

Project Title Anderson Island Ferry Landing - Dolphins
Agency Pierce County

TCC TECHNICAL APPLICATION
2014
PIERCE COUNTY REGIONAL COUNCIL
REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
APPLICATION FORM TO REQUEST INCLUSION OF A PROJECT IN THE FFY 2015-2017 TIP

Supplementary information can be found in the Call for Projects. Incomplete or missing answers will be scored zero. Please respond to all unrelated questions with N/A.

APPLICANT INFORMATION

1. Please select an application type:

- Other
(Please answer Questions 1-23 and 55-63)
Potential score of 100
- Non-Motorized
(Please answer Questions 1-23 and 49-54)
Potential score of 100
- Preservation – Funding requests are limited to \$750,000 per agency
(Please answer Questions 1-23 and 38-48)
Potential score of 100
- Rural
(Please answer Questions 1-23 and 73-81)
Potential score of 100
- Transit
(Please answer Questions 1-23 and 64-72)
Potential score of 100
- Roadway application type not listed above
(Please answer Questions 1-23 and 24-37)
Potential score of 100

1a. Agency Contact Person

Name: Cindy Bui Address: 4301 S. Pine St, Suite 628, Tacoma WA 98409
Title: Transportation Engineer Telephone: 253-798-3560
Email: cbui@co.pier.wa.us

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2. **Improvement Type:** Please select ONE primary Improvement Type. Please indicate one Primary Improvement (PI) and any number of Secondary Improvements (SI).

ROADWAY			
	New Facility – Roadway		Bridge Replacement
	Relocation – Roadway		Multiple Intersections – Roadway
	Environmental Improvement – Roadway		Single Intersection – Roadway
	Major Widening – General Purpose		Safety – Roadway
	Major Widening – HOV		Grade Separation
	Minor Widening – No new capacity		Major Interchange – GP
	Minor Widening – New capacity		Major Interchange – HOV
	Preservation/Maintenance/Reconstruction		Minor Interchange – GP
	Resurfacing		Minor Interchange – HOV
	New Bridge or Bridge Widening		Other – Roadway
	Bridge Rehabilitation		
NONMOTORIZED			
	Sidewalk		Bike Lanes
	Regional Trail (Separate Facility)		Other – Nonmotorized
	Non-Regional Trail (Separate Facility)		
OTHER			
	Transportation System Management		Transportation Demand Management
	Intelligent Transportation System		Other – Special
	Study or Planning activity		
TRANSIT			
	New/Relocated Transit Alignment		New ferry route
	Transit Center or Station – new or expansion		Service Expansion – Ferry
	Flyer Stop		New/Relocated/Expanded terminal
	Transit Center or Station – Maintenance	PI	Terminal Preservation
	Park and Ride (new facility or expansion)		New/Replacement Vessels – Passenger Only
	Vehicle Expansion		New/Replacement Vessels – Car/Pass
	Vehicle Replacement		Vessel Preservation/Rehabilitation
	Operations – Transit		Operations – Ferry
	Service Expansion – Transit		Other – Ferry
	Other – Transit		

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PROJECT LOCATION INFORMATION

(Roadway projects without a federal route number or a federal functional class may be ineligible for federal funds.)

3. **Project Location:** Anderson Island Ferry Landing

From: Anderson Island Ferry Terminal To: Anderson Island Ferry Terminal

Or, other appropriate locating information: _____

Project Length: Not Applicable (N/A) (feet)

4. **Federal Route Number** G274

5. **Federal Functional Class:** Rural Major Collector see link
www.wsdot.wa.gov/Mapsdata/tools/functionalclass

5a. **Posted Speed Limit:** N/A

5b. **Average Daily Traffic Volume:** 850

PROJECT DESCRIPTION

6. **Funding Request: What is the proposed funding source?** STP X CMAQ _____

7. **Is this project included in a locally adopted plan or program?**
(This is a threshold requirement to compete in this funding process. Projects not shown in the applicants adopted local TIP or Transportation Element of its Comprehensive Plan are not eligible. Please provide a copy of the necessary documentation).

Yes X No _____

If yes, cite document, page(s) and adoption date: This roadway is included as "CRP 6947 – Anderson Island Ferry Landing - Dolphins" in the Pierce County Public Works and Utilities Transportation Programs (2014-2019 Transportation Improvement Program and 2014-2027 Fourteen-Year Ferry Program), Ferry Projects section, page 39. Effective/adoption date: December 2, 2013.

8. **Brief Project Description - Include a 8 1/2 x 11 detailed vicinity map and a cross-section detail of the project, if applicable (100 words maximum):**

This is a preservation project to replace the existing treated timber pile cluster dolphins with new steel pipe pile dolphins at the active Anderson Island Ferry Landing berth location. This project also include removing existing timber pile cluster dolphins that were part of a previously removed Anderson Island Ferry Landing vessel berth location (See Vicinity Maps).

Confirm word count (54 words).

9. **Purpose and Need – Please provide a clear and concise narrative describing the project’s existing and proposed conditions. If available, provide pictures, technical data and/or other supporting studies or analysis (400 words maximum):**

The Pierce County Ferry System is the only public transportation system connecting Ketron, and Anderson Islands with the mainland. The system transports vehicles, passengers, school buses and schoolchildren, goods, supplies, and other necessities to and from Ketron and Anderson Islands (See "Pierce County Ferry

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System – Post 1955” map). The Anderson Island Ferry Landing is located outside both the County and Federal urban boundaries.

The existing treated timber cluster dolphins were constructed in 1983 and have reached the end of their 20 to 30 year life expectancy. The dolphins on Anderson Island Ferry Terminal will be replaced with steel pile dolphins in approximately the same location as part of this project. This project also includes removing existing timber pile cluster dolphins that were part of a previously removed Anderson Island Ferry Landing vessel berth location.

The dolphins serve as guiding posts for ferry vessels to make a safe approach to the landing dock. Environmental effects and multiple daily landings over the years have deteriorated the integrity of the dolphins and necessitate their replacement. Structurally sufficient dolphins are required to protect both passengers and vessels as the boats dock, load and unload their cargo.

The new dolphins, four each consisting of two steel piles, will have a smaller footprint than the existing creosoted timber cluster piles, four of which consisting of 35 to 55 creosote treated timber piles. The net result is a decrease in the overall environmental impact to the marine life of Puget Sound. Steel dolphins typically last ten years longer than timber piles dolphins. The extended life cycle combined with lower maintenance costs will increase the sustainability of our system.

Confirm Word count (272 words)

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PROJECT TRACKING AND FUNDING

NOTE: Sponsors may request funding for any single phase of the project, but requests for multiple phases is limited to preliminary engineering plus the subsequent phase necessary. For instance, requests for multiple phases are limited to the combination of (1) preliminary engineering and right-of-way or (2) preliminary engineering and construction (no right-of-way and construction requests will be considered).

Required Match: A minimum of 13.5% of local matching funds is required for PSRC's FHWA funding. The following formula may be used to calculate the projects match:

To calculate the amount of matching funds, divide the federal funds requested by .865 and subtract the federal funds from this amount.

Example: Federal funds requested = \$100,000

$$\begin{aligned} \$100,000 / .865 &= \$115,607 \\ \$115,607 - \$100,000 &= \$15,607 \text{ local match required} \end{aligned}$$

Please note: The combination of the requested PSRC funds plus all other funding must be adequate to fully fund that phase. Requests that do not result in a phase being fully funded cannot be approved into the regional TIP and therefore will be considered ineligible for PSRC funding.

10. Grant Funds Requested

Phase (e.g., Planning Study/Project,, Preliminary Engineering, Right of Way, Construction, Other)	Estimated Obligation Date (year only)	Federal Funds Requested
Construction	2017	\$ 835,615
		\$
		\$
		\$
		\$
		\$ 835,615

IMPORTANT: Please select 2015, 2016 or 2017 for estimated obligation year. Per PSRC's adopted project tracking policies, the deadline for obligating funds is June 1 of the selected obligation year. For more information, see:
<http://www.psrc.org/transportation/tip/tracking>

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11. Total Project Cost (\$ 1,560,000)

Guidance: To be programmed into the state Transportation Improvement Program, funds for the phase being requested must be secure or reasonably expected to be secure. Unsecured funds will not be considered. Please use the website following link to assist in completing the following table:

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

A Fund Source	B Secured, reasonably Expected, or Unsecured?	C Obligation Date (Yr Only)	D \$ Amount by Funding Source	Project Phase			
				E Planning	F Prelim. Eng/ Design	G Right-of-Way	H Construction / Implementation
Local	Secured	2017	\$ 241,860		\$ 41,860		\$ 200,000
(name) Co-op Jurisdiction							
(name) Private Funds							
Ferry Boat Program (FBP) Grant	Secured	2014/2017	\$ 263,279		\$ 167,440		\$ 95,839
Local	Reasonable Expected		\$ 126,946				\$ 126,946
Other							
Other							
Grant Request	Unsecured	2017	\$ 835,615				\$ 835,615
TOTAL			\$ 1,467,700		\$ 209,300		\$ 1,258,400

If unable to completely fill out Tables #10-12, please explain why: _____

11a. Provide additional information on any funds identified in the table above as reasonably expected to be secure. For example, identify the estimated approval date of funds for the project into the 6-year 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, reasonably expected, and unsecured funds, refer to:

<http://www.psrc.org/assets/11214/FinancialConstraintGuidance.pdf>

The Ferry Boat Program (FBP) funds in the amount of \$263,279 are secured and were awarded to Pierce County in 2013 (See attached award letter from FHWA). The local funds in the amount of \$250,000 are also secured and programmed as part of our 2014-2017 Transportation Improvement Program (TIP) and for this project. The remaining local funds in the amount of \$126,946 are reasonably expected to be secured. These funds are not specifically programmed for this project; however, it is available and can be transferred/shifted from the ferry program projected revenues (in the County Road Fund Subsidy - Capital Improvements, which currently have \$1,105,000 in 2015) to this project (See attached pages from our TIP). Upon grant award, Pierce County will update the TIP (as part of our annual end of year update) with the corresponding matching dollars in the appropriate phases and year.

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THE FOLLOWING RESPONSES WILL BE SCORED FOR PROJECT PRIORITIZATION.

PROJECT READINESS

12. **Cooperating Jurisdictions and Private Sector Support, if any: Provide names of all jurisdictions and private parties, contributing funds would be applied, and the percentage of total project funds provided. The percentage shall be expressed based on the costs of the requested phases under the current application. Contributing funds for prior phases shall not be considered. Applicants that have been previously awarded grant funding for their project CANNOT use the grantor as a cooperating jurisdiction.**

Letters of Commitment from all cooperating jurisdictions and private sector support must be attached to receive points: Yes No

Cooperating Jurisdiction	Phase	Dollar Amount of Participation	Percentage of Current Application
Total:			

- _____ 5 % or more 3 points
- _____ 3 to 4 % 2 points
- _____ 1 or 2 % 1 point

COMMITTEE SCORE _____
(Max. score of 3)

Private Sector Support	Phase	Dollar Amount of Participation	Percentage of Current Application
Total:			

- _____ 5 % or more of total project costs 3 points
- _____ 3 to 4 % of total project costs 2 points
- _____ 1 or 2 % of total project costs 1 point

COMMITTEE SCORE _____
(Max. score of 3)

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18. **Pierce County Regional Growth Centers Hierarchy and Connecting Corridors criteria: Is the project located in (1-3) or serving (4-6) any of the following? (Please check all that apply).**

1. Metropolitan Center (scores 1 point)		4. Corridor Supporting one (1) or more Regional Manufacturing/Industrial or Candidate Center (scores 2 point)	
2. Regional or Candidate Growth Center Manufacturing/Industrial or Candidate Center (scores 2 points)		5. Corridor Supporting one (1) or more Centers (scores 1 point)	X
3. Countywide Center or Locally Identified Center (see approved PCRC Map) (scores 1 point)		6. Corridor Supporting two (2) or more Centers (scores 1 point)	

Local city and town centers provide local job, service, cultural, and housing areas for their communities. They serve as focal points where people come together for a variety of activities, including shopping and recreation. These central places must be identified in local comprehensive plans, or should be advancing towards that goal. These areas are to become priority areas for future investments and growth at the local level.

List and describe centers and attach map.

The Pierce County ferry system is an extension of the road system. In this case, it connects a locally identified center (Steilacoom Town Center) to Anderson Island. See attached "Centers Map".

COMMITTEE SCORE _____
(Max. score of 8)

19. **Is the project on a transit route? (Transit routes that "intersect" are okay only when the project improves the intersection)**

Guidance: Sound Transit route information is available at <http://www.soundtransit.org/Schedules>
Pierce Transit route information is available at <http://www.piercetransit.org/pierce-transit-routes/>

- Yes, full project length _____ 2 points
- Yes, partial or intersection _____ 1 point
- No x 0 points

If yes, provide route number(s) _____

COMMITTEE SCORE _____
(Max. score of 2)

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20. What is the peak number of transit vehicles per hour within the project limits? (Transit routes that “intersect” are okay only when the project improves the intersection)

Guidance: Sound Transit route information is available at <http://www.soundtransit.org/Schedules>
Pierce Transit route information is available at <http://www.piercetransit.org/pierce-transit-routes/>

Peak number of transit vehicles per hour 0 (see pages 26 and 27 of the call for projects)

4 or more transit vehicles 2 points

1 to 3 transit vehicles 1 point

COMMITTEE SCORE
(Max. score of 2)

21. Does this project specifically improve non-motorized access for trips to any of the following (check all that apply). Provide a map showing all checked items.

Transit locations (0-2 trips/day)	Schools	Household/Retail	Commercial Areas	
Transit locations (0-5 trips/day)	Grocery Store	Parks and Recreation	Cultural Facilities (museums, libraries, etc.)	
Transit locations (0-5+ trips/day)	Medical	Employment Centers	*Other	

1 point each item

*Please describe:

COMMITTEE SCORE
(Max. score of 12)

22. Does this project provide contiguous gap-closure to a previously funded transportation route?

(Gap closure projects may improve the facility to a standard equal to those sections on either end of the project. Gap closure project may provide a missing link of a facility that leads to a single connected facility. Gap closure projects are not limited to roadway sections and may include pedestrian paths, bicycle paths, trails, bridges, or any other transportation project which completes the system.)

Yes, Final Section 3 points

Yes, Next Section x 2 point

No 0 points

If yes, please name adjacent segments; provide their funding source, and completion date: _____
This project is a continuation of another federally funded (FHWA) preservation project for the Anderson Island Ferry Landing. FHWA ID#: BHS-G274(004), Project Title: Anderson Island Ferry Landing Bridge #33201-1 (Pontoon and Apron Lift System Replacement), completed in year 2006.

23. Describe how the project has the potential to reduce emissions?

Guidance: The application process will walk project sponsors through specific questions designed to determine the potential emissions reductions of their project. For example, projects involving fuel or vehicle conversions will be asked to provide information on the total number of vehicles affected, the current fuel and vehicle usage conditions, as well as the conditions after the project is implemented. Projects expected to result in an increase in transit usage will be asked to provide information on the current transit ridership and transit routes affected, as well as the specifics of the project – i.e., how will the individual project encourage or promote new transit riders. Projects providing new or more frequent/expanded transit service would be expected to result in a higher level of new transit riders than projects providing improvements in existing transit travel times or enhanced amenities to existing service. Projects resulting in improvements in traffic flow will be asked to provide information on the current travel conditions, amount of idling, number of trucks using the route, etc. As mentioned above, the magnitude of the project and the timing of the anticipated benefits will play a role in the final score, and all projects will be evaluated against each other.

Please explain:

The improvements of this project will have no effect to the emission rate of greenhouse gases and other air pollution.

High: A project will rate high if:

- It will substantially reduce emissions of greenhouse gases and other air pollutants, or will substantially reduce fine particulates from diesel exhaust; and
- The air quality benefits will occur by 2020.

Medium: A project will rate medium if:

- It will moderately reduce emissions of greenhouse gases and other air pollutants, or will moderately reduce fine particulates from diesel exhaust (for example, a project that reduces VMT by shortening a vehicle trip, rather than eliminating a vehicle trip); and
- The air quality benefits will occur by 2025.

Low: A project will rate low if:

- It results in a low amount of emissions reductions; and
- The air quality benefits will occur after 2025.

High = _____ 5 points
Medium = _____ 3 points
Low = _____ 2 points
0 = _____ x _____ 0 points

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RURAL APPLICATIONS

73. Are the environmental/water quality improvements greater than the minimum requirements?

Please describe:

Not applicable. The project is located in water of the Puget Sound. No imperviously surface exists and none will be added. As such, the activities and improvements associated with this project are exempt from the requirements to provide water quality and/or quantity treatment (Pierce County Code 17A.10.050).

Projects that incorporate Green Stormwater Infrastructure (rain gardens, bioretention, porous pavements, etc.) AND retain 100% of stormwater on site.

_____ 3 points

Projects that add more than 5,000 square feet of new impervious surface and provide water quality/quantity treatment for ALL (new and existing) impervious surfaces within the project area.

_____ 2 points

Projects that add less than 5,000 square feet of new impervious surface and that provide water quality and quantity treatment OR provides water quality treatment for 150% of new impervious surfaces. .

_____ 1 point

COMMITTEE SCORE _____
(Max. score of 3)

74. Will this project improve the efficiency and accessibility of trucks to deliver rural economy products such as, mineral extractions, forest products, food or other agricultural products to the urban centers?

Yes 6 points

No _____ 0 points

Please explain: The Anderson Island Ferry Landing and Terminal is part of the Pierce County Ferry System. It is the only public transportation system to and from Anderson Island and serves as a lifeline for the residents and workers of Anderson Island and its visitors. The system transports vehicles, passengers, school buses and schoolchildren, goods, supplies, and other necessities to and from Anderson Island. By preserving the ferry landing through replacing the aged dolphins, this project preserves the accessibility of trucks to deliver products to the island, and preserve the ability of business such as the "Glass Jaw, LLC" (See Business Locations Map) to deliver their goods to urban centers via the ferry system.

High: A high scoring project would demonstrate the following characteristics:

- Demonstrate the project will improve transportation for more than one rural product group.
- The project consists of upgrades that provide greater sustainability for the rural freight system.

Medium: A medium scoring project would demonstrate the following characteristics:

- Demonstrate the project will improve transportation for one rural product group.
- The project consists of upgrades that do not mitigate the impacts of truck traffic.

Low: A low scoring project would demonstrate the following characteristics:

- The project does not improve transportation for any of the rural product group.
- The project does not include rehabilitation nor reconstruction elements.

COMMITTEE SCORE _____

(Max. score of 6)

PICK AND SCORE ONE ONLY (75 or 75A)

75. Percent of heavy trucks (3 axles min) _____ %
Basis for determining truck percentage (a description is required to score points)

Over 10% _____ 3 points
5 to 9% _____ 2 points
2 to 4% _____ 1 point

OR

75A. **Truck Route Classification** (see link <http://www.wsdot.wa.gov/Freight/FGTS/CountyMaps.htm>)

T-1: more than 10 million tons per year _____ 3 points
T-2: 4 million to 10 million tons per year _____ 2 points
T-3: 300,000 to 4 million tons per year _____ 2 points
T-4: 100,000 to 300,000 tons per year _____ 1 point
T-5: at least 20,000 tons in 60 days _____ 1 point
Locally designated truck route _____ 1 point
(Must be in Code or Comprehensive Plan and attached)

COMMITTEE SCORE _____
(Max. score of 3)

76. **Does the project widen or improve travel lane width, shoulder width, and/or improve the entering sight distance of an existing facility?**

Yes, increases lane and shoulder widths _____ 8 points
Yes, increases entering sight distance _____ 7 points
Yes, increases lane widths only _____ 6 points
Yes, increases shoulder widths only _____ 5 points
None _____ x 0 points

COMMITTEE SCORE _____
(Max. score of 8)

77. **Will this project correct a significant safety problem by implementing a seismic retrofit, guardrail, attenuator and barriers, or other devices?**
Guidance: The explanation and supporting material will be scored within a range of 0 to 4 points.

Please explain the existing problem and provide supporting data (accidents, police reports, etc...):

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COMMITTEE SCORE _____
(Max. score of 4)

78. Will this project retain the important cultural, economic, and rural lifestyle opportunities of the region?

Yes 3 points
No 0 points

Please explain: This project includes improvements to preserve a critical ferry terminal infrastructure by replacing the aged timber cluster dolphins with new steel piles dolphins at approximately the same location. By preserving the ability for the region and residents to access Anderson Island, via the only public transportation system to the island, this project supports and preserves access to the important cultural, economic, and rural lifestyle opportunities of the region on Anderson Island.

COMMITTEE SCORE _____
(Max. score of 3)

79. How does this project support cottage industries, small-scale farms, and/or access to recreational areas in designated natural resource lands?

Yes 5 points
No 0 points

Please explain: This project is located on Anderson Island and in the rural areas of unincorporated Pierce County. The project preserves the ferry landing on Anderson Island, which provides direct access to small-scale business, parks, and recreational opportunities on the island. By preserving the ferry landing, this project will improve accessibility to the recreational opportunities on the island (See attached "Business Locations Map").

High: A high scoring project would demonstrate the following characteristics:

- The project improves a corridor with direct access to the industries, farms, and/or recreational areas.
- The project improves access to more than five of the industries, farms, and/or recreational areas.

Medium: A medium scoring project would demonstrate the following characteristics:

- The project improves a corridor with indirect access to the industries, farms, and/or recreational areas.
- The project improves access to three or more of the industries, farms, and/or recreational areas.

Low: A low scoring project would demonstrate the following characteristics:

- The project provides minimal access to the industries, farms, and/or recreational areas.
- The project improves access to less than three of the industries, farms, and/or recreational areas.

COMMITTEE SCORE _____
(Max. score of 5)

80. Does the project, in whole or incrementally, improve the connectivity of the rural transportation system?

Yes, improves connections to 3 or more agencies outside of the Urban Growth Area _____ 3 points
Yes, improves connections to 2 or more agencies outside of the Urban Growth Area _____ 2 points
Yes, improves connections within 1 agency outside of the Urban Growth Area _____ 1 points
No 0 points

Please explain: _____

COMMITTEE SCORE _____

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(Max. score of 3)

81. How will the project improve transportation to, or within, existing central places in the rural community with commercial, retail, and community services?

Guidance: Community services may include government services such as Town Halls, Libraries, or Post Offices. Community services may include private services such as retail or commercial outlet such as grocery, bakery, clothing stores or restaurants.

Yes x 5 points
No 0 points

Please explain: The rural communities rely on the transportation network and the Pierce County ferry system to access the essential services. The Anderson Island Ferry Landing, as part of the ferry system, is the only public transportation system to and from Anderson Island. The residents and visitors to the island rely on the ferry to transport food, goods and services. This project will preserve this very important transportation component of the system to allow residents and its visitors the ability to access the parks/recreational areas and the many businesses on the island. See the attached "Business Locations Map".

High: A high scoring project would demonstrate the following characteristics:

- The project improves a corridor with direct access to a Rural or Town Center
- The project improves access to a Rural or Town Center with more than five types of community services.

Medium: A medium scoring project would demonstrate the following characteristics:

- The project improves a corridor with indirect access to a Rural or Town Center
- The project improves access to a Rural or Town Center with three or more types of community services.

Low: A low scoring project would demonstrate the following characteristics:

- The project is minimally related to a Rural or Town Center
- The project improves access to a Rural or Town Center with less than three types of community services.

COMMITTEE SCORE
(Max. score of 5)

TOTAL SCORE FOR ALL SECTIONS _____

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JURISDICTION APPROVAL.

I, the undersigned, affirm to the best of my knowledge:

- ~~BJZ~~ (initial) The project information contained within this application is accurate.
- ~~BJZ~~ (initial) The project is programmed and matching funds are available.
- ~~BJZ~~ (initial) Agency acknowledges it must apply for listing in Regional TIP before June 1 of the selected obligation year.

BY: 
Approving Authority

TITLE: Director Public Works
and Utilities

DATE: 4/23/14

