

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: Puget Sound Regional Clean Truck Program</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#: NA</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: Port of Seattle/King County/Port of Tacoma</p> <p>b. Co-sponsor(s) if applicable: Puget Western/Mustard Seed Truck Stop (private partners)</p> <p style="padding-left: 20px;">For the purposes of this application and competition, "co-sponsor" refers to any agency that would receive a portion of the funding if the requested grant were to be awarded.</p> <p>c. Does sponsoring agency have "Certification Acceptance" status from WSDOT? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>d. If not, which agency will serve as your CA sponsor? For more information on Certification Acceptance and to find a listing of current CA agencies, please refer to www.wsdot.wa.gov/LocalPrograms/LAG/CA.htm</p> <p style="padding-left: 20px;">Port of Seattle</p>
4	<p>Project contact person: Janice Gedlund</p> <p>Address: Pier 69, PO Box 11209, Seattle, WA. 98111</p> <p>Phone: 206-787-7924</p> <p>Email: gedlund.j@portseattle.org</p>

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

a. **Project scope:** Please describe clearly and concisely the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? For example, if this is part of a larger project, please be specific as to what portion on which the grant funds will be used.

The Port of Seattle, King County, Port of Tacoma are jointly applying for a \$5,989,000 clean truck grant with a goal of reducing diesel truck emissions in two King County locations and two Pierce County locations with high volumes of truck activities. The project provides traffic congestion relief and air quality benefits for all in the Puget Sound Region.

The project will implement components of a larger effort, the Northwest Ports Clean Air Strategy (NWPCAS), to reduce harmful air pollutants from local haul trucks. NWPCAS was initiated by the Puget Sound Clean Air Agency, U.S. Environmental Protection Agency, Washington State Department of Ecology, Port of Seattle, the Port of Tacoma, and others. The project has three concurrent elements:

Element I: Replaces more than 200 older polluting drayage trucks that serve Port of Seattle marine terminals with newer model year trucks and/or EPA-certified emission reduction retrofits to render them equivalent to a 2007 model year truck over a two-year period. Element 1 will utilize \$4,500,000 of the grant and will be matched with \$605,500 by the Port of Seattle.

The outcome of Element I will be improved air quality and public health and to ensure a supply of trucks and truckers to dray cargo containers between the marine terminals and rail yards. The project will result in a reduction of approximately 15 tons of particulate matter (PM), 300 tons of nitric oxides (NOx), and 2,500 tons of greenhouse gas (GHG, in CO2-equivalent) by 2015, with on-going reductions each year thereafter. Element I will reduce diesel fuel use by 212,000 gallons annually.

Element II: Provides state of the art electrification infrastructure at private truck parking lots in North Bend and Sumner plus funding for Auxiliary Power Units (APU) and electric plug-in connectors for trucks that serve marine terminals at the Port of Seattle and the Port of Tacoma. The project will purchase, install and maintain up to 35 dedicated electrification pedestals (each can accommodate up to four plug-ins.) The grant will also provide up to 22 truck retrofits with APU units and electric plug-ins. Element II will utilize \$1,200,000 with a \$162,000 match by both truck parking lot owners.

The outcome of Element II will be improved air quality and public health protection, fuel savings and reduced truck idling both at the truck parking stops and at the port terminals. The project will result in a reduction of approximately 1 ton of particulate matter, 36 tons of NOx, and 2,100 tons of CO2 annually, with on-going reductions each year thereafter. Element II will reduce diesel fuel use by 189,000 gallons annually.

Element III: Provides Optical Character Recognition (OCR) and related improvements at two Port of Tacoma terminals resulting in congestion relief on Port of Tacoma Road and Fife/Tacoma stretch on I-5, and facilitating faster and more efficient access to Port facilities. Beyond time efficiency, the OCR equipment results in less engine idling on Port of Tacoma terminals which lessens health impact to workers, reduces air emission and increases fuel efficiency. Element III will utilize \$269,000 of the grant funds with a \$39,015 match by the Port of Tacoma.

The outcome of Element III will be improved air quality and public health protection, reduced total travel time, fuel savings and reduced truck idling. The project will result in a reduction of approximately 4.7 tons of particulate matter, 5.2 tons of NOx, and 296 tons of CO2 annually, with on-going reductions each year thereafter. It is estimated that the project will result in a reduction of diesel fuel by 27,693 gallons annually.

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

This project is justified because it reduces particulate matter, NOx and CO2 for trucks and helps meet the goals of the Northwest Port's Clean Air Strategy by upgrading trucks, providing alternative energy sources, reducing air emissions and promoting efficiency at port gates. The project elements will all help achieve the target goals set in the Governor's 2007 Washington Climate Change Challenge and affirmed in 2007 by the state legislature which established greenhouse gas emission targets. Reducing diesel emissions will have significant benefits for public health and would reduce health costs according to EPA estimates. The project also helps ensure that there will be trucks and drivers to move containers between the marine ports and the rail yards at the Port of Seattle. The project also helps solve the growing problem of emissions related to truck parking and helps complete a gap in the parking electrification network. It will also encourage truck owners to upgrade trucks with APU systems and plug-ins for electrification, reducing emissions and fuel use..

6 **Project location:** The project location includes the Port of Seattle marine terminals, the Port of Tacoma Marine Terminals and the truck parking areas near North Bend and Sumner.

a. County(ies) in which project is located: King and Pierce

Answer the following questions if applicable:

b. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad):

c. Crossroad/landmark nearest to end of project (identify landmark if no crossroad):

7 **Map:** Please include a legible project and vicinity map, if available. Maps may be attached to the email and submitted along with the application.

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	<p>The questions in this section must be answered by all applicants. If you need assistance, please contact staff at the local jurisdiction in which the project is located. Information on the current certification status of a local plan is available on the PSRC's web site at www.psrc.org/growth/planreview/statusreportppr/.</p>
	<p>a. Is the project specifically identified in a local comprehensive plan?</p> <p><input type="checkbox"/> Yes. Indicate (1) plan name, (2) relevant section(s), and (3) page number where it can be found:</p> <p><input checked="" type="checkbox"/> No. Describe how the project is consistent with the applicable local comprehensive plan, citing <u>specific</u> local policies and provisions the project supports. Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page number.</p> <p>The project and its related emissions reductions are supported in many of the policies in the Seattle Comprehensive Plan and the PSRC's Vision 2040 and Transportation 2040 Plans. The project's major goals include maintaining and improving air quality and reducing greenhouse gas emissions. Specific policies which support the Clean Truck project include Seattle Comprehensive Plan policies E1, E2, E6, E21, EG7, EG7.5, T53, T54, T55 and T73 and Vision 2040/Transportation 2040 Plan policies MPP-EN-3, MPP-EN-4, MPP-EN-17, MPP-EN-18, MPP-EN-19, MPP-EN-20, MPP-EN-23, MPP-T-5, MPP-T-7 and North Bend Comprehensive Plan policies P2.1.1 and P2.1.3.</p>
	<p>b. Please check all boxes that apply to the project's location. If portions of the project are located in more than one of the locations listed, please check all appropriate boxes.</p> <p><input type="checkbox"/> The project is located outside the designated urban growth area. (Refer to Map of Urban/Rural Boundaries at www.psrc.org/assets/468/fedaidmap.pdf for more information.)</p> <p><input type="checkbox"/> The project is located within the designated urban growth area.</p> <p><input checked="" type="checkbox"/> The project is located within one or more formally designated regional growth or manufacturing/industrial centers. (Please identify the center(s) in the space below; refer to www.psrc.org/growth/centers for more information.)</p> <p>The Project is located in the City of Seattle, City of Tacoma, the Duwamish Manufacturing and Industrial Center, the Port of Tacoma Manufacturing and Industrial Center and the cities of North Bend and Sumner.</p>

REGIONAL PROJECT EVALUATION

Projects will be evaluated and scored based on the information provided in Parts 1 and 2 which follow. Refer to the "2012 Regional Project Evaluation Criteria for PSRC's FHWA Funds" (Section 4 of the Call for Projects) for guidance, examples, and details on scoring before completing these sections of the application.

Instructions:

- Part 1: Choose the one project category that best fits your project and complete the corresponding section A, B, or C.
- Part 2: Complete all three sections in Part 2 (sections D, E, and F).

Part 1: Category Specific Questions

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

Designated Regional Growth Center: Complete section A and proceed directly to Part 2.

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

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

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

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

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

A. Designated Regional Growth Centers

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

11. Regional Growth Center Development. Please address the following:

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

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

- Does the project remedy a current or anticipated problem (e.g. congestion, incomplete sidewalk system, inadequate transit service/facilities, modal conflicts and/or the preservation of essential freight movement)? Please describe.
- Describe the user groups that will benefit from the project (including commuters, residents, commercial users, those groups identified in the President’s Order for Environmental Justice and/or areas experiencing high levels of unemployment or chronic underemployment).

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

- Describe how the project improves safe & convenient access to major destinations within the center.
- Describe how the project will improve circulation and enhanced opportunities for active transportation within the center for people and/or goods regarding (address each relevant area): walkability, public transit access, public transit speed and reliability, safety & security, bicycle mobility, bicycle facilities, streetscape improvements, traffic calming, preservation of essential freight movement and/or other.
- Describe how the project provides users (e.g. employees, residents, customers) a range of travel modes or provides a “missing” mode.
- Describe how the project completes a physical gap or provides an essential link in the transportation network.
- If the project has a parking component, describe how it has been designed to be compatible with a pedestrian oriented environment, including any innovative parking management tools.

B. Manufacturing/Industrial Centers

Instructions: Complete this section (questions 14-15) if you selected “Manufacturing/Industrial Center” in question 10, and then proceed directly to Part 2. Do not complete Sections A or C.

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

- Describe how the project will benefit or support the development of the manufacturing/industrial center.

- Describe how the project helps to create, expand or retain family-wage jobs for shared economic prosperity, including those in the targeted industry clusters within the center; these clusters are identified in the adopted Regional Economic Strategy.
- Describe the user groups (e.g. employees, customers, modal carriers, those identified in the President’s Order for Environmental Justice and/or areas experiencing high levels of unemployment or chronic underemployment) that will benefit from the project.

The Regional Clean Truck Program will bring capacity, efficiency and safety improvements to two of the most critical Manufacturing and Industrial Centers (MICs) in the State of Washington. The Duwamish MIC supports more than 80,000 living wage jobs. The Port of Seattle supports 35,000 jobs in the Duwamish and the Port of Tacoma supports 32,000 jobs in the Port of Tacoma MIC. In addition, both Ports together support more than 300,000 jobs statewide.

The key benefits of the project to the MICs are congestion relief and the reduction of air emissions, making it a healthier and safer environment for all transportation modes in the MICs, including bikers and pedestrians. At the Port of Seattle, the project will reduce emissions by replacing older, dirtier trucks with newer, cleaner trucks equipped with better emissions reduction capability. At the Port of Tacoma, the project will help relieve severe roadway congestion by processing trucks faster and more efficiently. The improvements will increase overall safety and efficiency in the MICs while reducing fuel use and travel time, which essentially increases the capacities of the marine terminals. Upon project completion, truck drivers, workers in the MICs and those in adjacent residential areas of the region will immediately benefit from cleaner air which will last for the lifetime of the trucks.

The project will help retain existing family wage jobs in the MICs while assisting local haul truck owners and operators to upgrade to more efficient and cleaner vehicles which will reduce their operating costs and maintain their eligibility to work at the ports of Seattle and Tacoma (the ports will not allow trucks older than MY 2007 to enter terminals after 2017.) Due to the hardships of the recent economic recession, the local haul program has suffered. The volume of shipping has decreased and truck owners and operators can’t afford to upgrade their trucks. The Port of Seattle project would combine a grant incentive with availability of low-interest loans to enable truckers to purchase cleaner trucks, which would also be safer, more reliable and fuel-efficient. With a 10% increase of fuel efficiency from a 2007 MY truck, fuel savings could come to \$4000/year per truck.

The local pool of drayage truck owners and operators is comprised predominantly of immigrants from Eastern Europe, Africa and Asia, many of whom are qualified as environmental justice-protected due to low income levels and low English language proficiency. Seattle’s Duwamish Valley, the hub of most of the Port of Seattle terminals, is home to some of the city’s most ethnically-diverse and lowest-income neighborhoods, in addition to traffic impact from close proximity to industrial activities. Without this project, many truck drivers may lose their jobs as they would not be able to afford to bring their truck up to the required 2017 standard. Many in this community already experience high rates of unemployment.

The truck parking electrification element will benefit thousands of local, regional, statewide and national truck drivers by providing an environmentally friendly place to take their required rest or wait for the Port terminal gates to open, while decreasing emissions and fuel cost. This project also lessens traffic and environmental impact to the residents of North Bend and Sumner by reducing diesel emissions due to parked or idled trucks. The project improves those local centers to be more environmentally friendly, efficient truck stops.

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.

The project provides benefits for freight movement because it increases efficiency and safety at two of the major gateway ports on the west coast. Combined, the ports of Seattle and Tacoma are the third largest container center in the US, only behind Los Angeles/Long Beach and the Port of New York and New Jersey. While the Port of Seattle focuses on containers and grain, the Port of Tacoma is a major center for containers, bulk, breakbulk and project/heavy lift cargoes, as well as automobiles and trucks. Both ports are poised for growth as the economy improves.

Without the project, fewer trucks will be eligible to access the Port of Seattle and Port of Tacoma terminals in 2017 unless they have updated their vehicle to 2007 standards. Unfortunately, most of the truckers and small business owners can't afford to upgrade the trucks on their own. The Port and shippers both risk the real possibility that there will not be enough trucks (and truckers) to move containers between the marine terminals and the rail yards and warehouses when the new standards go into effect.

The project also supports freight movement by supporting environmentally friendly truck parking which has benefits for all freight movement but direct benefit to freight going to and from the ports. Rest regulations and terminal hours often require port truckers to stop at North Bend or Sumner. The project provides clean electrification and APU equipment to idle cleaner both at the truck stop and later at the ports. Currently, Electrification is available at some truck parking locations, but not all. The lack of electrification at some truck stops creates a gap in the system. When more truck stops have electrification, more trucks will become equipped to utilize it. The provision of the equipment will help remove a barrier and creates a seamless system.

The project also benefits the air quality for all users in the MICs and the truck parking lots. Those who walk, bike, live or work within a short distance will be exposed to cleaner air. In addition, the newer trucks will operate more safely than older trucks.

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.

Diesel retrofits: The project will include the replacement of 200 plus diesel-powered heavy-duty haul trucks that will meet MY 2007 standards that service both the Port of Seattle and Port of Tacoma and other ports in the region . The average truck is driven over 50,000 miles per year, and uses about 10,600 gallons of diesel each year. 2007 MY trucks are about 10% more fuel-efficient than older trucks. Other elements of the project reduce the use of diesel fuel by providing shorepower and Auxiliary Power Units and shorepower plug-ins. The OCR element also reduces the use of diesel fuel and emissions. Overall, the project minimally will reduce approximately 20 ton of particulate matter, 308 tons of NOx, and 4,896 tons of CO2 by 2015, with on-going reductions each year thereafter. It is estimated that the project will result in a reduction of diesel fuel by 418,000 gallons annually.

Roadway capacity: The project will include the installation of OCR equipment at the two Port of Tacoma terminals which will improve processing time and reduce truck and traffic congestion on Portland Avenue, Port of Tacoma Road and 54th Avenue E. Additional truck parking at North Bend, including the addition of dedicated spaces with shorepower, will help reduce the need for trucks to park along city roadways impacting traffic congestion and safety.

Transit: The project will have no direct impact on transit. However, transit that operates near the Port of Seattle and Port of Tacoma will experience improved air quality.

Bike/Ped: The project will result in improved air quality for bikes and pedestrians who travel near the Port of Seattle and Port of Tacoma, as well as those in North Bend and Sumner.

Signalization/ITS: The project will have no impact on signalization/ITS.

Alternative fuels/vehicles: The field of alternative fuels/vehicles is rapidly evolving. Clean technologies may be available during the life of this grant that meet MY 2007 standards, such as CNG. If this happens, there is a chance that even more trucks could be upgraded with in this grant's funding.

Other: The ports of Tacoma and Seattle are committed to making the Pacific Northwest ports among the cleanest and greenest in North America. Marketing studies have shown that international and national companies moving cargo want to minimize their carbon footprint. As part of the Northwest Ports Clean Air Strategy, the Ports of Seattle and Tacoma adopted voluntary guidelines in 2008 for reducing the air emissions from trucks operating in and around our harbors. The port's Clean Truck Program aims to keep trucking partners in business while supporting clean air for our communities., which welcomes new trucks and helps to get older models off the road.

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>
Other	\$4,500,000.00	2013
Other	\$1,200,000.00	2013
Other	\$ 269,000.00	2013

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

Element I (Complete implementation by 2014)

Element II (Complete implementatio by 2014)

Element III (Complete implementatio by 2013)

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

19d. Project Budget and Schedule

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

20. Project Readiness:

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

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

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

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

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

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

- Is the PE/Design phase complete? No
- If not, identify all relevant milestones, including the current status and estimated completion date of each. For example:
 - What is the level of environmental documentation under the National Environmental Policy Act (NEPA) for this project?
 - Environmental Impact Statement (EIS)
 - Environmental Assessment (EA)
 - Documented Categorical Exclusion (DCE)
 - Categorical Exclusion (CE)
 - Has the NEPA documentation been approved? Please provide the date of approval, or the anticipated date of completion. NA
 - At what stage of completion is your design?
 - Have Preliminary Plans been submitted to WSDOT for approval? NA
 - If not, when is this milestone scheduled to be complete? NA
 - When are Preliminary Plans expected to be approved? NA
 - Are there any other PE/Design milestones not listed above? Please identify and provide estimates dates of completion. NA

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

- How many parcels do you need? NA
- What is the zoning in the project area (e.g., commercial, residential, etc.)? NA
- Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this. NA
- Does your agency have experience in conducting right of way acquisitions of similar size and complexity? Yes
- If not, when do you expect a consultant to be selected, under contract, and ready to start? NA
- 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 NA
 - Right of Way Plans (stamped) NA
 - Relocation Plan (if applicable) NA
 - Right of Way Certification NA
 - Right of Way Acquisition NA
 - Certification Audit by WSDOT Right of Way Analyst NA
 - Relocation Certification, if applicable NA

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. NA
- Identify the environmental permits needed for the project and when they are scheduled to be acquired. NA
- Is PS&E approved? Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval. NA
- When is the project scheduled to go to ad? NA

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.

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.