

Section V - 2009 King Countywide STP/CMAQ Competition Application

To be used for projects submitted for the following Countywide Programs:

- ❖ Small Jurisdictions Program
- ❖ Larger Jurisdiction Program
- ❖ All Other Agency Program
- ❖ Rural Area Program

PROJECT DESCRIPTION INFORMATION	
1	Project title: Tukwila Urban Center Pedestrian/Bicycle Bridge over Green River
2	Destination 2030 ID#: Not in, but consistent with Destination 2030
3	<p>a. Sponsoring agency: City of Tukwila</p> <p>b. Co-sponsor(s) if applicable:</p> <p>c. Does sponsoring agency have “Certification Acceptance” status from WSDOT? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>
4	<p>Project contact person: Cyndy Knighton</p> <p>Address: 6300 Southcenter Blvd, Suite 100, Tukwila, WA 98188</p> <p>Phone: 206.431.2450 Fax:206.431.3665 E-Mail: cknighton@ci.tukwila.wa.us</p>
5	<p>Project description. Please distinguish between the scope of the project and the justification and/or need for the project.</p> <p style="padding-left: 40px;">a. Project scope: Please describe clearly and concisely the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? For example, if this is part of a larger project, please be specific as to what portion on which the grant funds will be used.</p> <p>Design and preliminary engineering of a new pedestrian/bicycle bridge across the Green River, connecting the Tukwila Urban Center “core” (an area planned for compact mixed-uses including residential, employment, shopping and entertainment) to the Sounder Commuter Rail/Amtrak Station and surrounding neighborhood of transit-oriented development. The outcome will be complete design, permitting, and construction-ready documents.</p> <p style="padding-left: 40px;">b. Project justification, need or purpose: Please explain the intent, need or purpose of this project. What is the goal or desired outcome?</p> <p><u>Project Justification</u></p> <p>The project is located in the heart of the Tukwila Urban Center, a designated Regional Urban Center. Concentrating employment and residential growth in these centers is a primary strategy of the Growth Management Act. Good access by a variety of modes of transportation is one of the region's primary goals for centers. Within a regional center, its street and sidewalk network is a key factor to support pedestrian and transit circulation and access. The project is key to implementing the land use and transportation goals of the Tukwila Urban Center Plan and the City's Comprehensive Plan. The project also supports regional goals regarding land use and transportation in urban centers. (See Figure 1).</p>

Currently, the Green River stands as a barrier between the places of employment in the urban center, the Tukwila Transit Center, and the Sounder Commuter Rail/Amtrak Station. The project, a pedestrian/bicycle bridge across the Green River, will form the backbone of a pedestrian corridor connecting the compact land uses in the core of the center and the Tukwila Transit Center, with the Sounder Commuter Rail/Amtrak Station and its surrounding transit-oriented development. This will improve non-motorized public access to the station from all parts of the center, and provide a safe and enjoyable walking experience between Tukwila's two major transit hubs within the Urban Center.

The project: 1) links to the City's urban center sidewalk system; 2) intersects with the regional Green River and Interurban Trails on either side of the River; 3) lines up with and connect to pathways leading into the Sounder Commuter Rail/Amtrak Station, and a pedestrian tunnel connecting platforms on both sides of the track; and 4) connects the Sounder Commuter Rail/Amtrak Station to the Tukwila Transit Center.

The project site is part of a planned mixed-use pedestrian-oriented spine that will link the Sounder Commuter Rail/Amtrak station (700-800 boardings per day) to the Southcenter Mall and Tukwila Transit Center (2,200 daily weekday riders). At the rail station, Sounder currently has eight trains in the morning and eight southbound trains in the afternoon with plans to increase service to nine trips in the morning and evening and three mid-day trips. Amtrak's Cascadia Passenger Train between Portland, Or and Vancouver, BC also serves this station. Both types of rail service are expected to increase over the next twenty years. Bus rapid transit (BRT) is planned to access the urban center at either the Sounder/Amtrak station or the Tukwila Transit Center. Future phases of Link Light Rail are also anticipated to pass through the urban center at one of these two locations

Project Goals

The project will enhance the pedestrian experience and serve as an important component of the Tukwila Comprehensive Plan's strategies for improved pedestrian/bicycle/transit amenities linking the Mall area to the Sounder Commuter Rail/Amtrak Station. Ultimately, the goal of the project is to meet the needs of existing pedestrians and bicyclists, and riders of buses, Commuter Rail and Amtrak, as well as planning for the transportation needs of projected growth in the Tukwila Urban Center

The project is also needed to support regional transportation goals for centers. The project is located along the Amtrak's Cascadia Corridor between Vancouver, BC and Portland, OR, and will enhance pedestrian pathways to this station as well as to the Sounder regional commuter rail station. Also, Sound Transit's plans for designing a permanent station in Tukwila include changing the station design from its current auto-oriented incarnation into more of a pedestrian and multi-modal destination. The extension of the pedestrian pathway from the bridge into Sound Transit's station area will help with placemaking at the station and make the station more visible, leading to increased ridership ..

6	<p>Project location: City of 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): Near Riverside office complex at 16040 Christensen Road. Attached vicinity map shows the approximate location of the proposed facility.</p> <p>c. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): Near Best Western hotel at 15901 West Valley Highway (State Route 181)</p>
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7	Map: See Figure 1	
8	Federal functional classification code (Please select <u>only one</u> code using the table below)	
9.	<p style="text-align: center;">Rural Functional Classifications “Under 5,000 population” (Outside federal-aid urbanized and federal-aid urban areas)</p> <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	<p style="text-align: center;">Urban Functional Classifications “Over 5,000 population” (Inside federal-aid urbanized and federal-aid urban areas)</p> <input checked="" type="checkbox"/> 00 Exception <input type="checkbox"/> 11 Principal Arterial – Interstate <input type="checkbox"/> 12 Principal Arterial – Expressway <input 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

COUNTYWIDE PROJECT EVALUATION

Part 1: Category Specific Questions (70 Points STP, 50 Points CMAQ)

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

- Designated 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).

A. Designated Regional Growth Centers

11. Center Development. Please address the following:

- Growth. Describe how the project will support the potential for housing/employment densities in the center. Describe how the project will support the development/redevelopment plans and activities of the center.
- Plans and Policies. Describe how the project furthers the objectives and aims of existing policies for the center; please provide a citation and copy of the corresponding policies.
- Economic Strategy. Describe whether the project helps to create or sustain jobs in the targeted industry clusters within the center; these clusters are identified in the adopted 2005 Regional Economic Strategy.

Growth

As part of the million dollar subarea planning effort for the Tukwila Urban Center, the City considered two alternative cores of concentration for improvement and focus. After the public workshops, conversations with the community leaders, property owners, and developers, the core that extends between Southcenter Mall and the Sounder/Amtrak Station was chosen. This core area within the Tukwila urban center will be the initial location for public investment, pedestrian amenity, and land use intensity. The pedestrian/bicycle bridge over the Green River is included in this core and is a key element of the initial catalyst improvements to spur development.

In addition to these public workshops, a technical advisory panel worksession was held by the Urban Land Institute (Seattle Chapter) in Tukwila in 2005 to review the Tukwila Urban Center Plan's proposed implementation measures and list of city actions. The group of experts (in retail, mixed use, residential, planning, urban design) confirmed that the pedestrian/bicycle bridge across the river should be one of the City's initial investments. The group felt that the first of the mixed use development projects envisioned in the Plan would likely occur along both sides of the Green River, and that a strong link was needed between these developments, the rail station, and the urban center "core".

Plans and Policies

The project is located in the heart of the Tukwila Urban Center, a designated Regional Urban Center. Concentrating employment and residential growth in these centers is a primary strategy of the Growth Management Act. Good access by a variety of modes of transportation is one of the region's primary goals for centers. The street and sidewalk network within a regional center is a key factor to support pedestrian, bicycle, and transit circulation and access.

The goals, policies and implementation strategies in the Tukwila Urban Center Plan reflect these regional growth center concepts. The Plan specifically identifies the pedestrian-oriented improvements needed to support the planned growth and land uses, and connect multi-modal stations within the center. This bridge will improve public access to the Sounder Commuter Rail Station to and from all parts of the center, and provide a direct, safe and enjoyable walking and bicycling experience. In addition, investing in this urban level amenity will be critical to attracting the types and densities envisioned for a regional center.

The City of Tukwila's Comprehensive Plan states that "..The project will provide an enhanced experience and improved facilities for pedestrians and bicyclists in the center by linking the Tukwila Transit Center and more compact residential, shopping and employment uses with the Sounder Commuter Rail/Amtrak station and associated transit-oriented development." From a local government perspective, funding the project will allow the City to anchor and support the "mall to station" pedestrian core and the overall growth of the City's Urban Center.

City of Tukwila Comprehensive Plan:

Pg. 111. Strong motorized and non-motorized connections are planned between the TUC and the Sounder commuter rail/Amtrak station.

Pg. 112. High-quality transit and pedestrian facilities, focusing on creating strong connections between the TUC core and the Sounder commuter rail/Amtrak station.

The Draft Tukwila Urban Center Plan (subarea plan to the Comprehensive Plan):

Section III. City Actions - sets forth the actions to be carried out by the City of Tukwila, consisting primarily of capital improvements constructed in support of the Plan goals and objectives

1. The central spine of the urban center core will function as the heart of the retail district. The location will be between Andover Park West and Andover Park East, connecting the Mall and the rail station.
2. A recommended pedestrian corridor between the urban center core and the rail station consists of three major components - a pedestrian bridge over the Green River, pedestrian underpass beneath the railroad tracks, and a pedestrian path connecting the urban center core, bridge, underpass and the Commuter Rail/Amtrak Station.

Section I.3. The Future Tukwila Urban Center. Describes the community's vision for the center, including creating a high-amenity, pedestrian oriented urban core, integrating transit with the surrounding development, and enhancing access on all levels - pedestrian, transit and vehicle.

Section I.4 Redevelopment Strategies. Specifically, the Plan calls for making the most of the access to commuter rail for the continued success and development in the urban center, including strategies such as prioritizing spending on pedestrian improvements on the route between the urban center core and the rail station to provide a safe and enjoyable walking experience, and designing the permanent rail station so it is positioned at the terminus of the connection leading to the urban center core and Mall.

Walk and Roll Plan:

Map 13 (Figure 2 to the application)

Economic Strategy

The Tukwila Urban Center Pedestrian/Bicycle Bridge over Green River has direct benefits to businesses in the Urban Center. Tukwila's Urban Center plays a critical role in the region's economic engine and this project is critical to the City of Tukwila's growth. The Urban Center is currently home to 1,360 businesses and 22,700 jobs. Of these businesses, 176 are firms within the Prosperity Partnership's targeted industry clusters and comprise over 2,800 jobs:

Prosperity Partnership Targeted Industry Clusters in Tukwila's Urban Center		
	<i>Employees</i>	<i>Firms</i>
Aerospace	348	21
Clean Technology	24	3
Information Technology	1,016	56
Life Sciences	16	3
Logistics & International Trade	1,432	93
Total	2,836	176

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

- Long-Term Benefit. Does the project remedy a current or anticipated problem (e.g. congestion, incomplete sidewalk system, inadequate transit service/facilities, modal conflicts and/or the preservation of essential freight movement)? Please describe.
- User Groups Supported. Describe the user groups that will benefit from the project (including commuters, residents, commercial users, those groups identified in the President's Order for Environmental Justice and/or areas experiencing high levels of unemployment or chronic underemployment).

Long-Term Benefit

Long term benefits are clear in that this project provides a crucial link between two major transit hubs and allows the envisioned Transit Oriented Development area to develop into a thriving section of the Tukwila Urban Center. Transit-oriented development is envisioned around the Sounder/Amtrak station, comprised of a high concentration of housing, stores, consumer services, and employment sites within walking distance of the station. A network of streets, public spaces and pedestrian/bicycle connections across the river will connect it to the rest of the urban center.

This project is over and above what would normally be done because the City of Tukwila is initiating and implementing the project, as opposed to a private developer or other regional transportation service provider. The objectives of the project are to: 1) provide a critical direct connection between the urban center core on the west side of the Green River (Mall, bus station, areas of higher density mixed use development) and the Sounder Commuter Rail/Amtrak station and associated transit-oriented development on the east side of the River; 2) improve the safety, convenience and amenity for pedestrians as circulate between these areas; and 3) create the type of public amenity that will attract the types of uses and densities envisioned for a regional center.

User Groups and Environmental Justice

This project affects a vast array of users and modes. The travel modes include the multi-modal/intermodal Tukwila Transit Center, Sounder Station (commuter rail), Amtrak and bicycle/pedestrians. The Transit Center will serve Sound Transit express and Metro/King County buses, intercity rail, Sound Transit commuter rail, Amtrak and bicycle/pedestrians. Bus links to the Light Rail station will be implemented in February 2010. Several significant user groups will directly benefit from the project including commuters, local business/retail customers, and visitors/tourists. With planned housing developments in the Urban Center, residents will be added to this list of user groups. All of these user groups contribute to the economic vitality of Tukwila's Urban Center.

All population groups will benefit from the project's improvement as the Southcenter area is a major regional employment base, is one of the state's 10 designated Growth and Transportation Efficiency Centers (GTEC), as well as a regional shopping destination, for the larger south King County area. From PSRC data on minority population locations, it is clear that the Tukwila Urban Center is very close to large concentrations of minority housing - primarily in the area immediately north and west of the urban core. Most of the census blocks are indicated as have 35% to 50% or more minority residents. The City's demographic profile from the 2000 Census, documents a minority population of over 41%, with most of the residential areas within 2 miles of the urban core. Additional data from PSRC shows large concentrations of population groups below the regional low-income level immediately adjacent to the TUC, primarily to the south and east.

This project will provide access for minority, low-income, and other protected classes through improved pedestrian and trail improvements, and access to transit services. Sizeable blocks of low-income and minority population areas surround the project area, according to data sources from PSRC [PSRC Map 2-1. Concentration of Poverty and Roadway Projects; Map 2-3: Low Income Population and Roadway Projects; Map 2-5: Minority Population and Roadway Projects]. Within the project area's census tract, 55% of the households are of low and moderate income in 3 of the 5 block groups

13. Circulation within the Center. Please address the following.

- **Safety and Convenience.** Describe how the project improves safe & convenient access to major destinations within the center.
- **Intermodal Opportunities and Connections.** Describe how the project will improve circulation and enhanced opportunities for active transportation within the center for people and/or goods regarding (address each relevant area): walkability, public transit access, public transit speed and reliability, safety &

security, bicycle mobility, bicycle facilities, streetscape improvements, traffic calming, preservation of essential freight movement and/or other.

- Travel Choices. Describe how the project provides users (e.g. employees, residents, customers) a range of travel modes or provides a “missing” mode.
- System Continuity. Describe how the project completes a physical gap or provides an essential link in the transportation network.
- Parking. 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.

Currently the only way for a pedestrian or bicyclist to travel between the urban center core area and the Sounder Commuter Rail/Amtrak Station is via Strander Boulevard - a highly congested, auto-oriented arterial with minimal pedestrian facilities and amenities. The proposed project will provide more direct, safe, and enjoyable access between the station and the core. A more pedestrian-oriented environment and network needs to develop as the urban center and area around the station continues to evolve into a more compact, mixed use pattern of development envisioned in an urban center. The project will serve as a critical piece of this network, improving access to regional transportation facilities and providing an attractive alternative to auto-travel for the residents, employees, shoppers and visitors in the urban center.

The project:

- links to the City's urban center sidewalk system
- intersects with the regional Green River and Interurban Trails on either side of the Green River
- lines up with and connect to pathways leading into the Sounder Commuter Rail/Amtrak Station, and a pedestrian tunnel connecting platforms on both sides of the track.
- moves bicycles and pedestrians to a safer and more convenient route , preserving Strander Boulevard as a corridor for freight and auto movements
- encourages commuters to use Sounder Commuter Rail to get into work within the Urban Center
- provides a safe and convenient connection to the Urban Center for users (commuters and recreational users) of the Interurban Trail.

PART 2: QUESTIONS FOR ALL PROJECTS

D. Air Quality and Climate Change (20 Points STP, 40 Points CMAQ)

18. Describe how your project will reduce emissions. Include a discussion of the population served by the project – who will benefit, where, and over what time period. Projects may have the potential to reduce emissions in a variety of ways, depending on the type of project. Please provide the requested information if your project contains the elements listed below:

- Transit (park-and-ride lots, new or expanded transit service, transit amenities, etc.): What is the current transit ridership in the project area? What are the current transit routes serving the project area? If a park-and-ride lot, how many stalls are being added? Describe how the amenities (or other components of the project) are expected to encourage new transit ridership and shift travel from single occupant vehicles to multimodal options. What is the average trip length for a new rider?
- Bicycle and/or pedestrian facilities: What is the length of the facility? What are the connections to other nonmotorized facilities and to the larger nonmotorized system? Describe the expected travel shed (i.e., land use and population surrounding the project).

The Tukwila Urban Center is designated as one of the fourteen urban centers within the Puget Sound Region. Today, the urban center is a major employment and regional shopping center in a suburban pattern of one-story buildings surrounded by parking. Tukwila's new redevelopment strategies call for more urban densities of mixed use development including residential, entertainment, restaurant, life-style retail, and office components. These districts are envisioned as active, mid-rise areas with pedestrian-oriented streets, located between the expanding Westfield Mall with the Sounder Commuter Rail/Amtrak station.

Transit-oriented development is envisioned around the Sounder/Amtrak station, comprised of a high concentration of housing, stores, consumer services, and employment sites within walking distance of the station. A network of streets, public spaces and pedestrian/bicycle connections across the river will connect it to the rest of the urban center.

The project: 1) links to the City's urban center sidewalk system; 2) intersects with the regional Green River and Interurban Trails on either side of the River; and 2) lines up with and connect to pathways leading into the Sounder Commuter Rail/Amtrak Station, and a pedestrian tunnel connecting platforms on both sides of the track.

The project site is part of a planned mixed-use pedestrian spine that will link the Sounder Commuter Rail/Amtrak station to the urban center "core" (including Westfield Southcenter Mall and a Metro bus stop). At the Mall-end of the spine (Andover Park West) is the transit with the highest ridership in the City with 2,200 daily weekday riders. At the rail station, Sounder has eight commuter trains in the morning and eight in the afternoon with an estimated 700-800 daily boardings. Amtrak's Cascadia Passenger Train between Portland, Or and Vancouver, BC also serves this station. Commuter rail service, and in particular Amtrak rail service, is expected to significantly increase over the next twenty years at the Tukwila station. Bus rapid transit (BRT) is planned to access the urban center at either the Sounder/Amtrak station or the Metro bus stop. Future phases of Link Light Rail are also anticipated to pass through the urban center at one of these two locations.

The bridge structure itself is only few hundred feet long, but the area benefitting by this critical link radiates out approximately $\frac{1}{2}$ to $\frac{3}{4}$ of a mile as it connects regional transit to regional employment and services.

E. Project Readiness/Financial Plan (10 Points)

19. 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. Projects requesting funds only for a Preliminary Engineering phase need not answer question #19.

19A. Check all items that apply below. Note: if no ROW is required for the project, select “not needed” for sections b through g.

- Not yet completed a. Final FHWA or FTA approval of environmental documents including:
 - Not yet completed - BA Concurrence: NMFS, U.S. Fish & Wildlife, WSDOT.
 - Not yet completed - Section 106 Concurrence.
 - Not yet completed - FHWA/FTA Environmental Classification Summary Checklist (or EA or EIS).
- Not yet completed b. True Cost Estimate for Right of Way.
- Not yet completed c. Right-of-way Plans (stamped).
- Not needed d. Relocation Plan (if applicable).
- Not yet completed e. Right-of-way Certification.
- Not yet completed f. Certification Audit by WSDOT R/W Analyst.
- Not needed g. Relocation Certification, if applicable.
 - Not needed - WSDOT Certification Audit of Relocation Process, if applicable.
- Not yet completed h. Engineer's Estimate.
- Not yet completed i. All environmental permits obtained (e.g., Army Corps of Engineers Permit, HPA, etc.)

19B. 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 (e.g., status of planning, environmental documentation, permits, design, etc.).

Requesting funds for PE only. Type, Size, and Location report already complete.

20. Financial plan: Please fill out Tables A through D below and corresponding questions E through F.

Table A: Funding Requested from Countywide 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	01/01/10	CMAQ	\$1,000,000
Totals:			\$1,000,000

Table B: Existing Secured Funding

Phase	Estimated Obligation date by Phase* (mm/dd/yy)	Source	Amount
Planning	Obligated	CTED	\$35,000
Planning	Obligated	City	\$10,800
PE	Obligated	TSCP (Federal)	\$41,000
PE	Obligated	Enhancement	\$200,000
TOTAL:			\$286,800

*For tables B and 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	1/1/2011	TBD	\$500,000
CN	1/1/2012	TBD	\$6,500,000
TOTAL:			\$7,000,000

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

Total Estimated Project Cost		Scheduled Completion of Phases	
Phase	Total Estimated Cost	Phase	Scheduled Completion Date (mm/dd/yy)
Planning:	\$45,800	Planning:	Complete
Preliminary Engineering/Design:	\$1,241,000	Preliminary Engineering/Design:	3/31/2011
Right of Way:	\$500,000	Right of Way:	12/31/2011
Construction:	\$6,500,000	Construction:	12/31/2013
Other (Specify) :	\$	Other (specify) :	
Total Project Cost:	\$8,289,500	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:

Preliminary Engineering will be fully completed with this funding

F. If unable to completely fill out Table D (Total Project Cost and Schedule): Use the space below to explain the nature of any project for which the total project cost and/or schedule 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.

Funding sources for ROW and CN phases are not fully known at this time. City funds, including impact fees, will be available. Current City CIP shows \$1.6 million. Other grant sources will be pursued in the future.

F. Other Considerations (No Points)

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

Legend

- bus stops
- ★ city hall
- major employer
- 🚏 transit center
- 📖 library
- ✉ post office
- 🏫 public school
- paved shoulders
- unimproved ROW
- sidewalks
- trails
- - - railroad spurs
- - - planned trail
- 10ft contours
- ~ water courses
- wetlands
- parks
- tukwila urban center neighborhood

**Tukwila Urban Center
Pedestrian/Bicycle Bridge
over the Green River**

