

2012 Regional Competition Application for PSRC's FHWA Funds (STP/CMAQ)

This application is available on the Puget Sound Regional Council website at www.psrc.org/transportation/tip/selection.

****Please read this section before completing the application****

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.

Sponsors of projects recommended for funding as a result of the competition should be aware that information provided on this application will be used in the future to monitor compliance with PSRC's adopted project tracking policies. It is also important to remember that funds are awarded to projects, not agencies. Please refer to PSRC's website for more information on the project tracking program:

www.psrc.org/transportation/tip/tracking.

Submitting Applications

There is no set page limit for applications submitted to the regional competition. It is important to provide complete, detailed responses, but please be as concise as possible. Additional supporting information such as maps and other diagrams are encouraged, but other attachments such as comprehensive plan materials are unnecessary. Please note: the project budget spreadsheet is a required attachment; more information is found at question 19d.

Attach your completed application to an email and send it to TIPRPEC@psrc.org. For questions or to confirm receipt of your application, contact Linda Fox at (206) 971-3051 or lfox@psrc.org. All applications must be submitted by **5:00p.m. April 13, 2012**.

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.

PROJECT DESCRIPTION INFORMATION

1	<p>Project title: Route 101 Transit Priority Corridor Improvements</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>Transportation 2040 ID#: N/A</p> <p>To be eligible for federal funding, a project must be in, or consistent with, Transportation 2040, the region's long-range metropolitan transportation plan. Current Transportation 2040 projects may be found at www.psrc.org/assets/4889/T2040_AppendixM_FINAL.pdf. Some TIP projects may be connected to more than one Transportation 2040 project; if this is the case, sponsors may add additional ID #s. Some projects may be below the threshold for requiring a Transportation 2040 ID (please refer to www.psrc.org/transportation/t2040/candidate-to-approval-process/ for more information); if this is the case, please indicate "n/a" in the ID # field.</p> <p>For assistance or questions regarding these issues, contact Kimberly Scrivner at (206) 971-3281 or kscrivner@psrc.org.</p>
3	<p>a. Sponsoring agency: King County Metro</p> <p>b. Co-sponsor(s) if applicable: City of Renton</p> <p>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 checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>d. If not, which agency will serve as your CA sponsor? For more information on Certification Acceptance and to find a listing of current CA agencies, please refer to www.wsdot.wa.gov/LocalPrograms/LAG/CA.htm</p> <p>King County will request the funding be transferred to the Federal Transit Administration for grant processing.</p>
4	<p>Project contact person: Peter Heffernan</p> <p>Address: 201 South Jackson Street KSC-TR-0814 Seattle, WA 98104-3856</p> <p>Phone: 206-684-1812</p> <p>Email: peter.heffernan@kingcounty.gov</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.
- b. The project will improve the transit speed and reliability of King County Metro Route 101, which provides fast and frequent service all day between the City of Renton and Downtown Seattle. Improvements will include Transit Signal Priority (TSP), fiber communications and wireless network infrastructure for future Transit ITS applications, signal queue jumps, traffic signal modifications, and traffic signal re-timing and synchronization. A proposed new traffic signal at Shattuck and S 7th Street near the South Renton Park & Ride will also be funded by this project. The new signal will improve transit access and transit routing circulation around the Park & Ride that will be beneficial to other transit routes as well. In addition to the Route 101, thirteen other bus routes share some portions of the corridor and will realize benefits from the project.
- c. At the end of the project, the Route 101 Transit Priority Corridor Improvement is expected to increase transit ridership by about 5-10 percent based on previous projects in similar magnitude of travel time savings. Due to increase in ridership and corresponding reduction in SOV trips, annual vehicle miles travelled is expected to be reduced by 463,000 VMT and saving up to 57,500 gallons of fuel per year, including over 6,500 gallons of fuel in Route 101 buses alone. The project will benefit Route 101 and thirteen other routes that share some portions of the corridor, resulting in an estimated annual operating savings of \$230,000. The highest project benefit is likely come from the new signal installation at Shattuck and 7th Street and signal retiming/synchronization. Past project experience related to signal retiming/synchronization in the project area yielded at least 20% travel time savings. General-purpose traffic will also realize benefits from more-efficient signal timing, saving an estimated 258,000 hours of vehicle delay each year.
- d. **Project justification, need or purpose:** Please explain the intent, need or purpose of this project. What is the goal or desired outcome?
- e. Metro Route 101 carries over 3,700 weekday riders or 947,000 annual riders. It is an all-day transit route with 30 minute headway, with more frequent service every 12 minutes during the peak periods. This route enjoys fast and reliable service on its north part as it utilizes exclusive bus right-of-way on Downtown Seattle Transit Tunnel, SODO Busway, and freeway HOV network, however these improvements are lacking on the south portion of the route on SR-900 and in the City of Renton. Due to the lack of these improvements, travel time on the southern portion of the Route 101 suffers. A typical PM outbound trip takes about 25 minutes to travel from the beginning of the route at Convention Place Station in Downtown Seattle to the intersection of Martin Luther King Jr. Way S & S 129th St, a distance of 10.5 miles, and then another 25 minutes to travel the final 4.5 miles on surface streets to Renton Transit Center without any transit priority treatments. The goal of this project is to improve travel times on the southern portion of the trip by at least ten percent travel time savings all day.
- f. The project will help remove travel time and reliability barriers to using transit to travel between Renton, Downtown Seattle, and Duwamish Centers, thus encouraging a modal shift to transit. The north part of the Route 101 provides travel times that are highly competitive with automobile travel times, however the south part is slower and lacks this advantage. The project will help improve travel times in the south part, and improve reliability by completing a missing link in transit priority throughout the entire route. Removing these barriers will help to reduce traffic congestion on I-5, SR-900, and within the City of Renton including SR-167. The improvements will help counter effects of increased traffic congestion and ensure stable travel times and operating cost into the future.
- g. The project improvements will include Transit Signal Priority (TSP), fiber communications and wireless network infrastructure for future Transit ITS applications, signal queue jumps, traffic signal modifications, traffic signal re-timing and synchronization, and new traffic signal at Shattuck and S 7th Street.

The project will improve routing efficiency through the South Renton Park and Ride. The circuitous routing to access the park and ride is due to lack of adequate traffic control onto S 7th Street. A new traffic signal at the intersection of S 7th and Shattuck Ave will allow buses to use more-direct routing and reduce delay by at least one minute due to bypassing three signalized intersections on Grady Way. In addition to Route 101, other routes will benefit from this new traffic signal.

6	<p>Project location: City of Renton</p> <p>a. County(ies) in which project is located: King County</p> <p>Answer the following questions if applicable:</p> <p>b. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad): MLK Jr Way S (SR-900) & S 129th St</p> <p>c. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): Renton Transit Center</p>
7	<p>Map: Please include a legible project and vicinity map, if available. Maps may be attached to the email and submitted along with the application.</p>

8	<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>For more information on functional classification, please refer to www.wsdot.wa.gov/mapsdata/travel/hpms/functionalclass.htm</p>
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Rural Functional Classifications "Under 5,000 population"
(Outside federal-aid urbanized and federal-aid urban areas)
<input type="checkbox"/> 00 Exception <input type="checkbox"/> 01 Principal Arterial - Interstate <input type="checkbox"/> 02 Principal Arterial <input type="checkbox"/> 06 Minor Arterial <input type="checkbox"/> 07 Major Collector <input type="checkbox"/> 08 Minor Collector <input type="checkbox"/> 09 Local Access <input type="checkbox"/> 21 Proposed Principal Arterial – Interstate <input type="checkbox"/> 22 Proposed Principal Arterial <input type="checkbox"/> 26 Proposed Minor Arterial <input type="checkbox"/> 27 Proposed Major Collector <input type="checkbox"/> 28 Proposed Minor Collector <input type="checkbox"/> 29 Proposed Local Access

Urban Functional Classifications "Over 5,000 population"
(Inside federal-aid urbanized and federal-aid urban areas)
<input checked="" type="checkbox"/> 00 Exception <input type="checkbox"/> 11 Principal Arterial – Interstate <input type="checkbox"/> 12 Principal Arterial – Expressway <input checked="" type="checkbox"/> 14 Principal Arterial <input checked="" type="checkbox"/> 16 Minor Arterial <input type="checkbox"/> 17 Collector <input type="checkbox"/> 19 Local Access <input type="checkbox"/> 31 Proposed Principal Arterial – Interstate <input type="checkbox"/> 32 Proposed Principal Arterial – Expressway <input type="checkbox"/> 34 Proposed Principal Arterial <input type="checkbox"/> 36 Proposed Minor Arterial <input type="checkbox"/> 37 Proposed Collector <input type="checkbox"/> 39 Proposed Local Access

PLAN CONSISTENCY INFORMATION

All projects must be consistent with a comprehensive plan that has been certified by PSRC as being consistent with the Growth Management Act, VISION 2040 and Transportation 2040. Projects must be consistent with the comprehensive plan of each jurisdiction in which the project is located. If a comprehensive plan has not been certified, projects located in that jurisdiction may not be included in the Regional TIP. For more information, please refer to www.psrc.org/growth/planreview or contact Jeff Storrar at (206) 587-4817 or jstorrar@psrc.org.

9	<p>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/growth/planreview/statusreportppr/.</p>
	<p>a. Is the project specifically identified in a local comprehensive plan?</p> <p><input checked="" type="checkbox"/> Yes. Indicate (1) plan name, (2) relevant section(s), and (3) page number where it can be found:</p> <p>City of Renton 2012-2017 Six-Year Transportation Improvement Program:</p> <p style="padding-left: 40px;">TIP #14; South 7th Street - Rainier Ave S to Talbot Rd S (Page 5-12A)</p> <p style="padding-left: 40px;">TIP #25; ITS program (Page 5-25A)</p> <p style="padding-left: 40px;">TIP #26; Transit Program (Page 5-26A)</p> <p>King County Metro Transit Strategic Plan for Public Transportation:</p> <p style="padding-left: 40px;">* Strategy 5.1.3: Improve transit speed and reliability</p> <p style="padding-left: 40px;">* Strategy 3.1.1: Through investments and partnerships with regional organizations, local jurisdictions and the private sector, provide alternatives to driving alone that connect people to jobs, education and other destinations essential to King County's economic vitality</p> <p><input type="checkbox"/> No. Describe how the project is consistent with the applicable local comprehensive plan, citing <u>specific</u> 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.</p>
	<p>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.</p> <p><input type="checkbox"/> The project is located outside the designated urban growth area. (Refer to Map of Urban/Rural Boundaries at www.psrc.org/assets/468/fedaiddmap.pdf for more information.)</p> <p><input checked="" type="checkbox"/> The project is located within the designated urban growth area.</p> <p><input checked="" type="checkbox"/> 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 www.psrc.org/growth/centers for more information.)</p> <p style="padding-left: 40px;">Downtown Renton Regional Growth Center</p>

REGIONAL PROJECT EVALUATION

Projects will be evaluated and scored based on the information provided in Parts 1 and 2 which follow. Refer to the "2012 Regional Project Evaluation Criteria for PSRC's FHWA Funds" (Section 4 of the 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

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.

This category is best suited for projects located within a designated regional growth center. Refer to Attachment 6 of the Call for Projects for a map of the centers.

Manufacturing/Industrial Center: Complete section B and proceed directly to Part 2.

This category is best suited for projects located within a designated manufacturing/industrial center. Refer to Attachment 6 of the Call for Projects for a map of the centers.

Corridors Serving Centers: Complete section C and proceed directly to Part 2.

This category is best suited for projects located on a corridor serving one or more designated regional growth or manufacturing/industrial centers.

A. Designated Regional Growth Centers

Instructions: Complete this section (questions 11-13) if you selected "Designated Regional Growth Center" 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:

- Describe how the project will support the existing and planned housing/employment densities in the regional growth center.
- Describe how the project will support the development/redevelopment plans and activities (objectives and aims) of the center. Please provide a citation and copy of the corresponding policies in a subarea plan or in the comprehensive plan.
- Describe whether the project helps to create, expand or retain family-wage jobs for shared economic prosperity, including those in the targeted industry clusters within the center; these clusters are identified in the adopted Regional Economic Strategy.

12. Project's Benefit to the Regional Growth Center. Please address the following

- 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.
- 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).

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

- Describe how the project improves safe & convenient access to major destinations within the center.
- 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.
- Describe how the project provides users (e.g. employees, residents, customers) a range of travel modes or provides a “missing” mode.
- Describe how the project completes a physical gap or provides an essential link in the transportation network.
- 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 (questions 14-15) if you selected “Manufacturing/Industrial Center” in question 10, and then proceed directly to Part 2. Do not complete Sections A or C.

14. Development and Users Benefit. Please address the following:

- Describe how the project will benefit or support the development of the manufacturing/industrial center.
- Describe how the project helps to create, expand or retain family-wage jobs for shared economic prosperity, including those in the targeted industry clusters within the center; these clusters are identified in the adopted Regional Economic Strategy.
- 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.

15. Mobility and Accessibility Benefit. Please address the following:

- Describe how the project provides opportunities for freight movement.
- Describe how the project completes a physical gap, provides an essential link, or removes a barrier in the Freight & Goods component of the Metropolitan Transportation System.
- Describe how the project improves safety and reduces modal conflicts to help achieve a “seamless” system.
- 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.
- Describe how the project promotes Commute Trip Reduction (CTR) opportunities.

C. Corridors Serving Centers

Instructions: Complete this section (questions 16-17) if you selected “Corridors Serving Centers” in question 10, and then proceed directly to Part 2. Do not complete Sections A or B.

16. Benefit to Regional Growth or Manufacturing/Industrial Center. Please address the following:

- Describe how this project will benefit or support the housing and employment development in a regional growth center(s) and/or employment growth in a manufacturing/industrial center(s). Does it support multiple centers?
- Describe how the project provides or benefits a range of travel modes to users traveling to centers, or if it provides a missing mode.

- 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).
- Describe whether the project helps to create, expand or retain family-wage jobs for shared economic prosperity, including those in the targeted industry clusters within the center; these clusters are identified in the adopted Regional Economic Strategy.

The project improves transit connections between the regional growth centers of Downtown Renton, Downtown Seattle, and Duwamish Manufacturing/Industrial Center via MLK Jr. Way S and I-5. Route 101 and the companion routes sharing the Route 101 corridor also provide circulation within the Downtown Renton Growth Center. The project encourages travel by transit mode by reducing bus travel time by at least 10% and improving schedule reliability by five percent. Bicycle connections are also improved, as all Route 101 coaches are equipped with triple bike racks and the route connects several bike locker locations, including SODO Station and Renton Transit Center. The Route 101 and its companion routes serve a diverse range of users, including commuters, residents, students, and the elderly and disabled.

Installation of a new traffic signal near the South Renton Park & Ride will improve routing options, transit operating efficiency, pedestrian connections, and transfers at that location, including an improved and safer connection between the Route 101, its companion routes, and the future Rapid Ride F line.

Route 101 is a route with a high percentage of minority riders, 100% of its boardings occur in a minority census tract, compared to the countywide average of 51.5% of all boardings in minority tracts. 45% of Route 101 boardings occur in a low-income census tract, compared to a countywide average of 54.4% boardings in low-income tracts.

Route 101 is within walking distance (defined as within 1/4 mile) of an estimated 10,100 households (HH) - minority tracts and 105,000 jobs (657 HH/mile, 6,900 jobs/mile). 42,000 jobs are within the City of Renton and include major employers such as , Boeing, and Paccar, Federal Aviation Administration, Providence Health, Paccar/Kenworth, Renton School District, Renton Technical College, Valley Medical Center, Wizards of the Coast, and Ikea

Route 101 provides a connection to downtown Seattle for many other routes that serve low income/minority populations - many routes connect to the 101, enabling people to connect to downtown Seattle

17. System Continuity/Long-Term Benefit and Sustainability. Please address the following:

- 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.
- Describe how this project provides a "logical segment" that links to a regional growth or manufacturing/industrial center.
- Describe how the project fills in a missing link or removes barriers to a center.
- 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.
- Describe how this project improves safety and/or reduces modal conflict, and provides opportunities for active transportation.

The project helps remove travel time and reliability barriers to using transit to travel between Renton, Downtown Seattle, and Duwamish Centers, thus encouraging a modal shift to transit. The north part of the Route 101 provides travel times that are highly competitive with automobile travel times, however the south part is slower and lacks this advantage. The project will help improve travel times in the south part, and improve reliability by completing a missing link in transit priority throughout the entire route. Removing these barriers will help to reduce traffic congestion on I-5, SR-900, and within the City of Renton including SR-167. The improvements will help counter effects of increased traffic congestion and ensure stable travel times and operating cost into the future.

The Route 101 provides connections with Sound Transit bus routes at Renton Transit Center, plus connections to Sound Transit Link Light Rail and buses at SODO Station and the Downtown Seattle Transit Tunnel. The Route 101 is a trunk route feeding several local transit routes at the Renton Transit Center; improving reliability of the Route 101 will improve the quality of these transfers.

Buses serving the South Renton Park & Ride currently use circuitous routing to access the Park & Ride due to lack of adequate traffic control onto adjacent arterials. A new traffic signal at the intersection of S 7th Street and Shattuck Ave S will allow buses to use more-direct routing and reduce delay due to looping around the Park & Ride.

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

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 included in the project, 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. transit buses or 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.

Ridership on the Route 101 is about 947,000 annual rides, based on Spring 2011 data. Other routes that share portions of the corridor include King County routes 102, 105, 110, 140, 143, 148, 153, 167, 169, 240, 342, and Sound Transit Routes 560 and 566. Ridership on all of these routes combined is 21,000 weekday riders on 727 weekday trips, or over 5.4 million annual rides.

Typical travel time within the project boundaries in the outbound direction during the PM peak is about 25 minutes, averaging about 11 mph. The improvements are expected to reduce travel times within the project area by at least 10% and significantly reduce travel time variability, which will reduce the amount of recovery time needed at the layovers. Total transit operating cost savings is an estimated 2,600 annual hours, and person-delay savings for transit riders is about 73,000 hours. Using marginal operating cost assumption of \$89.00/hr and person time value of \$11.00/hr, this translates to operating savings of \$230,000 and person-delay savings of \$800,000 annually.

The project will encourage modal shift from SOV to transit and reduce traffic congestion along the corridor. Based on past projects that have resulted in a similar magnitude of travel time savings, ridership increases between 5 % and 10 % are expected, which translates to 185-370 new daily riders on the Route 101. These new riders are likely to travel most of the length of the route, which is about 15 miles. A smaller portion of new riders may take shorter rides within the City of Renton. Up to 463,000 vehicle miles travelled (VMT) is expected to be reduced due to SOV trips shifted to transit.

Reduced delay at traffic signals and traffic congestion will reduce diesel emissions due to fewer stops and less idle time. Over 6,500 gallons of diesel fuel per year is expected to be saved by King County on the Route 101 alone. Route 101 uses hybrid diesel-electric articulated coaches on all trips. Additionally, diverted SOV trips are estimated to save 51,000 gallons of fuel annually, for a combined savings of 57,500 gallons of fuel per year.

About 20,000 to 47,400 general-purpose vehicles travel through the corridor daily, and will benefit from the optimization of traffic signal timing to reduce the number of stops at traffic signals. An estimated 258,000 vehicle hours of delay (VHD) will be saved due to more-efficient flow of general traffic.

E. Project Readiness/Financial Plan

There are two parts to this section, with specific questions for each part identified below: the project's readiness to obligate PSRC funds, and the project's financial plan. 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 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.

For assistance completing this section, contact Larry Burris at (206) 464-5301 or lbarris@psrc.org.

19. Financial Plan

Identify the source and amount of PSRC funds for which you are applying. Indicate the phase(s) requested and the estimated obligation year. Per PSRC's project tracking policies adopted in April 2010, if awarded PSRC's FHWA funds, planning and preliminary engineering/design phases are expected to obligate within the year designated; right of way, construction and/or other phases will receive a one-year grace period beyond the year designated. The 2012 project selection process is distributing FFY 2013-2014 funds; per policy, estimated obligation year must be either 2013 or 2014. For more information on PSRC's project tracking program, please go to www.psrc.org/transportation/tip/tracking.

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.

19a. Select only one funding source below, STP or CMAQ.

- STP
 CMAQ

19b. Identify the amount requested by phase, and identify the estimated year of obligation (2013 or 2014).

<u>Phase</u>	<u>Amount</u>	<u>Estimated Year of Obligation</u>
PE/Design	\$431,000.00	2013
Construction	\$1,557,000.00	2014
Right of Way	\$100,000.00	2014

19c. Identify the project phases that will be fully completed if requested funding is obtained:

Construction Completed

In the table below please provide information on the financial budget and schedule for the entire project. Please indicate amounts and sources of both secured and unsecured funds, by phase. Include all phases in the project, from start to finish, and indicate when each phase will be completed. The requested PSRC funds identified above must also be reflected in the table below. Use as many rows per phase as necessary to reflect the financial plan for each phase.

19d. Project Budget and Schedule

In this section you will be asked to provide information on the financial budget and schedule for the entire project. The required table to provide this information is a separate Excel spreadsheet which you will need to download from PSRC's website. Attach the completed spreadsheet, along with this application, to the email submitted to PSRC by the deadline of April 13, 2012. The project budget spreadsheet may be downloaded at <http://www.psrc.org/transportation/tip/selection>.

20. Project Readiness:

PSRC recognizes that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before federal funding is typically eligible to obligate. These questions are designed to identify those requirements and assist sponsors to:

- Identify which obligation prerequisites and milestones apply to their specific project.
- Identify which of these have already been satisfied at time of application.
- Provide an explanation and realistic completion date for all obligation prerequisites and milestones not yet completed.

In the section below, sponsors will be asked to provide complete information on the status of necessary milestones for the project seeking PSRC funds. Past experience has shown that delays in one phase often result in a delay to subsequent phases. PSRC's project tracking policies require that funds be obligated within a set timeframe or be returned for redistribution. Consequently, sponsors are encouraged to carefully consider the complexity of their project and develop a project schedule that is realistic.

Based on the phase(s) for which PSRC funds are being requested, please answer the questions below. If funds are requested for Planning or Preliminary Engineering/Design only, this section is not required.

20A. If funds are requested for Right of Way:

20A-1: What is the status of Preliminary Engineering/Design?

- Is the PE/Design phase complete? No
- If not, identify all relevant milestones, including the current status and estimated completion date of each. For example:
 - What is the level of environmental documentation under the National Environmental Policy Act (NEPA) for this project?
 - Environmental Impact Statement (EIS)
 - Environmental Assessment (EA)

- Documented Categorical Exclusion (DCE)
- Categorical Exclusion (CE)
- Has the NEPA documentation been approved? Please provide the date of approval, or the anticipated date of completion.
- At what stage of completion is your design?
 - Have Preliminary Plans been submitted to WSDOT for approval? No
 - If not, when is this milestone scheduled to be complete? 2013
 - When are Preliminary Plans expected to be approved? 2013
- Are there any other PE/Design milestones not listed above? Please identify and provide estimates dates of completion. Portion of funding will be transferred to FTA for administration

20A-2: What is the status of Right of Way?

- How many parcels do you need? Portions of 3 parcels (less than 100SF total)
- What is the zoning in the project area (e.g., commercial, residential, etc.)? park and ride, commercial, & residential
- Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this. No condemnation is anticipated. At the commercial parcel only sliver (under 100 sq.ft.) of right-ofway is necessary and will not impact the existing structure or its land use. A similar situation occurs with the residential parcel.
- Does your agency have experience in conducting right of way acquisitions of similar size and complexity? No
- If not, when do you expect a consultant to be selected, under contract, and ready to start? Mar 2013
- Identify all relevant right of way milestones, including the current status and estimated completion date of each. For example:
 - True cost estimate of Right of Way Aug 2013
 - Right of Way Plans (stamped) Aug 2013
 - Relocation Plan (if applicable) N/A
 - Right of Way Certification May 2014
 - Right of Way Acquisition Jun 2014
 - Certification Audit by WSDOT Right of Way Analyst Jul 2014
 - Relocation Certification, if applicable N/A

20B. If funds are requested for Construction:

Complete sections 20A-1 and 20A-2 above.

20B-1: What is the status of the milestones for the construction phase?

- Do you have an Engineer's Estimate? Please provide a copy if available. Planning Level Estimate only
- Identify the environmental permits needed for the project and when they are scheduled to be acquired. TBD
- Is PS&E approved? Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval. Anticipate completion of design in 2013
- When is the project scheduled to go to ad? 2014

Note: for projects awarded PSRC funds through this competition, the information provided above for each milestone will be incorporated into the project's Quarterly Progress Report for future monitoring, as part of PSRC's project tracking program.

F. Other Considerations

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. In addition, please describe any innovative

components included in your project: these could include design elements, cost saving measures, or other innovations. Per PSRC Board direction, we are conducting research into innovative programs and concepts in the region and throughout the country, and will report back to the Board for potential ideas for an Innovations Program in our region in the future.

Installation of communications and ITS infrastructure for Transit Signal Priority (TSP) lays the groundwork to install real-time information signs and/or off-board fare collection equipment. which could utilize the same fiber-optic communication backbone and wireless access points that are used for TSP. Although these features are not included in this project, a future project could add these features at lower cost once the communication infrastructure is in place.

REMINDER: When you submit this application to PSRC, please remember to also attach the Project Budget and Schedule spreadsheet and any maps or other project schematics, if applicable.

Project Budget and Schedule

Complete all entries below; identify sponsor and title, and answer questions 13c, 13d, and 13e.

Project Sponsor:	King County Metro
Project Title:	Route 101 Transit Priority Corridor Improvement Project

13c. Project Budget and Schedule

In the table below please provide information on the financial budget and schedule for the entire project. Please indicate amounts and sources of both secured and unsecured funds, by phase. Include all phases in the project, from start to finish, and indicate when each phase will be completed. The requested PSRC funds identified in the application must also be reflected in the table below. Use as many rows per phase as necessary to reflect the financial plan for each phase.

You may add additional rows as needed; if a phase is not required for the project, indicate "n/a." If you need assistance completing this section, contact Tracy Murray at (206) 971-3277 or tmurray@psrc.org.

Phase	Funding Source(s)	Secured / Unsecured	Amount	Schedule
Planning	Local	secured		Estimated Phase Completion Date: <input style="width: 100%;" type="text"/>
Planning	Grant funding	unsecured		
Planning				
Planning TOTAL:			\$ -	
Preliminary Engineering / Design	Local	secured	\$ 72,000	Estimated Phase Completion Date: <input style="width: 100%;" type="text" value="31-Dec-13"/>
Preliminary Engineering / Design	Grant funding	unsecured	\$ 359,000	
Preliminary Engineering / Design				
Preliminary Engineering / Design TOTAL:			\$ 431,000	
Right of Way	Grant funding	unsecured	\$ 100,000	Estimated Phase Completion Date: <input style="width: 100%;" type="text" value="Jul-14"/>
Right of Way				
Right of Way				
Right of Way TOTAL:			\$ 100,000	
Construction	Local	secured	\$ 210,000	Estimated Phase Completion Date: <input style="width: 100%;" type="text" value="31-Dec-14"/>
Construction	Grant funding	unsecured	\$ 1,347,000	
Construction				
Construction				
Construction				
Construction TOTAL			\$ 1,557,000	
Other				Estimated Phase Completion Date: <input style="width: 100%;" type="text"/>
Other				
Other TOTAL:			\$ -	
TOTAL Estimated Project Cost, All Phases:			\$ 2,088,000	Estimated Project Completion Date: <input style="width: 100%;" type="text" value="31-Dec-14"/>

13d. Provide documentation and/or an explanation of the secured funds identified above.

For example, provide web links to a grant award notification, provide the page number of local funds identified for the project in the local 6-year transportation program or transit plan, etc. For more information on the definition of secured/unsecured funds, refer to:

www.psrc.org/assets/7911/Definitions_SecuredandUnsecuredFunding.pdf

Source of funding for the secured local match comes from City of Renton and King County Transit Speed and Reliability program. The projected Transit Priority Capital Program include six year cash flow projection in the adopted budget, but not appropriated.

13e. Provide additional information on any funds identified in the table above as unsecured. For example, identify the estimated approval date of funds for the project into the local 6-year program; if applying for future grants, indicate when you will apply and to what program; if pursuing a limited improvement district, bonding, or other local funding mechanism, when will that occur and what additional steps are required; etc. For more information on the definition of secured/unsecured funds, refer to :

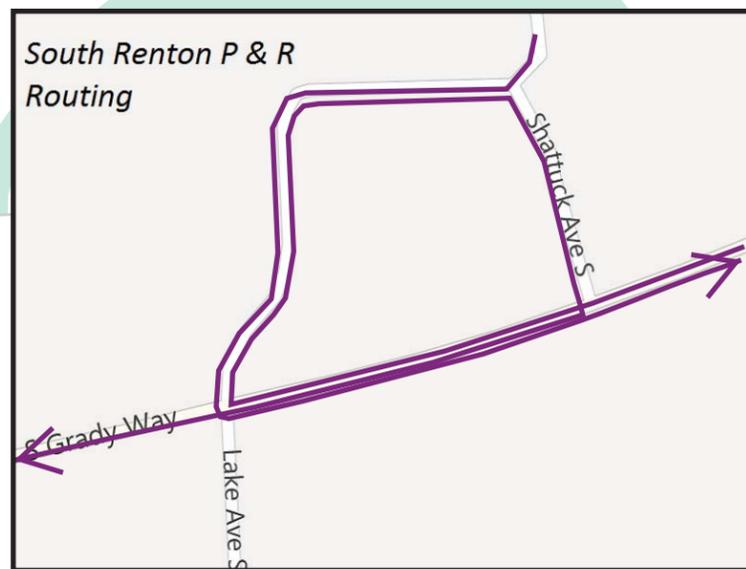
www.psrc.org/assets/7911/Definitions_SecuredandUnsecuredFunding.pdf

Unsecured fund is expected to be awarded in 2013. No additional future grants will be submitted for this project.

Route 101 Transit Priority Corridor Improvements



Boeing Co.



Legend

- Proposed
- Signal Improvements
- Intersection Modification
- New Signal
- Queue Jump
- Stop Control
- Tee Intersection Bypass
- F-Line RapidRide Route
- Route 101

