

2010 Statewide Transportation Enhancements Program

PSRC Regional Application Form

****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 funding may be compromised if the application is found to have omissions or inaccuracies.

Projects receiving funding as a result of this competition: Funding distributed as a result of the 2010 Statewide Transportation Enhancements Program is awarded competitively to projects, and not to the sponsoring agency itself. Sponsors of projects that are awarded funds from this competition will be required to submit a more detailed application in order to program the funds into the State and Regional Transportation Improvement Program. Please refer to the Schedule in the Call for Projects for more information.

Email submissions are preferred: Attach your completed application to an email and send it to tipapp@psrc.org. Please name the file "**2010 Enhancements-[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: Tracy Murray, Puget Sound Regional Council, 1011 Western Avenue Ste 500, Seattle, WA 98104-1035 and/or faxed to 206-587-4825, Attn: Tracy Murray. For questions or to confirm receipt of your application, contact [Tracy Murray](mailto:Tracy.Murray@psrc.org), 206-971-3277.

Deadline: Applications must be received by PSRC by **5:00 PM on Monday, July 12, 2010**. Applications should be no more than **15 pages**, plus maps and/or other required supporting documentation.

PROJECT IDENTIFICATION AND DESCRIPTION	
1	<p>PROJECT TITLE: King Street Station - Building Rehabilitation for Amtrak Operations</p>
2	<p>TRANSPORTATION 2040 ID# 610</p> <p>To be eligible for funding, regionally significant projects must be explicitly identified in Transportation 2040, the region's long-range Metropolitan Transportation Plan (MTP). For the 2010 Statewide Transportation Enhancements Program, this would apply to regionally significant nonmotorized projects such as separated trails. To confirm whether your project is specifically listed in Transportation 2040, refer to http://www.psrc.org/assets/3763/Appendix_M.pdf. For assistance or questions regarding these issues, contact Kimberly Scrivner, 206-971-3281.</p>
3	<p>SPONSORING AGENCY: City of Seattle Department of Transportation (SDOT)</p> <p>Note: non-profit organizations may administer grants from the 2010 Statewide Transportation Enhancements Program <u>unless the project requires design, right of way acquisition, and/or construction</u>. In such cases, a public agency must serve as the project sponsor.</p> <p>Co-sponsor(s) if applicable: n/a</p> <p><i>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.</i></p> <p>Does sponsoring agency have "Certification Acceptance" status from WSDOT? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Please note: the requirement that public agencies have Certification Acceptance status has been waived for this program; however, all federal and state project requirements must still be met. Refer to the Washington State Department of Transportation Local Agency Guidelines Manual at http://www.wsdot.wa.gov/LocalPrograms/LAG/ for more information.</p>
4	<p>PROJECT CONTACT:</p> <p>Name: Jude Willcher</p> <p>Email : jude.willcher@seattle.gov</p> <p>Phone: (206) 684-4059</p>

<p>5</p>	<p>PROJECT DESCRIPTION</p> <p>Describe the proposed work and explain the nature of the entire project, including the existing and proposed conditions and type of use. Explain why the project is needed and how the project meets the eligibility requirements of the selected Transportation Enhancements categories. Attach a detailed 8 ½" by 11" vicinity map. Photographs are welcome, but not required.</p> <p>King Street Station is an historic train station located in Seattle's Pioneer Square Preservation District. The station is a steel framed, masonry clad building which has been in continuous use since it opened for passenger rail service in May 1906. It currently serves as Puget Sound's main intercity rail terminal and serves over 2.7 million passengers annually.</p> <p>This phase of the project aims to rehabilitate the central function of the station's back-of-house space as a center for administrative and operations functions. This project affects the tenant space dedicated to Amtrak on the first floor.</p> <p>The scope of work for Amtrak operations at King Street Station includes creation of facilities to better support passenger services such as ticketing, baggage check-in and claim, passenger waiting and loading, and office space for staff. Improvements will benefit the service provided to visitors and passengers by facilitating greater staff efficiency and enhanced customer communications. Baggage handling improvements will include a mechanized conveyor system. Ticketing services will receive six transaction counters. A red cap (information) kiosk will be added to the lobby.</p> <p>The project will provide space for baggage handling activities, express package services, public safety offices, and large item storage. There will also be a remittance and accounting suite, offices for the station manager and agent, and permanent work stations for regular administration staff. Finally, this project will install new infrastructure that supports data systems and an electronic signage program that will post train schedules and important notices on strategically mounted monitors to enhance communications with passengers and visitors. All improvements will enhance operations while maintaining the historic character of the facility.</p>
<p>6</p>	<p>PROJECT LOCATION: 303 South Jackson Street, Seattle, Washington</p> <p>County(ies) in which project is located: King County</p> <p>Answer the following questions if applicable:</p> <p>a. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad): 3rd Avenue South & South Jackson Street</p> <p>b. Crossroad/landmark nearest to end of project (identify landmark if no crossroad):</p>
<p>7</p>	<p>PROJECT TYPE (Please select 1 or more of the following 12 eligible Transportation Enhancements categories):</p> <ul style="list-style-type: none"> <input type="checkbox"/> Provision of Facilities for Bicycles and Pedestrians <input type="checkbox"/> Acquisition of Scenic Easements & Scenic or Historic Sites <input type="checkbox"/> Scenic or Historic Highway Programs (including tourist & welcome center facilities) <input type="checkbox"/> Landscaping and other Scenic Beautification <input checked="" type="checkbox"/> Historic Preservation <input checked="" type="checkbox"/> Rehabilitation and Operation of Historic Transportation Buildings, Structures or Facilities <input type="checkbox"/> Preservation of Abandoned Railway Corridors (including conversion and use for pedestrian or bicycle trails) <input type="checkbox"/> Control and Removal of Outdoor Advertising <input type="checkbox"/> Archaeological Planning and Research <input type="checkbox"/> Mitigation of Water Pollution due to Highway Runoff or Reduce Vehicle-Caused Wildlife Mortality while Maintaining Habitat Connectivity <input type="checkbox"/> Provision of Safety and Educational Activities for Pedestrians and Bicyclists

Establishment of Transportation Museums

PLAN CONSISTENCY

Cities, towns and counties seeking federal funds managed by PSRC may submit an application only if their comprehensive plan has been certified by PSRC. All other agencies (e.g., transit agencies, WSDOT, tribal nations, nonprofit organizations, etc.) must show that their project is consistent with the applicable city and/or county comprehensive plan(s), and with VISION 2040 and Transportation 2040, the central Puget Sound region's long-range Metropolitan Transportation Plan. For questions on consistency and certification, contact [Rocky Piro](#), 206-464-6360.

8 CONSISTENCY WITH VISION 2040 AND TRANSPORTATION 2040

All applicants must answer the questions in this section. 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 website at www.psrc.org/growth/planreview/statusreportppr/. For copies of VISION 2040 or Transportation 2040 documents, please contact the PSRC [Information Center](#), 206-464-7532. Regionally significant projects that expand transportation system capacity must be identified in Transportation 2040. This includes nonmotorized trails and separated pathways. For assistance refer to www.psrc.org/transportation/t2040/ or contact [Kimberly Scrivner](#), 206-971-3281.

Indicate the current certification status of the local comprehensive plan in the community where the project is located. 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): 06/27/2002

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. (See http://www.psrc.org/assets/465/Centers_small.pdf for more information.)

- The project is located outside the designated urban growth area.
- The project is located within the designated urban growth area.
- The project is located within an identified regional growth center or town/activity center. Refer to <http://www.psrc.org/growth/centers/> for more information. For identified local city/town locations, please describe.
- Regional Growth Center(s): Downtown Seattle Regional Growth Center .
 - Regional Manufacturing/Industrial Center(s): N.A.
 - Local Town/Activity Center(s): Pioneer Square, Chinatown/International District

Is the project specifically identified in a local comprehensive plan?

- Yes. Indicate the (1) plan name, (2) relevant section(s), and (3) page number where it can be found:
- City of Seattle Comprehensive Plan (Section T-A4: Pg. 366)
- Seattle Transit Plan (Chapter 1: p. 11, 19; Chapter 2: p. 33, 35; Chapter 3: p. 71, 72, 75, 76; Chapter 6: p. 140)
- Seattle Transportation Strategic Plan (Chapter 2: p. 27; Chapter 3: p. 75; Chapter 5: p. 128)
- Transportation 2040 (Intercity Passenger Rail: p. 113)
- Center City Access Strategy
- 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.

ADDITIONAL REGIONAL PROJECT EVALUATION

Part 1: Questions for All Projects

Instructions: Once all of the sections in Part 1 have been completed (questions 9 through 13), complete the appropriate questions in Part 2 (question 14 and one only of questions 15 through 18). Refer to the Regional Project Evaluation Criteria to assist you in answering these questions.

9 RELATIONSHIP TO CENTERS

Describe the relationship of the project to a regional growth center, town/activity center or connecting corridor. King Street Station is the Puget Sound region's main intercity rail terminal, serving over 2.7 passengers annually. It is located within the Downtown Seattle Regional Growth Center and provides pedestrian connections to the Washington State Ferry System, Link light rail and the regionally-funded future First Hill / Capitol Hill Streetcar. Regional and intercity transit services at the station serve centers throughout the region.

10 COMMUNITY SUPPORT

Describe the public review process for the project. List all letters received or other types of support for the project; include any negative response to the project. Provide the dates, times and locations of all public presentations. If appropriate, describe how the project meets identified state, regional and/or local planning objectives.

Support letters for this project received from: Amtrak, Pioneer Square Preservation Board and the Museum of History and Industry

Previous support letters for the larger renovation project were received from: Pioneer Square Community Association and Chinatown International District Business Improvement Area

The project has held 2 open houses:

May 12, 2009 4pm Chinatown International District Community Center
May 2, 2010 11am King Street Station

Presentations were given to the following groups:

March 25, 2010 6pm Seattle Architectural Foundation at Klondike Goldrush Museum
April 17, 2010 3pm National Trust for Historic Preservation at King Street Station
June 19, 2010 11am Seattle Design Commission City Hall 600 4th Ave Room#L280
July 1, 2010 1pm Seattle Design Commission City Hall 600 4th Ave Room #L280

There have been 20 public review meetings of project scope with the Pioneer Square Preservation Board at City Hall.

April 9, 2008 9am City Hall, 600 4th Ave. Room#L280
April 16, 2008 9am City Hall, 600 4th Ave. Room#L280
May 28, 2008 9am City Hall, 600 4th Ave. Room#L280
June 4, 2008 9am City Hall, 600 4th Ave. Room#L280
October 8, 2008 9am City Hall, 600 4th Ave. Room#L280
October 15, 2008 9am City Hall, 600 4th Ave. Room#L280

December 17, 2008	9am	City Hall, 600 4th Ave. Room#L280
January 28, 2009	9am	City Hall, 600 4th Ave. Room#L280
February 11, 2009	9am	City Hall, 600 4th Ave. Room#L280
May 6, 2009	9am	City Hall, 600 4th Ave. Room#L280
July 29, 2009	9am	City Hall, 600 4th Ave. Room#L280
August 5, 2009	9am	City Hall, 600 4th Ave. Room#L280
August 26, 2009	9am	City Hall, 600 4th Ave. Room#L280
September 2, 2009	9am	City Hall, 600 4th Ave. Room#L280
September 30, 2009	9am	City Hall, 600 4th Ave. Room#L280
November 4, 2009	9am	City Hall, 600 4th Ave. Room#L280
January 13, 2010	9am	City Hall, 600 4th Ave. Room#L280
March 3, 2010	9am	City Hall, 600 4th Ave. Room#L280
June 9, 2010	9am	City Hall, 600 4th Ave. Room#L280
June 16, 2010	9am	City Hall, 600 4th Ave. Room#L280

King Street Station is one of three intermodal hubs in downtown Seattle identified in the City's Comprehensive Plan, Transit Plan and Transportation Strategic Plan as critical for downtown transportation functionality. It is also specifically identified for improvement in WSDOT's Long Range Plan for Amtrak Cascades as well as Transportation 2040. King Street was also included in State of Washington's ARRA funding program application.

The project supports the region's Vision 2040 and Transportation 2040 polices, such as;

MPP-DP-34: Preserve significant regional historic, visual and cultural resources including public views, landmarks, archaeological sites, historic and cultural landscapes, and areas of special character

MPP-T-1: Maintain and operate transportation systems to provide safe, efficient and reliable movement of people, goods and services.

11 FINANCIAL PLAN

Please fill out Tables 11A - D below and corresponding questions 11E - F. The purpose of the tables and questions is to allow sponsors to fully document their project's financial plan and schedule. Tables 11A -C build upon one another to provide the estimated cost of each phase as well as a project's total cost (Table 11D). The tables require sponsors to list the Transportation Enhancements funds being requested (Table 11A), as well as ALL other sources of secured (Table 11B) and unsecured funds (Table 11C) needed to complete the project.

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 11A - C should equal the total project cost in Table 11D. Funding Commitment Letters must be provided for all financial partners.

Required Match: No local match is required; projects may be funded with 100% Enhancement funds.

11A: Enhancements Funds Requested

Phase (Planning, Preliminary Engineering, Right of Way, Construction, Other)	Estimated Obligation Date by Phase (mm/dd/yy)*	Enhancements Funds Requested
Construction	01/01/11	\$1,985,000
		\$
		\$

		\$
		\$
	TOTAL:	\$1,985,000

*** Note: the required obligation deadline for these funds is no later than two years from selection approval, estimated to be January 2011.**

11B: Existing Secured Funding

Phase	Estimated Obligation date by Phase (mm/dd/yy)*	Source	Amount
PE/Design	01/01/10	State Grants and Local Funds	\$676,841
			\$
			\$
			\$
			\$
		TOTAL:	\$677,000

*For tables B and C "obligation" may be defined as expenditure or other commitment of funds; for more information regarding secured and unsecured funding sources please refer to <http://www.psrc.org/assets/469/SecuredUnsecured.pdf>.

11C: Needed future funding (unsecured) Do not include the grant funds requested in Table 11A

Phase	Estimated Obligation date by Phase (mm/dd/yy)*	Source	Amount
			\$
			\$
			\$
			\$
			\$
		TOTAL:	\$

11D: Total Project Cost

Total estimated cost of each phase		Scheduled completion date by phase (mm/dd/yy)	
Planning:	\$	Planning:	complete
Preliminary Engineering/Design:	\$677,000	Preliminary Engineering/Design:	complete
Right of Way:	\$	Right of Way:	
Construction:	\$1,985,000	Construction:	12/31/2011
Other (Specify):	\$	Other (specify):	
Total Project Cost:	\$2,662,000	Estimated date of completion (i.e. open for use)	12/31/2011

11E. Identify the project phases (PE, ROW, CN, etc.) that will be fully completed if requested funding is obtained:

Construction

11F. If unable to completely fill out Table D (Total Project Cost), please explain why:

12 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 for a Preliminary Engineering phase need not answer question #12.

PSRC recognizes that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before 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 12A 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 12B, including the estimated schedule for completion.

12A. Check all that apply. If no ROW is required for the project, select "not needed" for sections b through g.

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

Not needed - BA Concurrence: NMFS, U.S. Fish & Wildlife, WSDOT.

Already completed - Section 106 Concurrence.

Already completed - FHWA Environmental Classification Summary Checklist (or EA or EIS).

Not needed b. True Cost Estimate for Right of Way.

Not needed c. Right of Way Plans (stamped).

Not needed d. Relocation Plan (if applicable).

Not needed e. Right of way certification.

Not needed f. Certification Audit by WSDOT R/W Analyst.

Not needed g. Relocation Certification, if applicable.

Not needed - Certification Audit by WSDOT of Relocation Process, if applicable.

Already completed h. Engineer's Estimate.

Already completed i. All environmental permits obtained such as Army Corps of Engineers Permit, HPA, etc.

12B. 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.

The project received a Documented Categorical Exclusion (DCE) on its NEPA application from FTA in August 2009.

13 OTHER CONSIDERATIONS

Please describe any additional aspects of your project not requested in the application that could be relevant to the final project recommendation and decision-making process. No points will be given to this section.

The City of Seattle and its partners (FTA, AMTRAK, WSDOT, and Sound Transit) are collectively investing \$60 million dollars in the comprehensive renovation and reuse of King Street Station as a regional transportation hub. This grant request will modernize operations and enable seismic retrofits to key station areas on an accelerated schedule.

The larger project (described in section 17) is aiming for LEED certification on a historic building. Rail travel is anticipated to double in the next five years, and this project will make King Street Station a sustainable City landmark and efficient modern hub. This specific project will enhance service for information, ticketing and baggage for train passengers.

PART 2: CATEGORY SPECIFIC QUESTIONS

14	<p>Select one of the following four categories that best fits your project and follow the corresponding instructions:</p> <p><input type="checkbox"/> Nonmotorized Projects: Complete question 15.</p> <p><input type="checkbox"/> Scenic Resources Projects: Complete question 16.</p> <p><input checked="" type="checkbox"/> Historic Resources Projects: Complete question 17.</p> <p><input type="checkbox"/> Environmental Projects: Complete question 18.</p>
15	<p>NONMOTORIZED PROJECTS</p> <p><u>Instructions: Complete this section if you selected “Nonmotorized Projects” in question 14.</u></p> <p>Please explain how your project addresses the following:</p> <ul style="list-style-type: none"> • The project extends, completes or otherwise adds to an existing nonmotorized system or network. • The project connects or links to other multimodal facilities (such as transit stations). • The project addresses current nonmotorized needs in the community, e.g., - gaps in the system; safety issues, etc. • The level of public exposure or access to the project (for example, current and future land use in the vicinity of the facility). • Explain how the project relates to surface transportation. If the project has recreational aspects, demonstrate that the purpose is primarily for transportation rather than recreation. Explain how this enhancement is “over and above” normal project or activities (i.e., not routine or required).
16	<p>SCENIC RESOURCES PROJECTS</p> <p><u>Instructions: Complete this section if you selected “Scenic Resources Projects” in question 14.</u></p> <p>Please explain how your project addresses the following:</p> <ul style="list-style-type: none"> • The project promotes greater public appreciation or use of the transportation system. • The project contributes to the preservation of significant scenic resources. • The level of public exposure or access to the project. • Long-term preservation plans to maintain the scenic character of the property. • Whether or not there is perpetual ownership of the property. • Whether or not the resource is threatened, or if there will be a loss of opportunity if the project is not funded. • Explain how the project relates to surface transportation; explain how this enhancement is “over and above” normal project or activities (i.e., not routine or required).

HISTORIC RESOURCES PROJECTS

Instructions: Complete this section if you selected “Historic Resources Projects” in question 14.

Please explain how your project addresses the following:

For site-specific and/or capital projects:

- The historic significance of the facility.
- The planned use of the facility.
- Whether or not the project is part of a larger historic preservation plan.
- The level of public exposure or access to the project.
- Whether or not the resource is threatened, or if there will be a loss of opportunity if the project is not funded.
- The long-term preservation and/or maintenance plans for the facility.
- Explain how the project relates to surface transportation; describe the current or former transportation use of the facility. Explain how this enhancement is “over and above” normal project or activities (i.e., not routine or required).

The Project As Part of a Larger Historic Preservation Plan

The proposed work comprises an integral part of the larger King Street Station Rehabilitation and Seismic Retrofit (KSS) project. The KSS project will rehabilitate the building to strengthen its role as a local and regional transportation hub and neighborhood link. The KSS project includes (1) exterior rehabilitation, (2) interior public space restoration, (3) interior secondary space rehabilitation, (4) seismic upgrades, and (5) sustainability/green building goals.

This overall project builds upon the King Street Station Historic Structure Report completed in 1998 and a Memorandum of Agreement (MOA) entered into (1996) in compliance with Section 106 of the National Historic Preservation Act. Consequently all work is being reviewed by the State Department of Archaeology and Historic Preservation for compliance with the Secretary of the Interior’s Standards for the Treatment of Historic Properties. Additionally, the building is a contributing member of the Pioneer Square Preservation District (Ordinance 112134), and as such, all proposed work under provisions of the Seattle Municipal Code, Chapter 23.66, regulating special review districts, is subject to use and design review by the Pioneer Square Preservation Board.

Explain how the Project Relates to Surface Transportation; Describe the Current or Former Transportation Use of the Facility. Explain how this enhancement is “over and above” normal project or activities (i.e., not routine or required)

For the past 104 years, since completion of construction in 1906, King Street Station has served as a passenger railway terminal and currently serves over 2.7 million passengers annually. The station remains in operation during construction and upon completion will both continue to meet increasing passenger loads for railway travel and serve as a regional hub linking passengers with other local and regional transportation modes.

This grant involves a substantial reconfiguration of previously altered spaces and removing layers of added facilities that could not be undertaken as part of routine maintenance due to the protracted disruption of operations. Completion as part of the overall building rehabilitation project presents the best opportunity from a cost and operational efficiency standpoint. Work in the back-of-house space will also expedite the timing of seismic stabilization work.

Level of Public Exposure or Access to the Project

The project benefits from a high level of public exposure and direct access to view the work underway. The building stands at a prominent location in downtown Seattle along the busy

intersection of S Jackson Street and 4th Avenue. Passengers arriving and departing the station observe work on the building exterior and are able to view first floor work in the back-of-house area through glass doorways, and current construction photos and updates are posted on a display board inside the station entrance. Local news stations provide coverage of work in print and television form. The Seattle Department of Transportation has sent out construction notices to over 5000 addresses in the two immediate neighborhoods along with depositing these notices in neighborhood libraries and community centers for distribution. It also provides regular online project updates for those who cannot directly travel to the station to observe the work. The updates illustrate work being done in areas not immediately visible to the public. Reference link: <http://www.cityofseattle.net/transportation/kingstreet.htm>

The Resource is Threatened, or a Loss of Opportunity if the Project is not Funded

Funding for the back-of-house operational improvements would provide important support for modernizing the station to enhance and improve the efficiency of its role as a regional multi-modal transportation hub to meet increased demand in rail travel. The project is working to balance operational transportation needs with preservation and rehabilitation goals. An extensive part of the larger project is the seismic stabilization of the building to ensure safe operation and minimize the loss of historic materials during a seismic event. Additionally restoration of damaged and partially removed historic features to restore the main public waiting room and facilities form a key project objective. This funding would provide an important opportunity for direct transportation operational improvements benefiting passengers.

For planning projects:

- The project's relationship to the protection of historic or archaeological resources.
- Whether or not the project is part of a larger historic preservation plan.
- The long-term plan for ongoing management, updating and training.
- The level of public exposure or access to the project.
- Whether or not the resource is threatened, or if there will be a loss of opportunity if the project is not funded.
- Explain how the project relates to surface transportation; explain how this enhancement is "over and above" normal project or activities (i.e., not routine or required).

18 ENVIRONMENTAL PROJECTS

Instructions: Complete this section if you selected "Environmental Projects" in question 14.

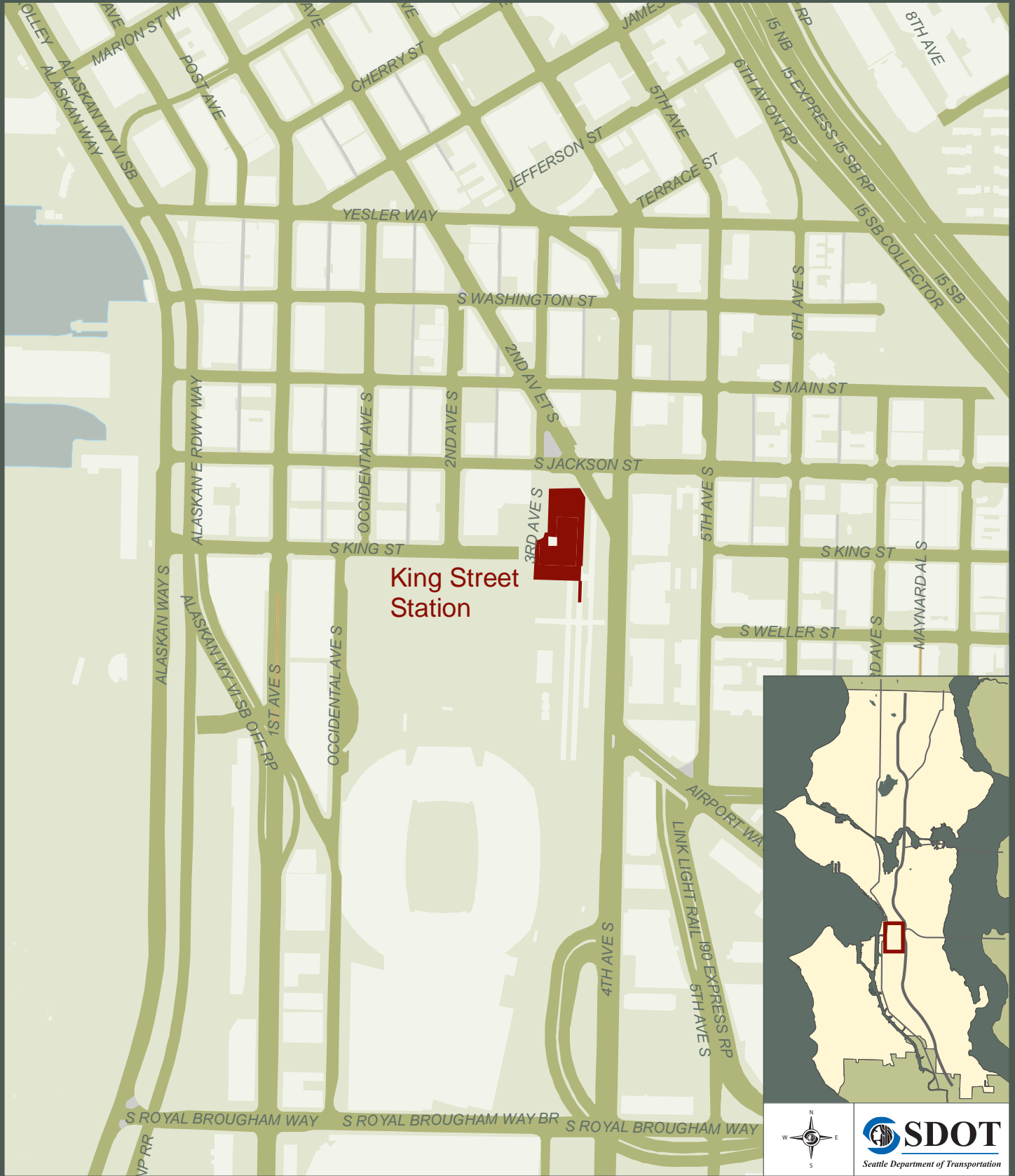
Please explain how your project addresses the following:

- The relationship of the project to the transportation system.
- The need for the project.
- The long-term maintenance plans for the project.
- Whether or not the resource is threatened, or if there will be a loss of opportunity if the project is not funded.
- Explain how the project relates to surface transportation; explain how this enhancement is "over and above" normal project or activities (i.e., not routine or required).



King Street Station

This project will rehabilitate facilities at Seattle's historic King Street Station, which serves 2.7 million passengers annually. It supports expansion and enhancement of ticketing, baggage handling, waiting areas, and office space, as well as improving customer communications. Improvements include restoration of historic features. *Request: \$1,985,000.*











2700 24th Avenue East
Seattle, Washington 98112-2099
Phone: 206-324-1126 Fax: 206-324-1346

July 2nd, 2010

Ms. Tracy Murray
Puget Sound Regional Council
1011 Western Avenue, Suite 500
Seattle, WA 98104

Dear Ms. Murray:

It is my pleasure to write this letter in support of the proposed transportation enhancement grant for Amtrak operations at King Street Station. The infrastructural support that this grant will fund will help restore King Street Station to the bustling transportation hub it was and is fast becoming again. Built between 1904 and 1906 by the Great Northern Railway and Northern Pacific Railway, and designed by Reed and Stem (designers of New York's Grand Central Station), King Street Station was the grand railroad terminal of our region.

The history of the station is inextricably linked with the history of Seattle during its greatest boom periods in the early 20th Century. During this time Seattle realized the vision of a transcontinental railroad linking the eastern US and all points in-between with the Puget Sound and South East Asian ports beyond. The station remained in the forefront of Seattle's growth and change through World War II, where the station served as a major hub of support on the homefront. After World War II with the rise in improved interstate roadways, inexpensive cars, and commercial airlines, King Street Station – like railway centers everywhere – began a long decline. At the dawn of this century, our economy and methods of transportation have changed again towards a vision that includes and depends on rail travel. I believe that King Street Station will play a larger and larger role in our community's economy and transportation services- something that I know your infrastructural support would facilitate.

MOHAI has worked closely with the City of Seattle on the history of the station, including preserving oral histories and coordinating the production of a live oral history theatre. Through this project local historians and the general public realized and cherished the importance of this place. As I watched the Station's clock tower be repaired over the last few years, I saw an upsurge of community pride surround King Street's station's place in Seattle's past and present. I am enthusiastic about the opportunity this grant affords to further build civic pride and maintain the historical integrity and function of this important place. I urge you to support this worthy project.

Sincerely,


Leonard Garfield, Executive Director



The City of Seattle

Pioneer Square Preservation Board

Mailing Address: PO Box 94649 Seattle WA 98124-4649
Street Address: 700 5th Ave Suite 1700

July 7, 2010

Tracy Murray
Puget Sound Regional Council
1011 Western Ave Ste 500
Seattle, WA 98104-1035

Dear Ms. Murray,

It is my pleasure to write this letter of support for the proposed rehabilitation of King Street Station project on behalf of the Pioneer Square Preservation Board.

King Street Station was constructed between 1904 and 1906 and was built at the edge of Seattle's original commercial district, Pioneer Square. Designed by Reed and Stem, the premier American railroad station designers in their day, King Street Station was the first example of a showpiece train station in Seattle. It was built for James J. Hill's Great Northern and Northern Pacific Railroads. The King Street Station is and always has been an important building in the Pioneer Square Historic District and its continued use is vital to the economic health of the historic district.

The Pioneer Square Preservation Board had reviewed and approved the rehabilitation plans at various points and has been impressed with the care and planning to do a sensitive historic rehabilitation, creative problem solving especially for increasing the energy efficiency and the quality of work completed.

The preservation of the King Street Station demonstrates the significance the railroad has had over generations while complementary alterations and the increase of functionality will keep it a significant transportation mode for generations to come.

We hope that you will also see the worthiness of this project and provide the necessary funding.

Sincerely,

Genna Nashem
Coordinator, Pioneer Square Preservation Board