

# 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>.

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**\*\*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](mailto: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](mailto: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](mailto:kmcgourty@psrc.org).

## PROJECT DESCRIPTION INFORMATION

<b>1</b>	<p><b>Project title:</b> RapidRide (Bus Rapid Transit) Buses for the Ballard/West Seattle corridor</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>
<b>2</b>	<p><b>Destination 2030 ID#:</b></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 <a href="http://www.psrc.org/projects/mtp/d2030plan.htm">http://www.psrc.org/projects/mtp/d2030plan.htm</a>. For assistance or questions regarding these issues, contact Kimberly Scrivner at 206-971-3281 or <a href="mailto:kscrivner@psrc.org">kscrivner@psrc.org</a>.</p>
<b>3</b>	<p>a. <b>Sponsoring agency:</b> King County Department of Transportation/Metro Transit Division</p> <p>b. Co-sponsor(s) if applicable:</p> <p><b>Important:</b> 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 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: <a href="http://www.wsdot.wa.gov/ta/operations/lag/LAG13.pdf">http://www.wsdot.wa.gov/ta/operations/lag/LAG13.pdf</a>)</p>
<b>4</b>	<p><b>Project contact person:</b> Peter Heffernan</p> <p>Address: 201 South Jackson Street, MS. KSC-TR-0814</p> <p>Phone: (206)684-1812</p> <p>Fax: (206)684-2111</p> <p>Email: <a href="mailto:peter.heffernan@metrokc.gov">peter.heffernan@metrokc.gov</a></p>

**5 Project description.** Please distinguish between the scope of the project and the justification and/or need for the project.

**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.

King County Metro is implementing bus rapid transit service (BRT), branded as RapidRide, in five arterial corridors. RapidRide will provide more frequent, available and reliable service than what is operated in these corridors today. Service will operate every 10 minutes or less during morning and afternoon peak travel periods and every 15 minutes for most of the rest of the day. RapidRide investments include facilities designed to achieve higher capacity and faster operations than traditional bus service. Unique RapidRide branding, frequency, and quality of service to customers will result in a significant improvement in the customer's transit experience, and make the transit system easier to understand and use.

This request is for the acquisition of 9 of the 43 distinctively branded high-capacity, low emission hybrid RapidRide buses to operate on the Ballard/West Seattle RapidRide corridors which are planned to be implemented in 2011 and 2012. When both Ballard and West Seattle RapidRide lines are implemented, they will essentially function as a single line to maximize operating and cost efficiencies, as well as to provide more travel options to more riders. RapidRide buses have been designed to increase the speed and reliability of the transit service and improve the riders' transit experience with low floors, three doors, a modified interior configuration, WiFi and security cameras. To take advantage of the RapidRide bus configuration passengers will pay fares off board or at each door to speed fare collection and reduce dwell times at stops. The goal of the RapidRide program is to achieve at least a 10 percent improvement in transit travel time through the use of these new buses as well as the implementation of roadway improvements and/or transit priority treatments. New RapidRide buses are an important component to the efficiency of this project, as the features of the buses play a fundamental role in achieving the speed and reliability improvements that RapidRide will afford users

**b. Project justification, need or purpose:** Please explain the intent, need or purpose of this project. What is the goal or desired outcome?

In order to effectively meet people's varied transit needs, different types of transportation services should be provided beyond traditional bus service in the Puget Sound Region. Intermediate and High Capacity Transit describe transit that accommodates a higher passenger load, with greater reliability and frequency than traditional bus service. Intermediate and High Capacity Transit connect neighborhoods and destinations directly, with fewer stops and lower travel times. The Puget Sound Region's need for intermediate and high capacity transit is growing as more people move to the area, increasing the strain on existing transportation infrastructure. Fluxuating gas prices, economic uncertainty, and increasing concern for the environment add to the demand placed on transit to meet a variety of travel needs at all times of the day. When Link Light Rail's initial segment opens in 2009, it will help address travel needs in southeast Seattle, however, transit demand is strong in northwest and southwest Seattle as well. Bus Rapid Transit (BRT) is a low cost, higher-capacity transit solution that can be implemented on a shorter time frame and with similar outcomes to a light rail system, streetcar, or monorail.

RapidRide, King County Metro's BRT, is an important component of the transportation solution for King County and the Puget Sound Region as it will support travel needs and healthy lifestyles in parts of King County that are not served by Link Light Rail by encouraging carless travel, reducing pollution, and increasing riders' connections to and from their communities. RapidRide service seeks to complement the region's current transit network and forthcoming high capacity transit network by providing intermediate capacity transportation in corridors that are either: 1) not identified for service by the region's light rail network in the regional long range plan, or 2) identified for potential light rail extensions in long range plans, but not for consideration as a near-term alternative for more than a decade. The West Seattle to Ballard via Downtown Seattle corridor was selected for BRT because it is a corridor that already has high ridership and could experience increases in this ridership due to the additional service frequency and the speed and reliability features of RapidRide. It is estimated that ridership will increase by 45-50% by 2015, which will have an associated 8-12,000 decrease in daily VMT and an 8-12,000 pound decrease in carbon emissions along this corridor.

Experience has shown that consolidating routes and focusing enhanced service strategically can increase ridership and improve the effectiveness of bus service. An example hails from West Seattle, where service was restructured in the Ambaum-Delridge corridor in September 2004. Using existing resources, routes in this corridor were revamped to better allocate the service hours to meet the demand of the corridor. From 2004-2008, ridership on these restructured services increased by 40% overall, with ridership on some services increasing by as much as 127%. Changes similar to these will be what happens in the Ballard/West Seattle corridor.

6	<p><b>Project location:</b></p> <p>a. County(ies) in which project is located: King</p> <p><b>Answer the following questions if applicable:</b></p> <p>b. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad): Westwood Village (West Seattle) to Ballard via Fauntleroy, Morgan Junction, Alaska Junction, West Seattle Freeway, State Route 99, Downtown Seattle, Belltown, Uptown, Interbay, and Ballard. Crossroad/landmark nearest to end of project (identify landmark if no crossroad):</p>				
7	<p><b>Map:</b> 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><b>Note:</b> If unable to send the map electronically, mail a copy on diskette and provide a paper copy by fax or mail.</p>				
8	<p><b>Federal functional classification code</b> (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 <a href="mailto:srossi@psrc.org">srossi@psrc.org</a>.</p> <p><b>Important:</b> 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"> <li>• Any bicycle and/or pedestrian project.</li> <li>• Projects not on a roadway and using CMAQ or other funds</li> <li>• Any transit project, including equipment purchase and park-and-ride lot projects.</li> </ul>				
	<table border="1"> <thead> <tr> <th data-bbox="167 934 847 1039"> <b>Rural Functional Classifications</b>  <b>“Under 5,000 population”</b> </th> <th data-bbox="847 934 1521 1039"> <b>Urban Functional Classifications</b>  <b>“Over 5,000 population”</b> </th> </tr> </thead> <tbody> <tr> <td data-bbox="167 1039 847 1547"> <p>(Outside federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> <b>00</b> Exception</p> <p><input type="checkbox"/> <b>01</b> Principal Arterial - Interstate</p> <p><input type="checkbox"/> <b>02</b> Principal Arterial</p> <p><input type="checkbox"/> <b>06</b> Minor Arterial</p> <p><input type="checkbox"/> <b>07</b> Major Collector</p> <p><input type="checkbox"/> <b>08</b> Minor Collector</p> <p><input type="checkbox"/> <b>09</b> Local Access</p> <p><input type="checkbox"/> <b>21</b> Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> <b>22</b> Proposed Principal Arterial</p> <p><input type="checkbox"/> <b>26</b> Proposed Minor Arterial</p> <p><input type="checkbox"/> <b>27</b> Proposed Major Collector</p> <p><input type="checkbox"/> <b>28</b> Proposed Minor Collector</p> <p><input type="checkbox"/> <b>29</b> Proposed Local Access</p> </td> <td data-bbox="847 1039 1521 1547"> <p>(Inside federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> <b>00</b> Exception</p> <p><input type="checkbox"/> <b>11</b> Principal Arterial – Interstate</p> <p><input type="checkbox"/> <b>12</b> Principal Arterial – Expressway</p> <p><input checked="" type="checkbox"/> <b>14</b> Principal Arterial</p> <p><input type="checkbox"/> <b>16</b> Minor Arterial</p> <p><input type="checkbox"/> <b>17</b> Collector</p> <p><input type="checkbox"/> <b>19</b> Local Access</p> <p><input type="checkbox"/> <b>31</b> Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> <b>32</b> Proposed Principal Arterial – Expressway</p> <p><input type="checkbox"/> <b>34</b> Proposed Principal Arterial</p> <p><input type="checkbox"/> <b>36</b> Proposed Minor Arterial</p> <p><input type="checkbox"/> <b>37</b> Proposed Collector</p> <p><input type="checkbox"/> <b>39</b> Proposed Local Access</p> </td> </tr> </tbody> </table>	<b>Rural Functional Classifications</b> <b>“Under 5,000 population”</b>	<b>Urban Functional Classifications</b> <b>“Over 5,000 population”</b>	<p>(Outside federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> <b>00</b> Exception</p> <p><input type="checkbox"/> <b>01</b> Principal Arterial - Interstate</p> <p><input type="checkbox"/> <b>02</b> Principal Arterial</p> <p><input type="checkbox"/> <b>06</b> Minor Arterial</p> <p><input type="checkbox"/> <b>07</b> Major Collector</p> <p><input type="checkbox"/> <b>08</b> Minor Collector</p> <p><input type="checkbox"/> <b>09</b> Local Access</p> <p><input type="checkbox"/> <b>21</b> Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> <b>22</b> Proposed Principal Arterial</p> <p><input type="checkbox"/> <b>26</b> Proposed Minor Arterial</p> <p><input type="checkbox"/> <b>27</b> Proposed Major Collector</p> <p><input type="checkbox"/> <b>28</b> Proposed Minor Collector</p> <p><input type="checkbox"/> <b>29</b> Proposed Local Access</p>	<p>(Inside federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> <b>00</b> Exception</p> <p><input type="checkbox"/> <b>11</b> Principal Arterial – Interstate</p> <p><input type="checkbox"/> <b>12</b> Principal Arterial – Expressway</p> <p><input checked="" type="checkbox"/> <b>14</b> Principal Arterial</p> <p><input type="checkbox"/> <b>16</b> Minor Arterial</p> <p><input type="checkbox"/> <b>17</b> Collector</p> <p><input type="checkbox"/> <b>19</b> Local Access</p> <p><input type="checkbox"/> <b>31</b> Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> <b>32</b> Proposed Principal Arterial – Expressway</p> <p><input type="checkbox"/> <b>34</b> Proposed Principal Arterial</p> <p><input type="checkbox"/> <b>36</b> Proposed Minor Arterial</p> <p><input type="checkbox"/> <b>37</b> Proposed Collector</p> <p><input type="checkbox"/> <b>39</b> Proposed Local Access</p>
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<h2 style="background-color: #e6e6fa; padding: 5px;">PLAN CONSISTENCY INFORMATION</h2>					
<p><b>Note:</b> 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 <i>VISION 2040, the growth management, environmental, economic and transportation strategy for the central Puget Sound region</i> (<a href="http://www.psrc.org/projects/vision/pubs/vision2040/index.htm">http://www.psrc.org/projects/vision/pubs/vision2040/index.htm</a>), and with <i>Destination 2030, the central Puget Sound region’s Metropolitan Transportation Plan</i> (<a href="http://www.psrc.org/projects/mtp/d2030plan.htm">http://www.psrc.org/projects/mtp/d2030plan.htm</a>). To obtain hard copies, please contact the PSRC’s Information Center at 206-464-7532 or <a href="mailto:infoctr@psrc.org">infoctr@psrc.org</a>. For questions about consistency and certification, contact Yorik Stevens-Wajda at 206-971-3276 or <a href="mailto:ystevens@psrc.org">ystevens@psrc.org</a>. For questions regarding centers, contact Ben Bakkenta at 206-971-3280 or <a href="mailto:bbakkenta@psrc.org">bbakkenta@psrc.org</a>.</p>					

**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](http://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): 1/25/2007

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:

The development of Bus Rapid Transit (BRT) is identified as Service Strategy, S-5 in Metro's Strategic Plan for Public Transportation 2007-2016, page 4-12 – 4-15. The Strategic Plan identifies West Seattle to downtown Seattle and Ballard to downtown Seattle as candidate bus rapid transit corridors.

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.

The development of RapidRide Bus Rapid Transit is consistent with the City of Seattle's Comprehensive Plan, as shown in the following goals and policies from the Transportation Element:

GOALS

- TG2 Manage the street system safely and efficiently for all modes and users and seek to balance limited street capacity among competing uses. (page 3.4)
- TG4 Promote adequate capacity on the street system for transit and other designated uses. (page 3.4)
- TG8 Meet the current and future mobility needs of residents, businesses, and visitors with a balanced transportation system. (page 3.8)
- TG9 Provide programs and services to promote transit, bicycling, walking, and carpooling to help reduce car use and SOV trips. (page 3.8)
- TG10 Accommodate all new trips in downtown with non-SOV modes. (page 3.8)
- TG11 Strive to achieve the following mode choice goals for use of travel modes through the City's land use strategies and transportation programs: (page 3.8)
- TG12 Create a transit-oriented transportation system that builds strong neighborhoods and supports economic development. (page 3.9)
- TG13 Provide mobility and access by public transportation for the greatest number of people to the greatest number of services, jobs, educational opportunities, and other destinations. (page 3.9)
- TG14 Increase transit ridership, and thereby reduce use of single-occupant vehicles to reduce environmental degradation and the societal costs associated with their use. (page 3.9)
- TG21 Promote healthy neighborhoods with a transportation system that protects and Improves environmental quality. (page 3.14)
- TG22 Reduce or mitigate air, water, and noise pollution from motor vehicles. (page 3.14)
- TG23 Promote energy-efficient transportation. (page 3.14)

POLICIES

- T1 Design transportation infrastructure in urban villages to support land use goals for compact, accessible, walkable neighborhoods. (page 3.3)
- T4 Provide sufficient transportation facilities and services to promote and accommodate the growth this Plan anticipates in urban centers, urban villages, and manufacturing/industrial centers while reducing reliance on single occupancy vehicles. (page 3.3)
- T5 Establish multi-modal hubs providing transfer points between transit modes in urban centers and urban villages. (page 3.3)
- T6 Allocate street space among various uses (e.g., traffic, transit, trucks, carpools, bicycles, parking, and pedestrians) according to Complete Streets principles, set out in Ordinance 122386, to enhance the key function(s) of a street as described in the Transportation Strategic Plan. (page 3.4)
- T9 Designate, in the Transportation Strategic Plan, a transit network to maintain and improve transit mobility and access, compatible with the transportation infrastructure and surrounding land uses. Through the network, focus transit investments and indicate expected bus volumes and transit priority treatments appropriate for the type and condition of the street. (page 3.5)
- T17 Provide, support, and promote programs and strategies aimed at reducing the number of car trips and miles driven (for work and non-work purposes) to increase the efficiency of the transportation system. (page 3.9)
- T20 Work with transit providers to provide transit service that is fast, frequent, and reliable between urban centers and urban villages and that is accessible to most of the city's residences and businesses. Pursue strategies that make transit safe, secure, comfortable, and affordable. (page 3.9)
- T21 Support development of an integrated, regional high capacity transit system that links urban centers within the city and the region. (page 3.10)
- T22 Pursue a citywide intermediate capacity transit system that connects urban centers, urban villages and manufacturing/industrial centers. (page 3.10)
- T23 Pursue a citywide local transit system that connects homes and businesses with neighborhood transit facilities. (page 3.10)
- T24 Work with transit providers to design and operate transit facilities and services to make connections within the transit system and other modes safe and convenient. Integrate transit stops, stations, and hubs into existing communities and business districts to make it easy for people to ride transit and reach local businesses. Minimize negative environmental and economic impacts of transit service and facilities on surrounding areas. (page 3.10)
- T25 Work with transit providers to ensure that the design of stations and alignments will improve how people move through and perceive the city, contribute positively to Seattle's civic identity and reflect the cultural identity of the communities in which they are located. (page 3.10)
- T52 Design and operate streets to promote healthy urban environments while keeping safety, accessibility and aesthetics in balance. (page 3.14)
- T54 Identify, evaluate, and mitigate environmental impacts of transportation investments and operating decisions (including impacts on air and water quality, noise, environmentally critical areas and endangered species). Pursue transportation projects, programs, and investment strategies consistent with noise reduction, air quality improvement, vehicle trip reduction, protection of critical areas and endangered species, and water quality improvement objectives. (page 3.15)
- T55 Coordinate with other city, county, regional, state, and federal agencies to pursue opportunities for air and water quality improvement, street and stormwater runoff prevention, reduction in vehicle miles traveled, and noise reduction. (page 3.15)
- T56 Continue to work to reduce fuel use and promote the use of alternative fuels. (page 3.15)
- T58 Coordinate with regional, state and federal agencies, local governments, and transit providers when planning and operating transportation facilities and services in order to promote regional mobility for people and goods and the urban center approach to growth management. (page 3.15)

# 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](mailto: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](mailto: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 Justice<sup>1</sup> and/or areas experiencing high levels of unemployment or chronic underemployment).

**13. Circulation within the Regional Growth Center.** Please address the following.

<sup>1</sup> 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.”

- 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.

## 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:** The Puget Sound Regional Council has designated regional growth centers in the Puget Sound area that are targeted for transportation funds as well as housing, employment, and population growth. In addition, manufacturing and industrial centers have been designated and an emphasis on providing services and infrastructure to meet the specific needs of these areas is supported. According to PSRC, Uptown and Downtown

Seattle are designated regional growth centers, and Ballard/Interbay and the Duwamish area are targeted manufacturing/industrial centers. In order to strengthen and focus growth on these designated areas, adequate transit infrastructure must exist. Ballard/West Seattle RapidRide will help to meet the travel needs of people who live, work, and play in these designated growth and manufacturing centers, as well as the other areas nearby.

Building on PSRC's designations, the City of Seattle's Comprehensive Plan defines a strategy for how to best manage growth in a changing and developing region. Urban villages are emphasized, which enhance the natural and cultural resources of the City, provide for diverse housing and employment growth, promote pedestrian and transit-oriented travel, and provide neighborhood-oriented services and infrastructure that adequately serves the needs of the people who live there. Urban villages are designed to accommodate growth and to maximize the benefits of public investment in concentrated areas. The provision of good transit service to these areas is fundamental to their success. Seattle's Transportation Strategic Plan and Seattle Transit Plan identify the Urban Village Transit Network (UVTN), which is a network of key corridors in Seattle to be served with good transit service. Ballard, Uptown, Downtown, West Seattle Junction, and Westwood/Highland Park are all designated Urban Villages or Centers that would be served by Ballard/West Seattle RapidRide. The corridors identified for RapidRide service are largely part of the UVTN defined by the City of Seattle. Furthermore, the Ballard-Interbay Northend and the Greater Duwamish Area, both served partially by Ballard/West Seattle RapidRide, have been determined to be Manufacturing/Industrial Centers by the City of Seattle. Providing RapidRide in these areas will improve the transit experience of riders and enhance the connections and mobility options for residents, businesses, and recreation users.

**Travel Choices:** Providing RapidRide service to West Seattle and Ballard will increase the mode choices of people traveling to these areas and more convenient transit service will encourage and induce riders who have other options, such as automobiles, to take transit. RapidRide will decrease transit travel times with faster and more frequent service, provide more reliable service, increase the system and corridor capacity, and be a more comfortable way to travel. These attributes of RapidRide will be an improvement over current bus service, an alternative to driving from West Seattle or Ballard and points in between, as well as a complement to walking and biking and a more viable travel choice. RapidRide will also improve air quality and reduce emissions in urban centers and elsewhere by attracting new riders to transit, reducing single-occupant vehicle use and vehicle miles traveled.

**User Groups Supported:** Approximately 51,800 people live in census block groups that are within a quarter mile, with an additional 45,000 people living within a half a mile of this RapidRide line, all of whom will benefit directly from the improvements in transit service. This RapidRide line traverses through multiple designated regional growth centers and manufacturing centers and lays the foundation for an all-day service that will meet the travel needs of a variety of riders; commuters, students, transit-dependent, shoppers, people who want to give up their cars for environmental reasons, and others. The predominant land uses of the corridor are commercial and industrial, with surrounding high density and residential land uses. This mixture of land uses increases the opportunity and demand for transit, as there are multiple destinations that will attract trips. Additionally, an all-day network will provide users with greater opportunity to use transit to meet their travel needs, as people can get where they need to go when they need to get there. This project and the improved transit service it facilitates will also benefit minority and lower income populations as designated in the presidential Executive Orders for Environmental Justice.

**Regional Economic Strategy:** The Ballard/West Seattle RapidRide line will benefit PSRC's identified targeted cluster businesses by making them more accessible to employees and customers with improved transit speed, reliability, and convenience. Additionally, by reducing the number of single-occupant vehicles on the road, this project will improve traffic flow for multiple modes, including freight. Ballard/West Seattle RapidRide will serve the West Seattle Bridge, 15th Avenue West and NW, and Elliott Way West, which are classified as T-2 routes. Ballard/West Seattle RapidRide will connect to and through manufacturing and urban centers, where some of the targeted industry clusters are located. With the connection through Downtown Seattle, where all five industry clusters are located, access to over 100,000 jobs is provided. A connection to the Duwamish manufacturing center, with many Logistics and International Trade businesses is afforded as well as providing a link to the Ballard/Interbay area with jobs in Life Sciences, Information Technology, Environment & Alternative Energy, Aerospace, and Logistics & International Trade.

**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:** Ballard and West Seattle have some similar characteristics. They were both once separate cities in their own right, they both had an extensive streetcar system, they are both accessible from Downtown Seattle via a

bridge, and they both have a strong demand for transit. The need to provide access to the Downtown Business District to and from these areas is strong. From Ballard and Uptown, over 200 bus trips serving around 6,000 people are made to Downtown and Uptown Seattle each weekday. From West Seattle, over 440 bus trips serving over 10,000 people are made to Downtown Seattle each day. These trips are concentrated in the morning and evening peak periods when 45% take place. RapidRide will be an improvement by offering better quality service all day long, with trips for 21 hours a day, every six to ten minutes in the peak and every 15 minutes in the off peak. This connection is an important one for many residents who need quick and frequent access to this regional growth center, not only during the peak periods. Furthermore, many people travel each day to the manufacturing and industrial centers that this routes will serve. Over 200 inbound and outbound bus trips serve the Ballard/Interbay Manufacturing and Industrial Center daily and over 400 inbound and 350 outbound bus trips serve the Duwamish area each day.

The investments in RapidRide will advance the work being conducted by local jurisdictions and previous Metro investment, and will address remaining gaps in the West Seattle and Ballard corridors. Enhancements to the Ballard and West Seattle corridors will build upon existing transit priority improvements along the West Seattle freeway and 15th Avenue W, and implement initial priority components along the arterial segments of the corridor. Buses that serve Ballard have continued to West Seattle and vice versa since early in the 20<sup>th</sup> century when streetcars were linked together that served both corridors. Metro has also historically connected routes 21 and 22, which serve West Seattle, with routes 15 and 18, that serve Ballard. This connection offers Metro the cost and operating efficiencies that are essential when planning a bus system and make this corridor a "logical segment" that links Ballard to West Seattle through Downtown Seattle.

**Missing Link:** Given the National Transit Institute's threshold of 3,000 rides a day to warrant enough demand for planning of a BRT system, and given that Ballard West Seattle routes serve over 16,000 daily weekday riders and that no other intermediate or high capacity transit is planned in these areas, these corridors are excellent candidates for a fast and cost-effective enhancement to transit service, which RapidRide will provide. RapidRide will afford these enhancements through infrastructure and capital improvements to roadways, as well as operational improvements that will speed boarding and improve frequency.

In Metro's Six-Year Transit Development Plan for 1996-2001, the Ballard and West Seattle to Downtown Seattle corridors were identified as core network corridors that deserved 15 minute weekday peak and midday service. In the Six-Year Transit Development Plan for 2002-2007 this idea was expanded upon to recommend that Bus Rapid Transit be considered in several candidate corridors, which included West Seattle and Ballard to Downtown Seattle. These corridors were chosen due to land use patterns, demand for ridership, and potential for success as BRT routes, which included transit treatments and other techniques that could speed travel for buses in these corridors. However, these plans were not considered a priority because of the proposed Green Line of the Seattle Monorail Project that would have served Ballard and West Seattle. Though the Seattle Monorail project was supported by voters in 1997, 2000, 2002 and 2004, financing was ultimately defeated in 2005, leaving Ballard and West Seattle without a plan for Rapid Transit, despite the demonstrated need for transportation alternatives in the corridor. In 2006 with the passage of Transit Now, a new Bus Rapid Transit solution was identified to provide needed all-day service improvements to these areas. The corridors addressed by these improvements were identified as priority not only through past planning efforts, but also through Metro's experience and interaction with local jurisdictions and subarea transportation boards. Further complicating the issue of access to West Seattle is the impending replacement of the Alaskan Way Viaduct, which accomodates 110,000 vehicle trips each day. During construction and with the bored tunnel solution that is the recommended replacement which bypasses Downtown Seattle, alternative transportation will be needed to provide access to the Downtown area. West Seattle RapidRide will help to mitigate the impacts of the Alaskan Way Viaduct construction and the bored tunnel solution.

**Congestion Relief:** The proposed improvements will optimize transit movement through the corridors by providing transit signal priority, transit queue jumps and, business access and transit lanes. These treatments will allow transit to spend less time waiting at traffic signals and bypass general purpose traffic congestion enabling transit to move more quickly and reliably. Other improvements such as bus bulbs will also speed service by allowing buses to make in-lane stops, eliminating the delay for transit to exit and merge back into the flow of traffic. In addition, many of the stops along the RapidRide corridors will be consolidated, further speeding transit as it will not have as much trip delay. These combined improvements will speed transit flow by up to 25% and reduce conflicts between transit and other traffic.

**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:** Bus service in Ballard and West Seattle can be unreliable and slow depending on traffic conditions and other factors. There are often standing loads on many of the trips that come from these locations. Faster, more frequent and more reliable service made possible by the proposed improvements will help remove barriers to transit use such as reliability of service and long dwell times associated with traffic congestion and other operational procedures. Frequent service provided by RapidRide service will make the transit system more convenient, efficient, and easy to use, allowing riders to catch a bus without consulting a timetable. RapidRide will afford a long-term, cost-efficient, more immediate solution in Ballard and West Seattle, areas that would benefit from higher capacity transit. Much of the current service is targeted to meet peak period demands and decreases during the off-peak periods. By implementing RapidRide, Metro is moving towards the provision of an all-day, two way transit network that offers a trip for everyone who wants to travel, not just commuters. Designating transit pathways, implementing improved transit infrastructure, and providing frequent all day service all contribute to the long term strategy of this proposal to not only better accommodate existing demand in this corridor but also to increase ridership by an additional 13,000 to 15,000 daily rides. As was shown in the example of the consolidation of route 120, providing better service in this corridor will increase ridership. An emphasis on branding, distinctive buses, transit priority and other infrastructure improvements contribute to public perception that RapidRide is a long-term solution.

**Safety:** The potential for conflict between buses and other traffic will be reduced by giving transit priority and a level of exclusivity with queue jumps, transit lanes, and transit signal priority. In addition, business access and transit (BAT) lanes and bus bulbs will allow in-lane stops and reduce the requirement for buses to exit and re-enter traffic, reducing potential for conflict. Fewer stops and faster boarding due to a streamlined fare payment of RapidRide service will also minimize the amount of time a bus remains stopped at a station, further reducing potential for modal conflict. Safety on buses will be improved as well, as fare inspectors will more frequently check the RapidRide buses to ensure that proper fares have been paid, increasing the perceived level of safety onboard the buses.

## 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.

The RapidRide program intends to reduce emissions primarily through the attraction of new choice riders to transit, which will lead to a reduction in single-occupant vehicle use and vehicle miles traveled. On the Ballard/West Seattle line, Metro estimates that between 13,000 and 15,000 new daily riders will be attracted to the service, decreasing VMT by an estimated 8-12,000 daily miles. This reduction will result in 8-12,000 pounds less of daily carbon emissions in the Ballard/West Seattle RapidRide corridors. This project will also realize further emissions reductions by improving the flow of traffic through the corridors on which they are located and minimizing idling time.

RapidRide will help reduce emissions by using environmentally-friendly hybrid buses. Hybrid buses have been used at Metro since 2004, when they were first procured for use in the Downtown Transit Tunnel. Metro's experience with these buses has been a positive one, particularly because they are helpful in achieving a goal to supply environmentally responsible transportation options. Each 60ft hybrid bus emits 30% less CO<sub>2</sub> than a diesel bus. Additionally based on King County Metro's experience with hybrid bus compared to diesel buses maintenance costs are about 4% lower, and fuel consumption is 23% lower.

New RapidRide buses will enable enhanced bus service with greater speed, reliability, and convenience. These new buses are a key component in RapidRide, which is characterized by high frequency service, faster and more reliable trip times, real-time schedule information, higher level of passenger convenience and comfort, and unique, environmentally friendly vehicles. The combination of all these characteristics will enhance transit's overall performance, improve the customer's transit experience and make the transit system easier to understand and use. RapidRide will be an attractive alternative to driving alone and will draw new riders, helping take auto trips off congested roads and highways, and reducing vehicle miles traveled. Furthermore, RapidRide promotes pedestrian-friendly development which encourages people to walk more, use transit, and drive less. RapidRide will be easier to access both on foot and by bicycle. New stations will offer a more attractive pedestrian environment and spaces for bike parking and bike lockers. In addition, RapidRide buses will have three-bike capacity racks to encourage bicycle connections to the buses.

## 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.

- Completed a. Final FHWA or FTA approval of environmental documents including:  
(select one) - BA Concurrence: NMFS, U.S. Fish & Wildlife, WSDOT.  
(select one) - Section 106 Concurrence.  
(select one) - FHWA/FTA 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.  
(select one) - WSDOT Certification Audit of Relocation Process, if applicable.
- Not Needed h. Engineer's Estimate.
- Not Needed 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.).

King County Metro signed a contract on 2/1/2007 with New Flyer to build up to 500 coaches. This bus acquisition will use this contract.

**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
Bus Acquisition	1/1/2010	CMAQ	9,000,000
<b>Totals:</b>			<b>\$9,000,000</b>

**Table B: Existing Secured Funding**

Phase	Estimated Obligation date by Phase* (mm/dd/yy)	Source	Amount
Bus Acquisition	1/1/2010	Local	39,200,000
<b>TOTAL:</b>			<b>\$39,200,000</b>

\*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
			\$
			\$
<b>TOTAL:</b>			\$

**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:	\$	Planning:	
Preliminary Engineering/Design:	\$	Preliminary Engineering/Design:	
Right of Way:	\$	Right of Way:	
Construction:	\$	Construction:	
Other (Specify) Buses:	\$48,200,000	Other (specify) Buses:	2012
Total Project Cost:	\$48,200,000	Estimated date of completion (i.e. open for use)	2012

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

Bus acquisition

**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.

**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.

