

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: Seattle Central Waterfront Regional Passenger-Only Ferry Terminal</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 Ferry District</p> <p>b. Co-sponsor(s) if applicable: King County DOT, Marine Division</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 type="checkbox"/> Yes <input checked="" 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>If selected for funding the KCFD will request funds be transferred to FTA and will follow FTA obligation rules and procedures.</p>
4	<p>Project contact person: John Resha</p> <p>Address: 516 3rd Ave, Room 1200, Seattle Wa. 98104</p> <p>Phone: 206-296-1658</p> <p>Email: john.resha@kingcounty.gov</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>The project will perform initial design of, and complete environmental permit applications for a new regional passenger-only ferry (POF) hub on the central Seattle waterfront for all current and planned greater Puget Sound POF services. The Regional POF hub will include vessel boarding slips, ticket vending facilities, passenger waiting and queing areas, customer information systems, wayfinding signage, and other rider amenities. Additionally, this project will include the assessment of a location and design for an interim facility should this be necessary within the next three years as a result of Washington State Ferries (WSF) plans at Colman Dock.</p> <p>Project justification, need or purpose: Please explain the intent, need or purpose of this project. What is the goal or desired outcome?</p> <p>Need: The existing POF terminal at Pier 50, which is owned by WSDOT/WSF, is currently planned to be demolished as the first phase of the Colman Dock replacement project and is scheduled to occur in 2015. The WSF project to replace the Colman Dock does not include replacement of the POF terminal, leaving the Seattle waterfront without a designated POF terminal for the first time in over 20 years, thereby displacing not only the nearly 400,000 current passengers being served, but also the additional future users coming from projected growth and new routes being planned for implementation.</p> <p>Goal: This project is intended to provide funding to enable the King County Ferry District (KCFD) to collaborate with WSF and other current and prospective regional passenger-only operators to determine the most effective means to provide a Regional POF terminal co-located or adjacent to the Colman Dock terminal.</p> <p>Justification: The regions adopted long range plan T2040 and state legislature has determined that passenger-only service is a key element to the regional and state's transportation system. PSRC's adopted T2040 plan supports preservation of the existing passenger-only ferry routes and development of at least three additional routes across Puget Sound. Colman Dock is also one of three designated multimodal hubs identified by the Seattle Transit Master Plan as the centerpiece for regional intermodal connections. Passenger-only ferries are one of the major modes serving this hub. If POF service is forced by WSF to move elsewhere on the central Seattle waterfront, it will create additional demands for transit connections and inefficient use of scarce waterfront real estate.</p> <p>Desired Outcome: Define preferred locations for interim and long-term passenger-only ferry facilities on the central Seattle waterfront; develop the long-term facility concept to the 30% design level; prepare a complete bid package for the interim terminal, and prepare necessary regulatory permit applications for both facilities.</p>
<p>6</p>	<p>Project location: Vicinity of Pier 50 on the Seattle waterfront</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): Alaskan Way & Washington Street</p> <p>c. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): Alaskan Way & Madison Street</p>
<p>7</p>	<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 Federal functional classification code (Please select only one code using the table below)

For assistance determining functional classification, contact Stephanie Rossi at (206) 971-3054 or srossi@psrc.org.

Important: A roadway must be approved 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".

Examples of exceptions:

- 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.

For more information on functional classification, please refer to www.wsdot.wa.gov/mapsdata/travel/hpms/functionalclass.htm

**Rural Functional Classifications
"Under 5,000 population"**

(Outside federal-aid urbanized and federal-aid urban areas)

- 00** Exception
- 01** Principal Arterial - Interstate
- 02** Principal Arterial
- 06** Minor Arterial
- 07** Major Collector
- 08** Minor Collector
- 09** Local Access
- 21** Proposed Principal Arterial – Interstate
- 22** Proposed Principal Arterial
- 26** Proposed Minor Arterial
- 27** Proposed Major Collector
- 28** Proposed Minor Collector
- 29** Proposed Local Access

**Urban Functional Classifications
"Over 5,000 population"**

(Inside federal-aid urbanized and federal-aid urban areas)

- 00** Exception
- 11** Principal Arterial – Interstate
- 12** Principal Arterial – Expressway
- 14** Principal Arterial
- 16** Minor Arterial
- 17** Collector
- 19** Local Access
- 31** Proposed Principal Arterial – Interstate
- 32** Proposed Principal Arterial – Expressway
- 34** Proposed Principal Arterial
- 36** Proposed Minor Arterial
- 37** Proposed Collector
- 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 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/.

a. Is the project specifically identified in a local comprehensive plan?

- Yes. Indicate (1) plan name, (2) relevant section(s), and (3) page number where it can be found:
City of Seattle, Transportation Element, Policy T29, page 3.10
- No. Describe how the project is consistent with the applicable local comprehensive plan, citing specific local policies and provisions the project supports. Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page number.

- b. Please check all boxes that apply to the project's location. If portions of the project are located in more than one of the locations listed, please check all appropriate boxes.
- The project is located outside the designated urban growth area.
(Refer to Map of Urban/Rural Boundaries at www.psrc.org/assets/468/fedaidthmap.pdf for more information.)
 - The project is located within the designated urban growth area.
 - The project is located within one or more formally designated regional growth or manufacturing/industrial centers. (Please identify the center(s) in the space below; refer to www.psrc.org/growth/centers for more information.)
Seattle Downtown

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.

This project will replace and expand the passenger only ferry hub located at pier 50. The new Regional POF terminal that will be designed to accommodate the existing and planned growth included in T2040. The patrons of the existing and projected growth of the passenger only ferry system(s) will help the Downtown Seattle Regional Growth Center reach it employment targets. The elimination of the POF terminal will have immediate and future negative impacts on employment in the Downtown Center. In 2011, nearly 400,000 passengers passed through the exiting POF terminal at Pier 50, up approximately 25% from 2010 levels, and continuing a trend of growth over the past 5 years. A recent ridership forecast conducted for the King County Ferry District shows an increase of over 200% in ridership on the West Seattle Water Taxi route by 2030. All routes will be impacted by the regional growth of 1.5 million new people and 1.2 million new jobs over the next 30 years as outlined in the Puget Sound Regional Council's adopted T2040 plan.

Additionally, the POF system will increase pedestrian and bicycle access to downtown Seattle without increasing car, van pool, or bus traffic. By making jobs in downtown Seattle accessible to residents in West Seattle, Vashon Island, King County, Kitsap County, Jefferson County, and potentially other counties on Puget Sound the POF terminal will allow broader participation in the growth of the largest urban center in the state and encourages residential growth in close proximity to the terminals on the west end of the routes.

The retention of a POF terminal on the Seattle water front is consistent with local and regional plans for development in the Downtown Seattle Regional Growth Center. The City of Seattle Comprehensive Plan, Policy T29 encourages the expansion of POF service and land-side facilities and terminals that encourage walk-on (by foot, bicycle, and transit) trips rather than ferry travel with automobiles.

An expanded passenger-only fleet of vessels not only creates family wages jobs in the marine industry by building, servicing, and operating the vessels, but it also provides direct, efficient, reliable, and environmentally friendly transportation service into the downtown Seattle business district. With the permanent POF terminal serving multiple routes at Colman Dock, the planned transit service to that facility will also be available to commuters arriving via POF. For the interim terminal, access to existing transit will be factor in selecting a location.

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).

WSF plans to demolish the existing POF terminal at Pier 50 without replacing it. This project will support collaboration with WSF to incorporate a POF terminal capable of serving at least 6 routes into the plans for the renovated Colman Dock. The current Central Waterfront planning efforts do not include any provision for a POF terminal anywhere other than at Colman Dock. Without this project, there is a high risk that POF service, an important multimodal transportation option to downtown Seattle, will be interrupted or eliminated. The nearly 400,000 passengers per year of today, which can be projected to grow to over a million passengers per year by 2040, will be lost with the elimination of a convenient and reliable Seattle central waterfront multimodal passenger-only ferry regional hub terminal.

In addition to providing access to jobs as described above, this project will enhance economic development at the west end of each route served by increasing access to tourists and businesses, and encouraging residential development near the terminals. This project will also help energize the revitalized central Seattle waterfront by bringing more people to the waterfront from communities to the west and by given visitors to the waterfront more opportunities to get out on the water and experience the city from a waterborne perspective. There is clearly a benefit to commuters and residents on each end of the routes from a fully developed, integrated, passenger-only system operating into a multimodal facility.

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.

Passenger-only ferries provide an efficient means of bringing people to downtown Seattle. By delivering walk-on passengers and bicycles directly to the transit connections at Colman Dock, they connect people with jobs, bringing energy to the urban core and revenue to their home communities, thereby spreading wealth around the region.

While passenger-only ferries have been serving the Seattle waterfront for more than 20 years, they are at risk if current plans for Colman Dock are executed without including a replacement POF terminal. The improvements at Colman Dock and the revitalization of the central waterfront provide a unique opportunity to create a hub capable of serving not only the three routes that currently land at Pier 50 but also routes serving Bremerton and Port Townsend, both of which have taken major steps towards implementing new service. In Transportation 2040, PSRC's guiding transportation plan, additional routes are planned serving Southworth, Des Moines, and Shilshole and possibly Port Townsend and Vancouver B.C. This project is necessary for the existing services to continue and for future services to be possible.

Concentrating both passenger-only and passenger-vehicle ferry service at Colman Dock allows for efficient transit service to a single location as well as simplifying way finding for visitors and residents looking for an opportunity to get out on the water. Without a regional hub, each operator will be forced to establish a dedicated landing facility, increasing costs to a new service by creating unnecessary duplicative facilities, and producing a challenge to provide transit at the level of service necessary to make passenger-only ferries a competitive mode of transportation.

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.

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.

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.

A regional passenger-only ferry terminal will allow modern, efficient vessels to bring commuters to downtown Seattle without the need to bring a private vehicle across or around Puget Sound. This is in direct alignment with the Washington State Legislature's establishment of greenhouse gas emission reduction requirements (RCW 70.235.020) and vehicle miles traveled reduction goals (RCW 47.01.440), which were incorporated into PSRC's VISION 2040. King County Countywide Planning Policy EN-17 also directs the county and cities to establish a countywide greenhouse gas emissions reduction target that exceeds the statewide reduction requirement.

When up to 250 passengers commute on a single ferry on a direct route, it is environmentally superior to large numbers of private vehicles driving 60 to 100 plus miles one way around Puget Sound. New vessels with Tier 2 or Tier 3 diesel engines produce a small fraction of the emissions of earlier vessels, making the emissions per passenger mile competitive with other transit modes. Reducing the use of private vehicles has the secondary effect of reducing congestion, which further reduces private vehicle emissions and vehicle miles traveled.

To further improve air quality, the interim and permanent facility will be designed to include sufficient shore power to meet the non-propulsion power requirements of the vessels that call on it. This will allow them to shut down both the main propulsion engines and diesel generators while at the dock. Sufficient shore power will also be provided to recharge the onboard battery banks of any hybrid vessels that are put into service by local operators.

Current passenger-only service providers do not parallel existing WSF routes. Accordingly, the elimination of the current passenger-only terminal on the Seattle waterfront will directly mean that all of the approximately 400,000 passenger transits performed today will have to find an alternative mode of transportation to get their destination. There is no way of accurately determining which mode of transportation will be chosen by these riders, but

passenger-only ferry operations are an inherently efficient mode of transportation. So, the likely outcome is increase emissions into the environment. This impact will only grow over time, particularly given the anticipated growth of passenger-only ferry riders in coming decades.

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 lburris@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 polices 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	\$1,038,000.00	2013

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

PE//Design (30% design of the permanent facility, 100% design of the interim facility), and regulatory permits.

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? [yes/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?
 - If not, when is this milestone scheduled to be complete?
 - When are Preliminary Plans expected to be approved?
 - Are there any other PE/Design milestones not listed above? Please identify and provide estimates dates of completion.

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

- How many parcels do you need?
- What is the zoning in the project area (e.g., commercial, residential, etc.)?
- Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.
- Does your agency have experience in conducting right of way acquisitions of similar size and complexity?
- If not, when do you expect a consultant to be selected, under contract, and ready to start?
- 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

- Right of Way Plans (stamped)
- Relocation Plan (if applicable)
- Right of Way Certification
- Right of Way Acquisition
- Certification Audit by WSDOT Right of Way Analyst
- Relocation Certification, if applicable

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.
- Identify the environmental permits needed for the project and when they are scheduled to be acquired.

- Is PS&E approved? Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval.
- When is the project scheduled to go to ad?

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.

This project will build on the current site selection process being conducted by the King County Ferry District. The site selection process is studying alternative sites for the interim terminal from Pier 48 north to Pier 62/63, as interim terminal location may be necessary. Among the factors being considered are employment within 1/4 and 1/2 mile radii, access to transit, property ownership, regulatory permit requirements, and impacts on current ridership levels. The design effort funded by this grant application is anticipated to be for a terminal at or adjacent to the current location as a means to support the multimodal transportation hub at Colman Dock.

Passenger-only ferries have been calling at or adjacent to Colman Dock, for over 20 years, including service to West Seattle, Vashon Island, Bremerton, and Kingston. Although service to Bremerton was canceled several years ago, it is expected to be re-started later in 2012 with a new vessel specifically designed to produce minimum wake as it runs through the sensitive area of Rich Passage. WSF is in the process of developing the design for a replacement terminal at Colman Dock that demolishes but does not replace the passenger-only facility at Pier 50. If the WSF plan is implemented as currently designed, passenger-only ferry service to downtown Seattle is at risk as no other locations have been included in the current Central Waterfront planning process.

The existing POF terminal at Pier 50 only has two slips, which currently serve three routes. During peak commute periods, arriving ferries are frequently required to idle a few hundred yards from the terminal until a landing slip becomes available. This project would design both interim and permanent facilities with sufficient slips to serve all anticipated routes, optimizing the efficiency and operating schedule by avoiding the need for vessels to sit at idle waiting for an available slip.

While there have been many plans for increasing passenger-only ferry service to downtown Seattle over the years and a few services that were started did not survive, demand continues to increase as more jobs are created in downtown Seattle and surrounding neighborhoods including South Lake Union, SODO, and Belltown. At the same

time vessel technology continues to improve, making vessels more fuel efficient and cleaner. Local boat builders are national leaders in manufacturing technology and design, with Puget Sound built ferries operating around the country. Unlike other transit vehicles, the manufacturing jobs associated with passenger-ferry construction will be local.

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 19d, 19e and 19f.

Project Sponsor:	King County Ferry District
Project Title:	Seattle Central Waterfront Regional Passenger-Only Ferry Terminal

19d. 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				Estimated Phase Completion Date: <div style="border: 1px solid black; height: 20px; width: 100%;"></div>
Planning				
Planning				
Planning TOTAL:			\$ -	
Preliminary Engineering / Design	CMAQ Grant	Unsecured	\$ 1,038,000	Estimated Phase Completion Date: <div style="border: 1px solid black; padding: 2px;">Dec-13</div>
Preliminary Engineering / Design	Local KCFD Match	Secured	\$ 162,000	
Preliminary Engineering / Design				
Preliminary Engineering / Design TOTAL:			\$ 1,200,000	
Right of Way				Estimated Phase Completion Date: <div style="border: 1px solid black; height: 20px; width: 100%;"></div>
Right of Way				
Right of Way				
Right of Way TOTAL:			\$ -	
Construction				Estimated Phase Completion Date: <div style="border: 1px solid black; padding: 2px;">Jun-15</div>
Construction				
Construction TOTAL			\$ -	
Other				Estimated Phase Completion Date: <div style="border: 1px solid black; height: 20px; width: 100%;"></div>
Other				
Other TOTAL:			\$ -	
TOTAL Estimated Project Cost, All Phases:			\$ 1,200,000	Estimated Project Completion Date: <div style="border: 1px solid black; height: 20px; width: 100%;"></div>

19e. Provide documentation and/or an explanation of the secured funds identified above.

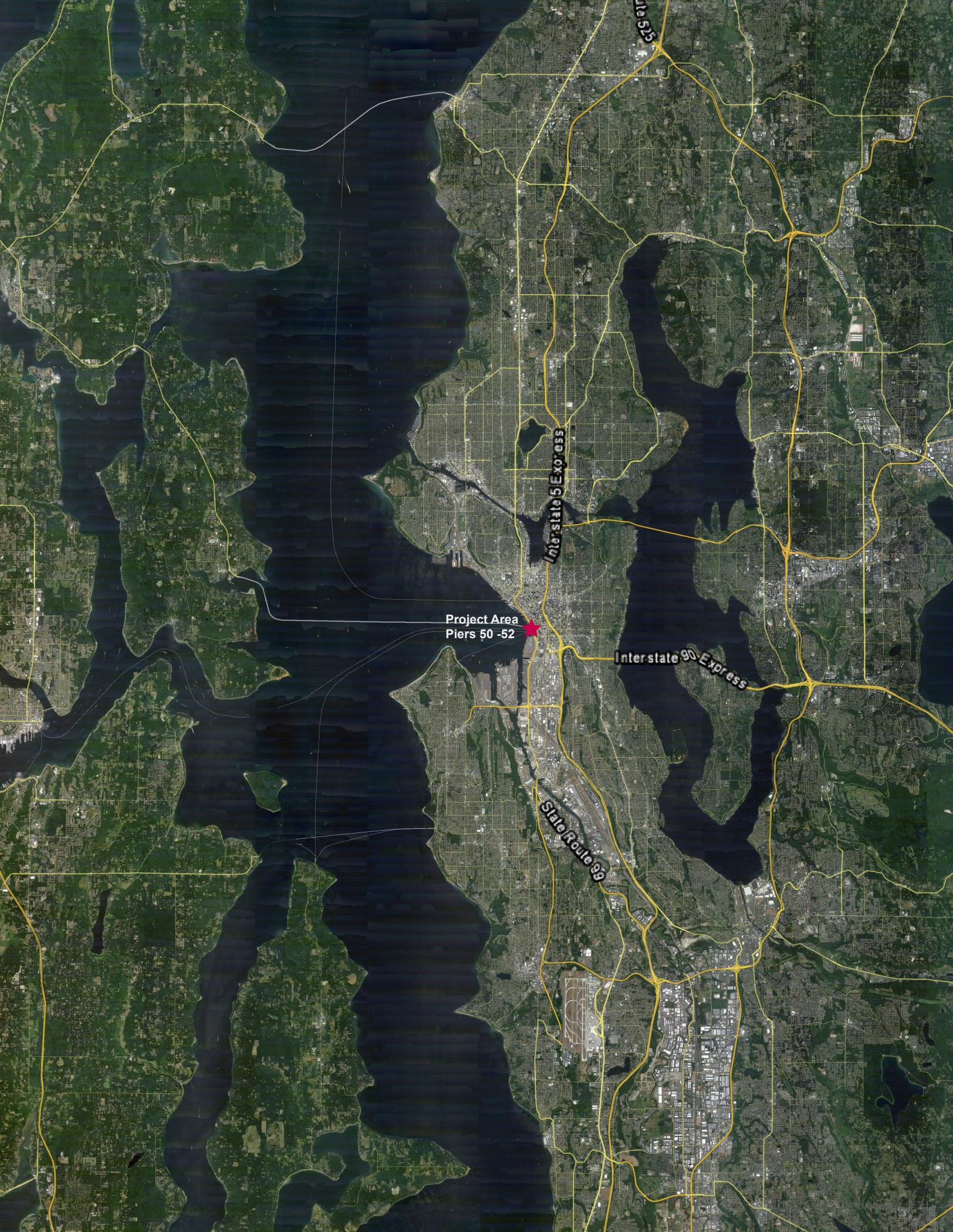
For example, provide web links to a grant award notification, provide the page number of local funds identified for the project in the local 6-year transportation program or transit plan, etc. For more information on the definition of secured/unsecured funds, refer to:

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

Local matching funds will be provided by King County Ferry District funding produced by property tax levy and/or farebox revenue

19F. 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



Project Area
Piers 50-52

Interstate 5 Express

Interstate 90 Express

State Route 99

