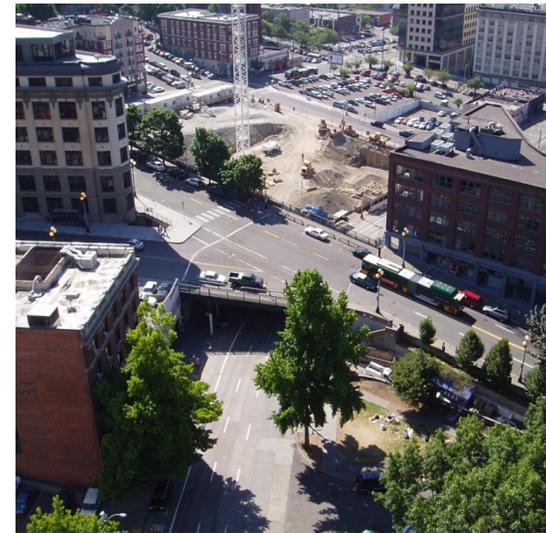




Seattle Monorail
\$1.6 million for maintenance



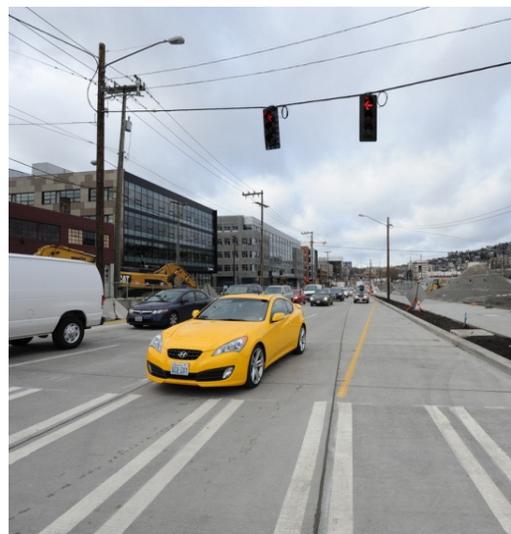
23rd Avenue
\$10 million for roadway and transit improvements



Yesler Bridge at 4th Avenue
\$6.4 million for bridge replacement



Broadway Streetcar Extension
\$1.75 million for system extension



Mercer Street
\$14 million for street improvements



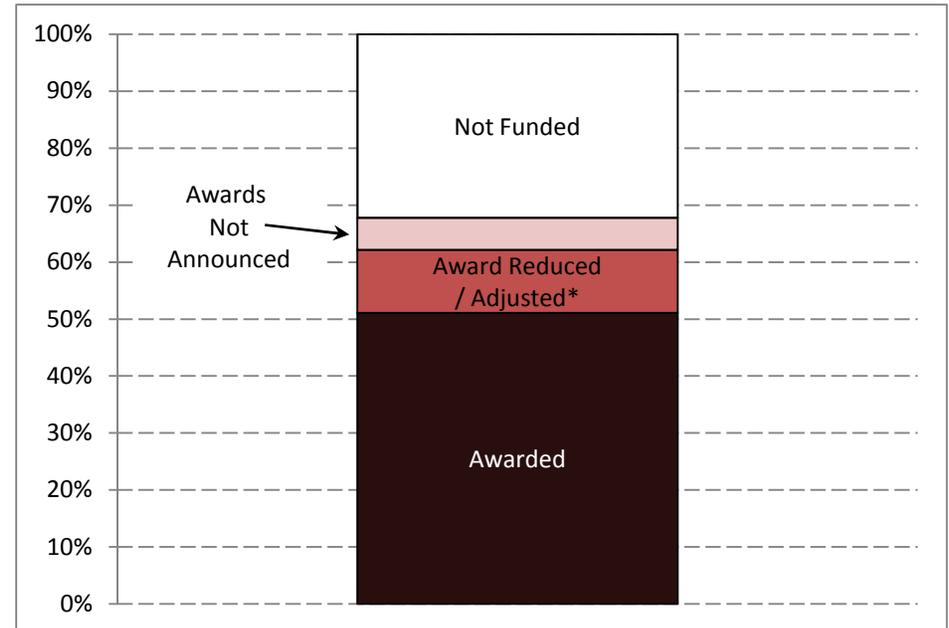
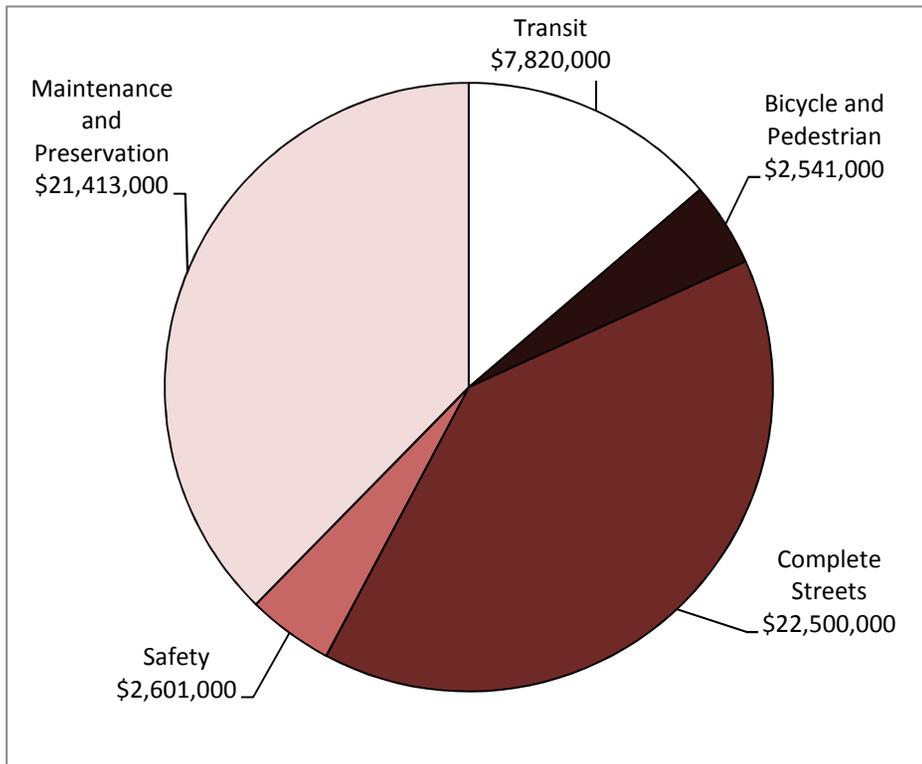
Safe Routes to School
\$840,000 for street improvements and education

Overview

2012 proved to be another stellar year for SDOT's grant program, defying the expectations of SDOT grant staff. For four consecutive years, SDOT has received extremely large awards that are more typically seen once or twice each decade.

SDOT requested nearly \$98.0 million and has either received or been recommended for awards of \$55.4 million – a success rate of approximately 56%. Previous grant programs that announced their awards in 2012 added another \$2.4 million, bringing the year's total inflow of grant funds to over \$57.0 million. SDOT awaits seven more announcements in 2013.

A total of 21 awards touch every aspect of the city and its transportation systems, from mobility and major corridors to traffic safety, transit, cyclists, pedestrians, and system maintenance. Projects selected for grants reflect city policies and project priorities, creating a more vital, safe, and connected community.



* SDOT declined two awards, and accepted several awards that were higher or lower than the original requested amount.

Highlights of 2011 Grant Awards

- \$840,000 to provide safe routes for students walking or cycling to school, part of a total \$2.6 million for citywide safety improvements (pending legislative approval)
- \$1.75 million to construct the Broadway Extension Streetcar, and another \$6.1 million for other transit improvements
- \$14 million to rebuild Mercer Street and \$10 million for improvements to 23rd Avenue – Seattle's two highest priority complete streets projects
- \$2.5 million to improve other walking and cycling opportunities throughout the city, including sidewalk improvements and two new cycletracks (pending state legislative approval)
- \$21.4 million to help maintain the existing transportation network – replacing bridges and roadways that have reached the end of their useful lifespan

How Does SDOT Continue Its Success Each Year?

Over the past four years, SDOT has had truly exceptional success in seeking grants and completing grant-funded projects. Seattle’s success rate for its grant applications is typically in the 50 to 60% range, compared to a success rate around 20% for the entire industry. Generally this type of success is founded on four principles. First, SDOT has established a track record for project delivery over the past decade – completing projects on time and within budget. Grant boards consistently reward agencies for promptly turning grant awards into completed projects. Second, matching funds such as Bridging the Gap allow SDOT to compete effectively for scarce state and federal funds. Third, SDOT has had projects “ready to go” – having funded planning and preliminary design with local or other funds. Finally, SDOT’s strategic goals complement state and federal priorities, which has led to consistently higher project ratings.

Can We Continue This Trend?

None of SDOT’s advantages can be taken for granted. The status of grant programs changes frequently, depending on economic conditions, as well as new federal and state legislation. SDOT is anticipating new programs as well as significant changes to established programs in 2013 based on Congress’s new federal transportation funding package, MAP-21. Bridging the Gap is a limited-term funding source ending in 2015, with no guarantee of extension. Congress recently approved legislation that keeps federal gas taxes flowing to local agencies at approximately the same rates, but the underlying revenue source is at risk as gas tax revenue declines nationwide. Economic stimulus programs, a key part of Seattle’s success during the recession, are also unlikely to be renewed. Of course, project delivery often depends on putting together complete funding packages – or matching funds from multiple sources – so eliminating any major funding source impedes SDOT’s ability to show readiness for other grant awards. Seattle must continue finding ways to fund planning and preliminary design to prepare priority projects for future grant requests. Finally, grant boards continue to consider regional equity as a guiding principle in distributing funds, reducing the likelihood of any agency continuing a “winning streak.” Both state and federal lawmakers continue to talk about the massive funding shortfall for transportation needs, and these conversations may evolve into concrete plans and successful legislation. The future, however, may contain as many threats as opportunities.

Grants Awarded Funding - 2012						
Fund Source	Eligible Types	Project	Request	Type	Local Match	Comments
TIGER IV – Federal Highway Administration (FHWA)	Shovel-ready construction	Mercer West Underpass Segment	\$ 14,000,000	Capital	BTG, private, other grants	
Federal Transit Administration (FTA) Competitive	Transit	Broadway Extension Streetcar	\$ 850,000	Capital	Transportation benefit district, other grants	Partial award – requested \$2,100,000
Surface Transportation Program (STP) Regional	Mobility in urban centers	Broadway Extension Streetcar	\$ 900,000	Capital	Transportation benefit district, other grants	Partial award – requested \$2,100,000
Washington Traffic Safety Commission	Education and enforcement	Road Safety Action Plan	\$ 50,000	Capital	BTG	
STP Countywide Non-motorized	Pedestrian/Bicycle	Westlake Cycletrack	\$ 1,707,000	Capital	BTG	Partial award – requested \$2,342,000
STP Countywide Large Jurisdiction	Mobility in urban centers	23 rd Avenue Corridor	\$ 3,500,000	Capital	BTG	Partial award – requested \$5,000,000
STP Countywide Preservation	Mobility in urban centers	23 rd Avenue Corridor	\$ 1,500,000	Preservation	BTG	
STP Countywide Preservation	Mobility in urban centers	Northeast 125 th Street	\$ 1,000,000	Preservation	BTG	Partial award – requested \$1,500,000

Grants Awarded Funding – 2012 (Continued)

Fund Source	Eligible Types	Project	Request	Type	Local Match	Comments
STP Countywide Preservation	Mobility in urban centers	Northwest Holman Road	\$ 1,129,000	Preservation	BTG	Partial award – requested \$1,500,000
Federal Highway Bridge Program	Bridges	Fairview Avenue East Bridge	\$ 10,000,000	Preservation	NA	Partial award – requested \$13,333,000
Federal Highway Bridge Program	Bridges	Yesler over 4 th Avenue	\$ 6,400,000	Preservation	NA	Partial award – requested \$8,000,000
Federal Highway Bridge Program	Bridges	15 th Avenue West Interchange	\$ 1,384,000	Preservation	NA	
FTA Formula	Transit	Seattle Streetcar	\$ 440,000	Preservation	BTG, private, other grants	
FTA Formula	Transit	Monorail	\$ 1,630,000	Preservation	BTG, private, other grants	
Urban Arterials – Transportation Improvement Board (TIB)	Mobility Improvements	23 rd Avenue Corridor	\$ 5,000,000	Capital	BTG, other grants	
Sidewalks – TIB	Pedestrian/Bicycle	Beacon Avenue South	\$ 477,000	Capital	BTG	
Total			\$ 49,967,000			

Grants Denied or Withdrawn- 2012

Fund Source	Eligible Types	Project	\$ Requested	Type	Local Match	Comments
FTA – State of Good Repair	Transit	King Street Station	\$ 1,004,000	Capital	NA	
					NA	Application withdrawn – project fully funded from other sources
STP Regional	Mobility in Urban Centers	Mercer West Underpass Segment	\$ 7,000,000	Capital		
STP Non-motorized	Pedestrian/Bicycle	Bike Share Program	\$ 1,000,000	Special Programs	NA	
					NA	Application withdrawn – project fully funded from other sources
STP Large Jurisdiction	Mobility in Urban Centers	Mercer West Underpass Segment	\$ 7,000,000	Capital		
Federal Highway Bridge Program	Bridge	Fairview Avenue West Bridge	\$ 13,333,000	Preservation	NA	
Pedestrian/Bicycle Program	Pedestrian/Bicycle	Accessible Pedestrian Signals and Curb Ramps	\$ 500,000	Capital	NA	
Pedestrian/Bicycle Program	Pedestrian/Bicycle	Westlake Cycletrack	\$ 635,000	Capital	NA	
Pedestrian/Bicycle Program	Pedestrian/Bicycle	Burke Gilman Trail – Shilshole	\$ 540,000	Capital	NA	
Pedestrian/Bicycle Program	Pedestrian/Bicycle	Northgate Pedestrian Bridge	\$ 500,000	Capital	NA	
Total			\$ 31,512,000			

Grants Pending Notification - 2012

Fund Source	Eligible Types	Project	\$ Requested	Type	Local Match	Comments
Partnership for a Healthier America	Pedestrian/Bicycle	Seattle Play Streets	\$ 49,000	Education	NA	
Safe Walk Routes to School	Pedestrian/Bicycle	Wedgewood	\$ 439,000	Capital	NA	Pending legislative approval
Safe Walk Routes to School	Pedestrian/Bicycle	Mercer and Greenwood	\$ 153,000	Capital	NA	Pending legislative approval. Partial award – requested \$732,000
Safe Routes to School	Pedestrian/Bicycle	Beach Square	\$ 248,000	Capital	NA	Pending legislative approval. Recommended award exceeds request of \$160,000
Pedestrian/Bicycle Program	Pedestrian/Bicycle	Delridge Cycletrack	\$ 357,000	Capital	BTG	Pending legislative approval
FTA New Freedom	Transit	Rainier and Walker ADA Improvements	\$ 250,000	Capital	BTG	Pending legislative approval
Regional Mobility	Transit	23rd Avenue Corridor	\$ 4,000,000	Capital	BTG, private, other grants	Pending legislative approval
Total			\$ 5,496,000			

Previous Competitions Announcing Awards in 2012

Fund Source	Eligible Types	Project	\$ Awarded	Type	Local Match	Comments
Washington State Heritage Capital Projects Fund	Historic Preservation	King Street Station Restoration	\$ 700,000	Preservation	Other grants	\$700,000 requested in 2010
City Safety Program	Safety Improvements	Citywide Safety	\$ 500,000	Capital	NA	\$500,000 requested in 2011
City Safety Program	Safety Improvements	5th Avenue CBD	\$ 637,000	Capital	NA	\$637,000 requested in 2011
City Safety Program	Safety Improvements	5th Avenue (Mercer West)	\$ 0	Capital	NA	\$5,000,000 requested in 2011
City Safety Program	Safety Improvements	23rd Avenue Corridor	\$ 0	Capital	NA	\$3,271,000 requested in 2011
City Safety Program	Safety Improvements	North 105 Street (Northgate)	\$ 0	Capital	NA	\$1,071,000 requested in 2011
City Safety Program	Safety Improvements	Northeast 50th Street	\$ 574,000	Capital	NA	\$574,000 requested in 2011
Transportation, Community & System Preservation (TCSP)	Preservation	3rd Avenue Transit Corridor Improvements	\$ 0	Preservation	NA	\$900,000 requested in 2011
New Freedom	Pedestrian/Bicycle	Northwest Market / 45th Street	\$ 38,000	Capital	BTG	Additional funds from 2010 award
Total			\$ 2,449,000			

Potential Grant Programs – 2013

Fund Source	Eligible Type	Date Due
Federal		
Community Economic Revitalization	Improve economically distressed areas	Summer
Highway Safety Improvements	Capital	Late Fall
Transportation Alternatives	Pedestrian/Bicycle/Transit	Spring
State		
Transportation Improvement Board (multiple programs)	Safety, paving, mobility	Summer/Fall
Safe Routes to School	Engineering, Education, Enforcement	Spring
Pedestrian/Bicycle Program	Pedestrian/Bicycle	Spring
Washington Traffic Safety Commission (multiple programs)	School zones, general safety projects	Spring