

# 2022 RAISE Grant Cycle Analysis and Recommendation

## Recommendation

SDOT grant staff has been working to determine whether we have a viable candidate to submit for the 2022 RAISE grant cycle. Below is a detailed analysis of project ideas and other considerations staff reviewed in forming our recommendation to not submit for this year's RAISE cycle.

## Background and Analysis

The RAISE grant program is offering Capital and Planning grants in 2022. Planning grants are not typically offered through RAISE, and are available for this cycle. As our Move Seattle Levy sunsets, SDOT lacks viable candidates for many of these large federal grant programs. All 9 of our large signature projects from the levy now have full funding plans (7 TPMC corridors and 2 major freight projects).

We also know that we'll be less competitive this year since we won RAISE and INFRA grants in 2021. Applicants rarely receive these two grants in the same cycle, or in back-to-back cycles, and we believe it would take a very urgent and extraordinary candidate to achieve both. With these initial considerations, grant staff requested input and new suggestions from each SDOT division through direct outreach and a Complete Streets Steering Committee (CSSC) meeting to explore ideas for this funding opportunity, recognizing the unique offering of the planning grants and to continue to explore opportunities to leverage SDOT dollars. Division representatives asked us to consider the 5 candidates shown in the table below. After our review, we still believe that no SDOT candidates are ready for submittal for this round of RAISE in 2022.

SDOT continues to develop our federal funding study strategy for the Infrastructure Investment and Jobs Act (IIJA). We continue to learn more from at the Federal level and expect information from the State and Region to become available this Spring. We will work to put together a draft strategy recommendation in Q3 this year. This list can serve as a starting point to identify and scope candidates. As we assess candidates for future rounds of RAISE and similar grants, we will use the typical filters for potential projects:

- SDOT priority, including partnerships and community stakeholders
- Project readiness, including a well-vetted cost estimate and SDOT capacity to deliver the project
- Available local match funding (normally need at least 50% non-federal match to be competitive)
- Consistency with the grant's criteria and requirements

## RAISE Grant Candidates Considered

Project	Category	Description and Budget	Conclusion
Bridge Seismic – Ballard & Fremont Bridges	Capital	Design and build seismic upgrades on one or both structures. Costs are around \$30M each.	We don't believe our seismic projects could show a positive benefit/cost ratio since the BCA model doesn't work well for projects that are trying to mitigate the risk of a future event. Likely not a viable RAISE candidate. We will track and explore options as more information is released on other Bridge Programs available from the IJA.
Transportation Equity Framework (TEF) Implementation: Transit Corridor and Mobility Hubs Activation	Planning	Implement TEF recommendations to plan and conduct outreach to activate transit corridors and create mobility hubs. Costs could be in the \$1M-\$5M range, depending on future scoping decisions.	Project is not thoroughly scoped and needs more time to develop partnerships. Could be a candidate next year if planning grants are offered again and the project is able to meet minimum grant requirements and criteria, including the minimum \$5M grant size threshold.
Areaway Planning	Planning	Plan and conduct outreach to create a long-range plan for stabilizing and restoring our areaways. Costs could be in the \$1M-\$3M range.	Scope of planning work doesn't fit minimum project size of \$5M-\$10M (\$5M minimum grant plus required local match). Unless, scope can meet minimum grant requirements, this is likely not a viable RAISE candidate. We can continue to work with the program owners to scope the project and explore viability for a future cycle.
Sound Transit Joint Project	Either	Coordinate with Sound Transit (ST) to see if they're interested in scoping and delivering a transit access project within Seattle. Costs are TBD.	ST will resubmit their RAISE application for the Burien-to-Bellevue Stride BRT line in 2022. We could explore opportunities with ST to see if they're interested in co-sponsoring a new candidate for future RAISE cycles.
Accessible Mt. Baker (AMB)	Planning (future Capital potential)	Relocate transit center and develop the surrounding area with a mobility hub concept. Since much planning work has been done, remaining costs may be in the \$1M-\$3M range.	Scope of planning work doesn't fit minimum project size of \$5M-\$10M (\$5M minimum grant plus required local match). Likely not a viable RAISE candidate. We could continue to work with program owners on scope and developing a viable RAISE candidate for future cycles.