencies. The overall bridge width—including lane widths, shoulders, and sidewalks—should be 68 feet according to current applicable design standards. The existing bridge width is only 52 feet. The lanes are too narrow, there are no roadway shoulders between the traffic lanes and the bridge sidewalks and there is no center median providing space between the two directions of traffic.

Because of narrow lane widths, the bridge operates as a two-lane arterial for truck traffic. Due to the current bridge width trucks must occupy a portion of the second lane, preventing use of that lane by other vehicles. These narrow lanes have a significant impact on car traffic flow, causing cars to travel closer to each other laterally than most drivers would prefer. Motorists compensate by slowing down or giving more space between cars ahead of them for a given speed, which effectively reduces the capacity of the roadway. The wider lanes of the new bridge, however, will allow four lanes of traffic to operate simultaneously, improve traffic flow and increase capacity.

The wider sidewalk on the new bridge will separate bicycles and pedestrians from vehicles with a barrier, a substantial safety improvement over the narrow sidewalk/curb geometry of the existing bridge, which will encourage use of the

facility by bicycle and pedestrian users. The bridge also supports several bus routes. Bicyclists and pedestrians use the route to cross the Duwamish Waterway, often to connect to bus routes on E. Marginal Way S.

If the South Park Bridge were to be closed the 20,000 vehicles/day that currently uses this facility would use the other two heavily used alternate routes (First Avenue Street Bridge and SR-99) across the Duwamish River. Modeling has shown that high levels of congestion (up to 3 ½ times the current traffic delays) would immediately clog the key gateway intersections located immediately north of the First Avenue South Bridges. Peak hour traffic flow would be reduced to Level of Service F (LOS F), the worst level possible. Modeling has also estimated that if the South Park Bridge were closed a three-mile detour to the First Avenue South Bridges would add an estimated 60,000 vehicle miles/day to the movement of people and goods. Delays in driving around the closed bridge would be impacted by the extra congestion caused by the detoured traffic. The First Avenue South Bridges open more frequently than the South Park Bridge, adding to the possibility of even more delays, as heavy queues of traffic take longer to dissipate after an opening. The higher levels of congestion would result increase levels of vehicle emission, practically diesel emissions due to the high percentage of truck freight movement on these routes.

F. Other Considerations (No Points)

- 17. Please describe any additional aspects of your project** not requested in the application that could be relevant to the final project recommendation and decision-making process, particularly those relating to the support of the centers and connecting corridors policy focus. Note: No points will be given to this section.

