

## Section VI - 2009 King Countywide STP/CMAQ Non-Motorized Application

This application is available on the King County Web site at  
<http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2009KCtywideComp.aspx>

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

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

**Projects receiving funding as a result of this competition:** Funding distributed as a result of the 2009 STP/CMAQ King Countywide Programs is awarded to projects, not to the sponsoring agency itself. Sponsors of projects that receive funds from this competition will be required to submit a more detailed TIPMOD or TIPNEW application, which will be due to the PSRC on July 7, 2009. Please note that these sponsors will also be asked to certify that they will comply with the conditions of the PSRC's Project Tracking Program, as a condition of accepting funding. Failing to comply with this condition, and/or with the conditions established in the PSRC's Project Tracking Program, may eventually result in the loss and/or transfer of funds to another Countywide project.

**14-page limit:** You may use additional pages if necessary; however, please be as brief as possible and limit your application to a total of fourteen (14) pages, plus map(s) and/or other required supporting documents.

**E-mail submissions are preferred:** Attach your completed application to an e-mail and send to [peter.heffernan@kingcounty.gov](mailto:peter.heffernan@kingcounty.gov). Please name the file "(Agency): (Project title)" and in the e-mail subject line identify which Countywide program the application is being submitted (Small Jurisdiction, Large Jurisdiction, All Other, Non-motorized). If you are unable to e-mail the application, please mail a copy of the electronic file on diskette, and fax or mail a corresponding paper copy. Electronic copies of all applications are required, as they will be posted to the King County Web site. Mailed materials should be sent to: Peter Heffernan, King County Department of Transportation, M.S. KSC-TR -0814, 201 South Jackson Street, Seattle, WA 98104-3856 and/or faxed to 206-684-2111, Attn: Peter Heffernan. All applications must be submitted by **5pm May 15<sup>th</sup>, 2009**.

**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.**

### PROJECT DESCRIPTION INFORMATION

<b>1</b>	<p><b>Project Title:</b> Manufacturing and Industrial Centers (MIC) Commute Trip Reduction and Way-finding Project</p> <p><i>(For roadway project titles: list facility name, limits and any other identifying words; e.g., SR-520 HOV (104<sup>th</sup> Ave NE to 124<sup>th</sup> Ave NE)</i></p>
<b>2</b>	<p><b>Sponsoring Agency:</b> Port of Seattle</p> <p>Also identify any co-sponsor(s): King County Metro</p>
<b>3</b>	<p><b>Project Contact Person:</b> Dan Burke, Port of Seattle</p> <p>Address: Pier 69, P.O. Box 1209, Seattle, WA 98111</p> <p>Phone: 206-728-3778</p> <p>Fax: 206-728-3754</p> <p>E-Mail: <a href="mailto:burke.d@portseattle.org">burke.d@portseattle.org</a></p>

<p>4</p>	<p><b>Project description.</b> Please distinguish between the scope of the project and the justification and/or need for the project.</p> <p>a. <b>Project scope:</b> Please describe clearly and concisely the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? For example, if this is part of a larger project, please be specific as to what portion on which the grant funds will be used.</p> <p>The Manufacturing and Industrial Centers (MIC) Commute Trip Reduction and Way-finding Project introduces two project elements to reduce single occupant vehicle use at the MICs.</p> <p>1: A Commute Trip Reduction (CTR) program for small employers in the manufacturing industrial centers would utilize staff from the Duwamish Transportation Management Association (TMA) to provide outreach and information to area commuters in an effort to promote alternative options for transportation in the Manufacturing and Industrial Centers (MIC) (Duwamish MIC &amp; North Tukwila MIC – see map attached.) The CTR effort differs from the Washington State mandated CTR program as it reaches out to companies that are smaller than those affected by state law. The Duwamish TMA, which will be administering this program, has a history of running successful CTR projects and is credited with helping to reduce vehicle miles traveled and their related emissions while reducing driving costs (see attached program statistics).</p> <p>2: A Way-finding project will help better identify bike and pedestrian routes and provide helpful information to area transit users. The program includes technical support and services by mode specialist, including Cascade Bicycle Club and Feet First, non-profit organizations which have been enlisted to enhance the bicycle and pedestrian networks as proposed in recently adopted non-motorized plans in Seattle and Tukwila. Additionally, the project introduces King County Metro Transit’s In Motion program into the MICs. In Motion provides at-street-level information to make transit trips easier and more efficient for users. Voluntary business sensitive programs such as these promote energy efficiency, congestion relief and emission reduction. All are essential within the MIC’s where significant economic development and trade and their related production processes generate fairly large carbon footprints.</p> <p>a. <b>Project justification, need or purpose:</b> Please explain the intent, need or purpose of this project. What is the goal or desired outcome?</p> <p>The Manufacturing and Industrial Centers (MIC) Commute Trip Reduction and Way-finding Project is important because it strongly supports the goals of reducing single occupant vehicle traffic by promoting alternative modes of transportation in the MIC’s. MIC’s are different from regular urban centers because they don’t have a single jurisdiction in charge of planning and providing needed transportation programs and infrastructure. The Duwamish MIC has many overlapping government agencies including the city of Seattle, King County, the Port of Seattle and the US Army Corp of Engineers, to name a few.</p> <p>MIC’s are also different in character from other Urban Centers. MICs have a higher level of industrial activity, with related traffic congestion and air quality issues, due to a large number of manufacturing sites and vehicle emissions. The roadway infrastructure is often in disrepair, in part due to heavy vehicles, and they often don’t have consistent non-motorized facilities such as sidewalks or signed bike paths. Roadway or trail connections are often incomplete or unsigned, making it difficult for users. Many land uses, such as rail yards and large industrial complexes, make it difficult to maintain any type of grid roadway system. This, in combination with lower densities than found in urban centers contributes to the difficulty of serving manufacturing and industrial centers with transit.</p> <p>The Manufacturing and Industrial Centers will be impacted by several major transportation projects, including the replacement of the Alaskan Way Viaduct, the rebuilding of the Spokane Street Viaduct and the East Marginal Way Grade Separation. These projects will disrupt area travel through 2015, and it is important to provide travel options to continue to move people and goods efficiently. Projects that encourage people to ride share, change modes or reduce emissions will help create a better and healthier environment.</p>
<p>5</p>	<p><b>Project Location:</b> Within the Duwamish and North Tukwila Manufacturing and Industrial Centers – Project is located in King County</p> <p>Answer the following questions if applicable:</p>

	b.	Crossroad/landmark nearest to beginning of project: Not Applicable (N/A) <i>(Identify landmark if no crossroad)</i>
	c.	Crossroad/landmark nearest to end of project: N/A <i>(Identify landmark if no crossroad)</i>
<b>6</b>	<b>Map:</b>	Include an 8½” x 11” legible vicinity map (if applicable) with completed application form. <i>If unable to send map electronically, provide separately by fax or mail.</i>
<b>7</b>	<b>Federal Functional Classification Code</b>	<i>(Select only one)</i>  <i>Assistance in determining the functional classification of a project is available by calling Stephanie Rossi at 206-971-3054..</i>
	<b>Rural Functional Classifications</b> (“under 5,000 population”) (Outside the federal-aid urbanized and federal-aid urban areas)	<b>Urban Functional Classifications</b> (“over 5,000 population”) (Inside the federal-aid urbanized and federal-aid urban areas)
	<input type="checkbox"/> <b>00</b> Exception <input type="checkbox"/> <b>01</b> Principal Arterial - Interstate <input type="checkbox"/> <b>02</b> Principal Arterial <input type="checkbox"/> <b>06</b> Minor Arterial <input type="checkbox"/> <b>07</b> Major Collector <input type="checkbox"/> <b>08</b> Minor Collector <input type="checkbox"/> <b>09</b> Local Access <input type="checkbox"/> <b>21</b> Proposed Principal Arterial – Interstate <input type="checkbox"/> <b>22</b> Proposed Principal Arterial <input type="checkbox"/> <b>26</b> Proposed Minor Arterial <input type="checkbox"/> <b>27</b> Proposed Major Collector <input type="checkbox"/> <b>28</b> Proposed Minor Collector <input type="checkbox"/> <b>29</b> Proposed Local Access	<input checked="" type="checkbox"/> <b>00</b> Exception <input type="checkbox"/> <b>11</b> Principal Arterial – Interstate <input type="checkbox"/> <b>12</b> Principal Arterial – Expressway <input type="checkbox"/> <b>14</b> Principal Arterial <input type="checkbox"/> <b>16</b> Minor Arterial <input type="checkbox"/> <b>17</b> Collector <input type="checkbox"/> <b>19</b> Local Access <input type="checkbox"/> <b>31</b> Proposed Principal Arterial – Interstate <input type="checkbox"/> <b>32</b> Proposed Principal Arterial – Expressway <input type="checkbox"/> <b>34</b> Proposed Principal Arterial <input type="checkbox"/> <b>36</b> Proposed Minor Arterial <input type="checkbox"/> <b>37</b> Proposed Collector <input type="checkbox"/> <b>39</b> Proposed Local Access
	<p><b>NOTE:</b> <u><b>Federally Funded Projects.</b></u> A roadway must be <u>approved</u> on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities). Projects which are on a roadway with a functional classification of 09, 19, 29 or 39 are not eligible to use federal transportation funds unless they are one of the exceptions listed below. If your project is an exception, identify its functional class code as “00”.</p> <p><b>Examples of Exceptions:</b></p> <ul style="list-style-type: none"> <li>• Any bicycle and/or pedestrian project.</li> <li>• Projects <u>not</u> on a roadway and using CMAQ or other funds</li> <li>• Any transit project, including equipment purchase and park-and-ride lot projects.</li> </ul>	

## PROJECT EVALUATION INFORMATION

**IMPORTANT INSTRUCTIONS:** Projects will be evaluated and scored based on the information provided in Parts 1 and 2 that follow. Refer to “Countywide Non-Motorized Project Evaluation Criteria” included in the 2006 King Countywide Call for Projects for information on how the projects will be evaluated.

- **Part 1:** Choose one of the two project categories that best fits your proposed project and complete Section A or B
- **Part 2:** Complete all Sections c through F

## PROJECT EVALUATION: PART 1

**Choose which of the two Centers categories your project falls under:**

- Project is located within a Center (Manufacturing and Industrial Centers)  
> *NOTE: Complete Section A, then proceed to Sections C through F in Part 2*
- Connecting Corridors  
> *NOTE: Complete Section B, then proceed to Sections C through F in Part 2*

## SECTION A: CENTERS

Complete this section if your project is a “Centers” project, then proceed to Part 2.

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

- How will the project help the Center to develop in a manner consistent with adopted policies or comprehensive plans? Describe how the project will support increased activity in the Center, implement any development plans for the center, and enhance the Center's sense of place. Please provide a citation and copy of the appropriate pages(s) from the plan or policies.
- Describe the impact the project will have on the Center. Will the project remedy an existing or anticipated problem (e.g., congestion, incomplete sidewalk system, inadequate transit service or facilities, etc.), or benefit a large number or wide variety of users?
- Will the project provide access to a major destination or significantly improve circulation within the Center? For projects with a parking component, describe how it will be compatible with a pedestrian-oriented environment.

The provision of transportation options will reduce congestion in the Manufacturing and Industrial Centers. This supports regional policies, which support freight movement. The recently updated VISION 2040 Plan calls for the recognition and preservation of existing centers of intensive manufacturing and industrial activity and the provision of infrastructure and services necessary to support these areas. These centers are important employment locations that serve both current and long-term regional economic objectives.

A goal in the VISION 2040 Plan states that “The region will continue to maintain and support

viable regional manufacturing/industrial centers to accommodate manufacturing, industrial, or advanced technology uses.”

Additionally, Policy MPP-DP-10 in VISION 2040 supports the goal above. It states, “giving funding priority – both for transportation infrastructure and for economic development – to support designated regional manufacturing/industrial centers consistent with the regional vision. Regional funds are prioritized to regional manufacturing/industrial centers. County-level and local funding is also appropriate to prioritize to these regional centers.”

This project will result in reduced vehicle traffic and improved way-finding, connecting bicycle, pedestrian and transit network which help in using the system more efficiently. The project brings Metro’s In Motion program into the MICs, which improves transit access and efficiency for users.

The project will increase safety by reducing vehicle traffic and the conflict that can exist between large trucks, cars, bicyclists and pedestrians. Additionally, better information on transportation options and way-finding will help increase the knowledge and use of the transportation system for drivers, bikers, walkers and truckers.

## **SECTION B: CONNECTING CORRIDORS**

Complete this section if your project is a “Connecting Corridors” project, then proceed to Part 2.

### **Please explain how your project addresses the following:**

- Describe how the investment in the corridor improves access or directly benefits a center(s) by providing a range of travel modes and by serving multiple user groups.
- Describe how the project improves a corridor in logical segments, thereby preventing the creating of missing links or gaps.
- Describe how the project creates more effective and efficient travel flows along the corridor by filling missing links or removing barriers.
- Describe how the improvements create long-term sustainable solutions and improve the system as a whole.

## SECTION C: PROJECT READINESS

Once Section A or B in Part 1 has been completed, complete all of Part 2, Sections C through F.

**Introduction: Two primary tools will be used to obtain information needed to judge a project's ability to proceed: responses to the project readiness and financial plan sections below. The primary objective of the evaluation is to determine if a sponsor has assembled all of the funding needed to complete the project or phase(s), and when the sponsor will be ready to obligate the requested funding. All questions must be completely and accurately filled out in order for this information to be properly assessed. The information will be used to determine:**

- When the sponsor can complete all prerequisites needed to obligate the project's requested funding.
- When the sponsor plans to obligate requested funding.
- The amount and source of secured funding for the project.
- The amount and source of reasonably expected but unsecured funding for the project.
- If the federal funds will complete the project or a phase of the project.

**Note:** The standard PSRC definitions will apply for determining when funding is "secured" or "reasonably expected to be secured." These definitions can be found at

<http://www.psrc.org/projects/tip/selection/2006/CallMaterials/Secured%20funding%20def%202006.pdf>

**Project Readiness: Please fill out the questions below if your project is requesting funds for a Right of Way (ROW) and/or Construction (CN) phase. Projects requesting funds for a Preliminary Engineering phase need not answer question in Section C: Project Readiness.**

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

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

**Important instructions:** For question A below, select one of the three options from the drop down list for all items that apply at the time of submission of this application. These items are based on the documentation requirements for obligation of federal funds. For any item where "Item not yet completed" is selected, and for any additional requirements pertaining to the project, provide details in question B, including the estimated schedule for completion.

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

The Port of Seattle project includes elements of ongoing projects by King County Metro. No right-of-way is needed for the project. From an environmental perspective, The TDM elements are considered categorically exempt.

Not needed a. Final FHWA or FTA approval of environmental documents including:  
(select one) - BA Concurrence: NMFS, U.S. Fish & Wildlife, WSDOT.  
(select one) - Section 106 Concurrence.  
(select one) - FHWA/FTA Environmental Classification Summary Checklist (or EA or

EIS).

Not needed b. True Cost Estimate for Right of Way.

Not needed c. Right of Way Plans (stamped).

Not needed d. Relocation Plan (if applicable).

Not needed e. Right of way certification.

Not needed f. Certification Audit by WSDOT R/W Analyst.

Not needed g. Relocation Certification, if applicable.

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

Not needed h. Engineer's Estimate.

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

**B. Additional information:** include details on any items above that are not yet completed and provide an estimated schedule; please provide any additional information as appropriate.

N/A

## Section D: Financial Plan

Financial plan: **Please fill out Tables A-D below and corresponding questions E-F. The purpose of the tables and questions is to allow sponsors to fully document their project's financial plan and schedule. Tables A, B, and C build upon one another to provide the estimated cost of each phase as well as a project's total cost (Table D). The tables require sponsors to list the federal funds being requested from the Countywide Competition (Table A), as well as ALL other sources of secured (Table B) and unsecured funds (Table C) needed to complete the project.**

### Guidelines:

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

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

**Table A: Funding Requested from Non-Motorized Program**

Phase	Estimated Obligation Date by Phase (mm/dd/yy)	Federal Funding Source (enter either STP or CMAQ; choose only one)	Federal Funds Amount
Commute Trip Reduction	January 2010	CMAQ	\$250,000
In Motion/Way-finding	January 2010	CMAQ	\$50,000

<b>Totals:</b>			\$300,000

**Table B: Existing Secured Funding**

Phase	Estimated Obligation* date by Phase (mm/dd/yy)	Source	Amount
Commuter Trip Reduction	Jan. 2010	Duwamish TMA private supporters/Metro	\$33,750
In Motion/Way-finding	Jan. 2010	Metro	\$6,750
			\$
			\$
			\$
		<b>TOTAL:</b>	\$40,500

\*For tables B or C “obligation” may be defined as expenditure or other commitment of funds

**Table C: Needed future funding (unsecured)** Note: do not include the grant funds requested in Table A

Phase	Estimated Obligation* date by Phase (mm/dd/yy)	Source	Amount
			\$0
			\$0
			\$
			\$
			\$
		<b>TOTAL:</b>	\$0

\*For tables B or C “obligation” may be defined as expenditure or other commitment of funds

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

Phase	Total estimated cost	Phase	Scheduled completion date (mm/dd/yy)
Planning:	\$0	Planning:	N/A
Preliminary Engineering/Design:	\$0	Preliminary Engineering/Design:	N/A
Right of Way:	\$0	Right of Way:	N/A
Construction:	\$0	Construction:	N/A

Other (Specify) :	\$340,500	Other (specify) :	N/A
Total Project Cost:	\$340,500	Estimated date of completion (i.e. open for use)	12/31/2012

**E. Identify the project phases (PE, ROW, CN, etc.) that will be fully completed if requested funding is obtained and status of current phases (i.e. PE at 30%):**

The project does not have phases. The project’s programs are being created to support the reduction of automobile traffic by enhancing the facilities needed to support alternative ways of commuting in the Manufacturing and Industrial Centers. The CTR work will be completed between the obligation dates January 2010 through December 31, 2012.

**F. If unable to completely fill out Table D (Total Project Cost):** Use the space below to explain the nature of any project for which the total project cost is presently unknown. For example, a project may study the merits/costs of various routes or construction techniques and, consequently, the total project costs won’t be determined until the study is complete.

Funding for the Commute Trip Reduction Program is expected to last for approximately three years. This project element will be funded with \$250,000 in grant funds if selected, plus \$33, 750 in local match to fund staffing, materials and incentives for outreach to small businesses in the Manufacturing and Industrial Centers to support transportation options to the single occupant automobile. Local match will be provided by King County Metro and the TMA stakeholders.

King County Metro will use \$50,000 of the grant funds if selected, plus \$6,700 in the local match to improve Way-finding improvements for pedestrians, bikes and transit information, as part of their In Motion program when the funding is obligated in 2010. Local match will be provided by King County Metro. The two elements complement one another.

**SECTION E: JOINT OPPORTUNITIES**

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

- What other private and/or publicly funded project(s) will receive a benefit from this project? Describe the other project(s) and its relationship to your agency’s project. Be specific. (*E.g., If funds are committed to another project, describe the commitment, including the amount. Describe any conditions associated with the commitment, including timing. If the commitment or partnership is non-financial, so indicate.*) **In your answer, summarize relevant letters and/or documents describing commitments and key points. Include dates.** Do not attach copies of these letters or documents.
- Will an opportunity be lost if the project does not receive funds through this project competition? Describe and explain the consequences.

The Duwamish industrial area is experiencing an increasing mix of pedestrian, bicycle, vehicle and freight traffic generated by a unique mix of economic activities vital to City of Seattle and the region. This coupled with the impact of a number of major transportation construction projected slated for the area generate increased traffic congestion and delay goods movement. To address these critical issues, the community joined together in 2008 in a rare partnership between non-profit organizations, bicycle and pedestrian advocates, private businesses (large and small), public agencies (SDOT, KCDOT & Port of Seattle), stadium representatives and freight operators to form the Duwamish Multi-Modal Advisory Coalition

(DMMAC). The results of the unique stakeholder group were a set of recommendations that were delivered to the Seattle Department of Transportation (SDOT) and the Seattle City Council regarding transportation issues in the manufacturing industrial area.

The CTR project described in this application is the natural extension of the work of the DMMAC stakeholders. Local businesses including the Mariners Baseball Club, Qwest Field Operations, Starbucks Coffee Company, and Boeing Company are demonstrating their commitment by pledging to provide funding to the Duwamish TMA on a multi-year basis in an effort to advance the recommendations of the DMMAC and build on the Bicycle and Pedestrian Master Plans of the cities of Seattle and Tukwila. These pledges amount to \$50,000 during 2010 and 2011 timeframe.

Specific DMMAC recommendations included pedestrian related improvements to strategic locations in order to enhance transit usage and pedestrian movement in the area around the stadiums. An additional non-motorized mode limitation addressed the lack of a bicycle network by recommending that appropriate, safe signed routes be identified and that linking existing separated facilities across city boundaries (Seattle and Tukwila) be explored. Partnering with the non-profit mode specialists Cascade Bicycle Club and Feet First brings their expertise to bear in the area. In addition, it creates a working relationship where potentially conflicting modes (freight and non-motorized) have an opportunity to learn how to work together to develop safe, working solutions to ROW sharing.

All of the DMMAC recommendations result in more “usable” alternative commute options which will be highlighted through the Employer Rewards CTR incentive program and KC Metro’s at-street-level In Motion program.

The time and resources available to the two cities of Seattle and Tukwila for moving their newly adopted Master Plans forward will be expended in the larger geographic residential areas. CMAQ funding, allocated to the two Manufacturing Industrial Centers, is the only opportunity to bring this Coalition of private, non-profits and public partners together to assist the cities with the unique challenges of implementing non-motorized solutions in the MICs.

## SECTION F: PLANNING

Please explain how your project addresses the following:

- Describe the planning process through which this project has been developed.
- Describe how the project is consistent with a local jurisdiction’s adopted comprehensive plan, local plan, transit plan, etc. **IMPORTANT:** Provide specific citations and a copy of the appropriate pages and include dates of adoption.
- Describe how the project is consistent with Destination 2030 (adopted May 2001). Refer to the PSRC website ([www.psrc.org](http://www.psrc.org)) for a list of Destination 2030 policies.

Manufacturing and Industrial Centers (MICs) were established in King County in 1992 through the Countywide Planning Policies that were adopted by King County government and the cities of King County to implement the Washington State Growth Management Act. The MICs are part of a regional strategy to focus growth into existing urban areas to help curb sprawl and protect rural areas from urban-style development. Within that strategy, the MICs were intended to promote industrial job and business growth, with regional policies that support transportation services to meet industrial commuter and freight needs, and local policies to expedite industrial development permits zoning to discourage retail and office development.

While the MICs helped to fulfill the 1992 economic and land use policy goals of the Countywide Planning

Policies, regional policies to support the MICs have often not been fulfilled. Because of their roles as job growth centers, the MIC's were targeted by the CPPs for strong transportation services through new highway projects, bus service and light rail transit. But, key transportation projects like replacing the Spokane Street Viaduct and the Lander Street overpass were long delayed and even cancelled due to transportation funding shortages and priorities.

Both the cities of Seattle and Tukwila have developed their bike and pedestrian Master Plans in 2008/2009. The contiguous Manufacturing Industrial Centers (Seattle's Duwamish MIC and Tukwila's North Tukwila MIC) both have TBD (to be determined) areas in the adopted Master Plans that "will be addressed later." Neither city had sufficient resources during the planning phase to devote to addressing the unique conditions of the MICs. Each partner in this project brings already existing programs and policies to bear, in a coordinated effort, in order to address these unique elements of commute alternatives within the MICs.

With heightened "street level" visibility of existing resources (King County Metro Transit), we can target the local employers unaffected by the CTR law to provide incentives for beginning new TDM programs for employees (Duwamish TMA). By reviewing the local conditions and recommending priority investments for bicycle and pedestrian improvements to the two cities (Cascade Bicycle Club & Feet First), we can 1) enhance the alternative commuting conditions for employees within the two MICs, 2) have answers to the TBDs when the cities are prepared to make their capital investments and 3) most importantly have recommendations for improvements across the city boundaries but within the contiguous industrial area.

As set forth in Destination 2030, our project addresses "making traffic better, keeping pace with growth and supporting the manufacturing and industrial centers economic and environmental health". Destination 2030 was used to satisfy federal and state planning requirements including the federal transportation planning legislation Intermodal Surface Transportation Efficiency Act (ISTEA) first adopted in 1991. A follow up to that early legislation in 2005 was Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

SAFETEA-LU requires compliance with eight planning factors, which include, "Enhancing the integration and connectivity of the transportation system, across and between modes, for people and for freight." Additionally, it mentions economic vitality, safety and security, "accessibility and mobility options available to people and for freight", and various energy/environmental conservation measures (*Appendix 1:1 Regional Growth Management and Transportation Policies: Federal Transportation Planning Requirement (23 USC 134)*).

## SECTION G: AIR QUALITY

**NOTE: While project sponsors are not requested to provide detailed quantitative analyses at this time, those projects that are selected for CMAQ funds will be asked to assist staff in quantifying the benefits of their projects prior to TIP submittal.**

**Describe how your project will reduce emissions. Include discussion of the population served by the project – who will benefit, where and over what time period. Be as specific as possible and include examples.**

Answers will vary depending on the type of project, for example:

- Describe how your project will reduce VMT, either by eliminating or shortening vehicle trips;
- Describe how your project will result in a mode shift from SOVs to transit, carpool or non-motorized;
- Describe how your project will result in an increase in transit ridership, either through new transit service or greater accessibility to transit;
- Describe how your project will improve the flow of traffic and reduce the amount of idling vehicles - how will this project relieve an existing problem;
- Describe how your project will reduce emissions through alternative fuels or vehicles.

Today, most commute access by area employers is by single occupant vehicle. The provision of CTR information and incentives to leave the automobile for other options will provide economic benefits for users as well as time savings, especially during periods of roadway construction of Spokane Street, the Alaskan Way Viaduct and East Marginal Way, to name a few. The goal of the CTR element is to get people out of cars and into other travel modes. Results from the TMA's CTR work through August 2008 (implemented for large CTR affected employers) include 8,600 participant days of employees using alternative modes, the reduction of 156,000 miles traveled, \$90,000 in save driving costs and the elimination of more than 8,500 pounds of carbon monoxide. (See attached TRPP Board Reports 06 - present). This project supports MIC employers and employees, bicycle riders, pedestrians and area truck drivers as well as pass-through travelers.

As part of this program, it is important to highlight and improve existing transit service and facilities to make potential transit trips more attractive to MIC area employees. The area has traditionally been difficult to serve by transit because of the broad dispersal of employment centers in the MIC's. Additionally, the MICs especially the Duwamish MIC, have many travel barriers including rail yards and large industrial developments which make it difficult to provide good transit service. The outreach and education plus incentives will make transit more positive. New information provided through way-finding will also make using transit and bicycle commuting easier and more efficient.

Bus service in the MICs remain relatively poor because of the practical challenges of providing reliable bus service to areas with a high frequency of multi-modal traffic conflicts resulting from growing volumes of north-south railroad traffic combined with poor east-west road access. Because of the limits on transit service, the MICs are prime areas for carpools, vanpools and other commute alternatives to drive alone commuting. In addition to reducing emissions, commute trip alternatives help to hold down the growth of car trips in the MICs , preserving road space for truck traffic.

The use of bicycles or walking will also be options for increased travel mode opportunities if the existing facilities are improved and made safer. As mentioned earlier, MICs are not seen as desirable pedestrian/bike facilities because of the high level of freight traffic. Often time, the areas bike routes are not clearly marked and there is a lack of information about available paths. The project will work to improve way-finding for bikes and pedestrians while making transit information available at area bus stops.

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