



Puget Sound Regional Council

# Funding Application

|  |                          |
|--|--------------------------|
| <b>Competition</b>                       | Regional FTA             |
| <b>Application Type</b>                  | Main Competition         |
| <b>Status</b>                            | submitted                |
| <b>Submitted:</b>                        | April 30th, 2018 5:33 PM |
| <b>Prepopulated with screening form?</b> | Yes                      |

## Project Information

- Project Title**  
Battery Electric Bus Purchase
- Regional Transportation Plan ID**  
NA
- Sponsoring Agency**  
King County Metro
- Cosponsors**  
NA
- Does the sponsoring agency have "Certification Acceptance" status from WSDOT?**  
N/A
- If not, which agency will serve as your CA sponsor?**  
N/A
- Is your agency a designated recipient for FTA funds?**  
Yes
- Designated recipient concurrence**  
N/A

## Contact Information

- Contact name**  
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## Project Description

- Project Scope**  
The project will purchase fifty (50) 40-ft battery electric buses (BEBs) to replace diesel and hybrid diesel buses for deployment in revenue service in south King County. The battery electric buses will replace diesel buses that have surpassed their 12 year useful life and are increasingly unreliable. The battery electric buses will be deployed on Metro routes serving Auburn, Burien, Des Moines, Enumclaw, Federal Way, Kent, Renton, Seattle, SeaTac, Tukwila, and Unincorporated King County.
- Project Justification, Need, or Purpose**  
The purpose of the project is to replace both diesel and hybrid diesel buses that have

surpassed their 12 year useful life and are increasingly unreliable to support transit service in ten corridors serving south King County. Using new battery electric buses will result in greater operational efficiencies, improved service reliability, lower agency costs and increased transit ridership.

When the 50 diesel buses are retired in 2021, after over twelve years in service, they will be well beyond their minimum useful life as defined by FTA. These buses are less reliable in route service, with frequent trip disruptions and cancellations. Metro will replace this aging and increasingly unreliable diesel and hybrid diesel fleet, upgrading to modern battery electric bus (BEB) propulsion technology with expected lower maintenance and operating costs. Compared to a diesel-hybrid bus, Metro's total per-bus life cycle cost savings for battery electric buses range from 1% for fast charge BEBs to 6% for slow-charge BEBs. When societal costs from emissions and noise pollution in King County are included, the total per-bus costs saving are 5% - 12% respectively for BEBs compared to diesel-hybrid vehicles.

These replacement coaches will result in significant benefits to the agency and the traveling public and will provide service on many of the same routes as Metro's New Flyer diesel buses, improving service reliability, lowering maintenance and operating costs, consuming substantially less energy, and eliminating tailpipe emissions in a service area with poor air quality.

## Project Location

### 1. Project Location

Twenty eight (28) routes which cover large areas of South King County: Metro Routes 22, 50, 101, 102, 107, 111, 143, 148, 150, 153, 154, 157, 158, 159, 169, 177, 178, 179, 180, 181, 182, 183, 186, 187, 190, 192, 193, and 197.

### 2. Please identify the county(ies) in which the project is located.

King

### 3. Crossroad/landmark nearest the beginning of the project

Metro South Base routes 153, 154, 156, 169, 180, 181, 182, 183, 186, 187

### 4. Crossroad/landmark nearest the end of the project

Metro South Base routes 153, 154, 156, 169, 180, 181, 182, 183, 186, 187

### 5. Map and project graphics

ElectricBusPurchase\_(003).pdf

## Plan Consistency

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

Yes

### 2. If yes, please indicate the (1) plan name, (2) relevant section(s), and (3) page number where it can be found.

King County's 2015 Strategic Climate Action Plan (SCAP) sets targets and recommends priority actions for reducing emissions and increasing energy efficiency. King County Metro's long-range plan, METRO CONNECTS, supports goals of King County's SCAP and recommends procurement of state-of-the-art vehicles. These plans are adopted into the King County Comprehensive Plan by reference.

King County Metro's long-range plan, METRO CONNECTS provides strategies which this project proposal supports:

- Procure state-of-the-art vehicles to support expanded service and replace vehicles at the end of their useful lives (Fleet P. 67)

King County's SCAP establishes countywide GHG emissions reduction targets of 25% by 2020, 50% by 2030, and 80% by 2050, relative to a 2007 baseline. The County has committed to reducing GHG emissions from its own operations by 25% by 2020 and 50% by 2030, relative to a 2007 baseline. The SCAP directs priority actions for meeting emission reduction targets and increase the energy efficiency of the Metro fleet including:

- Increase ridership to 127 million passenger boardings annually by 2015, to 142 million boardings by 2020, and to 225 million boardings by 2040, consistent with projections in the Puget Sound Regional Council's Regional Transportation Plan (P. 43) Metro carried a record 142.2 million riders in 2017 (including Metro-operated ST Express routes, VanPool and VanShare).

- Grow transit service through 2020 with no increase in GHG emissions (p.47).

- Reduce energy use of all Metro fleet vehicles by 10% between 2014 and 2020 (P. 46) In 2015, normalized energy use per vehicle miles traveled in transit fleets declined by about 2.6% from 2014, suggesting a reduction of more than 7% is still required to reach the 2020 target.

- Increase the use of alternative fuels (e.g. electricity, biofuels) in Metro's fleet by 10% by 2025, relative to 2014. To reach the 2025 target, alternative fuel use county-wide must increase by 1% annually (p.46).

3. **If no, please describe how the project is consistent with the applicable local comprehensive plan, including specific local policies and provisions the project supports. In addition, please describe how the project is consistent with a transit agency plan or state plan, if applicable.**

N/A

## Federal Functional Classification

1. **Functional class name**

00 Not applicable (transit, enhancements, Etc.)

## Support for Centers

1. **Describe the relationship of the project to the center(s) it is intended to support. For example, is it located within a designated regional, countywide or local center, or is it located along a corridor connecting to one of these areas?**

The project serves 13 designated regional centers:

Regional Growth Centers: Auburn, Burien, Federal Way, First Hill/Capitol Hill, Kent Downtown, Renton, SeaTac, Seattle CBD, Tukwila, University Community

Regional Manufacturing & Industrial Centers: Duwamish, Kent, North Tukwila

## Criteria: Benefit to Center

1. **Describe how the project will benefit or support the existing and planned housing and employment development of a center or centers. Does it support multiple centers?**

The project will benefit existing and planned development within 13 regional by reducing pollution emitted from older diesel electric transit vehicles on 28 routes serving the centers. Fleet replacement of older, less reliable vehicles is essential to maintaining uninterrupted route service to these regional centers.

The project will provide state of the art electric buses to meet existing and future transit demand on 28 routes serving South King County. Thirteen designated Regional Growth and Manufacturing/Industrial Centers and seven King County Local Transit Activity Centers are connected by the 28 routes. These centers provide some of the most significant sources of housing, employment and commercial activity in the region. They are projected to receive substantial population and employment growth with increased densification, and large shifts in mode split to transit. Metro Transit service supports the efficient development of land use within centers to more walkable, transit oriented mixed use development patterns.

Air quality benefits from this project will support existing and planned development within centers. King County's 2015 Strategic Climate Action Plan (SCAP) and Metro's Sustainability Plan set targets and priority actions for reducing emissions and increasing transit efficiency to produce more livable communities and better health outcomes. This project help realizes these goals by providing transit service with zero corresponding tailpipe emissions.

2. **Describe how the project will support the development or redevelopment plans and activities (objectives and aims) of a center or centers.**

Transportation impacts are a significant growth related concern for land use development and activity. They often pose a constraint to increased development and densification in areas with limited land and transportation resources. Effective transit service provides for greater transportation system operational efficiency. This project will support center development and redevelopment plans and activities by providing reliable, zero emission and environmentally friendly transit vehicles with sufficient capacity to meet growing transit demand while utilizing existing streets and highways. By providing new and attractive zero emission buses, this project will also help encourage mode shift to transit.

Consistent with PSRC's Growing Transit Communities Partnership, the project will increase access to opportunity for existing and future residents of transit communities, including the partnership communities of Renton, SeaTac, Seattle, and Tukwila.

**3. Describe how the project improves safe and convenient access to major destinations within the center, including enhanced opportunities for active transportation that can provide public health benefits through the following relevant areas: walkability, public transit access, public transit speed and reliability, safety & security, bicycle mobility and facilities, streetscape improvements, etc.**

The project will improve convenient access to major destinations within the 13 regional growth centers by providing a new fleet of BEBs to provide service across south King County in 28 identified routes serving 10 transit corridors. Transit service improves access to a large variety of major commercial, employment, housing, health and human services, and leisure destinations. Connecting route(s) service to major transit centers and park and ride lots extend traveler access to other connecting regional centers and destinations.

By meeting existing and future travel demand with new transit vehicles, this project provides increased travel safety within and between centers. According to a 2009 report by the Victoria Transportation Institute, "Transit travel has about a tenth the traffic casualty (death or injury) rate as auto travel, and transit-oriented neighborhood residents have about a fifth the per capita crash casualty rate as in automobile-oriented areas. (Safer Than You Think! Revising the Transit Safety Narrative).

The project also provides enhanced opportunities for active transportation. Transit facilitates public health benefits and provides a vital link to non-motorized transportation users by extending walk and bike trip lengths, increasing nonmotorized accessibility to destinations within centers, and supporting compact walkable development patterns that provide higher opportunities for safe and convenient non-motorized travel.

By meeting existing and future transit demand with zero emission buses, this project will improve public health by reducing air pollution that contributes to respiratory and heart disease. Emissions from combustion engines contribute to air pollution and can have serious health implications, especially for children, the elderly and those with respiratory conditions, including asthma.

**4. Describe how the project provides a range of travel modes to users traveling to centers, or if it provides a missing mode.**

The new fleet of BEBs will move people throughout the region in zero emission buses, helping make transit use attractive and inducing higher ridership and nonmotorized travel. This connection is especially strong between the bike system and Metro, which has for decades provided the ability to transport bikes on its fleet.

Operating zero-emission BEBs provides air quality, environmental and health benefits compared to traditional diesel/hybrid buses. Meeting transit demand with these vehicles will help encourage mode shift to transit from single-occupancy vehicles. As more transportation demand is met with transit, the negative impacts of increasing traffic levels are reduced, benefiting all modes of transportation.

**5. 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, seniors, people with disabilities, those located in highly impacted communities, and/or areas experiencing high levels of unemployment or chronic underemployment.**

The project will provide air quality, environmental, health and related economic benefits County compared to traditional diesel/hybrid buses as zero emission buses provide service on the identified routes in South King County. Many groups will benefit including students, seniors, low income and minority populations, and people with disabilities who are transit riders and/or residents and employees living and working in areas where these BEBs will operate.

This project is consistent and supports recommendations presented in PSRC's Growing Transit Communities project. The report: Equity, Opportunity, And Sustainability in The Central Puget Sound Region provides an understanding of transportation demand into areas of high opportunity for jobs, affordable housing, and social and education services through equity and social justice framework.

The identified routes traverse areas with higher percentages of groups identified in the President's Order for Environmental Justice. The routes traverse and connect numerous areas designated as Low and Very Low Opportunity Index in south King County with Areas of High and Very High Opportunity in Seattle. Comparing opportunity factors in the areas connected by the routes, some factors matched as nearly opposite, indicating that benefits from BEB service will extend to travelers and residents in low Opportunity Index seeking opportunities in Very High Opportunity areas served by these routes.

This project is particularly beneficial to several Highly Impacted Communities served by these routes - areas reported by the PSCAA characterized by degraded air quality whose residents face economic or historic barriers to participation in clean air decisions and solutions.

**6. Describe how the project will support the establishment of new jobs/businesses**

**or the retention of existing jobs/businesses including those in the industry clusters identified in the adopted Regional Economic Strategy.**

The project will directly benefit and support existing and planned employment and commercial development in the 13 designated Regional and Local Centers. Commuters, customers and the unemployed will have zero-emission transit service to the 233,521 jobs (2016 American Community Survey (ASC)) located within ¼ mile walking distance of bus stop along the 10 route corridors.

The buses will provide more reliable and cost effective service with fewer negative environmental impacts. Maintaining reliable, clean transit service will stimulate commercial development and employment opportunities within the 13 regional centers by providing greater mobility and access. Service supported by these buses provides reliable transit options for workers and supports a wider array of shift times.

**7. Does the project promote Commute Trip Reduction (CTR) opportunities?**

Yes, providing continued service with a new fleet of BEBs supports the many employer and local government based CTR programs in King County. Employees at approximately 90 CTR affected employer sites will benefit from better transit options, and additional transit service resources will strengthen CTR programs run by the cities of Seattle, Burien, Renton, SeaTac, Tukwila, Des Moines, Kent, Federal Way, Auburn, King County and WSDOT.

The South King County Partnership CTR Initiative, includes the cities of Renton, SeaTac, Kent, Burien, Federal Way, and Tukwila. Tukwila's South King County Transportation Options program provides grants for small capital projects that encourage active transportation and transit use in South King County within the cities of Burien, Federal Way, Kent, Renton, SeaTac, and Tukwila. Projects may be proposed by cities, businesses, community organizations, schools, or neighborhood groups.

## Criteria: System Continuity/Long Term Benefit-Sustainability

**1. Describe how this project provides a "logical segment" that serves a center, or allows users to access the system.**

By providing needed fleet replace of older diesel electric buses that have surpassed their 12 year useful life and are increasingly unreliable, the project maintains essential and reliable transit service connecting 10 Regional Growth Centers and three regional Manufacturing & Industrial Centers. Transit service on these 28 routes is an essential mobility and access lifeline to a significant percentage of the population in South King County.

**2. Describe how the project fills in a missing link or removes barriers to a center (e.g. congestion, inadequate transit service/facilities.).**

The project reduces transit service barriers by providing a 50 bus fleet replacement of older, less reliable vehicles. Newer vehicles are less prone to breakdowns which interrupt scheduled service, cause delays and service inadequacies to riders traveling to and within regional centers. The project help fills a missing link by maintaining an essential transportation service.

**3. 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.**

The project will positively impact system performance by maintaining uninterrupted service on 28 Metro routes operating within 10 transit corridors. Reliable transit service provides alternatives to private vehicle travel on congested corridors. Newer vehicles are less prone to breakdowns which interrupt scheduled service and cause delays and service inadequacies to riders traveling to and within regional centers.

**4. Describe how the project improves intermodal connections (e.g. between autos, ferries, commuter rail, high capacity transit, bus, carpool, bicycle, etc.), or facilities connections between separate operators of a single mode (e.g., two transit operators).**

The 50 BEBs will support transit operations on 28 Metro routes which provide transfer opportunities between transit agencies and with other modes at connecting transit facilities. These include Sound Transit commuter rail stations at the Kent and Auburn Centers; ST Link and SeaTac Airport in SeaTac; intercity rail and bus, ST Link, WSF and King County Water Taxi service in Downtown Seattle; and Metro RapidRide service on the A, C, D, E and F Lines.

**5. If applicable, describe how the project provides an improvement in travel time and/or reliability for transit users traveling to and/or within centers.**

The project will increase service reliability on 28 Metro routes serving 13 regional centers by replacing an older, less reliable fleet of vehicles, more prone to breakdowns and service interruptions with new battery electric buses.

**6. If applicable, describe how the project increases transit use to or within centers.**

Ridership on the 28 routes can increase by the replacement of older, less reliable vehicles with new battery electric buses. The older buses are at the end of their useful life and prone to breakdowns which interrupt service and reduce service effectiveness and reliability. More

reliable transit service increases the attractiveness of transit, in competition with other modes options and can increase ridership.

7. **Describe how this project supports a long-term strategy to maximize the efficiency of the corridor? Describe the problem and how this project will remedy it.**

Metro is committed to a long term strategy of providing an all-electric bus fleet by 2025 to help maximize the efficiency of service operations. This project supports that strategy.

Metro's 2015 Strategic Plan establishes goals, objectives, strategies, outcomes and measures to guide the agency's investments. The project is consistent with these Strategic Plan elements:

Goal 3: Encourage vibrant, economically thriving and sustainable communities.

Objective: Support economic development by using existing transportation infrastructure Efficiently and effectively.

Strategy: Serve centers and other areas of concentrated activity, consistent with Transportation 2040.

Measures: • All public transportation ridership in King County (rail, bus, Paratransit, Rideshare)

- Ridership in population/business centers
- Transit rides per capita

The project also supports similarly focused Multicounty Goals, Policies and implementation strategies goals in Transportation 2040, and local city plans and policies that support enhanced, efficient, effective transit service to develop vibrant and sustainable communities.

## Air Quality and Climate Change: Element Selection

1. **Please select one or more elements in the list below that are included in the project's scope of work, and provide the requested information in the pages to follow.**

Alternative Fuels or Vehicle Technology, Transit and Ferry Service

## Air Quality and Climate Change: Alternative Fuels or Technology

1. **Describe the change in fuel or vehicle technology.**

Battery electric buses will produce no tail pipe emissions and will be fueled by electricity provided by Seattle City Light which is nearly 100% produced by renewable energy sources.

2. **How many vehicles/equipment are affected?**

Fifty 40 foot buses

3. **What are the current conditions (model year, fuel type, etc.) of the vehicles/equipment?**

Various models (Gillig, New Flyer) between model year 1999 and 2004, that are either all diesel or diesel-hybrid.

4. **Describe the annual activity per vehicle/equipment (e.g. miles traveled per vehicle, amount of fuel used per engine, etc.)**

The average miles varies and averages approximately 35,000 miles.

5. **Please describe the source of the alternative fuel or technology data provided above (e.g. manufacturer data, EPA/DOE data, previous projects, etc.)**

The alternate fuel source (electricity) is to be provided by Seattle City Light which produces power from almost all renewable energy sources, such as hydroelectric, solar, and wind.

## Air Quality and Climate Change: Transit and Ferry Service

1. **What is the current transit ridership for the affected transit stops or routes?**

Route Weekday Average Daily Ridership

22 205  
50 2,327  
101 4,811  
102 1,032  
107 2,597  
111 825  
143 555  
148 583  
150 6,247

153 405  
 154 156  
 157 200  
 158 563  
 159 369  
 169 3,186  
 177 540  
 178 444  
 179 781  
 180 4,435  
 181 2,188  
 182 456  
 183 690  
 186 216  
 187 454  
 190 402  
 192 132  
 193 468  
 197 539  
 Total 35,806

2. **What is the average transit trip length for the affected routes?**

Route Weekday Average Trip Length

22 3.2  
 50 5.7  
 101 30.0  
 102 33.5  
 107 7.2  
 111 26.3  
 143 20.1  
 148 6.3  
 150 22.5  
 153 8.5  
 154 11.8  
 157 18.3  
 158 24.3  
 159 19.8  
 169 9.7  
 177 22.7  
 178 20.6  
 179 30.8  
 180 12.9  
 181 10.2  
 182 5.7  
 183 11.9  
 186 5.3  
 187 7.8  
 190 20.7  
 192 13.6  
 193 23.3  
 197 22.1

3. **What is the average transit trip length of the entire system?**

14.1 miles (weekday)

4. **If the project includes a park and ride, how many new stalls are being provided?**

N/A

5. **Are there other amenities included to encourage new transit ridership? If so, please describe.**

N/A

6. **What is the expected increase in transit ridership from the project?**

Not known

7. **If a new or expanded ferry service, what is the length of the driving route being replaced?**

N/A

8. **Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.).**

Metro Automatic Passenger Counter (APC) data

1. **What is the PSRC funding source being requested?**  
N/A
2. **Has this project received PSRC funds previously?**  
No
3. **If yes, please provide the project's PSRC TIP ID**  
N/A

| Phase | Year | Alternate Year | Amount         |
|-------|------|----------------|----------------|
| other | 2021 | 2022           | \$7,000,000.00 |

Total Request: \$7,000,000.00

## Total Estimated Project Cost and Schedule

### Other

| Funding Source | Secured/Unsecured   | Amount                 |
|----------------|---------------------|------------------------|
| 5307           | Unsecured           | \$7,000,000.00         |
| Local          | Reasonably Expected | \$46,850,000.00        |
|                |                     | <u>\$53,850,000.00</u> |

**Expected year of completion for this phase:** 2022

### Summary

1. **Estimated project completion date**  
12/2022
2. **Total project cost**  
\$53,850,000.00

## Funding Documentation

### 1. Documents

King\_County\_Metro\_Fleet\_Replacement\_Fund\_Projected\_Expenditures\_-\_Battery\_Bus.xlsx,  
King\_County\_Metro\_Fleet\_Plan\_-\_Battery\_Bus.pdf

2. **2. Please describe the secure or reasonably expected funds identified in the supporting documentation. For funds that are reasonably expected, an explanation of procedural steps with milestone dates for completion which will be taken to secure the funds for the project or program should also be included.**

King County Metro maintains a revenue fleet fund which is used to purchase buses both as replacements for vehicles reaching the end of their useful life, as well buses to expand the fleet. Appropriations are requested biennially from the King County Council to provide authority to enter into contracts to purchase vehicles. Each budget that is adopted includes the fleet fund projected into contracts to purchase vehicles. Each budget that is adopted includes the fleet fund projected expenditures and balance.

A copy of the currently adopted 2017-2018 fleet fund projection is attached, as is the fleet plan for the types and quantities of buses to be purchased by year.

To secure an appropriation in the 2019-2020 budget, King County Metro will include a budget request for 40 foot battery buses in its overall capital program request for the biennium. Metro management will approve the capital program budget request and transmit it to the County Executive's Office by July 1, 2018. The capital and operating budget requests will be reviewed, finalized and sent to the King County Council on September 24, 2018. The Council generally adopts the budget by mid-November, 2018.

King County Metro maintains a revenue fleet fund which is used to purchase buses both as replacements for vehicles reaching the end of their useful life, as well buses to expand the fleet. Appropriations are requested biennially from the King County Council to provide authority to enter into contracts to purchase vehicles. Each budget that is adopted includes the fleet fund projected expenditures and balance. A copy of the currently adopted fleet fund projection is attached, as is the fleet plan for the types and quantities of buses to be purchased by year. See 40" Battery Interim Tukwila Fleet #4700 which outlines the purchase plan for buses under this project.



To secure an appropriation in the 2019-2020 budget, King County Metro will include a budget request for 40 foot battery buses in its overall capital program request for the biennium. Metro management will approve the capital program budget request and transmit it to the County Executive's Office by July 1, 2018. The capital and operating budget requests will be reviewed, finalized and sent to the King County Council on September 24, 2018. The Council generally adopts the budget by mid-November, 2018.

## Project Readiness: PE

1. **Are you requesting funds for ONLY a planning study or preliminary engineering?**  
No
2. **Is preliminary engineering complete?**  
No
3. **What was the date of completion (month and year)?**  
N/A
4. **Have preliminary plans been submitted to WSDOT for approval?**  
N/A
5. **Are there any other PE/Design milestones associated with the project? Please identify and provide dates of completion. You may also use this space to explain any dates above.**  
N/A
6. **When are preliminary plans expected to be complete?**  
N/A

## Project Readiness: NEPA

1. **What is the current or anticipated level of environmental documentation under the National Environmental Policy Act (NEPA) for this project?**  
Categorical Exclusion (CE)
2. **Has the NEPA documentation been approved?**  
No
3. **Please provide the date of NEPA approval, or the anticipated date of completion (month and year).**  
09/2020

## Project Readiness: Right of Way

1. **Will Right of Way be required for this project?**  
No
2. **How many parcels do you need?**  
N/A
3. **What is the zoning in the project area?**  
N/A
4. **Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.**  
N/A
5. **Does your agency have experience in conducting right of way acquisitions of similar size and complexity?**  
N/A
6. **If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?**  
N/A
7. **In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each.**  
N/A

## Project Readiness: Construction

1. **Are funds being requested for construction?**  
No
2. **Do you have an engineer's estimate?**  
N/A
3. **Engineers estimate document**  
N/A
4. **Identify the environmental permits needed for the project and when they are scheduled to be acquired.**  
N/A
5. **Are Plans, Specifications & Estimates (PS&E) approved?**  
N/A
6. **Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year).**  
N/A
7. **When is the project scheduled to go to ad (month and year)?**  
N/A

## Other Considerations

1. **Describe any additional aspects of your project not requested in the evaluation criteria that could be relevant to the final project recommendation and decision-making process.**  
N/A
2. **Describe any innovative components included in your project: these could include design elements, cost saving measures, or other innovations.**  
N/A
3. **Describe the process that your agency uses to determine the benefits of projects; this could include formal cost-benefit analysis, practical design, or some other process by which the benefits of projects are determined.**  
N/A
4. **Final documents**  
N/A