

Seattle Department of Transportation  
**Grant Report**  
2010



Rainier Ave S Transit Improvements  
\$4,000,000



Northgate Way Improvements  
\$4,500,000



W Thomas St Overpass  
\$4,000,000



King Street Station Improvements  
\$25,000,000



Secure Bicycle Parking  
\$300,000



Mercer Corridor Project  
\$32,000,000

## Overview

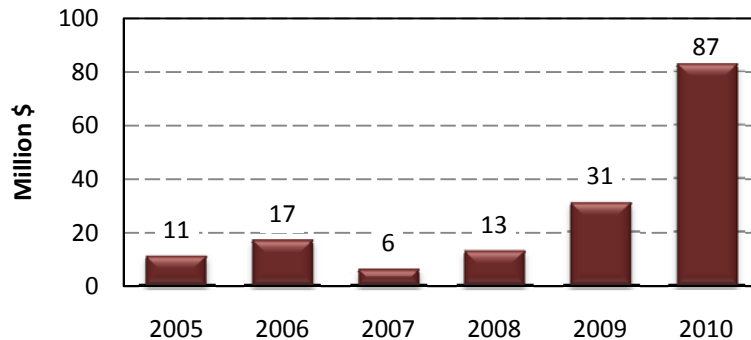
In 2010, SDOT's grant program continued a trend of record-breaking grant award amounts. In 2009, total grant awards were \$31M and in 2010, SDOT secured over \$87M in grant awards.

Previous 5-year grant award history:

2005 - \$11M	2008 - \$13M
2006 - \$17M	2009 - \$31M
2007 - \$ 6M	

The annual average for the five years prior to 2010 was \$22M per year. Typically, SDOT's grant awards peak in years when the Puget Sound Regional Council (PSRC) holds its federal transportation grant competitions. These competitions were conducted in 2006 and 2009.

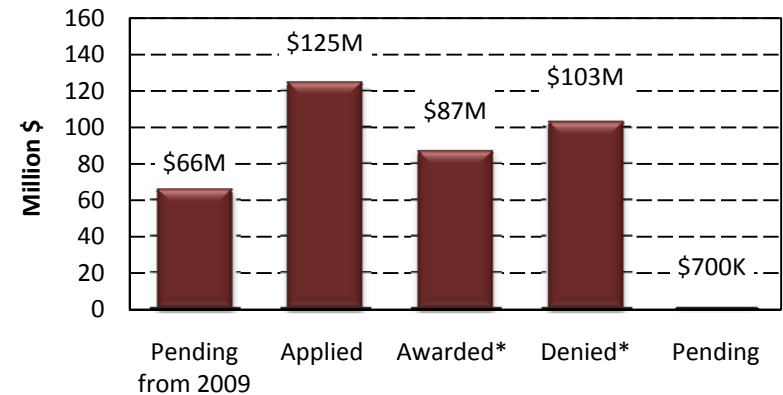
### 6-Year Grant Funding Awarded



In 2010, however, the U.S. Department of Transportation (USDOT) had more funding available for discretionary grants available through the American Recovery and Reinvestment Act (ARRA) and because of the lack of earmarks in the 2010 transportation budget. SDOT did quite well in these nation-wide funding competitions, obtaining grant awards for the Mercer Corridor project and King Street Station.

During 2010, SDOT submitted 37 grant applications and of those, 21 were awarded funding. This is an astonishing success rate of 57% compared to the industry-average success rate of 10 to 20%.

### 2010 Grant Applications



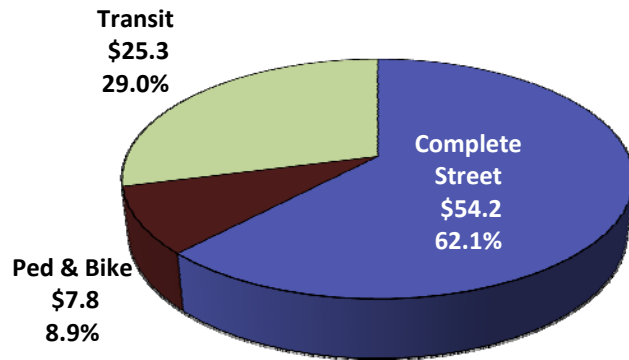
*\*Includes decisions for applications from previous years*

Grant success in 2010 can be attributed to the local funding commitment shown through Bridging the Gap; improved project delivery, which means constructing projects on-time and within budget; Seattle's leadership in sustainable transportation efforts; and having projects which met the shovel-ready requirements of ARRA.

## Highlights of 2010 Grant Awards

- \$30M from the Federal Transportation Investments Generating Economic Recovery (TIGER) program to fill the funding gap for Mercer East and allow it to go to construction

**Grant Awards by Mode**  
(in million \$)

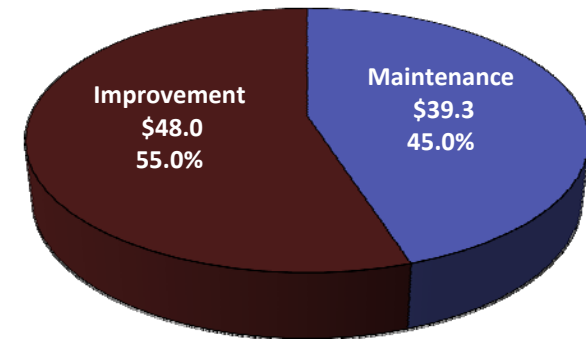


*Note: Complete street projects include improvements for more than one mode of travel*

- \$24.5M worth of federal grants for King Street Station, filling the funding gap for restoration. This includes five individual grants, the largest of which is for \$18.3M from the Federal Railroad Administration's High Speed Rail program.
- \$ 8M Federal Highway Bridge Program for the rehabilitation and seismic retrofit of four bridges

- Five state Pedestrian and Bicycle Safety and three Safe Routes to Schools program grants totaling \$3.5M (pending legislative approval). This represents a 100% success rate.
- \$ 4.5M State Transportation Improvement Board grant to fund Northgate Way safety and transit mobility improvements and move it to construction

**Grant Awards by Project Type**  
(in million \$)



*Note: Improvement projects often include maintenance elements*

- \$ 4M Federal Congestion Management Air Quality grant that fully funds and moves to construction the Thomas Street Pedestrian Overpass

## A Look Ahead

In the annual grant report for 2009, SDOT identified three trends about grant awards that raised concerns for the future: (1) continued uncertainty for on-going transportation and infrastructure funding programs at the state and federal level, (2) continued focus exclusively on “ready-to-go” construction projects, and (3) increasing requirements for subarea equity or spreading projects out across jurisdictions. Concerns over the first two of these trends continue with the developments of 2010.

Congress again did not pass a federal budget bill prior to the end of calendar year 2010, three months into the new federal fiscal year. A final budget bill for 2011 is not expected until March 2011, and it is unlikely that funding for transportation will increase. A potential outcome is that federal funding for transportation will decrease drastically.

Grant awards continue to be focused on construction projects that are “ready-to-go,” with little funding available for planning and design. While Seattle has fared well in the past year, with many projects ready for construction as a result of Bridging the Gap, the limited local funding available for pre-construction phases has resulted in few projects under development for future construction. The lack of projects in the design pipeline will result in Seattle having fewer projects ready for submission for construction grants in the near future.

## 2010 Grants Awarded

Fund Source	Eligible Types	Project	\$ Awarded	Type	Local Match	Comments
<b>Federal Transit Administration (FTA) – Bus &amp; Bus Facilities Livability Initiative Program</b>	Transit	Center City Intermodal Hub Development – King Street Station and Westlake Hubs	\$ 2,400,000	Capital	Bridging the Gap (BTG)	Request was for \$4,600,000
<b>Federal Surface Transportation Program (STP)/Congestion Mitigation Air Quality (CMAQ) – PSRC – Countywide Contingency</b>	Road and transit	Mercer West	\$ 1,759,000	Capital	BTG	Awarded to contingency list projects from 2009 process
<b>Federal STP/CMAQ – PSRC – Countywide Contingency</b>	Road and transit	Thomas Street Pedestrian Overpass	\$ 3,961,000	Capital	Local, Federal CMAQ grant, private	Awarded to contingency list projects from 2009 process – fully funds construction
<b>Federal Statewide Enhancements Program</b>	Road and transit	King Street Station	\$ 1,985,000	Capital	BTG	Awarded pending state legislative approval
<b>Federal Statewide Enhancements Program</b>	Road and transit	Light Rail Station Bike Parking	\$ 300,000	Capital	Not required	Awarded pending state legislative approval
<b>State Department of Ecology – Municipal Storm Water Capacity Grants Program via Seattle Public Utilities</b>	Improve storm water quality	Street Use Permit Process Improvements and Employee Training	\$ 132,000	Operating	Not required	Grant program funds activities promoting compliance with the City's National Pollutant Discharge Elimination System (NPDES)
<b>National Trust for Historic Preservation – Seattle-Puget Sound Heritage Preservation</b>	Historic preservation	King Street Station – grand staircase	\$ 5,000	Capital	BTG	King Street Station (KSS) came in 7 <sup>th</sup> place (out of 25 contestants) in a public vote contest. The committee awarded KSS \$5,000 as concession prize. Request was \$122,000
<b>Federal ARRA – Transportation Investments Generating Economic Recovery (TIGER)</b>	Roadway	Mercer Corridor	\$ 30,000,000	Capital	BTG/Private	Application ask was \$50M
<b>State Regional Transit Mobility</b>	Transit	Rainier Ave S Corridor Improvements	\$ 4,000,000	Capital	BTG/Metro/FTA	Grant was applied for in 2008, put on contingency list in 2009, and awarded in 2010
<b>Federal Highway Bridge Program</b>	Preservation	2 Ave S Extension	\$ 932,000	Capital	BTG	Awarded through State Bridge Replacement Advisory Committee
<b>Federal Highway Bridge Program</b>	Preservation	Jackson St – 5 Avenue	\$ 500,000	Capital	BTG	
<b>Federal Highway Bridge Program</b>	Preservation	Airport Way S - 4 Avenue S	\$ 1,898,000	Capital	BTG	
<b>Federal Highway Bridge Program</b>	Preservation	E Marginal Way - S Horton St	\$ 4,583,000	Capital	BTG	

## 2010 Grants Awarded (continued)

Fund Source	Eligible Types	Project	\$ Awarded	Type	Local Match	Comments
Washington State Department of Transportation (WSDOT) Highways & Local Programs - Pedestrian and Bicycle Safety	Education, enforcement, engineering, encouragement	<u>Signals/chann/bike lane:</u>		Capital	BTG	Pending state legislative approval
		Rainier Beach	\$ 275,000			
		Aurora Ave N & N 95 St	\$ 585,000			
		Accessible Pedestrian Signals and Curb Ramps	\$ 246,000			
		<u>Sidewalk:</u>				
South Fisher Place	\$ 509,000					
		<u>Education/enforcement:</u>				
		Pedestrian Safety Campaign	\$ 260,000			
WSDOT Highways & Local Programs - Safe routes to Schools	Sidewalk, education, enforcement	Olympic Hills Elementary	\$ 425,000	Capital	BTG	Pending state legislative approval
		Dearborn Elementary	\$ 587,000			
		Roxhill Elementary	\$ 564,000			
Public Works Trust Fund – Construction Loan	Roadway	Airport over ARGO	\$ 6,000,000			Request was \$10,000,000
FTA – Transit Investments for Greenhouse Gas and Energy Reduction (TIGGER) II	Energy efficiency	King Street Station - geothermal	\$ 2,555,000	Capital	BTG	Request was \$3,200,000
State Transportation Improvement Board (TIB) – Urban Arterial Program	Safety, mobility and paving	NE Northgate Way paving, signals, 5th Ave intersection widening, median	\$ 4,500,000	Capital	BTG	
Federal Railroad Administration (FRA) – High Speed Rail via WSDOT	Rail/Transit	King Street Station – Restoration	\$ 18,293,000	Capital	BTG/other grants	
<b>Total</b>			<b>\$ 87,254,000</b>			

## Grants Denied - 2010

Fund Source	Eligible Types	Project	\$ Denied	Type	Local Match	Comments
Federal ARRA – TIGER	Roadway	Mercer Corridor	\$ 20,000,000	Capital	BTG/Private	Application ask was \$50M – Received \$30M Denied \$20M
Federal Transportation, Community & System Preservation	Access efficiency, environment, community development	Westlake Hub – sidewalk	\$ 286,000	Capital	Transit Plan	
Federal Highway Bridge Program		4 <sup>th</sup> Ave S – S Jackson	\$ 9,917,000	Capital	BTG	
Federal Highway Bridge Program		Airport Way S over	\$ 6,931,000	Capital	BTG	
Federal Highway Bridge Program		Fairview	\$ 12,711,000	Capital	BTG	
Federal Statewide Enhancements Program	Ped and bike facilities, safety, and education; historic preservation and historic transportation structures rehab and operation, among others	Linden Ave Interurban Trail	\$ 1,000,000	Capital	BTG and Street Vacation	Not recommended
Federal Statewide Enhancements Program	Ped and bike facilities, safety, and education; historic preservation and historic transportation structures rehab and operation, among others	Ballard Bridge Bicycle and Pedestrian Facility Improvements	\$ 250,000	Capital	Not required	Not recommended
Federal Statewide Enhancements Program	Ped and bike facilities, safety, and education; historic preservation and historic transportation structures rehab and operation, among others	W. Thomas Street Pedestrian Overpass	\$ 1,000,000	Capital	Local, Federal CMAQ grant, private	Not recommended
State Transportation Improvement Board – Urban Arterial Program	Safety, pavement, mobility	Rainier Avenue S	\$ 5,000,000	Capital	BTG, Regional Mobility Grant	
State Transportation Improvement Board – Urban Arterial Program	Safety, pavement, mobility	N/NW 85 <sup>th</sup> Street	\$ 5,000,000	Capital	BTG	
FTA – New Freedom	Improve transit for mobility challenged	NW Market/ 45 St curb ramps	\$ 200,000	Capital	BTG	

## 2010 Grants Denied (continued)

Fund Source	Eligible Types	Project	\$ Denied	Type	Local Match	Comments
State Transportation Improvement Board – Urban Arterial Program	Safety, pavement, mobility	Sand Point Way NE/40 <sup>th</sup> Avenue Northeast	\$ 1,183,000	Capital	To be determined	
State Transportation Improvement Board – Sidewalk Program	Safety, mobility	Aurora Ave N / N 135 <sup>th</sup> St.	\$ 174,000	Capital	Pedestrian Master Plan Implementation	
State Transportation Improvement Board – Sidewalk Program	Safety, mobility	Rainier Ave S/ S Cornell	\$ 81,000	Capital	Pedestrian Master Plan Implementation	
State Regional Mobility Grant	Transit	King Street Station	\$ 1,250,000	Capital	BTG, other grants	On contingency list
State Regional Mobility Grant	Transit	NW Market/ N 45 <sup>th</sup> St.	\$ 4,000,000	Capital	BTG	On contingency list
<b>Total</b>			<b>\$ 68,983,000</b>			

## 2010 Grants Pending Notification

Fund Source	Eligible Types	Project	\$ Requested	Type	Local Match	Comments
Washington State Heritage Capital Projects Fund		King Street Station Restoration	\$ 700,000	Capital	BTG, Other grants	
<b>Total</b>			<b>\$ 700,000</b>			

## 2011 Upcoming Grant Programs\*

Fund Source	Eligible Type	Date Due	Comments
<b>Federal</b>			
Value Pricing Program	Planning, Implementation	February 2, 2011	
WSDOT Urban Highway Safety	Safety improvements	Q1 2011	Tentative
Bridge Replacement Advisory Committee (BRAC)		Q2 2011	Tentative
PSRC Economic Development Administration (EDA)	Public works necessary for private job creation	Q3 2011	Tentative
Other Discretionary Programs	Dependent on program eligibility		Specific programs are dependent on Congressional budget approval. Potential programs are: FTA Bus and Bus Facilities Livability , FTA Urban Circulator 2, FTA Alternatives Analysis, FTA TIGGER 3, HUD/USDOT Sustainable Communities Initiative/TIGER 3
<b>State</b>			
TIB (Urban Corridors, Urban Arterials, Sidewalk)	Design and construction of improvements along streets and highways	Q3 2011	Tentative
Public Works Board - Trust Fund Loan - Design		NA	

\*The status of grant programs changes frequently, depending on economic conditions and federal and state regulations.