

2009 STP/CMAQ Regional Competition Application

This application is available on the Puget Sound Regional Council website at <http://www.psrc.org/projects/tip/index.htm>.

****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 2009 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 7, 2009. 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.

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.

Email submissions are preferred:

Attach your completed application to an email and send it to TIPRPEC@psrc.org. Please name the file "**STPCMAQ Competition-[agency]-[project title]**". If you are unable to email the application, please mail a copy of the electronic file on diskette or CD, 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: Chris Peak, Puget Sound Regional Council, 1011 Western Avenue Ste. 500, Seattle, WA 98104-1035 and/or faxed to 206-587-4825, Attn: Chris Peak. For questions or to confirm receipt of your application, contact Chris Peak at 206-464-7536 or cpeak@psrc.org. All applications must be submitted by **April 10, 2009**.

Definition of a project:

For the purposes of this competition, a project must be clearly defined by geographic limits and/or functionality. If the project contains multiple components, the sponsor must clearly indicate how they are logically connected to one another. A project with multiple geographic locations must demonstrate their functional relationship (for example, signal coordination work in various locations tied together through a traffic control center). **Note: a project may request only one funding source – either STP or CMAQ, but not both.** If you have questions please contact Kelly McGourty at 206-971-3601 or kmcgourty@psrc.org.

PROJECT DESCRIPTION INFORMATION

1	<p>Project title: Rainier Ave South (SR 167) - S Grady Way to S 2nd St</p> <p>For roadway project titles: list facility name, limits, and any other identifying words, e.g., SR-520 HOV (104th Ave NE to 124th Ave NE).</p>
2	<p>Destination 2030 ID#: 1308 - Central Renton Transit Corridor</p> <p>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 whether 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 Kimberly Scrivner at 206-971-3281 or kscrivner@psrc.org.</p>
3	<p>a. Sponsoring agency: City of Renton</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? (refer to WSDOT's Local Agency Guidelines Manual for information on CA status: http://www.wsdot.wa.gov/ta/operations/lag/LAG13.pdf)</p>
4	<p>Project contact person: Jim Seitz</p> <p>Address: 1055 S Grady Way, Renton WA - 98057</p> <p>Phone: 425.430.7245</p> <p>Fax: 425.430.7376</p> <p>Email: jseitz@rentonwa.gov</p>

5	<p>Project description. Please distinguish between the scope of the project and the justification and/or need for the project.</p> <p>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>The Rainier Ave South project will install: Business Access and Transit (BAT) lanes; left-turn lanes at intersections; a southbound right-turn lane at the intersection of Rainier Ave South and S Grady Way; larger curb return radii; traffic signal upgrades, including signal pre-emption and signal coordination; new curb and gutter; landscaped medians; wider sidewalks; driveways and pedestrian ramps per current ADA standards; marked crosswalks at each intersection; planted pedestrian buffer, including street trees; street lighting, including pedestrian-scale illumination; public art; street furniture; and stormwater quality and conveyance system. This grant request combined with other funding will implement these improvements.</p> <p>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>Justification: Rainier Ave South is a heavily travelled corridor (50,000 vehicles per day) with vehicles entering/exiting the numerous driveways along the corridor, vehicles making mid-block left-turns to access businesses and busses in the travel lane stopping at bus stops which results in traffic congestion, vehicle delay and lengthened travel time, particularly for the approximately 20,000 daily transit riders in the 473 daily bus trips. Narrow sidewalks adjacent to a heavily travelled roadway, insufficient pedestrian-scale illumination and substandard accommodation for persons with disabilities all contribute to a less than desirable pedestrian environment.</p> <p>Goal: The Rainier Ave South project goal is to improve transit mobility, reliability and service, and pedestrian accessibility and safety to encourage a transportation mode shift from SOV to transit and/or walking. The project improvements will also benefit overall traffic flow and safety through access management and traffic signal upgrades and coordination, reduce accidents, improve the pedestrian environment and safety and result in an aesthetically vibrant transportation corridor.</p> <p>The project will improve access and mobility between the Renton Urban Center and connections to regional transportation facilities of I-405, SR 167, SR 900 and Tukwila Sounder Station.</p>
6	<p>Project location: Rainier Ave South from S Grady Way to S 2nd Street</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): South Grady Way</p> <p>c. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): South 2nd Street</p>
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 (may 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>
8	<p>Federal functional classification code (Please select <u>only one</u> code using the table below)</p> <p>For assistance determining functional classification, contact Stephanie Rossi at 206-971-3054 or srossi@psrc.org.</p> <p>Important: A roadway must be <u>approved</u> on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities). Projects on a roadway with a functional classification of 09, 19, 29, or 39 are not eligible to use federal transportation funds unless they are one of the exceptions listed below. If your project is an exception, identify its functional class code as "00".</p> <p><u>Examples of exceptions:</u></p> <ul style="list-style-type: none"> • 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”**

(Outside federal-aid urbanized and federal-aid urban areas)

- 00** Exception
- 01** Principal Arterial - Interstate
- 02** Principal Arterial
- 06** Minor Arterial
- 07** Major Collector
- 08** Minor Collector
- 09** Local Access
- 21** Proposed Principal Arterial – Interstate
- 22** Proposed Principal Arterial
- 26** Proposed Minor Arterial
- 27** Proposed Major Collector
- 28** Proposed Minor Collector
- 29** Proposed Local Access

**Urban Functional Classifications
“Over 5,000 population”**

(Inside federal-aid urbanized and federal-aid urban areas)

- 00** Exception
- 11** Principal Arterial – Interstate
- 12** Principal Arterial – Expressway
- 14** Principal Arterial
- 16** Minor Arterial
- 17** Collector
- 19** Local Access
- 31** Proposed Principal Arterial – Interstate
- 32** Proposed Principal Arterial – Expressway
- 34** Proposed Principal Arterial
- 36** Proposed Minor Arterial
- 37** Proposed Collector
- 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. Any other agency (e.g., transit agency, WSDOT, tribal nation, etc.) must show that its project is consistent with the applicable city and/or county comprehensive plan(s). The project also must be consistent with *VISION 2040, the growth management, environmental, economic and transportation strategy for the central Puget Sound region* (<http://www.psrc.org/projects/vision/pubs/vision2040/index.htm>), and with *Destination 2030, the central Puget Sound region’s Metropolitan Transportation Plan* (<http://www.psrc.org/projects/mtp/d2030plan.htm>). To obtain hard copies, please contact the PSRC’s Information Center at 206-464-7532 or infoctr@psrc.org. For questions about consistency and certification, contact Yorik Stevens-Wajda at 206-971-3276 or ystevens@psrc.org. For questions regarding centers, contact Ben Bakkenta at 206-971-3280 or bbakkenta@psrc.org.

9 Consistency with adopted *VISION 2040* and *Destination 2030*

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.

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): 11/01/04

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

- The project is located outside the designated urban growth area.
(Refer to Map of Urban/Rural Boundaries at <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 one or more formally designated regional growth or manufacturing/industrial centers.
(Please identify the center(s) in the space below; refer to <http://www.psrc.org/projects/monitoring/rgc.htm> for more information.)

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

- Yes. Indicate (1) plan name, (2) relevant section(s), and (3) page number where it can be found:
(1) City of Renton Comprehensive Plan, Transportation Element, (2) Arterial Plan, 2002-2022 Improvements; Renton Arterial Plan Improvements; Renton HOV Plan; (3) Pages: XI-20; XI-24; XI-37; and XI-38.
- 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 which follow. Refer to the “Regional Project Evaluation Criteria” (Section 3 of the STP/CMAQ Regional Competition Call for Projects) for guidance, examples, and details on scoring, before completing these sections of the application.

Instructions:

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

Part 1: Category Specific Questions (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 Regional Growth Center: Complete section A and proceed directly to Part 2.
- Manufacturing/Industrial Center: Complete section B and proceed directly to Part 2.
- Corridors Serving Centers: Complete section C and proceed directly to Part 2.

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/applications/reference.htm>. For questions regarding the designation of a specific center, contact Ben Bakkenta at 206-971-3280 or bbakkenta@psrc.org.

Information on the 2005 adopted Regional Economic Strategy and the 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 Chris Strow at 206-971-3051 or cstrow@psrc.org.

A. Designated Regional Growth Centers

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

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

- 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.
- Regional 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.

12. **Project’s Benefit to the Regional Growth 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 Justice¹ and/or areas experiencing high levels of unemployment or chronic underemployment).

13. Circulation within the Regional Growth 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.

B. Manufacturing/Industrial Centers

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

14. Mobility and Accessibility. Please address the following:

- Freight Movement. Describe how the project provides opportunities for freight movement.
- Growth Plans and Policies. Describe how the project will benefit or support the development of the manufacturing/industrial center.
- System Continuity. Does the project complete a physical gap, provide an essential link, or remove a barrier in the Freight & Goods component of the Metropolitan Transportation System (See Destination 2030, Technical Appendix 4)? Please describe.
- Safety. Describe how the project improves safety and reduces modal conflicts to help achieve a “seamless” system.
- Improved Commute Access. Describe how the project improves access for one or more modes to major employment sites or access to residential areas outside the center, including opportunities for active transportation.
- Trip Reduction. How does the project promote Commute Trip Reduction (CTR) opportunities?
- User Groups Supported. Describe the user groups (e.g. employees, customers, modal carriers, those identified in the President’s Order for Environmental Justice and/or areas experiencing high levels of unemployment or chronic underemployment) that will benefit from the project.
- Regional Economic Strategy. Describe how 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.

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.”

C. Connecting Corridors

Instructions: Complete this section (questions 15-17) if you selected "Corridors Serving Centers" in question 10, and then proceed directly to Part 2. Do not complete Sections A or B.

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

- Growth Plans and Policies. Describe how this project will benefit or support the housing and employment development of a regional growth and/or manufacturing/industrial center(s). Does it support multiple centers?
- Travel Choices. Describe how the project provides a range of travel modes to users traveling to centers, or if it provides a missing mode.
- 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).
- Regional Economic Strategy. Describe whether the project helps to create or sustain jobs in the targeted industry clusters within a center; these clusters are identified in the adopted 2005 Regional Economic Strategy.

* **Growth Plans and Policies:** This project improves an existing major transportation facility (SR 167) to a more efficient multi-modal transportation corridor that serves existing and future high-density mixed-use developments along the corridor and within the adjacent Renton Urban Center. The Renton Urban Center includes two sub-areas: Urban Center–Downtown (220 acres) and Urban Center–North (310 acres). Renton's Comprehensive Plan envisions the combined two sub-areas "as the heart of a growing regional city, providing capacity for new housing to absorb a significant portion of the City's share of future regional growth." Policies in Renton's Comprehensive Plan encourage transit and pedestrian friendly new development in the Urban Center–Downtown and the high-density mixed-use redevelopment in the the Urban Center–North. A significant portion of Urban Center–North is currently being redeveloped from Industrial use to commercial and residential uses with full redevelopment of the remaining industrial use envisioned within the next 20 years. The project corridor is identified in the HSP (Highway System Plan) as a congested corridor and is also identified as a truck route in the Freight Goods Transportation System, carrying 5.2 million tons of freight annually.

The Rainier Avenue South project will improve mobility, access and safety for multiple modes, including transit, freight and pedestrian on a segment of one of the few north-south connections serving both sub-areas of Renton's Urban Center.

The corridor also provides a direct connection to the regional I-405 transportation facility and SR 167 limited access facility south of the project limits. The project will also improve multi-mode connections via these facilities to and from other regional centers (Tukwila, Bellevue, Kent, Burien, SeaTac and Seattle).

* **Travel Choices:** The segment of Rainier Avenue South addressed by this project currently serves transit vehicles, freight trucks, other general-purpose vehicles, and pedestrians. The improvements included in this project will provide the opportunity for a currently auto-dominated corridor to become a more transit and pedestrian compatible urban transportation corridor. The BAT lanes will provide significant benefits to transit in the form of improved travel time and delay reduction. Even more important to transit than the efficiency gained by the delay reductions are the improvements in reliability which will allow better scheduling and improved transfer coordination within the project corridor and for transit serving Renton's Transit Center in the Urban Center–Downtown, the commercial, industrial and residential uses in the Urban Center–North, the South Renton Park and Ride lot, and urban centers in neighboring cities (Tukwila, Bellevue, Kent, Burien, SeaTac and Seattle).

The project will improve general purpose and freight traffic movement and safety by separating transit buses, vehicles accessing businesses and right-turning vehicles from the through traffic lanes, increasing turning radius at certain intersections, and through access management (landscaped median). New wider sidewalks separated by buffers from the traveled roadway, pedestrian ramps per ADA standards, pedestrian-scale lighting, street furniture, marked crosswalks, larger refuge islands and upgraded pedestrian signals at intersections will provide pedestrians, transit users, and persons with disabilities increased access and safety along the project corridor.

* **User Groups Supported:** This project will benefit multiple user groups: commuters, area residents, employees and commercial/retail customers travelling along the corridor to and from the Renton Urban Center and other surrounding centers (Tukwila, Bellevue, Kent, Burien, SeaTac and Seattle). Both King County Metro and Sound Transit provide transit routes along the Rainier Avenue South corridor, carrying approximately 20,000 riders per day in 473 daily bus trips. These riders will benefit through corridor transit mobility and pedestrian access improvements. Auto-oriented commuters will also benefit from the traffic flow and safety improvements included with this project.

The project will improve access for minority, low income and other protected classes. PSRC's Environmental Justice data show a sizable area of "20% of persons below poverty level" at the south end of this project. A larger area of low income (50% of the regional median income) encompasses the same area as previously defined, as well as both

sides of the Rainier Avenue corridor itself. There is a large "29% or greater minority population" within and surrounding the project corridor. The pedestrian and transit improvements will assist the user groups identified above with better access to employment centers, shopping and recreation.

* **Regional Economic Strategy:** The Renton Urban Center, industrial, manufacturing and commercial areas employ over 45,000 people. The top three industry clusters are Aerospace, Logistics and International Trade, and Information Technology. Aerospace dominates the industry with three of Boeing's major business units: Commercial Airplanes, Boeing Capital, and the Shared Services Group. Boeing's Renton operations account for nearly 30% of Renton's workforce. This project will improve the connectivity and freight mobility between the Urban Center-North (Boeing's Renton Plant) and the Kent Industrial/Manufacturing Center, supporting jobs in the Aerospace and Logistics and International Trade industries.

The Rainier Avenue South project improves vehicular and pedestrian access on a street network serving the existing workforce and customer base and future business goals of Renton's Urban Center. This project improves travel connections between Renton's Urban Center and regional transportation facilities (I-405, SR 167, SR 900 and Tukwila Sounder Station) which contribute to improved conditions for delivery of freight goods and access for employees/workforces throughout the region. This project will support continued economic growth of the Urban Center through roadway, transit service, and pedestrian access improvements. The project improvements will be important in maintaining and reinforcing transit links between the Renton Urban Center and other regional urban centers. This can improve Renton's ability to draw a workforce and customer base from a wider area throughout the region.

16. System Continuity. Please address the following:

- Serving Centers. Describe how this project provides a "logical segment" that links to a regional growth or manufacturing/industrial center.
- Missing Link. Describe how the project fills in a missing link or removes barriers to a center.
- Congestion Relief. Describe how this project will relieve pressure or remove a bottleneck on the Metropolitan Transportation System and how this will positively impact overall system performance.

* **Serving Centers/Missing Link:** Rainier Avenue South is part of a regional transit improvement plan to develop existing transportation facilities into a more efficient multi-modal transportation system that links centers throughout the region. Renton has identified a transit corridor to serve as a connection between the Urban Center and the regional transportation facilities of I-405, SR 167, SR 900 and Tukwila Sounder Station.

Rainier Avenue South, from S Grady Way to S 2nd St comprises the southern portion of Renton's transit corridor. The S 2nd/ S 3rd St (SR 900) one-way couplet/Burnett Ave/Logan Ave comprise the northern portion of the transit corridor. A north-south transit corridor is an important element of a transit plan that supports Renton and the Region policies to encourage local and regional transit agencies to provide a high level of transit service by: improving travel time, accessibility and reliability; while providing an attractive and effective alternative mode of transportation to the single occupant vehicle that contributes to traffic congestion and air pollution in the region.

Under the Regional Sound Transit plan approved by voters, Renton is designated to be served by the regional express bus system. Sound Transit identified Renton's north-south transit corridor as beneficial for transit, therefore warranting capital improvements.

The Rainier Ave segment of the transit corridor has been chosen for the first phase of improvements. Improvements to the other segments of the transit corridor will follow in future years.

* **Congestion Relief:** The Rainier Avenue South corridor suffers from traffic congestion (especially on the southern end of the corridor), which increases transit travel times and makes it difficult to maintain schedules. The exclusive transit lanes and traffic signal revisions will result in transit travel time reductions and improve the reliability of transit service. (Transit travel time along the corridor is estimated to reduce from 9 minutes down to 2 minutes by 2015.) Riders will experience a faster, higher quality transit system.

The Rainier Avenue South project will enhance pedestrian accessibility and safety, supporting increases in transit services and promoting development of strong communities and neighborhoods. The project improvements will also benefit general traffic and freight trucks by increasing mobility and and traffic flow through the corridor.

17. Long-term Benefit/Sustainability. Please address the following:

- Efficiency. How does this project support a long-term strategy to maximize the efficiency of the corridor? Describe the problem and how this project will remedy it.
- Safety. Describe how this project improves safety and/or reduces modal conflict, and provides opportunities for active transportation.

* Efficiency: The problem: A) Heavy volume of traffic (50,000 vehicles per day), vehicles entering/exiting the numerous driveways along the corridor, vehicles making mid-block left-turns to access businesses and transit stopping at bus stops contribute to accidents, vehicle delay and lengthens travel time. Under a no-build scenario transit travel time along the corridor would double by 2015. B) Narrow sidewalks adjacent to the heavily travelled roadway, vehicles entering/exiting numerous driveways, insufficient pedestrian scale illumination and substandard facilities for persons with disabilities contribute to a less than desirable pedestrian environment. The remedy: A) Business Access and Transit (BAT) lanes which separate transit buses from general purpose traffic lanes and transit traffic signal priority improvements result in a reduction in transit delay and travel time (from 9 minutes down to 2 minutes by 2015) and more importantly improves reliability which allows better scheduling and improved transit coordination for transit serving the project corridor, the South Renton Park and Ride, Tukwila Sounder Station and the downtown Transit Center in Renton's Urban Center. B) Separating transit buses, vehicles entering/exiting business driveways and vehicles making right-turns at intersections from the through travel lanes will reduce traffic delay and accidents for general purpose vehicles. C) Providing a median to restrict mid-block left-turns, and adding left-turn lanes and lengthening existing left-turn pockets at the intersections will also reduce traffic delay and accidents. D) Providing wider sidewalks separated from the roadway by buffers and upgrading facilities at intersection to address the needs of persons with disabilities to improve pedestrian access and mobility. E) New street lighting, landscaping, street furniture and public art will improve the pedestrian environment.

The intent of the project is to balance the needs of all modes of travel on a segment of Renton's transportation system that is important to existing development and future revitalization/redevelopment of Renton's Urban Center, and is an important link to transportation facilities. The project supports the region's long-term comprehensive planning which anticipates a more concentrated urban development pattern (more concentrated center for employment and commercial/retail and residential development) that encourages and supports transit and pedestrian modes of travel in urban centers that are linked to the regional transportation system. This project provides improvements that will complement future planned improvements to I-405 (a split-diamond interchange at SR 515 and at Lind Avenue SW), and to SR 167 (HOV lane improvements and additional northbound lane).

* Safety and Sustainability: Rainier Avenue South (from S Grady Way to S 2nd St) had 351 accidents for the past three years: 40% of them were rear-end and 12 involved pedestrians. The project will improve safety for both motorized and pedestrian traffic.

Safety for motorized travel will be improved by separating transit and vehicles accessing business from the general purpose lane and introducing landscaped median to restrict mid-block left turns. We anticipate these improvements will significantly reduce rear-end and right-angle accidents.

Pedestrian safety will be enhanced by increasing the size of pedestrian refuge islands, marked crosswalks, providing wider sidewalks separated from the traffic lane by a landscaped buffer, installing curb ramps and driveways to ADA compliance, and installing pedestrian-scale illumination.

The health impacts will be felt by pedestrians using the corridor and transit riders. The pedestrian facilities, transit amenities and streetscaping will promote economic vitality, decrease criminal activity and encourage walking in a more comfortable and safe environment. Increase in ridership is anticipated due to a significant reduction in transit travel time, improved reliability and better scheduling. Encouraging people to utilize transit and drive less will improve health by reducing air pollution and increasing physical activity.

The project also preserves and enhances the natural environment through stormwater quality improvements and runoff flow control measures.

PART 2: QUESTIONS FOR ALL PROJECTS

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

D. Air Quality and Climate Change (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:

- Diesel retrofits: Describe the types and numbers of vehicles, vessels, or equipment involved, how often they are used, where they are used, how much fuel is consumed annually and when the retrofits will occur.
- Roadway capacity (general purpose and high occupancy vehicles): Describe the roadway and travel conditions before and after the proposed project, including average daily traffic and travel speeds. Describe the potential for multimodal connections, shorter vehicle trips, etc.
- Transit (park-and-ride lots, new or expanded transit service, transit amenities, etc.): What is the current transit ridership in the project area? What are the current transit routes serving the project area? If a park-and-ride lot, how many stalls are being added? Describe how the amenities (or other components of the project) are expected to encourage new transit ridership and shift travel from single occupant vehicles to multimodal options. What is the average trip length for a new rider?
- Bicycle and/or pedestrian facilities: What is the length of the facility? What are the connections to other nonmotorized facilities and to the larger nonmotorized system? Describe the expected travel shed (i.e., land use and population surrounding the project).
- Signalization and other ITS improvements: Describe the existing conditions in the area (i.e., level of service, average daily traffic, etc.), and describe how the project is expected to improve traffic flow (increase speed, reduce idling, remove accidents, etc.). Is there a significant amount of truck traffic (i.e. freight movement) on the facility? Does the project improve traffic flow for particular modes, e.g. HOVs, or types of vehicles, e.g. 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.

Transit: Rainier Avenue South is part of a regional transit improvement plan to develop existing transportation facilities into a more efficient multi-modal transportation systems that link centers throughout the region. Transit services along the Rainier Avenue South corridor are provided by King County Metro (4 routes) and Sound Transit (3 routes). Together, the seven routes provide 473 daily bus trips using the corridor, carrying approximately 20,000 riders per day.

Transit shares the same lanes with general and freight vehicles. Transit travel time is affected by traffic congestion, which in turn affects reliability and scheduling of transit service. Under a no-build scenario, transit travel time will double by 2015.

After the project is completed, the Business Access and Transit lanes and transit signal preemption will allow transit to bypass the congestion and provide travel time savings (estimated to be seven minutes) and improve reliability, which will increase ridership and contribute to a reduction in SOV travel. The project includes transit amenities and improved pedestrian facilities along the project corridor, which could attract new ridership.

Vehicle emissions will reduce with reductions in SOV travel and increases in transit ridership. Estimates indicate that with the transit travel time savings, ridership will increase 5% in 2015 (proportionally adjusted to data collected by the University of Princeton for the City of Vancouver). The increase in ridership will result in 234,000 vehicle miles travelled reduction by 2015 along the corridor, or an equivalent to a reduction in carbon dioxide emissions of 157 tons per year.

Roadway: The Rainier Avenue South corridor to be improved by this project serves through traffic destined to other areas of the City and regional transportation facilities (I-405, SR 167, SR 900 and Tukwila Sounder Station), and provides access for commercial businesses abutting both sides of the street and to and from nearby residential neighborhoods. The project corridor carries a high volume of traffic (50,000 vehicles per day) and experiences significant traffic delays. Peak hour speeds for vehicles other than transit is 11 mph while transit speed is 5 mph. Vehicles entering/exiting driveways, vehicles making turns at intersections with inadequate corner radii, and transit stopping at bus stops contribute to traffic congestion and the resulting decreased speed along the corridor. After completion of the project there will three travel lanes in each direction of traffic along the corridor, an additional southbound right-turn at S Grady Way and an additional southbound left-turn lane at Rainier Avenue South and S 7th Street.

The new BAT lanes will separate transit buses and vehicles accessing businesses from the through traffic lanes. This will improve traffic flow and travel speeds. Improved traffic flow will reduce vehicle emissions which will benefit the corridor and the region's overall environment.

Pedestrian: Narrow sidewalks adjacent to the heavily travelled roadway provide connection access along the corridor to downtown Renton and nearby residential neighborhoods. Pedestrian improvements include new sidewalks separated from the roadway by landscaped buffers, new crosswalks, new curb ramps that are ADA compliant, pedestrian-scale illumination, and streetscape amenities such as street trees, street furniture and public art. These improvements will improve the overall pedestrian environment, which should increase the pedestrian travel between the various businesses and neighboring residential areas.

The combination of increased transit and pedestrian usage resulting from the project will reduce vehicle miles travelled and vehicle emissions.

An important goal of the project is to increase use of alternative modes of transportation. The transportation mode shift will provide long-term improvement of the corridor's overall functionality and environment and supports Renton's and the region's strategy to address vehicle emissions.

Emissions will also be reduced by access management measures (medians, traffic signal synchronization) and improvements to freight mobility (larger curb radii) which will improve traffic flow throughout the corridor and therefore reduce congestion and idling time.

Other environmental elements include landscaping of medians and pedestrian buffers and street trees (vegetation will provide small removal of pollutants), that will contribute to improving air quality and addressing climate change.

E. Project Readiness/Financial Plan (10 Points)

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) below. The primary objective of the evaluation is to determine whether a sponsor has assembled all of the funding needed to complete the project or phase(s), and when the sponsor will be ready to obligate the requested regional funding. All questions must be completely and accurately filled out in order for this information to be properly assessed. The information will be used to determine:

- When the sponsor can complete all prerequisites needed to obligate the 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.
- Whether 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.

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.

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 those 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 19A below, select one of the three options from the drop-down list for each item that applies 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 19B, including the estimated schedule for completion.

19A. 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:

Already completed - BA Concurrence: NMFS, U.S. Fish & Wildlife, WSDOT.

Already completed - Section 106 Concurrence.

Not yet completed - FHWA/FTA Environmental Classification Summary Checklist (or EA or EIS).

Already completed b. True Cost Estimate for Right of Way.

Not yet completed c. Right-of-way Plans (stamped).

Not yet completed 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 yet completed g. Relocation Certification, if applicable.

Not yet completed - WSDOT Certification Audit of Relocation Process, if applicable.

Already completed h. Engineer's Estimate.

Already 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.).

Final FHWA approval is anticipated for 04/09.

Right-of-Way: One round of meetings have been held with adjacent property owners. A second round of meetings is scheduled for early spring 2009. Right-of-Way acquisition and relocation certification are anticipated to be completed in 2009. The Rainier Ave South Open House was held at the City Hall in Dec 2008.

20. Financial plan: Please fill out Tables A through D below and corresponding questions E through 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 (Table C) funds 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
Construction	04/2010	STP	\$4,800,000
			\$
			\$
Totals:			\$4,800,000

Table B: Existing Secured Funding

Phase	Estimated Obligation date by Phase* (mm/dd/yy)	Source	Amount
Design		City/TIB/Sound Transit/WSDOT	\$6,284,790
Right of Way		City/TIB/Sound Transit	\$5,000,000
Construction		City/TIB/Sound Transit/WSDOT	\$16,425,230
Construction	03/2009	FHWA	\$2,000,000
Construction		WSDOT	\$4,000,000
TOTAL:			\$33,710,020

*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
			\$0.00
			\$
			\$
			\$
			\$
TOTAL:			\$0.00

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:	\$0.00	Planning:	
Preliminary Engineering/Design:	\$6,284,789	Preliminary Engineering/Design:	04/01/2010
Right of Way:	\$5,000,000	Right of Way:	12/31/2009
Construction:	\$17,609,026	Construction:	12/31/2012
Other (Specify) BNSF bridge replacement:	\$9,616,205	Other (specify) BNSF bridge replacement:	completed
Total Project Cost:	\$38,510,020	Estimated date of completion (i.e. open for use)	12/31/2012

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

All phases (PE, ROW, CN) will be completed and the project will be open for use with the requested 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.

Not applicable

F. Other Considerations (No Points)

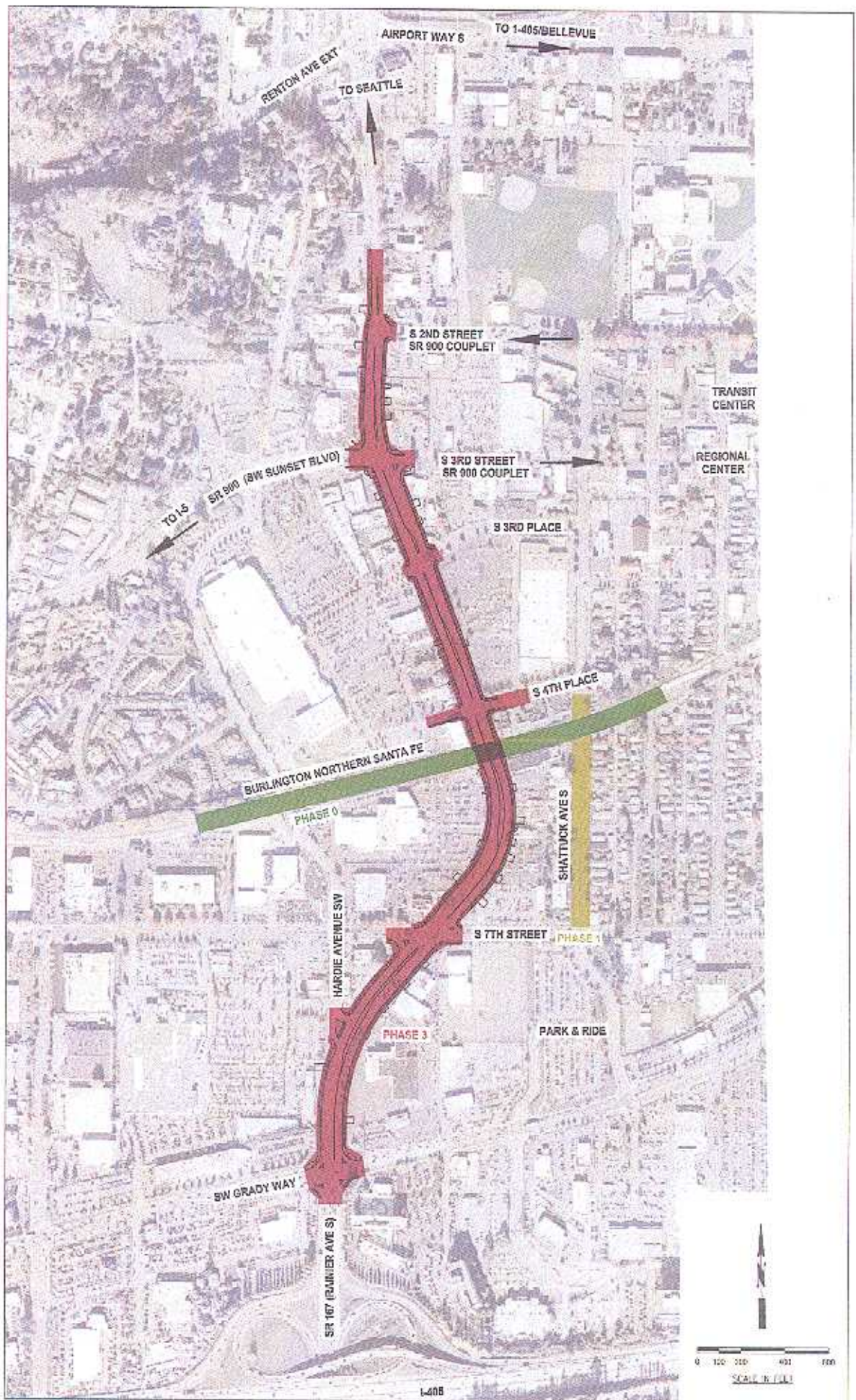
21. Please describe any additional aspects of your project not previously addressed in the application that could be relevant to the final project recommendation and decision-making process, particularly those relating to the support of centers and connecting corridors. Note: no points will be given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

The Rainier Ave S project will establish a better connection between the south Renton area and adjacent cities to a new first large-scale, outdoor shopping center and mixed-used urban development known as The Landing. The City of Renton completed roadway and underground utility construction in the Urban Center North to serve the Landing development project on Renton northern land formerly owned by The Boeing Company. The first phase of the development opened in the fall of 2007. When full development is completed in 2009 there will be 600,000 square feet of new retail space, generating approximately 2,500 jobs, and 990 residential units.



Rainier Ave South - Renton

Vicinity Map and Project Limits



Rainier Ave South – Renton – Project Map



**Washington State
Department of Transportation**
Paula J. Hammond, P.E.
Secretary of Transportation

Northwest Region
15700 Dayton Avenue North
P.O. Box 330310
Seattle, WA 98133-9710

206-440-4000
TTY: 1-800-833-6388
www.wsdot.wa.gov

March 23, 2009

Mr. Gregg Zimmerman, Director
City of Renton Public Works Department
1055 South Grady Way
Renton, WA 98057

Subject: SR 167 MP 26.49 – MP 27.28 (S Grady Way to S 2nd St)
2009 STP Regional Application
Letter of Concurrence

Dear Mr. Zimmerman:

The Washington State Department of Transportation (WSDOT) is submitting this letter in support of the City of Renton's abovementioned capital improvement project along SR 167.

The project proposes to address traffic congestion along Rainier Avenue South (SR 167), which increases transit travel times and makes it difficult to maintain schedules. We support the City's efforts to design and implement Business Access and Transit (BAT) lanes, traffic signal improvements including signal pre-emption, channelization improvements which will improve the reliability of transit service, enhance pedestrian mobility, reduce roadway traffic congestion, and mitigate environmental impacts to sustain land use objectives, all while maintaining public support.

This letter of concurrence is based on the design concept only. As design details are finalized, we would need to review and approve the channelization and construction plans for the project. We look forward to working with the City to expedite this important project.

Sincerely,

Washington State Department of Transportation

Russell S. East, PE
Assistant Regional Administrator – King and Snohomish Counties

cc: Project File
Day File
E. Conyers (Highways and Local Programs)
R. Roberts (King Area Traffic)



March 18, 2009

Mr. Gregg Zimmerman
Public Works Director
City of Renton
1055, S Grady Way
Renton, WA 98057

Subject: Rainier Ave South (South Grady Way to South 2nd St) Letter of Support for City of Renton's 2009 STP Regional Grant Application

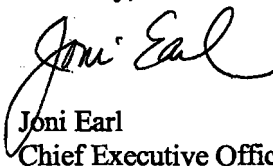
Dear Mr. Zimmerman:

Sound Transit is pleased to support the City of Renton's regional STP grant application for capital improvements to the Rainier Ave South project. The transit, roadway and streetscape improvements identified in this project will help improve transit and non-motorized movement along the corridor. It will also improve connections to the regional express bus system serving the Renton area and eastside and south-end communities with a transit queue jump.

This project supports Renton, King County Metro and Sound Transit's joint efforts to enhance transit reliability, circulation and safety along the Rainier Ave S corridor. Sound Transit is a key funding partner and proponent of the project.

Sound Transit is committed to the ongoing cooperation with the City of Renton. We believe the City of Renton and the region as a whole will benefit. Therefore, Sound Transit strongly supports this request for STP Regional funding for the Rainier Ave South project.

Sincerely,


Joni Earl
Chief Executive Officer

Cc: Paul Cornish, Sound Transit
Lisa Wolterink, Sound Transit

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CHIEF EXECUTIVE OFFICER

Joni Earl