

Section V - 2009 King Countywide STP/CMAQ Competition Application

To be used for projects submitted for the following Countywide Programs:

- ❖ Small Jurisdictions Program
- ❖ Larger Jurisdiction Program
- ❖ All Other Agency Program
- ❖ Rural Area Program

This application is available on the King County Web site at

<http://www.kingcounty.gov/transportation/kcdo/PlanningAndPolicy/RegionalTransportationPlanning/2009KCCtywideComp.aspx>

****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. 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 King Countywide Programs is awarded to projects, 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 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 Countywide 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.

E-mail submissions are preferred: Attach your completed application to an e-mail and send to peter.heffernan@kingcounty.gov. Please name the file "(Agency): (Project tile)" and in the e-mail subject line identify which Countywide program the application is being submitted (Small Jurisdiction, Large Jurisdiction, All Other, Non-motorized). If you are unable to e-mail the application, please mail a copy of the electronic file on diskette, and fax or mail a corresponding paper copy. Electronic copies of all applications are required, as they will be posted to the King County Web site. Mailed materials should be sent to: Peter Heffernan, King County Department of Transportation, M.S. KSC-TR -0814, 201 South Jackson Street, Seattle, WA 98104-3856 and/or faxed to 206-684-1812, Attn: Peter Heffernan. All applications must be submitted by **5pm May 15th, 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.**

PROJECT DESCRIPTION INFORMATION

1	<p>Project title: North Bend Park and Ride</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>
2	<p>Destination 2030 ID#: 2651</p> <p>In order 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 if your project is specifically listed in <i>Destination 2030</i>, refer to Appendix 9 of <i>Destination 2030</i> at http://www.psrc.org/projects/mtp/d2030plan.htm. For assistance or questions regarding these issues, contact Kimberly Scrivner at 206-971-3281 or kscrivner@psrc.org.</p>
3	<p>a. Sponsoring agency: North Bend</p> <p>b. Co-sponsor(s) if applicable: NA</p> <p>Important: 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 checked="" 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: http://www.wsdot.wa.gov/ta/operations/lag/LAG13.pdf WSDOT per ILA</p>
4	<p>Project contact person: Tom Mohr</p> <p>Address: 1155 E. North Bend Way (PO Box 896)</p> <p>Phone: 425-888-7652 Fax:425-888-3502 E-Mail: tomm@ci.north-bend.wa.us</p>

<p>5</p>	<p>Project description. Please distinguish between the scope of the project and the justification and/or need for the project.</p> <p>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.</p> <p>This project proposes to improve two existing City-owned gravel parking lots into park-and-ride facilities for use by transit riders and car-poolers. The parking lots will provide approximately 90 parking stalls combined. The adjacent street frontages would be improved with curbs, gutters, sidewalks, landscaping, crosswalks, bus pullouts, and shelters.</p> <p>The outcome of this project is that there will be increased accessibility and ridership with KC Metro bus services for local riders and riders coming into town as the city grows and transportation needs increase.</p> <p>The grant funds would be used towards the adjacent street frontage improvement which includes curbs, gutters, sidewalks, landscaping, crosswalks, bus pullouts, and shelters.</p> <p>b. Project justification, need or purpose: Please explain the intent, need or purpose of this project. What is the goal or desired outcome?</p> <p>North Bend has approximately 4,800 residents but is scheduled to annex a large portion of its Urban Growth Area in the next 4 months and will increase the size of the city by approximately one-third. The city has not grown significantly over the last decade due to a water moratorium, but this has now been rectified, new water rights have been acquired and North Bend will experience significant new residential and commercial expansion over the next ten years. Not all new residents are expected to find employment here and will need to commute to the larger employment centers to the north, west and south. As the city grows, additional pressure will be placed on the public transit system to bring employees to town for jobs at larger employers such as Nintendo and Genie Industries, and take residents to their jobs in the Issaquah, Bellevue, and Seattle areas The goal of this project is that there will be increased accessibility and ridership with KC Metro bus services for local riders and riders coming into town as the city grows and transportation needs increase.</p>
<p>6</p>	<p>Project location: The project is located at the intersection of W. North Bend Way and Sydney Avenue N. in the City of North Bend, Washington.</p> <p>a. County(ies) in which project is located: King</p> <p>Answer the following questions if applicable:</p> <p>b. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad): Intersection of W. North Bend Way and Sydney Avenue N.</p> <p>c. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): W. North Bend Way Bridge over South Fork of Snoqualmie River</p>
<p>7</p>	<p>Map: 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 (can be smaller than 8½” x 11”). See attached map</p> <p>Note: If unable to send the map electronically, mail a copy on diskette and provide a paper copy by fax or mail.</p>

<p>8</p>	<p>Federal functional classification code (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 srossi@psrc.org.</p> <p>Important: 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"> • Any bicycle and/or pedestrian project. • Projects not on a roadway and using CMAQ or other funds • Any transit project, including equipment purchase and park-and-ride lot projects. 	
<p>9.</p>	<p style="text-align: center;">Rural Functional Classifications "Under 5,000 population"</p> <p style="text-align: center;">(Outside federal-aid urbanized and federal-aid urban areas)</p> <p><input checked="" type="checkbox"/> 00 Exception</p> <p><input type="checkbox"/> 01 Principal Arterial - Interstate</p> <p><input type="checkbox"/> 02 Principal Arterial</p> <p><input type="checkbox"/> 06 Minor Arterial</p> <p><input type="checkbox"/> 07 Major Collector</p> <p><input type="checkbox"/> 08 Minor Collector</p> <p><input type="checkbox"/> 09 Local Access</p> <p><input type="checkbox"/> 21 Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> 22 Proposed Principal Arterial</p> <p><input type="checkbox"/> 26 Proposed Minor Arterial</p> <p><input type="checkbox"/> 27 Proposed Major Collector</p> <p><input type="checkbox"/> 28 Proposed Minor Collector</p> <p><input type="checkbox"/> 29 Proposed Local Access</p>	<p style="text-align: center;">Urban Functional Classifications "Over 5,000 population"</p> <p style="text-align: center;">(Inside federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> 00 Exception</p> <p><input type="checkbox"/> 11 Principal Arterial – Interstate</p> <p><input type="checkbox"/> 12 Principal Arterial – Expressway</p> <p><input type="checkbox"/> 14 Principal Arterial</p> <p><input type="checkbox"/> 16 Minor Arterial</p> <p><input type="checkbox"/> 17 Collector</p> <p><input type="checkbox"/> 19 Local Access</p> <p><input type="checkbox"/> 31 Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> 32 Proposed Principal Arterial – Expressway</p> <p><input type="checkbox"/> 34 Proposed Principal Arterial</p> <p><input type="checkbox"/> 36 Proposed Minor Arterial</p> <p><input type="checkbox"/> 37 Proposed Collector</p> <p><input type="checkbox"/> 39 Proposed Local Access</p>

COUNTYWIDE PROJECT EVALUATION

Important: *Projects will be evaluated and scored based on the information provided in Parts 1 and 2 that follow. Refer to the "2009 King County Countywide Project Evaluation Criteria" before completing these sections of the application for guidance, examples, and details on scoring.*

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 Center: Complete section A (question 11) and proceed directly to Part 2 (questions 14-17).
- Manufacturing/Industrial Center: Complete section B (question 12) and proceed directly to Part 2 (questions 14-17).
- Connecting Corridors: Complete section C (question 13) and proceed directly to Part 2 (questions 14-17).

Note: 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

A. Designated Regional Growth Centers

Instructions: Complete this section (questions 11-13) if you selected “Designated Centers” in question 10, and then proceed directly to Part 2. Do not complete Sections B or C.

11. 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.
- 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 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 Justice¹ and/or areas experiencing high levels of unemployment or chronic underemployment).

13. Circulation within the Center. Please address the following.

- 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.

¹ 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.”

- 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.
- 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 Centers 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?

The park and ride will make it viable for more people that work in the Issaquah/Bellevue/Seattle areas to live in the North Bend Area because they will have another mode of transportation to get to work which will support housing development. As the city grows, additional pressure will be placed on the public transit system to bring employees to town for jobs at larger employers such as Nintendo and Genie Industries and the park and ride will act as a transportation hub for these employees. North Bend has commuters from Eastern Washington and other Snoqualmie Valley cities that could benefit from this park and ride aswell.

- Travel Choices. Describe how the project provides a range of travel modes to users traveling to centers, or if it provides a missing mode.

The project provides greater accessibility to the transit system that is not used to its full potential by local riders and riders coming into town due to route location and stops.

- 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).

Commuters going from North Bend into the Issaquah/Bellevue/Seattle areas will benefit from a more accessible transit system. Commuters coming into North Bend to the park and ride now have a transportation hub to get them to and from places of employment in the area. Existing and new businesses will benefit from more people being able to commute into North Bend for employment, recreation, and shopping to name a few. Residents will benefit from less traffic congestion in the area.

- 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.

Commuters coming into North Bend to the park and ride now have a transportation hub to get them to and from places of employment in the area. This will make commuting out to North Bend more attractive to potential job seekers especially with the park and ride adjacent to our downtown commercial district.

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.

The park and ride will be located on the west end of town adjacent to the downtown commercial district. The park and ride is centrally located and provides easy access to and from the downtown commercial district and commercial district off I-90 at Exit 31.

- Missing Link. Describe how the project fills in a missing link or removes barriers to a center.

The park and ride will include adjacent roadway improvements that will enhance pedestrian facilities leading to the downtown commercial district.

- 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.

The park and ride will make it easier for people to commute to the North Bend without using their own vehicles which will cut down on traffic congestion as the city continues to grow.

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.

By creating a park and ride we will be minimizing the number of vehicles that come into town for employment or recreation reasons. These people can use the transit system and use the park and ride as a transportation hub. This will reduce traffic congestion and reduce emissions in the area.

- Safety. Describe how this project improves safety and/or reduces modal conflict, and provides opportunities for active transportation.

The park and ride project will include adjacent roadway improvements including curb, gutter, sidewalk, and crosswalks. The existing roadway has an asphalt/gravel shoulder that does not separate pedestrians/bicycles from vehicles. The new sidewalk will provide separation between pedestrians/bicycles and vehicles and the crosswalks will make pedestrians more visible when crossing the roadway. Bulb outs will be used at each corner to make the travel distance across the road for pedestrians shorter as well. The park and ride itself has designated walkways that will help keep pedestrians bound to certain areas when walking within the park and ride which will eliminate some conflict points between pedestrians and vehicles.

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 park and ride project will consist of approximately 90 parking stalls that if full will eliminate many vehicle trips around the Snoqualmie Valley and down into the Issaquah/Bellevue/Seattle areas which will reduce emissions greatly. The current transit ridership is low because of the drop off/pick up locations on the route. The current transit route serving North Bend will be rerouted to pick up and drop off riders at the new park and ride. The new park and ride lot will provide a convenient location for riders to get on and off the buses which will encourage greater ridership.

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.

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

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

Already completed - Section 106 Concurrence.

Already completed - 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.

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

Already completed h. Engineer's Estimate.

Already completed 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.).

NA

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 Countywide 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
Construction	01/01/10	STP	\$559,388
Totals:			\$559,388

Table B: Existing Secured Funding

Phase	Estimated Obligation date by Phase* (mm/dd/yy)	Source	Amount
PE	06/06/05	FTA	\$241,771
PE	na	KC Metro	\$59,155
Construction	06/01/09	FTA	\$1,004,470
Construction	na	KC Metro	\$257,302
Construction	na	City	\$75,518
TOTAL:			\$1,638,216

*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
			\$0
			\$0
			\$0
			\$0
			\$0
TOTAL:			\$0

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:	\$0	Planning:	NA
Preliminary Engineering/Design:	\$295,776	Preliminary Engineering/Design:	06/01/09
Right of Way:	\$0	Right of Way:	NA
Construction:	\$1,901,828	Construction:	08/01/10
Other (Specify):	\$0	Other (specify):	NA
Total Project Cost:	\$2,197,604	Estimated date of completion (i.e. open for use)	09/01/10

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

Construction Phase

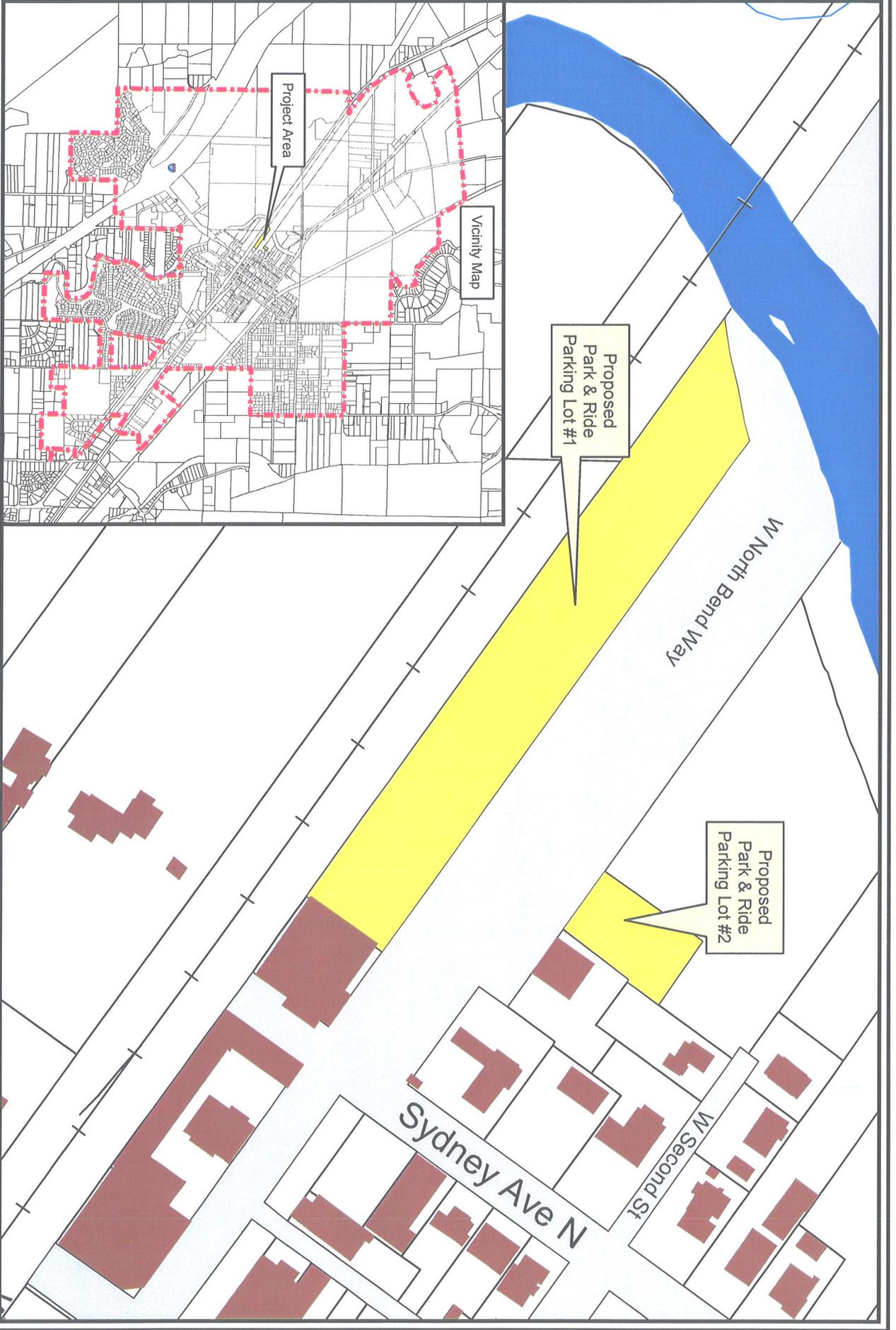
F. If unable to completely fill out Table D (Total Project Cost and Schedule): Use the space below to explain the nature of any project for which the total project cost and/or schedule is presently unknown. For example, a project may study the merits/costs of various routes or construction techniques and, consequently, the total project costs won't be determined until the study is complete.

NA

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.

NA



- Legend**
- Park and Ride Parcels
 - Right of Way
 - Parcels
 - Structure
 - Railroad Track
 - Creeks and Streams
 - Rivers and Lakes



City Of North Bend
Proposed Park & Ride Facilities

Updated March 20, 2009
 G:\mxd_tidepark_ridepark_and_ride.mxd
 G:\mxd_tidepark_ridepark_and_ride_A.pdf

COPY

**INTERAGENCY AGREEMENT
BETWEEN KING COUNTY AND THE CITY OF NORTH BEND FOR DESIGN,
CONSTRUCTION, USE AND MAINTENANCE OF JOINT USE PARKING FACILITY**

This Agreement is made and entered into this 7th day of March, 2006 by and between KING COUNTY DEPARTMENT OF TRANSPORTATION, TRANSIT DIVISION (hereinafter "County"), a municipal corporation and political subdivision of the State of Washington and the CITY OF NORTH BEND, a municipal corporation of the State of Washington (hereinafter "City"), collectively referred to as the "Parties".

RECITALS

WHEREAS, pursuant to Chapters 36.56 RCW and 35.58 RCW and public vote, the County is authorized to perform the metropolitan transportation functions; and

WHEREAS, the City is responsible for transportation projects within the City;

WHEREAS, the Parties have determined that a new parking lot in this area for use by County park-and-ride users and public users is feasible, financially advantageous to both parties and in the public interest;

WHEREAS, the City is a recipient under CMAQ-funded Project MET-110, commonly known as the "Rural Towns Park and Ride Project (Duvall/North Bend)," but has agreed to forego its interest in that project in exchange for King County funds committed under this Agreement for the construction of a Park and Ride lot in North Bend;

WHEREAS, the City has received FTA funding for a North Bend park-and-ride lot;

WHEREAS, the sites identified by the City for the park-and-ride lot are currently owned by the City, are being used for public parking and are located on the north and south sides of W. North Bend Way near Sydney Avenue;

WHEREAS, the County has committed to provide funds in the amount of \$316,457 from its general fund to construct the park-and-ride lot.

NOW, THEREFORE, in consideration of these recitals and the mutual covenants herein, the parties agree as follows:

AGREEMENT

1. PURPOSE

This Agreement commits the City to forego its interest in CMAQ-funded Project MET- 110, and to design, construct and maintain a joint use parking facility consisting of a minimum of 80 stalls to be jointly used, as provided herein, by patrons of the City of North Bend and

King County, Metro Transit, and the North Bend Central Business District (hereinafter "Facility"). This Agreement specifically outlines the terms and conditions by which the Parties have agreed to design and construct the Facility and subsequently to maintain and jointly use it.

2. DURATION

The term of this Agreement shall begin on the date this Agreement is executed by both Parties and shall expire twenty-five years (25) from the date this Agreement is executed.

3. DESIGNATED REPRESENTATIVES

To ensure effective cooperation and efficient review during construction of the Facility, each Party shall designate a person (hereinafter "Project Manager") responsible for communications between the Parties and as a central point of contact for the construction phase. The Project Manager for the City will be Ron Garrow (425-888-3502). The Project Manager for the County will be David Hull (206-263-4734). The Project Managers are responsible for coordination of various agency or department staff assigned to the construction project, and for ensuring that conditions outlined in this Agreement are met.

After completion of the Facility, the City and County shall designate persons who will be assigned to oversee the administration of the Facility on behalf of the City and County through the term of this Agreement.

4. DESIGN AND CONSTRUCTION

- 4.1 General. The City shall be responsible for the design and construction of the Facility. Design shall include, but is not limited to, the detailed engineering design, preparation of plans, specifications, and cost estimates for the construction of the Facility. Construction shall include, but is not limited to, preparation of bid documents, advertisement and award of all contracts, acquisition of all required permits, management of contractors, inspection and construction closeout.
- 4.2 Design Standards. The City agrees to use King County park-and-ride guidelines and standards in the design and construction of the park-and-ride lot to the full extent that such standards are not in violation with City code. The County shall provide a complete set of such standards to the City.
- 4.3 Permits, Approval and Community Relations. The City shall be responsible for obtaining all necessary permits, approvals, licenses, easements, and any other property interests necessary for construction and occupation of the Facility and shall pay all fees and costs associated therewith.

4.4 Environmental. The City will be the lead agency for NEPA and SEPA review and will take responsibility for fulfilling all procedural NEPA and SEPA requirements for the construction of the Facility. King County will provide technical assistance upon request.

4.5 Insurance During Design and Construction. Consistent with its obligations under Section 4.1, above, and in the normal course of the City's approval of public works projects, the City shall procure and maintain and/or cause its Contractors and subcontractors to procure and maintain for the duration of this Agreement, adequate insurance against claims for injuries to persons or damages to property, including products-completed operations which may arise from, or in connection with, the performance of work hereunder by the City, its agents, representatives, employees, and/or Contractors or subcontractors. The City may furnish separate certificates of insurance and policy endorsements from each Contractor and subcontractor as evidence of compliance with the insurance requirements of this Agreement.

A. For All Coverages

Each insurance policy shall be written on an "occurrence" form; excepting that insurance for professional liability, errors and omissions when required, may be acceptable on a "claims made" form.

If coverage is approved and purchased on a "claims made" basis, the City warrants continuation of coverage, either through policy renewals or the purchase of an extended discovery period, if such extended coverage is available, for not less than three years from the date of completion of the work which is subject of this Agreement.

By requiring such minimum insurance coverage, the County shall not be deemed or construed to have assessed the risks that may be applicable to the City under this Agreement. The City shall assess its own risks and, if it deems appropriate and/or prudent, maintain greater limits and/or broader coverage.

Nothing contained within these insurance requirements shall be deemed to limit the scope, application and/or limits of the coverage afforded, which coverage will apply to each insured to the full extent provided by the terms and conditions of the policy(s). Nothing contained within this provision shall affect and/or alter the application of any other provision contained within this Agreement.

B. Minimum Scope of Insurance

Coverage shall be at least as broad as:

1. General Liability: Insurance Services Office form number (CG 00 01 Ed. 11-88) covering **COMMERCIAL GENERAL LIABILITY**.
2. Professional Liability: Professional Liability, Errors and Omissions coverage. In the event that services delivered pursuant to this Agreement either directly or indirectly involve or require professional services, Professional Liability, errors and Omissions coverage shall be provided. "Professional Services", for

the purpose of this Agreement section shall mean any services provided by a licensed professional.

3. Automobile Liability: Insurance Services Office form number (CA 00 01 Ed. 12-90) covering **BUSINESS AUTO COVERAGE**, symbol 1 "any auto"; or the combination of symbols 2, 8, and 9.
4. Workers' Compensation: Workers' Compensation coverage, as required by the Industrial Insurance Act of the State of Washington.
5. Employers Liability or "Stop-Gap": The protection provided by the Workers Compensation policy Part 2 (Employers Liability) or, in states with monopolistic state funds, the protection provided by the "Stop Gap" endorsement to the General Liability policy.

C. Minimum Limits of Insurance

The City shall maintain limits no less than, for:

1. General Liability: \$1,000,000 combined single limit per occurrence for bodily injury, personal injury and property damage, and for those policies with aggregate limits, a \$2,000,000 aggregate limit.
2. Professional Liability, Errors and Omissions: \$1,000,000
3. Automobile Liability: \$1,000,000 combined single limit per accident for bodily injury and property damage.
4. Workers' Compensation: Statutory requirements of the State of residency.
5. Employers' Liability or "Stop Gap" coverage: \$1,000,000

D. Deductibles and Self-Insured Retentions

Any deductibles or self-insured retentions must be declared to, and approved by, the County. The deductible and/or self-insured retention of the policies shall not limit or apply to the City's liability to the County and shall be the sole responsibility of the City.

E. Other Insurance Provisions

The insurance coverage(s) required in this Agreement is to contain, or be endorsed to contain the following provisions:

1. Liability Policy(s) (Except Workers Compensation and Professional): The County, its officers, officials, employees and agents are to be covered as additional insureds as respects liability arising out of activities performed by or on behalf of the City in connection with this Agreement.

The City's insurance coverage shall be primary insurance as respects the County, its officers, officials, employees and agents. Any insurance and/or self-insurance maintained by the County, its officers, officials, employees or agents shall not contribute with the City's insurance or benefit the City in any way.

The City's insurance coverage shall apply separately to each insured against whom a claim is made and/or lawsuit is brought, except with respect to the limits of the insurer's liability.

2. All Policies: Coverage shall not be suspended, voided, canceled, reduced in coverage or in limits, except by the reduction of the applicable aggregate limit by claims paid, until after forty-five (45) calendar days prior written notice, has been given to the County.

F. Acceptability of Insurers

Unless otherwise accepted by the County:

1. Insurance coverage is to be placed with insurers with a Bests' rating of no less than A: VIII, or, if not rated with Bests', with minimum surpluses the equivalent of Bests' surplus size VIII.
2. Professional Liability, Errors and Omissions insurance coverage may be placed with insurers with a Bests' rating of B+VII. The County must approve any exception.

If at any time of the foregoing policies fail to meet the above minimum requirements, the City shall, upon notice to that effect from the County, promptly obtain a new policy, and shall submit the same to the County, with the appropriate certificates and endorsements, for approval.

G. Verification of Coverage

1. The City shall furnish the County with certificates of insurance and endorsements required by this Agreement. The certificates and endorsements for each insurance policy are to be signed by a person authorized by that insurer to bind coverage on its behalf. The certificates and endorsements for

each insurance policy are to be on forms approved by the County and are to be received and approved by the County prior to the commencement of activities associated with the Agreement. The County reserves the rights to require complete, certified copies of all required insurance policies at any time.

The County acknowledges and accepts that the City of North Bend is insured through the Association of Washington Cities and participation as a member in said pool satisfies the County's insurance requirements above. The County further acknowledges and accepts that as a member of the pool, the City of North Bend cannot provide the County with additional insured status.

2. If Professional Liability coverage is required under this Agreement, the Certificate of Insurance provided by the City shall specifically state that the activities required under this Agreement are included under this policy.

H. Contractors and Subcontractors

The City shall include all Contractors and subcontractors as insureds under its policies, or shall furnish separate certificates of insurance and policy endorsements from each subcontractor. Insurance coverage provided by Contractors and subcontractors as evidence of compliance with the insurance requirements of this Agreement shall be subject to all of the requirements stated herein.

5. PAYMENT

- 5.1 The County agrees to pay the City a sum not to exceed \$316,457 towards the design and construction of the Facility. Payment of this sum shall occur as follows: Design: Upon issuing a Notice to Proceed for Design of the Facility, the City will send a copy of such Notice to the County. The County will then pay to the City a lump sum amount of \$110,760 for the design effort.
- 5.2 Construction: Upon issuing a Notice to Proceed for Construction of the Facility, the City will send a copy of such Notice to the County. The County will then pay to the City a lump sum amount of \$205,697 for the construction effort.

6. OWNERSHIP, USE AND MAINTENANCE OF JOINT USE PARKING FACILITY

- 6.1 Ownership. Upon completion of the Facility, the City will retain title to both the land and resulting improvements.
- 6.2 Use. The City acknowledges that transit patrons and the general public will jointly use the Facility. The Facility shall be available at no cost and without time restrictions to carpool, vanpool and bus use, and such patrons will have priority use during morning peak commute hours. For the purposes of this Agreement morning peak commute hours shall mean from 5:00 a.m. until 10:00 a.m., Monday through

Friday. The County upon written notice to the City may modify the hours. The County must provide thirty (30) days written notice before the new hours take effect. At all other times, the Facility will be available for parking by other users.

Should all or a portion of the lot become incapable of use by transit patrons, as provided for in the foregoing paragraph, the County may seek reimbursement of payment on a pro rata basis. Reimbursement may be required regardless of fault unless the loss of use is caused solely by the acts or omissions of the County.

- 6.3 Maintenance/Signage. The City shall maintain the Facility at its sole expense over the term of the Agreement according to City standards. Maintenance responsibilities will commence on the date that construction of the Facility is completed. The City is responsible for installing and maintaining appropriate signage and will be responsible for installing a sign stating that "Priority use of the lot is given to carpool, vanpool and bus patrons during the hours from 5:00 a.m. until 10:00 a.m., Monday through Friday."
- 6.4 Insurance During Administration of Facility. Each Party shall procure and maintain for the duration of this Agreement insurance against claims for injuries to persons or damages to property, which may arise from or in connection with the Administration of this Facility hereunder. Each respective party shall pay the cost of such insurance.

7. LEGAL RELATIONS

- 7.1 Relationship. This Agreement is solely for the benefit of the Parties hereto and gives no right to any other party. No joint venture or partnership is formed as a result of this Agreement. No employees or agents of the City or any of its Contractors or subcontractors shall be deemed, or represent themselves to be, employees of the County. Similarly, no employees or agents of the County shall be deemed, or represent themselves to be, employees of the City.
- 7.2 Compliance with Law. The Parties shall comply, and shall ensure their respective Contractors comply, with all federal, state and local laws, regulations, and ordinances applicable to their respective obligations under this Agreement.
- 7.3 Indemnity. To the maximum extent permitted by law, each Party shall defend, indemnify and hold harmless the other Party and all of its officials, employees, principals and agents from all claims, demands, suits, actions, and liability of any kind, including injuries to persons or damages to property, which arise out of, are connected with, or are due to any errors, omissions or negligent acts of the indemnifying Party, its Agreement or, and/or employees, agents, and representatives in performing the design, construction and other work referred to in this Agreement; provided, however, that if (and only if) the provisions of RCW 4.24.115 apply to the work and services under this Agreement and any such damages and injuries to

persons or property are caused by or result from the concurrent negligence of the City, its Agreement or employees, agents, or representatives and the County or its employees, agents, or representatives, the indemnification applies only to the extent of the negligence of each Party, its Agreement or employees, agents, or representatives.

Each Party specifically assumes potential liability for actions brought by its own employees against the other Party and for that purpose the indemnifying Party specifically waives, as respects the other Party only, any immunity under the Worker's Compensation Act, RCW Title 51; and each Party recognizes that this waiver was the subject of mutual negotiation and specifically entered into pursuant to the provision of RCW 4.24.115, if applicable.

Each Party to this Agreement shall reasonably notify the other of any and all claims actions, losses or damages that arise or are brought against that Party relating to or pertaining to this Agreement. In the event either Party incurs attorney's fees, costs or other legal expenses to enforce the provisions of this section against the other Party, all such fees, costs and expenses shall be recoverable by the prevailing Party.

7.4 Remedies/Waiver. Each Party's rights and remedies in this Agreement are in addition to any other rights and remedies provided by law.

7.5 Applicable Laws. This Agreement shall be construed and interpreted in accordance with the laws of the State of Washington in effect on the date of the execution of this Agreement. The Superior Court for King County, Washington shall have exclusive jurisdiction and venue over any legal action arising under this Agreement.

The provisions of this section shall survive the expiration or termination of this Agreement.

8. NOTICE

All notices to the County required under the terms of this Agreement, unless otherwise specified herein, or as may be subsequently designated, shall be given in writing, addressed as follows:

King County Department of Transportation - Metro Transit Division
201 South Jackson (M.S. KSC-TR-0422)
Seattle, WA 98104-3856
Attention: David Hull, Supervisor of Service Planning

All notices to the City required to be given under the terms of this Agreement, unless otherwise specified herein, or as may be subsequently designated, shall be given in writing as follows:

City of North Bend
1155 E. North Bend Way
P.O. Box 896
North Bend, WA 98045
Attention: Ron Garrow, Public Works Director

9. TERMINATION

If at any point the City decides not to complete construction of the Facility, it must notify the County of its intention in writing. If the City provides such notice or fails to complete construction of the Facility consistent with the conditions of this agreement by December 31, 2010, it shall reimburse the County for any amounts actually received from the County, up to a maximum of \$316,457 and this Agreement shall thereafter be terminated.

10. ENTIRE AGREEMENT

This document is the complete expression of the terms agreed to by the Parties. Any oral or written representation or understandings not incorporated herein are excluded.

11. SUCCESSORS AND OTHERS IN INTEREST

This Agreement, together with all exhibits now or hereafter made a part, shall be binding on the Parties and their respective heirs, executors, administrators, successors and assigns.

12. ASSIGNS

Neither this Agreement nor any interest herein may be assigned by the one party without the prior written consent of the other.

13. DISPUTE RESOLUTION

The Parties agree to use their best efforts to resolve disputes and other matters arising out of the construction of the Facility or the ongoing administration of the Agreement for the Facility. If the City and County designated representatives cannot resolve an issue, either Party may invoke a formal conflict resolution process.

North Bend Joint Use Parking Facility - Interagency Agreement

The first (1st) step in the process is a meeting including King County's Manager of Service Development and the City's Director of Public Works. If these two (2) parties cannot resolve the issue in a timely manner, the second (2nd) step in the conflict resolution process will be a meeting between the County Executive and the Mayor of North Bend. The Parties agree to exhaust all steps of the dispute resolution process before seeking redress in a court of law or other tribunal.

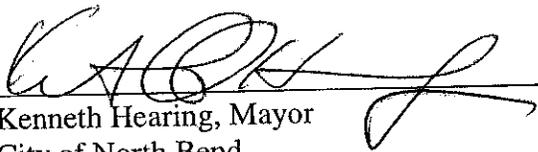
14. SEVERABILITY

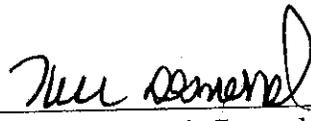
If any provisions of this Agreement are held invalid by a court of competent jurisdiction, the remainder of this Agreement shall not be affected thereby if such remainder would then continue to serve the purposes and objectives originally contemplated.

IN WITNESS WHEREOF, the duly authorized representatives of the City and the County have signed this Agreement.

CITY OF NORTH BEND

KING COUNTY

By 
Kenneth Hearing, Mayor
City of North Bend

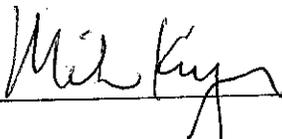
By 
Kevin Desmond, General Manager
King County Metro Transit

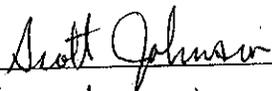
Date 3/15/2006

Date 4/16/06

APPROVED AS TO FORM:

APPROVED AS TO FORM:

By 
Michael Kenyon, North Bend City
Attorney
North Bend, Washington

By 
Scott Johnson
Robert Stier, Sr. Deputy Prosecuting
Attorney
King County, Washington

Date 3/15/2006

Date 4/16/06

FEDERAL TRANSIT ADMINISTRATION

11 of 12

TABLE 11

FY 2008 Section 5309 Bus and Bus-Related Facilities Allocations

State	Earmark ID	SAFETEA-LU		Allocation
		Project No.	Project	
TX	E2008-BUSP-0581	506	City of Round Rock, TX-Downtown intermodal Transportation Terminal	259,000
TX	E2008-BUSP-0582	111	Construct West Houston and Fort Bend County, Texas-bus transit corridor	434,720
TX	E2008-BUSP-0583	438	Corpus Christi, TX Corpus Regional Transit Authority for maintenance facility improvements	543,400
TX	E2008-BUSP-0584	515	Dallas Area Rapid Transit-Bus passenger Facilities	259,000
TX	E2008-BUSP-0585	336	Dallas, TX Bus Passenger Facilities	2,782,208
TX	E2008-BUSP-0586	196	Design Downtown Carrollton, Texas Regional Multi-Modal Transit Hub Station	434,720
TX	E2008-BUSP-0587	290	Galveston, Texas-Intermodal center and parking facility, The Strand	978,120
TX	E2008-BUSP-0588	536	Harris County-West Houston-Fort Bend Bus Transit Corridor: Uptown Westpark Terminal	259,000
TX	E2008-BUSP-0589	561	Laredo-North Laredo Transit Hub-Bus Maintenance Facility	776,000
TX	E2008-BUSP-0590	24	Roma, TX Bus Facility	114,114
TX	E2008-BUSP-0591	610	San Angelo, TX Street Railroad Company-Transit Fleet Replacement	259,000
TX	E2008-BUSP-0592	210	San Antonio, TX Improve VIA bus facility and purchase new buses	1,521,520
TX	E2008-BUSP-0593	653	VIA Metropolitan Transit Authority, TX-Bus & Bus Facility Improvements	1,293,000
TX	E2008-BUSP-0594	63	Zapata, Texas Purchase Bus vehicles	67,925
UT	E2008-BUSP-0595	178	Sandy City, UT Construct transit hub station and TRAX station at 9400 South	434,720
UT	E2008-BUSP-0596	651	Utah Statewide Bus and Bus Facilities	7,757,000
VA	E2008-BUSP-0597	409	Alexandria, VA Eisenhower Avenue Inter-modal Station Improvements, including purchase of buses and construction of bus shelters	543,400
VA	E2008-BUSP-0598	232	Alexandria, VA Royal Street Bus Garage Replacement	108,680
VA	E2008-BUSP-0599	278	Arlington County, VA Columbia Pike Bus Improvements	760,760
VA	E2008-BUSP-0600	142	Arlington County, VA Crystal City-Potomac Yard Busway, including construction of bus shelters	625,080
VA	E2008-BUSP-0601	359	Arlington County, VA Pentagon City Multimodal Improvements	434,720
VA	E2008-BUSP-0602	157	Bealeton, Virginia-Intermodal Station Depot Refurbishment	59,774
VA	E2008-BUSP-0603	492	City of Alexandria, VA-City-Wide Transit Improvements	259,000
VA	E2008-BUSP-0604	493	City of Alexandria, VA-Potomac Yard Transit Improvements	259,000
VA	E2008-BUSP-0605	494	City of Alexandria, VA-Replace Royal Street Bus Garage	776,000
VA	E2008-BUSP-0606	495	City of Alexandria, VA-Valley Pedestrian & Transit	259,000
VA	E2008-BUSP-0607	511	Commonwealth of Virginia-Statewide Bus Capital Program	3,880,000
VA	E2008-BUSP-0608	15	Fairfax County, VA Richmond Highway (U.S. Route1) Public Transportation Improvements	434,720
VA	E2008-BUSP-0609	525	Fairfax County, Virginia-Richmond Highway Initiative	517,000
VA	E2008-BUSP-0610	281	Falls Church, VA Falls Church Intermodal Transportation Center	434,720
VA	E2008-BUSP-0611	97	Fredericksburg, Virginia-Improve and repair Fredericksburg Station	543,400
VA	E2008-BUSP-0612	532	Greater Richmond Transit, VA-Bus Operations/Maintenance Facility	1,293,000
VA	E2008-BUSP-0613	535	Hampton Roads Transit, VA-Southside Bus Facility	259,000
VA	E2008-BUSP-0614	391	Hampton Roads, VA Final design and construction for a Hampton Roads Transit Southside Bus Facility	434,720
VA	E2008-BUSP-0615	354	Norfolk, Virginia-Final Design and Construction Southside Bus Facility	380,380
VA	E2008-BUSP-0616	68	Northern Neck and Middle Peninsula, Virginia-Bay Transit Multimodal Facilities	706,420
VA	E2008-BUSP-0617	602	Potomac & Rappahannock Transportation Commission, VA-Buses for Service Expansion	259,000
VA	E2008-BUSP-0618	360	Richmond, VA Design and construction for a bus operations and maintenance facility for Greater Richmond Transit Company	328,040
VA	E2008-BUSP-0619	184	Richmond, VA Renovation and construction for Main Street Station	239,096
VA	E2008-BUSP-0620	434	Roanoke, VA-Bus restoration in the City of Roanoke	54,340
VA	E2008-BUSP-0621	312	Roanoke, Virginia-Improve Virginian Railway Station	54,340
VA	E2008-BUSP-0622	305	Roanoke, Virginia-Intermodal Facility	43,472
VA	E2008-BUSP-0623	361	Roanoke, Virginia-Roanoke Railway and Link Passenger facility	108,680
VT	E2008-BUSP-0624	477	Brattleborough, VT, Intermodal Center	200,000
VT	E2008-BUSP-0625	486	CCTA, VT, Bus, Facilities and Equipment	500,000
VT	E2008-BUSP-0626	633	State of Vermont Buses, Facilities and Equipment	480,000
WA	E2008-BUSP-0627	396	Ihwaco, WA Construct park and ride	21,736
WA	E2008-BUSP-0628	94	Ihwaco, WA Procure shuttles for Lewis and Clark National Historical Park	21,736
WA	E2008-BUSP-0629	337	Island Transit, WA Operations Base Facilities Project	521,664
WA	E2008-BUSP-0630	193	Mukilteo, WA Multi-Modal Terminal	1,260,688
WA	E2008-BUSP-0631	334	North Bend, Washington-Park and Ride	173,888
WA	E2008-BUSP-0632	333	Oak Harbor, WA Multimodal Facility	217,360
WA	E2008-BUSP-0633	613	Seattle, WA Multimodal Terminal Redevelopment & Expansion	1,000,000
WA	E2008-BUSP-0634	113	Snohomish County, WA Community Transit bus purchases and facility enhancement	652,080
WA	E2008-BUSP-0635	151	Thurston County, WA Replace Thurston County Buses	195,624
WA	E2008-BUSP-0636	654	Washington Southworth Terminal Redevelopment	1,350,000
WA	E2008-BUSP-0637	655	Washington, King Street Transportation Center-Intercity Bus Terminal Component	70,000
WI	E2008-BUSP-0638	350	Milwaukee, WI Rehabilitate Intermodal transportation facility at downtown Milwaukee's Amtrak Station, increase parking for bus passengers	978,120
WI	E2008-BUSP-0639	100	State of Wisconsin buses and bus facilities	3,553,836
WI	E2008-BUSP-0640	452	State of Wisconsin Transit Intermodal Facilities	1,300,000
WI	E2008-BUSP-0641	663	Wisconsin, Statewide Buses and Bus Facilities	650,000

TABLE 12

FY 2007 Section 5309 Bus and Bus Facility Allocations

State	Earmark ID	SAFETEA-LU Project No.	Project Description	Allocation
TX	E2007-BUSP-0591	24	Roma, TX Bus Facility	105,336
TX	E2007-BUSP-0592	610	San Angelo, TX Street Railroad Company-Transit Fleet Replacement	238,000
TX	E2007-BUSP-0593	210	San Antonio, TX Improve VIA bus facility and purchase new buses	1,404,480
TX	E2007-BUSP-0594	653	VIA Metropolitan Transit Authority, TX-Bus & Bus Facility Improvements	1,190,000
TX	E2007-BUSP-0595	63	Zapata, Texas Purchase Bus vehicles	62,700
UT	E2007-BUSP-0596	178	Sandy City, UT Construct transit hub station and TRAX station at 9400 South	401,280
UT	E2007-BUSP-0597	651	Utah Statewide Bus and Bus Facilities	7,148,000
VA	E2007-BUSP-0598	409	Alexandria, VA Eisenhower Avenue Inter-modal Station improvements, including purchase of buses and construction of bus shelters	501,600
VA	E2007-BUSP-0599	232	Alexandria, VA Royal Street Bus Garage Replacement	100,320
VA	E2007-BUSP-0600	278	Arlington County, VA Columbia Pike Bus Improvements	702,240
VA	E2007-BUSP-0601	142	Arlington County, VA Crystal City-Potomac Yard Busway, including construction of bus shelters	601,920
VA	E2007-BUSP-0602	359	Arlington County, VA Pentagon City Multimodal Improvements	401,280
VA	E2007-BUSP-0603	157	Bealeton, Virginia-Intermodal Station Depot Refurbishment	55,176
VA	E2007-BUSP-0604	492	City of Alexandria, VA-City-Wide Transit Improvements	238,000
VA	E2007-BUSP-0605	493	City of Alexandria, VA-Potomac Yard Transit Improvements	238,000
VA	E2007-BUSP-0606	494	City of Alexandria, VA-Replace Royal Street Bus Garage	714,000
VA	E2007-BUSP-0607	495	City of Alexandria, VA-Valley Pedestrian & Transit	238,000
VA	E2007-BUSP-0608	511	Commonwealth of Virginia-Statewide Bus Capital Program	3,570,000
VA	E2007-BUSP-0609	15	Fairfax County, VA Richmond Highway (U.S. Route1) Public Transportation Improvements	401,280
VA	E2007-BUSP-0610	525	Fairfax County, Virginia-Richmond Highway Initiative	476,000
VA	E2007-BUSP-0611	281	Falls Church, VA Falls Church Intermodal Transportation Center	401,280
VA	E2007-BUSP-0612	97	Fredericksburg, Virginia-Improve and repair Fredericksburg Station	501,600
VA	E2007-BUSP-0613	532	Greater Richmond Transit, VA-Bus Operations/Maintenance Facility	1,190,000
VA	E2007-BUSP-0614	535	Hampton Roads Transit, VA-Southside Bus Facility	238,000
VA	E2007-BUSP-0615	391	Hampton Roads, VA Final design and construction for a Hampton Roads Transit Southside Bus Facility	401,280
VA	E2007-BUSP-0616	354	Norfolk, Virginia-Final Design and Construction Southside Bus Facility	351,120
VA	E2007-BUSP-0617	68	Northern Neck and Middle Peninsula, Virginia-Bay Transit Multimodal Facilities	652,080
VA	E2007-BUSP-0618	602	Potomac & Rappahannock Transportation Commission, VA-Buses for Service Expansion	238,000
VA	E2007-BUSP-0619	360	Richmond, VA Design and construction for a bus operations and maintenance facility for Greater Richmond Transit Company	300,960
VA	E2007-BUSP-0620	184	Richmond, VA Renovation and construction for Main Street Station	220,704
VA	E2007-BUSP-0621	434	Roanoke, VA-Bus restoration in the City of Roanoke	50,160
VA	E2007-BUSP-0622	312	Roanoke, Virginia-Improve Virginian Railway Station	50,160
VA	E2007-BUSP-0623	305	Roanoke, Virginia-Intermodal Facility	40,128
VA	E2007-BUSP-0624	361	Roanoke, Virginia-Roanoke Railway and Link Passenger facility	100,320
VT	E2007-BUSP-0625	477	Brattleborough, VT, Intermodal Center	200,000
VT	E2007-BUSP-0626	486	CCTA, VT, Bus, Facilities and Equipment	400,000
VT	E2007-BUSP-0627	633	State of Vermont Buses, Facilities and Equipment	350,000
WA	E2007-BUSP-0628	94	Ilwaco, WA Procure shuttles for Lewis and Clark National Historical Park	20,064
WA	E2007-BUSP-0629	395	Ilwaco, WA Construct park and ride	20,064
WA	E2007-BUSP-0630	337	Island Transit, WA Operations Base Facilities Project	481,536
WA	E2007-BUSP-0631	193	Mukilteo, WA Multi-Modal Terminal	1,163,712
WA	E2007-BUSP-0632	334	North Bend, Washington-Park and Ride	160,512
WA	E2007-BUSP-0633	333	Oak Harbor, WA Multimodal Facility	200,640
WA	E2007-BUSP-0634	613	Seattle, WA Multimodal Terminal Redevelopment & Expansion	900,000
WA	E2007-BUSP-0635	113	Snohomish County, WA Community Transit bus purchases and facility enhancement	601,920
WA	E2007-BUSP-0636	151	Thurston County, WA Replace Thurston County Buses	180,576
WA	E2007-BUSP-0637	654	Washington Southworth Terminal Redevelopment	1,150,000
WA	E2007-BUSP-0638	655	Washington, King Street Transportation Center-Intercity Bus Terminal Component	60,000
WI	E2007-BUSP-0639	350	Milwaukee, WI Rehabilitate Intermodal transportation facility at downtown Milwaukee's Amtrak Station, increase parking for bus passengers	902,880
WI	E2007-BUSP-0640	100	State of Wisconsin buses and bus facilities	3,280,464
WI	E2007-BUSP-0641	452	State of Wisconsin Transit Intermodal Facilities	1,200,000
WI	E2007-BUSP-0642	663	Wisconsin, Statewide Buses and Bus Facilities	610,000

FEDERAL TRANSIT ADMINISTRATION
TABLE 11

Fiscal Year 2006 Section 5309 Bus and Bus Facility Allocations

State	Earmark ID	SAFETEA-LU Project No.	Project	Allocation	Requested this Earmark
AK	E-2006-BUSP-000		Alaska Native Medical Center intermodal bus/parking facility	750,000	
AK	E-2006-BUSP-001	427	Alaska Native Medical Center intermodal parking facility	1,150,000	
AK	E-2006-BUSP-002	466	Anchorage-Transit Needs	229,000	
AK	E-2006-BUSP-003	422	C Street Expanded bus facility and inter-modal parking garage, Anchorage, AK	1,150,000	
AK	E-2006-BUSP-004	425	CITC Non-profit Services Center inter-modal parking facility, Anchorage, AK	690,000	
AK	E-2006-BUSP-005	541	Hoonah, AK-Intermodal Ferry Dock	458,000	
AK	E-2006-BUSP-006	416	Improve marine inter-modal facilities in Ketchikan	3,220,000	
AK	E-2006-BUSP-1096	436	Intermodal facility improvements at the Port of Anchorage	5,750,000	
AK	E-2006-BUSP-007	236	Juneau, Alaska-transit bus acquisition and transit center	345,000	
AK	E-2006-BUSP-008	550	Juneau-Transit Bus Acquisition and Transit Center	344,000	
AK	E-2006-BUSP-009	553	Ketchikan, Alaska-Transit Needs	57,000	
AK	E-2006-BUSP-010	574	Matsu, Alaska-Transit Needs	115,000	
AK	E-2006-BUSP-011	423	Morris Thompson Cultural and Visitors Center intermodal parking facility, Fairbanks, AK	575,000	
AK	E-2006-BUSP-012	596	North Slope Borough, AK-Transit Purposes	458,000	
AK	E-2006-BUSP-013	597	North Star Borough, AK-Transit Purposes	229,000	
AK	E-2006-BUSP-014	616	Sitka, Alaska-Transit Needs	57,000	
AK	E-2006-BUSP-015		Skagway Intermodal facility, Alaska	1,000,000	
AK	E-2006-BUSP-016	664	Wrangell, AK-Ferry Infrastructure	229,000	

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General Manager/Executive Director

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FEDERAL TRANSIT ADMINISTRATION
TABLE 11

Fiscal Year 2006 Section 5309 Bus and Bus Facility Allocations					
State	Earmark ID	SAFETEA-LU Project No.	Project	Allocation	Requested this Earmark
ID	E-2006-BUSP-369	176	Boise, ID-Multimodal facility	865,260	
ID	E-2006-BUSP-370	543	Idaho Department of Transportation - Idaho Statewide ITS for Public Transportation	344,000	
ID	E-2006-BUSP-371		Idaho Statewide ITS	100,000	
ID	E-2006-BUSP-372		Idaho Transit Coalition Bus Capital Investment	2,150,000	
ID	E-2006-BUSP-373		Idaho Transit Coalition Buses and Bus Facilities	750,000	
ID	E-2006-BUSP-374	652	Valley Regional Transit, ID-Downtown Boise Multimodal	1,329,000	

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General Manager/Executive Director

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FEDERAL TRANSIT ADMINISTRATION
TABLE 11

Fiscal Year 2006 Section 5309 Bus and Bus Facility Allocations					
State	Earmark ID	SAFETEA-LU Project No.	Project	Allocation	Requested this Earmark
OR	E-2006-BUSP-802	442	Albany, OR North Albany Park and Ride	183,124	
OR	E-2006-BUSP-803	165	Albany, OR Rehabilitate Building At Multimodal Transit Station	292,998	
OR	E-2006-BUSP-804	272	Bend, Oregon-replacement vans	192,280	
OR	E-2006-BUSP-805	66	Canby, OR bus and bus facilities	28,842	
OR	E-2006-BUSP-806	187	Columbia County, OR To purchase buses	26,919	
OR	E-2006-BUSP-807	299	Corvallis, OR Bus Replacement	283,842	
OR	E-2006-BUSP-808	159	Eugene, OR Lane Transit District, Vehicle Replacement	686,714	
OR	E-2006-BUSP-809	325	Grants Pass, OR Purchase Vehicles For Use By Josephine Community Transit	39,143	
OR	E-2006-BUSP-810	99	Gresham, Oregon Construct a new light rail station and transit plaza on Portland MAX system and serve Gresham Civic neighborhood	269,192	
OR	E-2006-BUSP-811	168	Lane Transit District, Bus Rapid Transit Progressive Corridor Enhancements	569,845	
OR	E-2006-BUSP-812	323	Lincoln, County, OR bus purchase	48,070	
OR	E-2006-BUSP-813	175	Molalla, OR South Clackamas Transportation District, bus purchase	19,228	
OR	E-2006-BUSP-814		Park and Ride Facility, Ashland, OR	250,000	
OR	E-2006-BUSP-815	16	Portland, OR Renovation of Union Station, including structural reinforcement and public safety upgrades	19,228	
OR	E-2006-BUSP-816	93	Salem, OR bus and bus facilities	384,560	
OR	E-2006-BUSP-817		Sandy Transit Bus Facility, Oregon	375,000	
OR	E-2006-BUSP-818	106	Sandy, Oregon Transit Bus Facility	134,596	
OR	E-2006-BUSP-819		SMART Multi-Modal Transit Center and Bus Maintenance Facility, Oregon	500,000	
OR	E-2006-BUSP-820	180	Tillamook, OR construction of a transit facility	19,228	
OR	E-2006-BUSP-821	216	Wilsonville, OR South Metro Area Rapid Transit, bus and b	48,070	
OR	E-2006-BUSP-822	82	Yamhill County, OR For the construction of bus shelters, park and ride facilities, and a signage strategy to increase ridership	21,151	

Date

General Manager/Executive Director

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FEDERAL TRANSIT ADMINISTRATION
TABLE 11

Fiscal Year 2006 Section 5309 Bus and Bus Facility Allocations					
State	Earmark ID	SAFETEA-LU Project No.	Project	Allocation	Requested this Earmark
WA	E-2006-BUSP-1044		Ben Franklin Transit, Maintenance and Operations Facility, WA	500,000	
WA	E-2006-BUSP-1045		Clallam Transit, WA	220,000	
WA	E-2006-BUSP-1046		Everett Transit, Bus and Paratransit Vehicle Replacement, WA	825,000	
WA	E-2006-BUSP-1047		Grant Transit, WA	225,000	
WA	E-2006-BUSP-1048		Grays Harbor Transit, Transit Center Expansion, WA	780,000	
WA	E-2006-BUSP-1049		Grays Harbor Transit, WA	65,000	
WA	E-2006-BUSP-1050	395	Ilwaco, WA Construct park and ride	19,228	
WA	E-2006-BUSP-1051	94	Ilwaco, WA Procure shuttles for Lewis and Clark National Historical Park	19,228	
WA	E-2006-BUSP-1052		Island Transit, WA	480,000	
WA	E-2006-BUSP-1053	337	Island Transit, WA Operations Base Facilities Project	461,472	
WA	E-2006-BUSP-1054		Jefferson County Transit, WA	365,000	
WA	E-2006-BUSP-1055		King County Airfield Transfer Area, WA	1,200,000	
WA	E-2006-BUSP-1056		King County Metro Park and Ride on First Hill, WA	1,200,000	
WA	E-2006-BUSP-1057		King County Metro, Bus Radio Replacement Program, WA	2,000,000	
WA	E-2006-BUSP-1058		Link Transit Low Floor Coaches Chelan/Leavenworth, WA	500,000	
WA	E-2006-BUSP-1059		Mason County Transit, Washington	150,000	
WA	E-2006-BUSP-1060	193	Mukilteo, WA Multi-Modal Terminal	1,115,224	
WA	E-2006-BUSP-1061	334	North Bend, Washington-Park and Ride	153,824	
WA	E-2006-BUSP-1062	333	Oak Harbor, WA Multimodal Facility	192,280	
WA	E-2006-BUSP-1063		Port Angeles International Gateway Project, Washington	800,000	
WA	E-2006-BUSP-1064		Pullman Transit, Washington	50,000	
WA	E-2006-BUSP-1065		Puyallup Transit Center Park and Ride, Washington	780,000	
WA	E-2006-BUSP-1066	613	Seattle, WA Multimodal Terminal Redevelopment & Expansion	800,000	
WA	E-2006-BUSP-1067		Skagit Transit Bus Acquisition, Washington	425,000	
WA	E-2006-BUSP-1068		Skagit Transit Chuckanut Dr. Station in Burlington, Washington	300,000	
WA	E-2006-BUSP-1069	113	Snohomish County, WA Community Transit bus purchases	576,840	
WA	E-2006-BUSP-1070		Sound Transit, Eastgate Transit Access, Washington	1,500,000	
WA	E-2006-BUSP-1071		SW King County-Highline CC Intermodal Transit Facility and Parking Garage	850,000	
WA	E-2006-BUSP-1072	151	Thurston County, WA Replace Thurston County Buses	173,052	
WA	E-2006-BUSP-1073		Twin Transit, Washington	160,000	
WA	E-2006-BUSP-1074		Valley Transit, Washington	275,000	
WA	E-2006-BUSP-1075	654	Washington Southworth Terminal Redevelopment	1,000,000	
WA	E-2006-BUSP-1076	655	Washington, King Street Transportation Center-Intercity Bus Terminal Component	50,000	

Date

General Manager/Executive Director

Grantee

FEDERAL TRANSIT ADMINISTRATION			
TABLE 9			
REVISED FY 2004 SECTION 5309 BUS AND BUS-RELATED ALLOCATIONS			
<i>(Note: Available allocation is based on program funding level authorized by the Surface Transportation Extension Act of 2004, Public Law 108-224.)</i>			
STATE	PROJECT	Revised Allocations	Available
AK	Alaska Mobility Coalition Bus Replacement	\$485,437	\$368,749
AK	Anchorage Ship Creek Intermodal Facility, Alaska	1,941,747	1,474,997
AK	Arctic Winter Games buses and bus facilities, Alaska	1,456,311	1,106,248
AK	Coffman-Cove Inner Island Ferry/Bus Terminal, Alaska	1,456,311	1,106,248
AK	Girdwood Transportation Center, Alaska	970,874	737,499
AK	Port McKenzie Intermodal Facility, Alaska	970,874	737,499
AK	Port of Anchorage Intermodal Facility, Alaska	2,912,620	2,212,495
AK	Sawmill Creek Intermodal Facility, Alaska	1,941,747	1,474,997
ID	Idaho Transit Coalition buses and bus facilities	3,883,494	2,949,994
OR	City of Canby Transit Center, Oregon	145,632	110,625
OR	City of Corvallis Bus Replacement, Oregon	242,718	184,375
OR	Lane Transit District, BRT Phase II, Coburg Road Phase III, Oregon	1,941,747	1,474,997
OR	Lincoln County Transportation, Bus Garage Facility, Oregon	194,174	147,500
OR	Salem Area Transit, Bus Replacement, Oregon	582,524	442,499
OR	South Clackamas Transit, Molalla, Oregon	97,088	73,750
OR	Springfield Station, Oregon	3,883,494	2,949,994
OR	Tillamook County Transit, Maintenance Facility, Oregon	194,174	147,500
OR	Tri-Met Regional Bus Replacement, Oregon	631,068	479,374
OR	Wilsonville Park and Ride, Oregon	291,262	221,250
OR	Yamill County buses and bus facilities, Oregon	97,088	73,750
WA	Clallam Transit Buses, Washington	242,718	184,375
WA	Clark County Transit, Bus Replacement Project, Washington	2,912,620	2,212,495
WA	Community Transit Bus and Van Replacement, Washington	970,874	737,499
WA	Edmonds Crossing Multimodal Transportation Terminal, Washington	1,941,747	1,474,997
WA	Everett Transit, Bus Replacement, Washington	970,874	737,499
WA	Grant Transit Authority, Bus Facility, Washington	485,437	368,749
WA	Grays Harbor Transportation Authority Capital Improvement, Washington	72,815	55,312
WA	Intercity Transit Bus Expansion and Replacement, Washington	970,874	737,499
WA	Jefferson Transit bus purchase, Washington	194,174	147,500
WA	Jefferson Transit Facilities, Washington	970,874	737,499
WA	King County Metro Clean Air Buses, Washington	4,854,368	3,687,492
WA	Kitsap Transit Bus Replacement, Washington	970,874	737,499
WA	Link Transit Vehicle Replacement, Wenatchee, Washington	776,699	589,999
WA	Mason County Transportation Authority Capital Improvements, Washington	194,174	147,500
WA	Metro Transit Turn Around at Taylor Landing Park, Washington	38,834	29,500
WA	Mukilteo Lane Park and Ride, Washington	970,874	737,499
WA	North Bend Park and Ride, Washington	582,524	442,499
WA	Pierce Transit Maintenance and Operations facility, Washington	970,874	737,499
WA	Snohomish County Community Transit Park and Ride Lot Expansion Program, Washington	1,941,747	1,474,997
WA	Sound Transit Regional Express Transit Hubs, Washington	1,941,747	1,474,997
WA	Washington State Small Bus System Program of Projects		
WA	Clallam Transit	662,728	503,424
WA	Columbia County Public Transportation (CCPT)	99,217	75,367
WA	Grays Harbor Transportation Authority	138,710	105,368
WA	Island Transit	1,053,813	800,501
WA	Jefferson Transit	400,719	304,396
WA	Mason County Transportation Authority	462,368	351,226
WA	Pullman Transit	84,767	64,392
WA	Twin Transit	104,032	79,026
WA	Valley Transit	681,993	518,058
	TOTAL ALLOCATION	\$50,984,453	\$38,729,003
a/ Conferees clarification stipulates that the project designation be changed from "Los Angeles County, Circulator Buses, California" to "South Whittier Circulator Buses, California."			
b/ Conferees clarification stipulates that \$600,000 of the amount initially provided for the project should go to the "Broome County Hybrid Buses, New York" project.			
c/ Conferees clarification stipulates that \$100,000 of the amount initially provided for the project should go to the "Yamill County buses and bus facilities, Oregon" project.			
d/ Conferees clarification resulted in redistribution of funds initially made available to the project to other projects.			

FEDERAL TRANSIT ADMINISTRATION			
TABLE 9			
REVISED FY 2004 SECTION 5309 BUS AND BUS-RELATED ALLOCATIONS			
<i>(Note: Available allocation is based on program funding level authorized by the Surface Transportation Extension Act of 2004, Public Law 108-224.)</i>			
STATE	PROJECT	Revised Allocations	Available
e/	Conferees clarification resulted in additional funding being made available for this project.		
f/	Conferees clarification resulted in addition of this project. Funds were derived from a portion of the funding previously identified for the "Allergan County Transportation Services, Michigan" project.		
g/	Conferees clarification changed the State designation for this project from Kansas to Missouri.		
h/	Conferees clarification resulted in addition of this project. Funds were derived from a portion of the funding previously identified for the "Berkshire Regional Transit Authority (BRTA) Buses and Fare Boxes, Massachusetts" project.		
i/	Conferees clarification resulted in addition of this project. Funds were derived from a portion of the funding previously identified for the "Pioneer Valley Transit Authority (PVTA) buses, Massachusetts" project.		
k/	Full funding for Georgetown University Fuel Cell Transit Bus Program and Altoona Bus Testing will be available upon extension of TEA-21 through September 30, 2004.		