

2006 STP/CMAQ Regional Competition Application

This application is available on the PSRC Web site at <http://www.psrc.org/projects/tip/index.htm>.

Puget Sound Regional Council

****Please read all of the text in this section before completing this application.****

Important notice: The importance of complete and accurate information on every application cannot be overemphasized. The evaluation and scoring of all submitted projects will be based on the answers provided in this application. A project's suitability for regional funding may be compromised if the application is found to have omissions or inaccuracies. In addition, sponsors of projects recommended for funding as a result of the competition should be aware that their application could be used in the future to evaluate the status of a project if it fails to comply with the requirements of the Puget Sound Regional Council's (PSRC) Project Tracking program.

Projects receiving funding as a result of this competition: Funding distributed as a result of the 2006 STP/CMAQ Regional Competition is awarded to projects of regional priority, not to the sponsoring agency itself. Sponsors of projects that receive funds from this competition will be required to submit a more detailed TIPMOD or TIPNEW application, which will be due to the PSRC on July 21 2006. Please note that these sponsors will also be asked to certify that they will comply with the conditions of the PSRC's Project Tracking Program, as a condition of accepting regional funding. Failing to comply with this condition, and/or with the conditions established in the PSRC's Project Tracking Program, may eventually result in the loss and/or transfer of funds to another regional priority project.

CMS requirements: Per revisions to the PSRC's Congestion Management System [in accordance with Title 23, Section 134,(i)(3) USC – Highways], sponsors of projects that receive funds as a result of this competition will be required to document the purpose and need for any project that provides general purpose capacity expansion on minor arterials or major/minor collectors (urban or rural).

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 TIPRPEC@psrc.org. Please name the file "(Agency): (Project title)". 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 PSRC's Web site. Mailed materials should be sent to: Larry Burris, Puget Sound Regional Council, 1011 Western Avenue Ste 500, Seattle, WA 98104-1035 and/or faxed to 206-587-4825, Attn: Larry Burris. For questions or to confirm receipt of your application, contact Larry Burris at 206-464-5301 or lbarris@psrc.org. All applications must be submitted by **May 1, 2006**.

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 206-464-7892 or kmcgourty@psrc.org.

PROJECT DESCRIPTION INFORMATION

1	Project title: King County Metro Bus Rapid Transit (BRT) Implementation 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).
2	Destination 2030 ID#: Project is consistent with Destination 2030 policies RT-8.1, RT-8.12, RT-8.18, RT-8.22 and RT-8.39 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 Kaori Fujisawa at 206-587-5063 or kfujisawa@psrc.org .

3	<p>a. Sponsoring agency: King County Metro</p> <p>b. Co-sponsor(s) if applicable:</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 checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>d. If not, which agency will serve as your CA sponsor?</p>
4	<p>Project contact person: Peter Heffernan</p> <p>Address: KSC-TR-0814, 201 S Jackson, Seattle, Washington 98104</p> <p>Phone: 206-684-1812</p> <p>Fax: 206-684-2111</p> <p>E-Mail: peter.heffernan@metrokc.gov</p>

5 Project description. Please be as clear and concise as possible. Include a description of the project, the need for the project, and the project purpose.

Description

This proposal will implement improvements on six Bus Rapid Transit (BRT) corridors to make transit service faster, more reliable and convenient in order to encourage more people to use transit and respond to increasing transit demand. The corridors extend from Shoreline to Seattle along Aurora Avenue N; Ballard to downtown Seattle along 15th Ave W; West Seattle to downtown Seattle, with a possible extension to the University District; Bellevue to Redmond on NE 8th St and 156th Avenue NE; Federal Way to SeaTac along Pacific Highway S; and along N 8th and Logan Avenue in Renton.

Specific improvements to enhance speed and reliability will include transit lanes, queue jumps at intersections, bus bulbs, transit signal priority and other Intelligent Transportation System (ITS) investments. Passenger amenity investments will include new, special shelters and stations with improved lighting, bicycle amenities, and real-time rider information. These investments will combine to make transit more reliable, faster by 5-15% along the targeted corridors and more convenient to use.

Need

As congestion increases and air quality declines, it is important to provide alternatives to driving alone. Travel demand continues to outpace the region's ability to add vehicle capacity to the transportation system and it will only get worse with King County expecting to add more than 150,000 residents over the next 10 years. Even with significant funds identified for investment in major corridors, it is not physically or financially possible to build enough roads needed to meet travel demand. To provide needed mobility and reduce greenhouse gas emissions, it is important to use the existing system more efficiently. Transit increases the people-carrying capacity of the transportation system by moving more people on existing roadways, without costly road building.

Under current conditions however, transit travel speeds and reliability have degraded over time as traffic congestion and ridership increase. It takes additional investment simply to maintain existing service levels. The proposed capital improvements to the BRT corridors will help mitigate the service degradation by enabling buses to bypass congestion through transit priority treatments, thereby enabling buses to operate with greater speed and reliability. By enhancing transit performance, these capital improvements will also play a pivotal role in improving transit's competitiveness during major construction projects such as the replacement of the Alaskan Way Viaduct, the Evergreen Point Floating Bridge and I-405 expansion. Improvements to these BRT corridors will also lay a foundation for Metro's BRT system which will provide higher quality, more frequent and convenient trips and move more people than traditional bus service.

Purpose

Metro's proposed BRT will be characterized by high frequency service, faster and more reliable trip times, real-time schedule information, increased passenger convenience and comfort, and unique, environmentally friendly buses. The goal of Metro's BRT is to provide 10 minute service during peak periods, and service every 15 minute or better all day.

The BRT system will also be easier to access both on foot and by bicycle. Shelter and station improvements will improve the pedestrian environment and include bicycle amenities such as racks and lockers. The BRT buses will be equipped with 3-bike racks.

The combination of all these characteristics will improve the customer's transit experience and make the transit system easier to understand and use. This in turn will provide an attractive alternative to driving alone and draw new riders, helping take auto trips off of congested roads and highways and reducing vehicle miles traveled. On Aurora Avenue North, where similar investments have already been made, a 20% increase in service resulted in a 32% increase in ridership. With comparable results, ridership along these corridors could increase from 34,000 to 45,000 riders per weekday.

<p>6</p>	<p>Project location:</p> <ul style="list-style-type: none"> • Shoreline to downtown Seattle on Aurora Avenue N. • Ballard to downtown Seattle along 15th Avenue W. and Elliott Avenue W. • West Seattle to south downtown Seattle, and the University District • Bellevue to Redmond on NE 8th St. and 156th Avenue NE via Crossroads and Overlake • Federal Way to Seatac on Pacific Highway S. via Midway • North 8th and Logan Avenue N in Renton <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): Various</p> <p>c. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): Various</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").</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 206-587-5118 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.

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

Note: Cities, towns, and counties seeking federal funds managed by the PSRC may submit an application only if their comprehensive plan has been certified by the PSRC. All other agencies (e.g., transit agencies, WSDOT, tribal nations, etc.) must show that their project is consistent with the applicable city and/or county comprehensive plan(s), and with *VISION 2020* and *Destination 2030*, the central Puget Sound region's Metropolitan Transportation Plan. For questions on consistency and certification, contact Rocky Piro at 206-464-6360 or rpiro@psrc.org. For questions regarding centers, contact Ben Bakkenta at 206-464-5372 or bbakkenta@psrc.org.

9 Consistency with adopted *VISION 2020* and *Destination 2030* (Metropolitan Transportation Plan)

Note: The questions in this section must be answered by all applicants. If you need assistance, please contact staff at the local jurisdiction in which the project is located. Information on the current certification status of a local plan is available on the PSRC's Web site at www.psrc.org/projects/planreview/ppr_status.htm. To obtain copies of the adopted *VISION 2020* or *Destination 2030* documents, please contact the PSRC's Information Center at 206-464-7532 or infoctr@psrc.org.

a. Indicate the current certification status of the local comprehensive plan's transportation element. Note: Select only one from the drop down box below and provide the most recent date of certification action. If you select "Not Certified," leave the date field blank.

- Certification Status: Certified
- Date of certification action (mm/dd/yy): 1/26/06

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 <http://www.psrc.org/projects/tip/applications/reference.htm> for more information.)
- The project is located within the designated urban growth area.
- The project is located within a formally designated regional growth center. (Please identify the regional growth and/or manufacturing/industrial center in the space below; refer to <http://www.psrc.org/projects/monitoring/rqc.htm> for more information.)

Urban Centers: Bellevue, Federal Way, Redmond, Renton, SeaTac, Downtown Seattle and the University District.

Manufacturing Centers: Ballard/Interbay, Duwamish and Overlake

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

- Yes. Indicate the (1) plan name, (2) relevant section(s), and (3) page number where it can be found:

The development of Bus Rapid Transit (BRT) is identified as Service Strategy, S-5 in The King County Metro Six-Year Transit Development Plan, page 4-13. The strategy specifically identifies Aurora Avenue North, Pacific Highway South and Northeast 8 Street /156th Avenue NE as the three highest priority BRT corridors. West Seattle to downtown Seattle and Ballard to downtown Seattle are also identified in the Six-Year Plan as candidate BRT corridors and are noted as priorities for the City of Seattle.

In addition, the 2005 Seattle Transit Plan identifies the three corridors in Seattle as part of the Urban Village Transit Network (multiple references throughout the document; Appendix 5). The other above mentioned corridors are also consistent with the local comprehensive plans from the respective cities.

The North 8th//Logan corridor is identified in the I-405 Corridor Program and the project is consistent with the City of Renton comprehensive plan.

- 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.

REGIONAL PROJECT EVALUATION

Important: Projects will be evaluated and scored based on the information provided in Parts 1 and 2 that follow. Refer to the "Regional Project Evaluation Criteria" (Section 3 of the STP/CMAQ Regional Competition Call for Projects) 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 (50 Points)

10. **Select one of the following three categories that best fits your project and follow the corresponding instructions:**

- Designated Urban 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: Please refer to Attachment 6 of the Policy Framework (Section 2 of the STP/CMAQ Regional Competition Call for Projects) for a map of designated urban and manufacturing/industrial centers. An updated map is also available on the PSRC website at <http://www.psrc.org/projects/tip/index.htm>. For questions regarding the designation of a specific center, contact Ben Bakkenta at 206-464-5372 or bbakkenta@psrc.org. Information on the 2005 adopted Regional Economic Strategy and the five 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 Jeff Raker at 206-464-6179 or jraker@psrc.org.

A. Designated Urban Centers (50 Points)

Instructions: Complete this section if you selected "Designated Urban Centers" in question 10, and then proceed directly to Part 2 (questions 14-17). Do not complete questions 12 or 13.

11. **Please explain how your project addresses the following:**

- How will the project help the Urban Center to develop in a manner consistent with adopted policies or comprehensive plans? Describe how the project will support activity in the Urban Center, implement any development plans for the center, and enhance the Center's sense of place. Please provide a citation and copy of the appropriate page(s) from the plan or policies with your application.
- Will the project create, sustain or provide benefits to a targeted industry cluster business within a designated urban center? Please describe the business(es) that will benefit from the project; descriptions should indicate the scale

- and nature of the business(es), as well as its market and workforce transportation needs. Benefits could be demonstrated through access and travel time improvements for employees, customers and freight movement.
- Describe the impact the project will have on the Urban Center. Will the project remedy an existing or anticipated problem (e.g., congestion, incomplete sidewalk system, inadequate transit service or facilities, etc.)? Will the project benefit a large number or wide variety of users (including commuters, residents, commercial users, those groups identified in the presidential Executive Orders for Environmental Justice¹ and/or areas experiencing high levels of unemployment or chronic underemployment)?
 - Will the project provide access to a major destination or significantly improve circulation within the Urban Center? For projects with a parking component, describe how it will be compatible with a pedestrian-oriented environment.

B. Manufacturing/Industrial Centers (50 Points)

Instructions: Complete this section if you selected "Manufacturing/Industrial Centers" in question 10, and then proceed directly to Part 2 (questions 14-17). Do not complete questions 11 or 13.

12. Please explain how your project addresses the following:

- How does the project result in time savings for moving freight and goods?
- Indicate whether the project focuses on addressing a physical gap or removing a barrier that is problematic for freight and goods movement.
- How does the project contribute to achieving a more "seamless" system of moving freight and goods by reducing modal conflicts, such as between freight trains and trucks, in a safe and efficient manner?
- How does the project help to improve the circulation and movement of people and goods to various buildings and/or employment sites?
- Does the project or program contribute to transportation demand management and commute trip reduction opportunities? Please describe.
- Describe how the investment results in more reliable travel for various user groups (including employees, customers, modal carriers, those identified in the presidential Executive Orders for Environmental Justice² and/or areas experiencing high levels of unemployment or chronic underemployment).?
- Will the project create, sustain or provide benefits to a targeted industry cluster business within a designated manufacturing/industrial center? Please describe the business(es) that will benefit from the project; descriptions should indicate the scale and nature of the business(es), as well as its market and workforce transportation needs. Benefits could be demonstrated through access and travel time improvements for employees, customers and freight movement.

C. Connecting Corridors (50 Points)

Instructions: Complete this section if you selected "Connecting Corridors" in question 10, and then proceed directly to Part 2 (questions 14-17). Do not complete questions 11 or 12.

13. Please explain how your project addresses the following:

- Describe how the investment in the corridor improves access or directly benefits a center(s) by providing a range of travel modes and by serving multiple user groups (including commuters, residents, commercial users, those groups identified in the presidential Executive Orders for Environmental Justice³ and/or areas experiencing high levels of unemployment or chronic underemployment).
- Will the project create, sustain or provide benefits to a targeted industry cluster business within a designated urban or manufacturing/industrial center? Please describe the business(es) that will benefit from the project; descriptions should indicate the scale and nature of the business(es), as well as its market and workforce transportation needs.

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." For more information, refer to the PSRC's 2003 Environmental Justice Demographic Profile available on the PSRC website at <http://www.psrc.org/datapubs/ej/index.htm>, or contact the PSRC Information Center at 206-464-7532 or infoctr@psrc.org.

² see footnote above

³ see footnote above

Benefits could be demonstrated through access and travel time improvements for employees, customers and freight movement.

- Describe how the project improves a corridor in logical segments, thereby preventing missing links or gaps.
- Describe how the project creates more reliable and efficient travel flows along the corridor by filling missing links or removing barriers.
- Describe how the improvements create long-term sustainable solutions and improve the system as a whole.
- Describe how this project improves safety and/or reduces modal conflict.

Describe how the investment in the corridor improves access or directly benefits a center(s) by providing a range of travel modes and by serving multiple user groups

Enhancements to the six BRT corridors will improve access to and from the designated regional growth centers and other destinations along the corridors by making transit faster and more reliable, reducing the number of single-occupant vehicles (SOV's) and improving travel times for other users of these corridors like carriers of freights and goods. BRT will also increase the people-carrying capacity of these corridors by moving more travelers on existing roadways. Collectively, the corridors provide access to and from 7 of the 12 designated urban centers in King County – the centers served are Downtown Seattle, the University District, Federal Way, SeaTac, Renton, Redmond and Downtown Bellevue. The corridors also serve the manufacturing centers of Ballard/Interbay, Duwamish and Overlake. The combined population of all the centers is 62,439 with employment of 356,769. The urban centers have roughly 59,000 residents and 268,144 jobs and the manufacturing centers are home to roughly 3,500 people and 88,600 jobs.

These improvements will also improve air quality and reduce emissions in centers and elsewhere by attracting new riders to transit, thereby reducing single-occupant vehicle use and vehicle miles traveled. Metro also operates environmentally-friendly hybrid coaches and low-sulfur diesel buses with an increasing use of biodiesel fuel which also pollute less. Additionally, BRT-level service promotes pedestrian-friendly development, which encourages people to walk more, use transit and drive less. BRT is also accessible to bicycling, with stations equipped with bike racks or lockers and three-bike capacity racks on BRT buses.

These corridors extend through multiple designated urban and manufacturing centers and lay the foundation for all-day service that will serve commuters, students, transit-dependent and other transit users alike. The predominant land use adjacent to the corridors is commercial and industrial, with surrounding high density and urban residential.

This project and the improved transit service it facilitates will benefit minority and low income populations as designated in the presidential Executive Orders for Environmental Justice. According to census data, approximately 45% of the population adjacent to the corridors is minority and 43% is low income.

Will the project create, sustain or provide benefits to a targeted industry cluster business within a designated urban or manufacturing/industrial center?

These proposed improvements will benefit the Puget Sound Regional Council's identified targeted cluster businesses by making them more accessible to employees and customers with improved transit speed, reliability and convenience. Additionally, by reducing the number of single-occupant vehicles on the road, this project will help free up capacity for other vehicles, including freight. Freeing up capacity for freight is particularly important on the BRT corridors which are also high freight corridors. A number of the BRT corridors include segments of roadway that are classified as high freight routes (T-1), carrying 10 million or more tons per year – these segments are Aurora Ave N, north of West Greenlake Way, the Spokane Street Viaduct, 15th Avenue NW and Elliott Ave West. Other portions of the BRT corridors that carry between 4 and 10 millions tons of goods per year (T-2) are located at Aurora Avenue North, south of West Greenlake Way, Logan Avenue N, and a segment of NE 8th.

All the BRT corridors connect to and through manufacturing and urban centers where jobs from the economic clusters are located. The three West subarea corridors each connect to downtown Seattle, where 176,883 jobs are located and where all five industry clusters are represented. In addition, the West corridors also connect to the Duwamish manufacturing center with 67,919 jobs, many in Logistics and International Trade businesses; Ballard/Interbay with 1,420 jobs, including those in Life Sciences, Information Technology, Environment & Alternative Energy, Aerospace and Logistics & International Trade; and the University District with 19,512 jobs, including those in Life Sciences, Environment & Alternative Energy, Logistics & International Trade and Information Technology. South Lake Union is also along one of the BRT corridors, and although not a designated center, it has a significant concentration of Life Sciences jobs along with Information Technology, Logistics & International Trade businesses. The three BRT corridors in the other subareas also serve economic clusters. The East subarea corridor serves the Overlake manufacturing center with 19,286 jobs, mostly in the Information Technology cluster. The two corridors in the South subarea serve SeaTac with 9,533 jobs, including those in the clusters of Logistics & International Trade and Information Technology; and Federal Way with 4,241 jobs, including Information Technology businesses.

Describe how the project improves a corridor in logical segments, thereby preventing missing links or gaps. These six corridors represent identified candidate BRT corridors where investments will boost BRT implementation. BRT investments can be made incrementally and projects in this proposal will build on previous work in some corridors and will implement a first phase of priority treatment in other corridors. Along Pacific Highway South and Aurora Avenue North, significant investment has already been made in HOV and BAT lanes as well as other transit priority treatments. These proposed improvements will advance the work conducted by local jurisdictions and previous Metro investment, and address remaining gaps in the corridors. On the corridor from West Seattle to downtown Seattle, the proposed improvements will build on existing transit priority treatments along the West Seattle freeway and implement initial priority components along the arterial segments of the corridor. For the corridor connecting Ballard to downtown Seattle, proposed improvements will comprise an initial phase of transit priority. Efforts in the NE 8th/156th corridor will complement transit signal priority projects that Metro has already undertaken with Bellevue and Redmond. Work along the North Park/Logan Avenue Corridor will identify a location for a new transit station to allow better connections to the regional system that will capitalize on the North 8th/I-405 HOV Direct Access Ramp in Sound Move.

Describe how the project creates more reliable and efficient travel flows along the corridor by filling missing links or removing barriers.

The proposed improvements will optimize transit movement through the corridors by providing transit signal priority, transit queue jumps and transit lanes. These treatments will allow transit to bypass congestion affecting general purpose traffic and enable transit to move more quickly and reliably. Other improvements such as bus bulbs will also speed service by allowing buses to make in-line stops, eliminating the need for transit to exit and re-enter traffic. These improvements will speed transit flow by 5-15% and reduce conflicts between transit and other traffic.

Faster and more reliable service made possible by the proposed improvements will help remove barriers to transit such as unreliability of service due to traffic congestion and inconvenience. Frequent service provided through BRT also makes the system more convenient and easier to use, allowing riders to catch a bus without consulting a timetable.

Describe how the improvements create long-term sustainable solutions and improve the system as a whole. The proposed investments will make physical improvements necessary to support Metro's BRT system. The improvements made through these initial investments will facilitate BRT implementation as well as enhance the speed and reliability of other transit service operating along the corridors. As the demand for transit and BRT service increases, the system can grow accordingly and be expanded incrementally as funds allow.

The corridors addressed by these improvements were identified as the priority for implementation, through Metro's efforts and interaction with local jurisdictions and subarea transportation boards. These corridors serve as the foundation for the BRT system.

Describe how this project improves safety and/or reduces modal conflict.

The potential for conflict between buses and other traffic will be reduced by providing priority and a level of exclusivity for transit with queue jumps, transit lanes and transit signal priority. In addition, bus bulbs will allow in-lane stops and reduce the requirement for buses to exit and re-enter traffic, also reducing potential for conflict. Fewer stops and faster boarding due to streamlined fare payment of the BRT service will also minimize the amount of time a bus remains stopped at a station, further reducing potential for modal conflict.

PART 2: QUESTIONS FOR ALL PROJECTS (50 Points)

Instructions: Once Section A, B, or C in Part 1 has been completed, complete all of Part 2 (questions 14-17).

D. Project Readiness/Financial Plan (30 Points STP, 10 Points CMAQ)

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) sections below. The primary objective of the evaluation is to determine if 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.
- If 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.

14. 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 for a Preliminary Engineering phase need not answer question #14.

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 these 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 14A below, select one of the three options from the drop down list for all items that apply 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 14B, including the estimated schedule for completion.

14A. Check all items that apply below. Note: if no ROW is required for the project, select "not needed" for sections b through g.

Not Yet Completed a. Final FHWA or FTA approval of environmental documents including:

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

Not Yet Completed - Section 106 Concurrence.

Not Yet 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.

(select one) - Certification Audit by WSDOT of Relocation Process, if applicable.

Not Yet Completed h. Engineer's Estimate.

Not Yet Complete i. All environmental permits obtained such as Army Corps of Engineers Permit, HPA, etc.

14B. 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.

The pre-design, preliminary engineering and final design is expected to take 18 months, including the environmental process. Construction is expected to take 2 years. The preliminary engineering phase is expected to commence when funding is available. The goal is to have all the improvements completed by 2010.

15. Financial plan: Please fill out Tables A-D below and corresponding questions E-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 funds (Table C) needed to complete the project.

Guidelines:

- All requested information must be provided to earn maximum points.
- Provide financial information for all funding types in every applicable phase, and use a separate row for each funding source.
- Totals of federal and other funds listed in Tables A, B, and C should equal the total project cost in Table D.
- Funding commitment letters must be provided for all financial partners.

Required Match: A minimum of 13.5% match is required for both STP and CMAQ funds. Sponsors of projects awarded funds through this competition will be required to provide information on these matching funds at a later date.

Table A: Funding Requested from Regional Competition

Phase	Estimated Obligation Date by Phase (mm/dd/yy)	PSRC Federal Funding Source (enter either STP or CMAQ; choose only one)	PSRC Federal Funds Amount
PE	4/1/2007	CMAQ	\$4,000,000
CN	9/1/2008	CMAQ	\$11,000,000
			\$
Totals:			\$15,000,000

Table B: Existing Secured Funding

Phase	Estimated Obligation* date by Phase (mm/dd/yy)	Source	Amount
PE	4/1/2007	Local	\$1,200,000
CN	1/1/2009	Local	\$270,000
			\$
			\$
TOTAL:			\$2,340,000

*For tables B or 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

*For tables B or 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 D: Total Project Cost (Please provide the total estimated cost and scheduled completed date for each phase of the project.)

Phase	Total estimated cost	Phase	Scheduled completion date (mm/dd/yy)
Planning:	\$870,000	Planning:	4/1/2007
Preliminary Engineering/Design:	\$5,202,000	Preliminary Engineering/Design:	9/1/2008
Right of Way:	N/A	Right of Way:	N/A
Construction:	\$11,271,000	Construction:	12/31/2010
Other (Specify) :	\$	Other (specify) :	
Total Project Cost:	\$17,340,000	Estimated date of completion (i.e. open for use)	12/31/2010

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

Proposed improvements will be fully funded.

F. If unable to completely fill out Table D (Total Project Cost): Use the space below to explain the nature of any project for which the total project cost 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.

E. Air Quality (20 Points STP, 40 Points CMAQ)

16. 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, how much fuel is consumed annually, where they are used 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 conflict
- 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? dal connections, shorter vehicle trips, etc.
- 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, population surrounding the project).
- Signalization, other ITS improvements: describe the existing conditions in the area (i.e., level of service, average daily traffic, etc.); 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.

These improvements intend to reduce emissions primarily through attracting new riders to transit, thereby reducing single-occupant vehicle use and vehicle miles traveled. These projects will also reduce emissions by increase traffic flow through the corridors and minimizing idling time.

The proposed capital improvements to the BRT corridors will allow enhanced bus service with greater speed, reliability and convenience. These capital improvements are a key component in Metro's proposed BRT, which is characterized by high frequency service, faster and more reliable trip times, real-time schedule information, higher level of passenger convenience and comfort, and unique, environmentally friendly buses. The combination of all these characteristics will enhance transit's overall performance, improve the customer's transit experience and make the transit system easier to understand and use. This in turn will provide an attractive alternative to driving alone and draw new riders, helping take auto trips off of congested roads and highways and reducing vehicle miles traveled. These capital improvements will also play a pivotal role in improving transit's competitiveness during major construction projects such as the replacement of the Alaskan Way Viaduct, the Evergreen Point Floating Bridge and I-405 expansion

This proposal will also add transit-only capacity and optimize the existing right-of-way with channelization to develop transit lanes. This will also enhance performance of the remaining general purpose lanes by removing buses from general traffic. Additionally, the optimization of transit flow along these corridors will reduce idling and can enhance travel time savings by 5-15%, also reducing emissions.

Metro's BRT will also help to reduce emissions by using environmentally-friendly hybrid buses. In addition, Metro operates a clean diesel fleet which uses ultra-low sulfur fuel and particulate traps to reduce emissions. To further cut down on greenhouse gases, Metro has begun using biodiesel in a portion of its fleet and intends to increase its use of biodiesel in the future both in terms of number of biodiesel-fueled buses and the percentage of biodiesel in fuel.

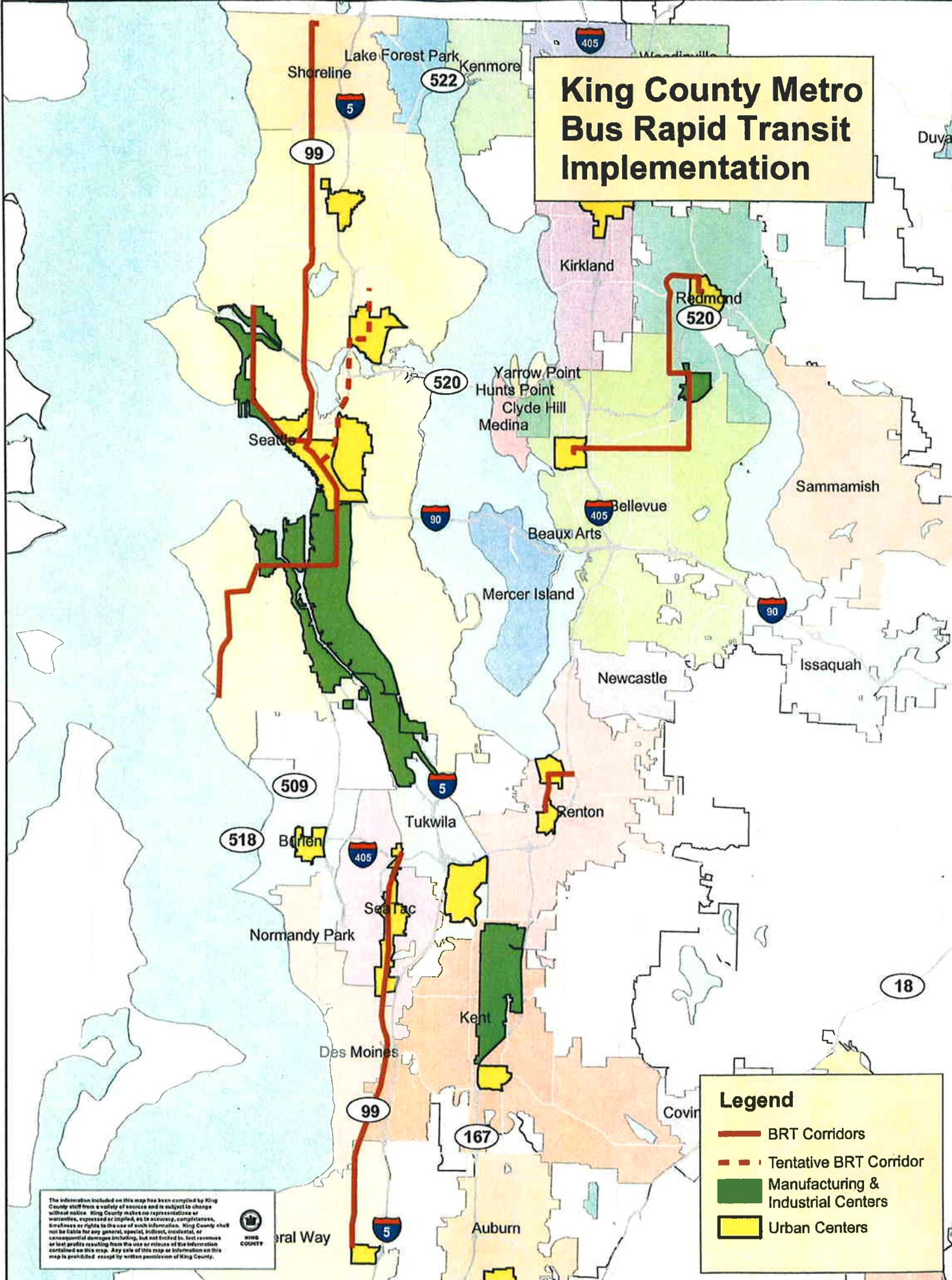
BRT-level service also promotes pedestrian-friendly development which encourages people to walk more, use transit and drive less. The BRT system will be easier to access both on foot and by bicycle. New stations will provide a better pedestrian environment and will be equipped with bike racks or lockers and BRT buses will have three-bike capacity racks.

Service on these corridors currently provides almost 34,000 rides each weekday, a number that is expected to increase with increased service. When similar investments were combined with a 20% increase in service on one of Metro's transit corridors, ridership increased by of 32%. The proposed capital improvements are targeted to be in place by 2010.

F. Other Considerations (No Points)

- 17. Please describe any additional aspects of your project** not requested in the application that could be relevant to the final project recommendation and decision-making process, particularly those relating to the support of the centers and connecting corridors policy focus. Note: No points will be given to this section.

King County Metro Bus Rapid Transit Implementation



Legend

- BRT Corridors
- - - Tentative BRT Corridor
- Manufacturing & Industrial Centers
- Urban Centers

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