

King Countywide 2014 FHWA Grant Program Application

Important: Please review the following information before beginning the application.

Definition of a project: For the purposes of this competition, a project must be clearly defined by geographic limits and/or functionality. If a 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).

Projects that include multiple components or sponsors are allowed to be submitted, but the scope of work, funding amounts and schedules for each individual agency and/or component must be clearly identified at the time of application. If awarded PSRC funds, these projects may be separated into their individual components or lead agency in the regional Transportation Improvement Program. Each individual TIP project will be subject to PSRC's project tracking policies and will be administered according to the scope of work and funding awarded for each. If you have questions please contact Kelly McGourty at (206) 971-3601 or kmcgourty@psrc.org.

Resources: A [resource document](#) has been developed to assist sponsors in completing this online application for the 2014 project selection process. The document summarizes information needed by sponsors to complete applications, as well as provides useful information on various topic areas such as financial constraint and project tracking requirements.

Submitting Applications: 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.

All applications must be submitted by **11:59p.m. May 7, 2014.**

Project Information

Project Title Community Trip Reduction Initiative

Transportation 2040 ID# N/A

The current list of investments that are required to be on the Transportation 2040 Regional Capacity Project List and have a designated ID # can be accessed at

Appendix N of the 2014 Transportation 2040 Update, [here](#). If your project is exempt from this requirement, please enter "N/A." Helpful information on those exempt investments that are considered programmatic in nature or are on local facilities and therefore not required to be on the Project List can be found [here](#).

For assistance or questions regarding these issues, contact Kimberly Scrivner at 206-971-3281 or kscrivner@psrc.org.

Sponsoring Agency King County

Co-Sponsoring Agency -

Does sponsoring agency have "Certification Acceptance" (CA) status from WSDOT?

More information on certification acceptance and a listing of current CA agencies can be found [here](#).

Yes

No

If not, which agency will serve as your CA sponsor?

-

Contact Information

Project Contact Name Peter Heffernan

Project Contact Phone (206)477-3814

Project Contact Email peter.heffernan@kingcounty.gov

Project Description

Project Scope

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

The project will implement community-based transportation services in 12 designated Transit Activity Centers throughout King County. The project is an opportunity to expand proven trip-reduction efforts

beyond regionally-designated centers into smaller nodes of jobs and housing, and to encompass work and non-work trips. The Transit Activity Centers of focus are: Ballard, Bothell, Covington, Duvall, Eastgate, Factoria, Issaquah, Kenmore, Maple Valley, Sammamish, Shoreline and Woodinville.

Three categories of services are included: 1) resident-based information and outreach; 2) establishment of community travel “hubs;” and 3) school-based trip management (“Schoolpool”); The mix of services will vary to meet the characteristics and needs of each activity center. The project leverages programmed enhancements to RideshareOnline.com and partner in-kind contributions for outreach and community hub space.

Specific outcomes

The project is aimed at reducing both commute and personal trips generated to, from and within these activity centers. These trips congest local roadways and intersections, and contribute to the stream of traffic on freeways and in regional and manufacturing centers. Over 75% of trips are not work related, many areas experience peak congestion on Saturdays and Sundays, and as much as 20 to 30% of morning traffic is generated by parents driving their children to schools. This project will help address sources of congestion beyond just peak periods and commutes.

Approximately 300,000 people will be targeted through these projects. Based on our direct experience with similar strategies, as many as 2,500 daily trips and 25,000 VMT could be removed from area roadways. Congestion relief and air quality benefits will accrue from all trips reduced, but especially from trips reduced during peak hours which include school trips and many after-school activities.

Services provided from project

1) Resident-based outreach and information: Building on our 10 year success with the In Motion program, Metro will conduct direct outreach to engage individuals in their transportation options. We will provide information and incentives, and establish an-ongoing dialog to encourage using travel options for commuting and non-commute trips. The outreach may include customized mapping, ridesharing applications, and social media and events to connect with others. This outreach will promote and support the other elements of the Community Trip Reduction Initiative.

2) Community Travel Hubs: Conceived as part of Metro’s Alternative Services Plan, hubs will be established in partnership with the community as a “one-stop ” location for transportation information and access to transit, ridematch services, community vans available to volunteer drivers, and shared bicycles/secure bicycle parking. Metro will work with cities to identify a suitable and convenient location, such as near the city hall, library or other gathering spot.

3) School-based trip management, or “Schoolpool:” Schoolpool facilitates active transportation by matching students and families for carpooling, biking and walking to school. Metro will partner with schools to develop and implement a Safe Routes to School (SRTS) Toolkit, including technology, training and outreach materials that foster a safe environment for walking, bicycling and carpooling to school. This project will focus on SRTS non-infrastructure improvements and be coordinated with each school's Safe Routes to School program where appropriate. Initial partners include Salmon Bay K-8 School and University Prep.

Use of grant funds

The project is budgeted at \$2,500,000, of which 2,000,000 would be from grant funds with \$500,000 match from Metro and partners. Metro has secured match in its budget.

Project Justification, Need, or Purpose

Please explain the intent, need or purpose of this project. For example, what is the goal or desired outcome?

The project goals are to improve mobility options and connections, resulting in reduced GHGs and local congestion in smaller activity centers, where fixed route transit may be less available. The project answers a compelling need to develop effective strategies for local activity centers and enhance mobility on key corridors that link urban centers over a wider span of the day and week.

This project enables Metro and communities to expand proven trip reduction strategies beyond just employers, and beyond urban centers. For over 20 years, trip reduction efforts have focused largely on commute trips to major employers. These efforts have been successful in managing growth in peak commute travel on major corridors. However, many people live and work in areas not well served by fixed route transit service where roadways experience significant levels of congestion.

The targeted Transit Activity Centers have strong connections to many of the designated Regional Growth and Manufacturing Centers for employment. This initiative will focus on these Transit Activity Centers: Ballard, Bothell, Covington, Duvall, Eastgate, Factoria, Issaquah, Kenmore, Maple Valley, Sammamish, Shoreline and Woodinville. Some of the areas (Duvall, Maple Valley, Covington) have specifically been identified as target locations for trying new methods of transit service delivery in Metro's Five Year Implementation Plan for Alternatives to Traditional Transit Service Delivery (Alternative Services Plan, 2012). Other areas span key corridors where congestion impedes access to jobs and housing (Kenmore, Shoreline, Eastgate, Factoria, Bothell, Issaquah). Some, such as Sammamish, present unique challenges for large residential populations to access key transit connections or employment opportunities. Almost all experience congestion associated with school transportation, and we have identified partner schools with which to test aggressively managing this problem (Salmon Bay, University Prep).

Project Location

Project Location

For example, please include street, route or trail name, or other identifiable location.

Ballard, Bothell, Covington, Duvall, Eastgate, Factoria, Issaquah, Kenmore, Maple Valley, Sammamish, Shoreline, and Woodinville

Please identify the crossroad, milepost or landmark nearest the beginning and end of the project below, if applicable.

Crossroad/landmark nearest to the beginning of the project:

N/A

Crossroad/landmark nearest to the end of the project:

N/A

Please identify the center(s), regional and local, the project is located in or supports. Refer to PSRC's [centers page](#) for more information on the regional centers.

The project will focus in 12 Transit Activity Centers as designated in the King County Metro Strategic Plan for Public Transportation 2011-2021 (2013 update). Transit activity centers include major destinations such as large employment centers, significant healthcare/education institutions, and major social service agencies. These Transit Activity Centers include: Ballard, Bothell, Covington, Duvall, Eastgate, Factoria, Issaquah, Kenmore, Maple Valley, Sammamish, Shoreline, and Woodinville.

Federal Functional Classification

Roadways must be approved on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities), unless the project meets certain exceptions. Resources to identify a facility's functional classification or exceptions to this requirement may be found [here](#).

Please select the appropriate project category (rural or urban) followed by the corresponding functional classification.

Not Applicable

Plan Consistency

All projects must be consistent with a comprehensive plan that has been certified by PSRC as being consistent with the Growth Management Act, VISION 2040 and Transportation 2040. Projects must be consistent with the comprehensive plan of each jurisdiction in which the project is located. If a comprehensive plan has not been certified, projects located in that jurisdiction may not be included in the Regional TIP. For more information, please refer to [PSRC's Plan Review](#) page or contact Yorik Stevens-Wajda at 206-464-6179

Is the project specifically identified in a local comprehensive plan?

Yes

No

If yes, indicate 1) plan name 2) relevant section 3) page number.

-

If no, describe how the project is consistent with the applicable local comprehensive plan, including specific local policies and provisions the project supports.

The project is consistent with the King County Metro Strategic Plan for Public Transportation, 2011-2021 (2013 Update), which is adopted by the King County Council, and included in the King County Comprehensive Plan by reference (citations to specific sections applicable to this project are listed in A1 of this application). The project also is consistent with the plan's adopted companion document, Metro Service Guidelines (2013). Both documents identify the Transit Activity Centers targeted for this project, and describe levels and types of services suited to specific community contexts.

In addition, King County Metro's strategic plan calls for the development and deployment of "alternative services," further defined in the adopted Alternative Services Plan (2012). Alternative services can include a range of transportation services, from shared community vans to facilitating on-demand carpooling to providing shared bicycles. Strategies should be targeted to meet the travel needs of different geographic markets. This project will facilitate new travel options, and provide education and information on new and viable travel modes.

Category Specific Questions

Select one of the following three criteria categories that best fits your project.

Regional or Locally Designated Center

Designated Regional or Local Center

You have selected Designation Regional or Local Center. If this is not the appropriate classification, please go back and change your selection. In the sections below, please provide complete but concise responses, addressing as many bullet points as possible. The evaluation and scoring of all submitted projects will be based on the answers provided by the sponsor. Refer to the [2014 King Countywide Project Evaluation Criteria](#) for PSRC's FHWA Funds in the King Countywide Call for Projects for guidance, examples, and details on scoring for additional information.

A1. Regional or Local Center Development

Please address the following:

- Describe how the project will support the existing and planning housing/employment densities in the regional or local center.
- Describe how the project will support the development/redevelopment plans and activities of the center. Please provide a citation of the corresponding policies and/or specific project references in a subarea plan or in the comprehensive plan.
- 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.

Support of housing and employment densities in regional or local center.

The project will help improve access between jobs, housing and services, and support more dense and walkable communities. The project's focus on using travel options will assist the 12 target centers in accommodating and managing planned residential and employment growth. New and expanded transportation service and travel choices will help address work and non-work sources of congestion that

impact communities throughout King County at all times of the week and hours.

Support of adopted plans

The project supports and is consistent with local, regional, and state policies and comprehensive plans. Samples of how the project is consistent with local, regional, and state plans are listed below.

- Vision 2040:** The project is consistent with Vision 2040's Regional Action "Commute Trip Reduction" (T-Action-11). The project reduces the need for new capital improvements by implementing demand management strategies (MPP-T-3); emphasizes transportation investments that provide and encourage alternatives to single-occupancy vehicle travel (MPP-T-23); and increases trips made by transit, vanpool, carpool, and other alternatives to driving alone (MPP-T-24).

- King County Strategic Plan for Public Transportation, 2011-2021 (2013 Update):** The project is consistent with the plan's overall vision as well the following specific Goals and Objectives (summarized):

- 2.1 Provide a range of services throughout King County to facilitate access to jobs, education and other destinations.

- 3.1 Support a strong, diverse, sustainable economy with public transportation services well-utilized in centers and other areas of economic activity.

- 3.2 Address the growing need for transportation services and facilities throughout the county so that more people have access to and regularly use public transportation services.

- 3.3 Support compact, healthy communities, with more people using public transportation products and services along corridors with compact development.

- 4.1 Help reduce greenhouse gas emissions in the region, with less drive-alone travel.

- 5.2 Improve satisfaction with Metro's products and services and the way they are delivered.

- King County Metro Alternative Services Plan, 2012.** The project is consistent with the plan's purpose to identify and demonstrate cost-effective and innovative transportation alternatives for more rural communities.

- 2008 State Climate Comprehensive Plan:** The project is consistent with the state's comprehensive climate plan to enhance urban commute trip reduction and rideshare programs (p. 45). The project will promote transit, ridesharing, and non-motorized travel in the designated regional centers consistent with the state's Commute Trip Reduction program.

- Moving Washington, 2008.** The project is consistent with the plan's intent to improve access to and reliability of our roadways through three strategies: operate efficiently, manage demand, and add capacity strategically. The project particularly addresses managing demand by encouraging alternatives to driving alone.

- Transportation 2040. Regional TDM Action Plan, 2013-2018:** The project is consistent with the Region's Strategic TDM Priorities (Part 2). For example, the project will expand the residential and neighborhood programs and improve multimodal connections and access to efficient transportation options.

- City of Seattle: Transportation Strategic Plan (October 2005).** The project is consistent with this plan to make the best use of existing streets to move people, goods, and services (TSP principle 1 of 10).

- City of Bothell: Comprehensive Plan (December 2006).** The project is consistent with the plan's effort to reduce the quantity and length of trips in single-occupant vehicles by encouraging the use of transit and non-motorized transportation modes (Transportation Element. TR-G6).

- City of Covington: Comprehensive Plan. The project is consistent with this plan to promote transit and TDM strategies as viable alternatives to single-occupant vehicle use (Transportation Element. December 2009. 5.15.5 Transit and TDM Strategies. TRG 5.1.).

- City of Duvall: Comprehensive Plan. Transportation Element (2006). The project is consistent with the plan's effort to 1) develop Main Street throughout the Duvall city limits as a 2-lane road with wide sidewalks, on-street parking and provisions for bicycles and (Goal T-3) 2) create safe and convenient pedestrian and bicycle access throughout Duvall (Goal T-6).

- City of Bellevue: Comprehensive Plan. The project is consistent with this plan to encourage improvement of Metro facilities and services to and from key points in the Eastgate Subarea. (Eastgate Subarea Plan. Policy S-EG-16.) (Comprehensive Plan Updates of November 2004 (Ordinance 5570) and subsequent amendments through December 2010)

- City of Issaquah: Comprehensive Plan (2011). The project is consistent with the plan's effort to invest in the annual sidewalk program that shall also be consistent with the Issaquah School District's Safe Routes to School sidewalk plan. (2013 Transportation Element. Non-motorized Network Policies. T-25.) Also: City of Issaquah Central Plan (2013). The project is consistent with the plan's Connectivity and Mobility vision to "Create an efficient multi-modal transportation system."

- City of Kenmore: Comprehensive Plan. The project is consistent with this plan to promote Transportation Demand Management Programs (2008 Transportation Element. Policy T-1.5.1)

- City of Maple Valley: Comprehensive Plan (amended 2008). The project is consistent with the plan's effort to 1) to provide mobility and access by public transportation for the greatest number of people to the greatest number of services, jobs, educational opportunities, and other destinations and 2) to encourage transit ridership as an alternative to single-occupant vehicle use whenever practical to reduce the environmental degradation and social costs associated with driving. (2005 Transportation Element. Goal 9 Transit and Travel Demand Management.)

- City of Sammamish: Comprehensive Plan. The project is consistent with this plan to 1) encourage use of public transportation to accommodate a larger proportion of the traveling public and 2) create desirable, safe, and convenient environments that are conducive to walking and bicycling or other non-motorized uses. (Updated November 2013 Transportation Element. Goal sTG-5 and TG-6).

- City of Shoreline: Comprehensive Plan (December 2012). The project is consistent with the plan's effort to 1) educate residents about bicycle safety, health benefits of bicycling, and options for bicycling in the city and 2) develop a public outreach program to inform residents about options for walking in the city, and educate residents about pedestrian safety and health benefits of walking. (2012 Transportation Element. Goals and Policies. T20 and T25.)

- City of Woodinville: Comprehensive Plan (Amended 2009). The project is consistent with this plan to improve and increase use of public transit, paratransit, and ridesharing in cooperation with transit providers, adjacent jurisdictions, and the private sector. (December 2002. Chapter 9 Transportation. Goal T-5.)

Support of Regional Economic Strategy

The project will help create and sustain jobs in the ten industry clusters selected for further analysis in the 2012 Regional Economic Strategy for the Central Puget Sound (July 2012). Jobs in the project cities represent 60 percent of the employees who work in King County (685,000 of 1.1 million), or 39% of employees who work in the Region (685,000 of 1.7 million). These employees will have opportunity to

participate in the program's initiatives. As the project's elements reduce vehicle trips and provide travel options, access will improve to all types of jobs in the region, reducing congestion and travel delay.

A2. Project's Benefit to the Regional or Local Center

Please address the following:

- **Describe how the project remedies a current or anticipated problem (e.g. congestion, incomplete sidewalk system, inadequate transit service/facilities, modal conflicts and/or the preservation of essential freight movement)?**
- **Describe the user groups that will benefit from the project. User groups may include commuters, residents, commercial users, those groups identified in the President's Order for Environmental Justice, seniors, people with disabilities, and/or areas experiencing high levels of unemployment or chronic underemployment.**

How project remedies a problem

Over 75% of trips are not work related, many areas experience peak congestion on Saturdays and Sundays, and as much as 20 to 30% of morning traffic is generated by parents driving their children to schools. This project will help address various sources of congestion which impact local jurisdictions throughout the week.

Many of the target areas have not been the primary focus of prior trip-reduction efforts and/or are difficult to serve with fixed route transit. Metro's strategic plan calls for the development and deployment of "alternative services" and strategies to meet the range of travel needs presented by different geographic markets. This project will demonstrate how these alternatives can be effective in providing solutions for such areas. The target centers range in size from less than 10,000 to almost 50,000 residents, and represent between 2,000 and 20,000 jobs. Cost-effectively serving smaller activity centers is one of the most challenging issues facing our transportation network. If successful these techniques will be expanded to additional activity centers throughout King County and in many other areas of the region and the country.

Some of the areas (Duvall, Maple Valley, Covington) have specifically been identified as target locations for trying new methods of transit service delivery in Metro's Five Year Implementation Plan for Alternatives to Traditional Transit Service Delivery (Alternative Services Plan, 2012). Other areas span key corridors where congestion impacts access to jobs and housing (Kenmore, Shoreline, Eastgate, Factoria, Bothell, Issaquah). Some, such as Sammamish, present unique challenges for large residential populations to access key transit connections or employment opportunities. Almost all experience congestion associated with school transportation, and we have identified partner schools to test aggressively managing this problem (Salmon Bay, University Prep).

User Groups to Benefit

The project will be designed to offer alternatives that meet the needs of various groups including commuters, residential and community groups, youth/students, senior services or groups serving senior citizens, economically disadvantaged people, and people with disabilities. Six of the 12 target areas are

identified as minority or low-income in the King County Metro Strategic Plan for Public Transportation (Kenmore, Bothell, Woodinville, Eastgate, Factoria, Covington).

A3. Circulation Within the Regional or Local Center

Please address the following:

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

Improving safety and convenient access

The project will improve access in the designated Transit Activity Centers by encouraging the use of non-drive-alone travel for varied trips, including commutes, school travel and shopping. The In Motion program provides significant encouragement, support, and incentives for making local trips by alternative modes. The Schoolpool portion of the project will work to improve safety as part of each school's Safe Routes to School program. By increasing use of bus, vanpool, carpool, bicycle and walk travel the project will have a beneficial impact on traffic flow and circulation within the activity centers and to major destinations.

Improving circulation, enhanced opportunities for active transportation.

The Schoolpool element directly fosters bicycle and walk trips to schools, as and the Community Hub portion of the project would consolidate alternative transportation services, such as community vans, bike parking and shared bikes.

Providing a range of travel modes

The project is designed specifically to improve information, access and use of all alternatives to driving alone, including transit, bike, walk and ridesharing. The project helps implement Metro's Alternative Services Plan to provide the appropriate set of transportation services in areas with limited fixed route transit. One example is the project's proposal for community vans available to volunteer drivers to use for local groups.

Manufacturing/Industrial Center

You have selected Manufacturing/Industrial Center. If this is not the appropriate classification, please go back and change your selection. In the sections below, please provide complete but concise responses, addressing as many bullet points as possible. The evaluation and scoring of all submitted projects will be based on the answers provided by the sponsor. Refer to the [2014 King Countywide Project Evaluation Criteria](#) for PSRC's FHWA Funds in the King Countywide Call for Projects for guidance, examples, and details on scoring for additional information.

B1. Development and Users Benefit

Please address the following:

- Describe how the project will benefit or support the development plans and activities of the manufacturing/industrial center. Please provide a citation of the corresponding policies and/or specific project references in a subarea plan or in the comprehensive plan.
- 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.
- Describe the user groups that will benefit from the project. User groups may include commuters, residents, commercial users, those groups identified in the President's Order for Environmental Justice, seniors, people with disabilities, and/or areas experiencing high levels of unemployment or chronic underemployment.

B2. Mobility and Accessibility Benefit

Please address the following:

- Describe how the project provides and/or enhances opportunities for freight movement.
- Describe how the project completes a physical gap, provides an essential link, or removes a barrier in the Freight & Goods component of the Metropolitan Transportation System.
- Describe how the project improves safety and reduces modal conflicts to help achieve a seamless system.
- Describe how the project improves access for one or more modes to major

employment sites, including opportunities for active transportation.

- Describe how the project promotes Commute Trip Reduction (CTR) and other TDM opportunities.

Corridor Serving Center(s)

You have selected Corridor Serving Center(s). If this is not the appropriate classification, please go back and change your selection. In the sections below, please provide complete but concise responses, addressing as many bullet points as possible. The evaluation and scoring of all submitted projects will be based on the answers provided by the sponsor. Refer to the [2014 King Countywide Project Evaluation Criteria](#) for PSRC's FHWA Funds in the King Countywide Call for Projects for guidance, examples, and details on scoring for additional information.

C1. Benefit to Regional, Local, or Manufacturing/Industrial Center

Please address the following:

- Describe how this project will benefit or support the housing and employment development in a regional or local center(s) and/or employment growth in a manufacturing/industrial center(s). Does it support multiple centers? Please provide a citation of the relevant policies and/or specific project references in a subarea plan or in the comprehensive plan.
- Describe how the project provides or benefits a range of travel modes to users traveling to/from centers, or if it provides a missing mode.
- Describe the user groups that will benefit from the project, including commuters, residents, commercial users, those groups identified in the President's Order for Environmental Justice, seniors, people with disabilities and/or areas experiencing high levels of unemployment or chronic underemployment.
- 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.

C2. System Continuity/Long-Term Benefit and Sustainability

Please address the following:

- Describe how this project supports a long-term strategy to maximize the efficiency of the corridor, including TDM and TSM opportunities. Describe the problem and how this project will remedy it.
- Describe how this project provides a “logical segment” that links to a regional, local, or manufacturing/industrial center.
- Describe how the project fills in a missing link or removes barriers to/from a center.
- Describe how this project will relieve pressure or remove a bottleneck on the transportation system and how this will positively impact overall system performance.
- Describe how this project improves safety and/or reduces modal conflict, and provides opportunities for active transportation.

Air Quality and Climate Change

You have not selected a category and these questions were skipped. Please go back and make your selection.

Additional guidance on the evaluation of air quality and climate change benefits is available [here](#), in addition to the information contained in the [2014 King Countywide FHWA Project Evaluation Criteria](#).

Please describe how your project will reduce emissions. Include a discussion of the population served by the project (who will benefit, where, and over what time period). Specific questions have been prepared to assist you in responding to this criterion depending on the type of project.

Please select all of the elements in the list below that are included in the project’s scope of work, and provide the requested information in the text box below.

- Diesel Particulate Emissions Reduction Projects (e.g. diesel engine retrofits)
- Roadway Capacity (general purpose and high occupancy lanes)
- Transit

- Bicycle/Pedestrian Facilities
- Intelligent Transportation Systems (signalization, etc.)
- Alternative Fuels or Vehicle Technology
- Other

- Diesel Particulate Emissions Reduction Projects: Describe the types of vehicles, vessels, engines, duty cycles, etc. being addressed. Describe the emissions vintage of the existing engines, and the number of vehicles to be addressed. Describe how often they are used, where they are used, how much fuel is consumed annually and when the benefits from this project will occur.
- Roadway Capacity (general purpose and high occupancy lanes): Describe the roadway and travel conditions before and after the proposed project, including average daily traffic and travel speeds. Describe the potential for multimodal connections, shorter vehicle trips, etc. Describe the transit routes currently using the facility and anticipated in the future. Does this project connect to or expand an existing high occupancy vehicle or business access transit lane system? What is the length of the project and the population served? What source of data indicates the expected conversion of single occupant vehicle trips to transit or carpool?
- Transit (park-and-ride lots, new or expanded transit service, transit amenities, etc.): Describe the current transit ridership in the project area. Describe the current transit routes serving the project area, including average trip length. If a park-and-ride lot, how many stalls are being added? Describe how the amenities (or other components of the project) are expected to encourage new transit ridership and shift travel from single occupant vehicles to multimodal options. Describe the population served that will be expected to use the new/improved service. What source of data indicates the expected conversion of single occupant vehicle trips to transit?
- Bicycle/Pedestrian Facilities: Describe the length of the proposed facility, including connections to other nonmotorized facilities and to the larger nonmotorized system. Describe the expected travel shed (i.e., land use and population surrounding the project). Does the facility connect to transit? What is the expected population served, and what source of data indicates the expected conversion of single occupant vehicle trips to this mode?
- Intelligent Transportation Systems: Describe the existing conditions in the area, including level of service, average daily traffic, average speed, etc. Describe how the project is expected to improve traffic flow through improved speeds, reducing idling, reducing accidents, etc. What is the percentage of heavy trucks using the facility? Does the project improve traffic flow for particular modes (e.g. HOVs) or types of vehicles (e.g. transit buses or freight trucks)? What are the transit routes along the corridor, and will this project improve transit reliability on the corridor?

- Alternative Fuels or Vehicle Technology: Describe the change in fuel or vehicle technology. How many vehicles are affected? What are the current conditions?
- Other: Describe how your project has the potential to reduce emissions through technology, improved management or other means, e.g. “no idling” signage & enforcement, auxiliary power units to operate heating, cooling & communications equipment, truck stop electrification, etc.

Population served, time period: The Community Trip Reduction Initiative will provide travel options information and services that meet the needs of commuters; residential and community groups; youth/students; senior services or groups serving senior citizens; economically disadvantaged people; and people with disabilities. The project is scheduled for 2015-18.

Transit: The project areas were selected to represent a range of transit service types and facilities, from fixed route all-day or peak, to demand-responsive, to community vans, to Access. The project will encourage new transit riders through information, incentives and alternative services suited to the context and community. In Motion projects over the last 10 years have increased transit use by 5% to 20% among project participants, even when no new transit service is introduced. This project would elevate the prominence of transportation information and services and actively engage residents in learning about their travel options. Community Travel Hubs will serve as focal points, providing “one-stop shopping” for information and access to those options. The community van would be an alternative transit product for use by groups using volunteer drivers, and would capture new riders to the system.

Bicycle/Pedestrian Facilities: The project will facilitate bicycling and walking for local trips, school trips, and as connections to transit. The project is consistent with and supportive of local bicycle and pedestrian and complete streets plans, and will be implemented appropriate to current conditions. The Community Travel Hubs element of the project can offer access to shared bicycles/secure bicycle parking, as well as information about routing. The Schoolpool initiative will match families for walking and bicycling trips. King County will partner with local schools to expand early Schoolpool efforts by developing and implementing a Safe Route to School (SRTS) Toolkit. The toolkit will assist children and families walking and bicycling to school. Results from Washington’s SRTS programs, representing 50 schools and 15,000 students, show an increase of nearly 40% in students walking or cycling to school. In a Marin County SRTS program similar to Schoolpool, participating schools reduced car arrivals by 29% and increased walk and bike arrivals by 57%.

Other: The project’s technology functions have the potential to improve access to travel options and social norming to use those options, contributing to reduced emissions resulting from shifted trips. For example, the project will provide targeted resource information, incentives and encouragement to try travel options for either work or non-work travel. The information platform may include customized mapping, ridesharing applications, and opportunities to connect with others in the community engaging in travel options. Also, the Safe Route to School (SRTS) Toolkit will include technology features to increase the number of children and families walking, bicycling and carpooling to school.

Financial Plan & Project Readiness

In this section, sponsors will address questions regarding the PSRC funding request, the total estimated project cost and schedule, and the project’s readiness to

obligate PSRC funds. Sponsors should be aware of the following information before completing this section:

Funding Request: Sponsors may request funding for any single project phase, but requests for multiple phases are limited to preliminary engineering plus the subsequent phase necessary. I.e, a sponsor may request funding for both preliminary engineering and right of way phases or preliminary engineering and construction phases, but not both right of way and construction phases.

Funding Requirements: A minimum of 13.5% of local matching funds is required for both Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding. 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 will be considered ineligible for PSRC funding.

Obligation Requirements: Per PSRC's project tracking policies, all project phases awarded PSRC funds must obligate by June 1st of the program year selected. For more information, see PSRC's project tracking policies [here](#).

PSRC Funding Request

Please identify the phase(s) for which PSRC funds are being requested, the funding source, the amount, and expected year of obligation. Confirm the total by pressing the calculate button.

Funding Source

- STP
 CMAQ

Phase	Year	Amount Requested
Preliminary Engineering/Design	2015	\$648,750
Other	2016	\$1,513,750
Total PSRC Funding Request:		\$2,162,500

Total Estimated Project Cost and Schedule

In the table below, please provide the total estimated cost and schedule for all phases of the project, from start to finish, and indicate when each phase was, or is planned to be, completed. If a phase is not required for the project, indicate with N/A.

Please include all funding amounts and sources (including the requested PSRC funds) and identify whether they are secure, reasonably expected, or unsecured. **PSRC's definitions and guidance for determining secure and reasonably expected funds may be found [here](#).**

NOTE: If you find that you need more rows than provided in the tables below, please fill out the supplemental project cost spreadsheet available [here](#) and upload in the area below.

Planning Phase

Please note, the planning phase of a capital project is considered to be part of the preliminary engineering phase. Complete this section only if this project is an independent planning study.

Total Planning Phase Cost: \$0

Actual or estimated date of completion (month and year): -

Preliminary Engineering/Design Phase

Funding Source	Funding Status	Funding Amount
CMAQ	Unsecured	\$648750
Local	Secured	\$101250

Total Preliminary Engineering/Design Phase Cost: \$750,000

Actual or estimated date of completion (month and year): December 2018

Right of Way Phase

Total Right of Way Phase Cost: \$0

Actual or estimated date of completion (month and year): -

Construction Phase

Funding Source	Funding Status	Funding Amount
CMAQ	Unsecured	\$1,513,750
Local	Reasonably Expected	\$236,250
Total Construction Phase Cost: \$1,750,000		
Actual or estimated date of completion (month and year): December 2018		

Other Phase

Total Other Phase Cost: \$0

Actual or estimated date of completion (month and year): -

Project Summary

The calculated total project cost below is based on the entries completed above. Please review for accuracy before proceeding to ensure all funding is reflected.

Total Estimated Project Cost: \$2,500,000

Estimated Project Completion Date (month and year): December 2018

Financial Documentation

Please provide supporting documentation using the upload function below to demonstrate that all additional funds for the phase(s) for which PSRC funds are being requested are secure or reasonably expected.

[7Vbr0aPH Ordinance 17476 Community Trip Reduction.pdf](#)

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.

For more information, refer to PSRC's [financial constraint guidance](#).

Local match for this effort is reasonably assured and would come from the Public Transportation Fund – Operating Sub-Fund. The biennial budget for 2015/2016 will include staffing in Metro Transit’s Market

Development group which will provide the matching support for this project. While the 2015/2016 biennial budget is not currently available, the Market Development Group has career service staff dedicated to supporting these types of efforts and there are no indications that the staff will be reduced. Biennially, the King County Council adopts a budget that includes line-item budgets for capital projects and programs. The adopted budget also includes a Operating Fund that reflects anticipated out year appropriations that are funded with anticipated revenue.

King County's adopted Fund Management policies ensure that funds are available to meet commitments made by the program.

If this grant is awarded, to the extent that match is not already available in these appropriations, the 2015/2016 Biennial Budget will reflect the appropriation of the required local match.

Project Readiness

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

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

In the following section, sponsors will be asked a series of questions about the project. Based on these responses, sponsors will be directed to the appropriate set of subsequent questions addressing the project's readiness.

NOTE: Sponsors applying for funds for only planning studies or preliminary engineering/design phases are not required to provide further information for project readiness and will be directed to the next required set of questions.

Project Readiness

Are you requesting funds for ONLY a planning study or preliminary engineering?

- Yes
 No

Is preliminary engineering for the project complete?

- Yes
 No

What was the date of completion (month and year)?

December 2018

Have preliminary plans been submitted to WSDOT for approval?

Yes

No

When are preliminary plans expected to be complete and approved by WSDOT (month and year)?

-

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.

-

Project Readiness

What is the current or anticipated level of environmental documentation under the National Environmental Policy Act (NEPA) for this project?

Environmental Impact Statement (EIS)

Environmental Assessment (EA)

Documented Categorical Exclusion (DCE)

Categorical Exclusion (CE)

Has the NEPA documentation been approved?

Yes

No

Please provide the date of NEPA approval, or the anticipated date of completion (month and year).

December 2017

Project Readiness

Will right of way be required for the project?

Yes

No

How many parcels do you need?

-

What is the zoning in the project area?

-

Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.

-

Does your agency have experience in conducting right of way acquisitions of similar size and complexity?

Yes

No

If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?

-

In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each. For example, these might include:

- True cost estimate of right of way
- Right of way plans (stamped)
- Relocation plan
- Right of way certification
- Right of way acquisition
- Certification audit by Washington State Department of Transportation Right of Way Analyst
- Relocation certification, if applicable

Project Readiness

Are funds being requested for construction?

Yes

No

Do you have an engineer's estimate?

Yes

No

Please upload a copy of your engineer's estimate below.

Identify the environmental permits needed for the project and when they are scheduled to be acquired.

Not applicable. The anticipated level of environmental documentation required for this project is Categorical Exclusion.

Are Plans, Specifications & Estimates (PS&E) approved?

Yes

No

Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year).

Not applicable

When is the project scheduled to go to ad (month and year)?

Not applicable

Other Considerations

Please describe any additional aspects of your project not previously addressed in the application that could be relevant to the final project recommendation and decision-making process. In addition, please describe any innovative

components included in your project: these could include design elements, cost saving measures, or other innovations.

File Submission

Please provide any additional supporting documents, including maps, through the upload functions below.

[aZw1HS5a_KCM_CTR_Initiative_LoS.pdf](#)

[LC1LbdAM_KCM_Community_Trip_Reduction_Initiative_Map.pdf](#)

Final Review

Please review all application form questions to ensure you have completed all fields. An email containing a PDF version of the project application will be sent to the project contact upon submission.

NOTE: Sponsors may update and resubmit information included in the application until the May 7th deadline. After the deadline has passed, the form site will close and sponsors will not have access for revisions.



KING COUNTY

1200 King County Courthouse
516 Third Avenue
Seattle, WA 98104

Signature Report

November 13, 2012

Ordinance 17476

Proposed No. 2012-0391.3

Sponsors McDermott

1 AN ORDINANCE that adopts the 2013 Annual Budget and
2 makes appropriations for the operation of county agencies
3 and departments and capital improvements for the fiscal
4 year beginning January 1, 2013, and ending December 31,
5 2013; and an ordinance that adopts the 2013/2014
6 Biennium Budget and makes appropriations for the
7 operations of various county agencies and departments and
8 capital improvements for the fiscal biennium beginning
9 January 1, 2013, and ending December 31, 2014.

10 PREAMBLE:

11 King County continues to face the fiscal challenges created by the Great
12 Recession. In the last six years, the county has trimmed \$253 million
13 from its general fund budget. Tough choices were made with those cuts,
14 but the county's proactive approach toward continuing to reform county
15 government is reflected in the 2013 Budget. It is a budget that spends
16 neither our reserves nor our rainy day fund and it maintains the county's
17 AAA bond rating.

18 The 2013 budget addresses our immediate needs, sets careful priorities,
19 limits expenditures and makes strategic investments. This budget also

Attachment A: Budget Detail Spending Plan, dated November 8, 2012

ORD GF	SECTION	APPRO	APPRO NAME	SECTION	SECTION NAME	2013 Adopted Expenditures	Adopted FTEs
	103	A46200	MARINE DIVISION			\$ 31,298,923	22.16
				T46200	MARINE DIVISION	\$ 31,298,923	22.16
	104	A76000	INTER-COUNTY RIVER IMPROVEMENT			\$ 100,000	
				T76000	INTERCOUNTY RIVER IMPROVEMENT	\$ 100,000	
	105	A93600	EMPLOYMENT AND EDUCATION RESOURCES			\$ 23,431,574	55.28
				T93600	YOUTH TRAINING PROGRAMS	\$ 15,050,559	37.28
				T93610	ADULT TRAINING PROGRAMS	\$ 8,381,015	18.00
	106	A35000	FEDERAL HOUSING AND COMMUNITY DEVELOPMENT			\$ 38,230,343	37.50
				T35000	HOME PROGRAM	\$ 7,841,994	
				T35010	CDBG	\$ 30,388,349	37.50
	107	A35100	HOUSING OPPORTUNITY			\$ 69,497,049	
				T35100	STATE AUTHORIZED FEES	\$ 26,917,398	
				T35101	STATE GRANTS	\$ 29,598,452	
				T35102	OTHER HOF	\$ 12,981,199	
	108	A38100	NATURAL RESOURCES AND PARKS ADMINISTRATION			\$ 12,662,285	27.35
				T38100	DNRP ADMINISTRATION	\$ 7,788,163	11.00
				T38110	DNRP POLICY DIRECTN & NEW INITIATV	\$ 1,216,675	3.60
				T38120	DNRP PUBLIC OUTREACH	\$ 1,292,371	5.00
				T38130	DNRP HISTORIC PRESERVATION	\$ 1,119,162	3.75
				T38140	DNRP COMMUNITY SERVICES AREA	\$ 1,245,914	4.00
	109	A72000	SOLID WASTE			\$ 208,428,572	380.25
				T72000	SOLID WASTE ADMINISTRATN	\$ 90,764,310	45.80
				T72010	RECYCLING AND ENVIRONMENTAL SVS	\$ 12,401,490	25.75
				T72020	SOLID WASTE ENGINEERING	\$ 11,057,008	37.70
				T72030	SOLID WASTE OPERATIONS	\$ 94,205,764	271.00
	110	A71000	AIRPORT			\$ 30,437,415	46.00
				T71000	AIRPORT ADMINISTRATION	\$ 10,096,895	13.00
				T71010	AIRPORT ENGINEERING	\$ 454,014	3.00
				T71020	AIRPORT MAINT & OPERATIONS	\$ 19,223,558	28.00
				T71030	AIRPORT COMMUNITY RELATIONS	\$ 662,948	2.00
	111	A71600	AIRPORT CONSTRUCTION TRANSFER			\$ 5,500,000	
				T71600	AIRPORT CONS BUDG TRANS	\$ 5,500,000	
	112	A21300	RADIO COMMUNICATION SERVICES (800 MHZ)			\$ 6,763,409	15.00
				T21300	RADIO COMMUNICATIONS	\$ 6,763,409	15.00
	113	A49000	I-NET OPERATIONS			\$ 5,956,826	8.00
				T49000	INET	\$ 5,956,826	8.00
	114	A46100	WASTEWATER TREATMENT			\$ 247,360,727	589.70
				T46100	WTD ADMINISTRATION	\$ 69,369,813	49.00
				T46105	WTD OPERATIONS	\$ 145,684,550	314.00
				T46110	WTD ENVIRONMENTAL & COMM SVC	\$ 28,120,438	66.00
				T46120	CAPITAL PROJ PLANNING & DELIVERY	\$ 4,111,053	154.70
				T46140	WTD BRIGHTWATER WB490	\$ 74,873	6.00
	115	A46400	DOT DIRECTOR'S OFFICE			\$ 11,547,893	31.00
				T46400	DOT DIRECTOR ADMINISTRATION	\$ 8,514,224	20.00
				T46401	REGIONAL TRANSP PLAN	\$ 3,033,669	11.00
	116	A46410	TRANSIT			\$ 1,352,406,964	3993.53
				T46410	GENERAL MANAGER AND STAFF	\$ 171,124,086	77.50
				T46420	TRANSIT OPERATIONS	\$ 516,760,739	2432.70
				T46430	TRANSIT VEHICLE MAINTENANCE	\$ 289,077,033	677.50
				T46440	TRANSIT POWER AND FACILITIES	\$ 78,676,711	277.23
				T46450	TRANSIT DESIGN AND CONTRUCTION	\$ 5,101,603	72.00
				T46460	TRANSIT SERVICE DEVELOPMENT	\$ 45,296,925	84.75
				T46470	TRANSIT PARATRANSIT VANPOOL	\$ 150,275,869	57.50
				T46480	TRANSIT SALES & CUSTOMER SERVICE	\$ 33,151,880	99.35
				T46490	TRANSIT LINK	\$ 62,942,118	215.00
	117	A75600	TRANSIT REVENUE VEHICLE REPLACEMENT			\$ 262,629,618	
				T75600	TRANSIT REV FLEET REPLACEMENT	\$ 262,629,618	
	118	A66600	SAFETY AND CLAIMS MANAGEMENT			\$ 77,525,449	29.00
				T66600	SAFETY AND CLAIMS MANAGEMNT	\$ 77,525,449	29.00
	119	A13700	WASTEWATER EQUIPMENT RENTAL AND REVOLVING			\$ 5,160,099	
				T13700	FLEET WASTEWATER ERANDR	\$ 5,160,099	
	120	A10200	KCIT STRATEGY AND PERFORMANCE			\$ 12,079,424	36.00
				T10200	OIRM ADMIN	\$ 11,359,820	33.00
				T10210	OIRM HUMAN RESOURCES	\$ 719,604	3.00
	121	A01100	GEOGRAPHIC INFORMATION SYSTEMS			\$ 11,512,113	28.00
				T01100	KING COUNTY GIS	\$ 11,512,113	28.00
	122	A42900	EMPLOYEE BENEFITS			\$ 476,998,507	12.00
				T42900	BENEFITS ADMINISTRATION	\$ 32,103,159	12.00
				T42910	INSURED BENEFITS	\$ 444,895,348	
	123	A60100	FACILITIES MANAGEMENT INTERNAL SERVICE			\$ 97,313,208	315.17
				T60100	FMD DIRECTORS OFFICE	\$ 12,938,227	24.45
				T60110	FMD BUILDING SVCS SECTION	\$ 76,598,796	268.72

City of
Bellevue



Post Office Box 90012 • Bellevue, Washington • 98009 9012

May 2, 2014

Kevin Desmond
General Manager
King County Metro Transit
MS KSC-TR-0415
201 S Jackson Street
Seattle, WA 98104

Dear Mr. Desmond:

The City of Bellevue is pleased to offer its support for resident-based outreach in the Factoria/Eastgate area of Bellevue through the King County Department of Transportation's request for funding for the Community Trip Reduction Initiative, as part of the upcoming King County Countywide CMAQ process. This initiative would support the City's Comprehensive Plan goal of reducing the use of single-occupant vehicles and vehicle miles traveled through a coordinated program of regulations, marketing, and provision of alternative travel options.

The city supports outreach efforts that would complement existing travel option campaigns such as the current On The Move Bellevue program, implemented through a city-county partnership. In this program, workers and residents citywide can pledge to reduce their drive-alone trips and earn rewards. The Community Trip Reduction Initiative resident-based outreach could potentially increase On The Move Bellevue participation by providing Factoria/Eastgate residents with targeted program information about their travel options and an enhanced level of incentive rewards for trying out new ways to get around other than driving alone.

By helping to reduce demand on roadways and grow the market for travel options, the Community Trip Reduction Initiative resident-based outreach aligns with Bellevue's adopted Eastgate/I-90 Land Use Transportation Project and Pedestrian-Bicycle Plan; the Council-approved Transit Master Plan Project Principles and Transit Service Vision; and the draft Transit Capital Vision report, which emphasizes projects from the Pedestrian-Bicycle Plan that provide access to transit facilities.

The city has a long history of working in close partnership with King County to encourage the use of non-drive-alone modes to reduce demand on the roadway system and achieve broader urban development goals and environmental benefits. We look forward to continued collaboration with King County to help us reach our transportation goals.

Sincerely,


Dave Berg, Director
Transportation Department

cc: Peter Heffernan, Grants Administrator, King County Department of Transportation



City of Covington
16720 SE 271st St. #100
Covington, WA 98042

City Hall 253-480-2400
Fax 253-480-2401
www.covingtonwa.gov

May 6, 2014

Kevin Desmond
General Manager
King County Metro Transit
MS KSC-TR-0415
201 S Jackson Street
Seattle, WA 98104

Dear Mr. Desmond:

The City of Covington wishes to express its strong support for the King County Department of Transportation request for funding for the Community Trip Reduction Initiative as part of the upcoming King County Countywide CMAQ funding process.

The project's elements address mobility in our city's Transit Activity Center, as designated in Metro's Strategic Plan for Public Transportation. Such centers are vital connection points for our residents and workers to reach jobs, school and services.

Without the density of Regional Growth Centers, these Transit Activity Centers call for the kinds of innovative approaches proposed in the grant. Our city will benefit from elements such as the community mobility hub; school pool ridematching; neighborhood In Motion programs; and other promotions to help people know and use their options.

By improving mobility choices, this project will expand viable travel options for more of our community's residents and workers, encourage travel by transit, rideshare and non-motorized modes; remove vehicles from already-congested roadways; and reduce fuel consumption.

We are committed to working with King County Metro to improve travel options for our citizens through the Community Trip Reduction Initiative.

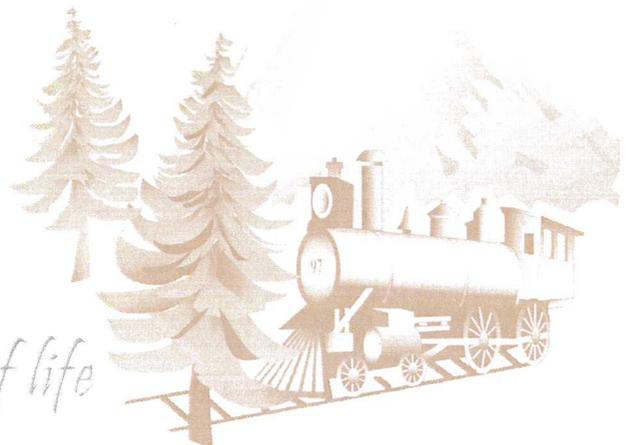
Sincerely,

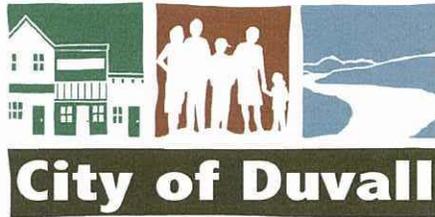
A handwritten signature in blue ink, appearing to read "Don Vondran".

Don Vondran
Public Works Director

cc: Peter Heffernan, Grants Administrator
King County Department of Transportation

Covington: unmatched quality of life





Small Town. Real Life.

May 6, 2014

Kevin Desmond
General Manager
King County Metro Transit
MS KSC-TR-0415
201 S Jackson Street
Seattle, WA 98104

Dear Mr. Desmond:

The City of Duvall wishes to express its strong support for the King County Department of Transportation's request for funding for the Community Trip Reduction Initiative as part of the upcoming King County Countywide CMAQ funding process.

The project's elements address mobility in our city's Transit Activity Center, as designated in Metro's Strategic Plan for Public Transportation. Such centers are vital connection points for our residents and workers to reach jobs, school and services.

Without the density of Regional Growth Centers, these Transit Activity Centers call for the kinds of innovative approaches proposed in the grant. Our city will benefit from elements such as the community mobility hub; school pool ride matching; Neighborhood In Motion programs; and other promotions to help people know and use their options.

These new elements are consistent with our Comprehensive Plan.

By improving mobility choices, this project will expand viable travel options for more of our community's residents and workers; encourage travel by transit, rideshare, and non-motorized modes; remove vehicles from already-congested roadways; and reduce fuel consumption.

We are committed to working with King County Metro to improve travel options for our citizens through the Community Trip Reduction Initiative.

Sincerely,

A handwritten signature in black ink, appearing to read "Will Ibershof", written over a white background.

Will Ibershof, Mayor City of Duvall

cc: Peter Heffernan, Grants Administrator, King County Department of Transportation



CITY OF
ISSAQUAH
WASHINGTON

Office of Sustainability

130 E. Sunset Way | P.O. Box 1307
Issaquah, WA 98027
PH: 425-837-3400
issaquahwa.gov

May 6, 2014

Kevin Desmond
General Manager
King County Metro Transit
201 S Jackson Street
Seattle, WA 98104

Dear Mr. Desmond:

The City of Issaquah wishes to express its support for the King County Department of Transportation's request for funding for the **Community Trip Reduction Initiative** as part of the King County Countywide CMAQ process.

The project directly addresses mobility strategies and areas that City is interested in implementing and complements the community's goals for sustainable, walkable, compact and mixed use development. We are excited to support this funding as Transit Mobility Activity centers are vital connection places for communities to find ways to reach destinations – for work, school, play and living. This also fits nicely within the framework presented in Metro's Strategic Plan for Public Transportation.

Issaquah will benefit from the innovative elements included in the proposed project such as the community mobility hub; school pool ride-matching; neighborhood "In Motion" programs; and other interactive promotions to help people understand mobility options and tools. The City has had a successful "Salmon Friendly Commuting" program and this grant further builds upon that effort. It is also consistent with Central Issaquah Plan Transit Integration Policies and helps to further enable multimodal and non-motorized programs.

By improving and promoting mobility choices, this project will help expand options, increase efforts to reduce climate impacts, improve economic vitality and foster sustainable living. The City has a strong and positive partnership with King County Metro and we are committed to improving travel options for our citizens as through the **Community Trip Reduction Initiative**. The City looks forward to working with King County Department of Transportation to implement some of these innovative elements for our community.

Sincerely,

David Fujimoto
Director, Office of Sustainability

May 5, 2014

Kevin Desmond, General Manager
King County Metro Market Development
201 South Jackson Street
KSC-TR-0415
Seattle, WA 98104

Dear Mr. Desmond:

On behalf of University Preparatory Academy, I am writing to express our support for the King County Metro Transit application for King County County-wide Grant Community Trip Reduction Initiative grant program. This community trip reduction initiative will not only provide alternative transportation products and services to help offset the loss of Metro bus service and reduce single occupancy vehicle (SOV) trips in King County, but it will also directly support our efforts to educate our school community about the connection between the transportation choices we make and the air quality.

For the past twenty years, we have collaborated with King County Metro to provide custom bus service to our students, faculty and staff. We have also worked hard with Metro integrate alternative transportation options to influence commuting decisions made by members of our entire community to create a healthier environment.

This all inclusive grant effort that includes the development and implementation of a Safe Route to School (SRTS) Toolkit is welcome news to us. It would help us to collaborate with families to increase the number of children walking, biking and carpooling to school. The school is a right place to raise awareness about the behaviors that affect our environment and we are happy to support the effort.

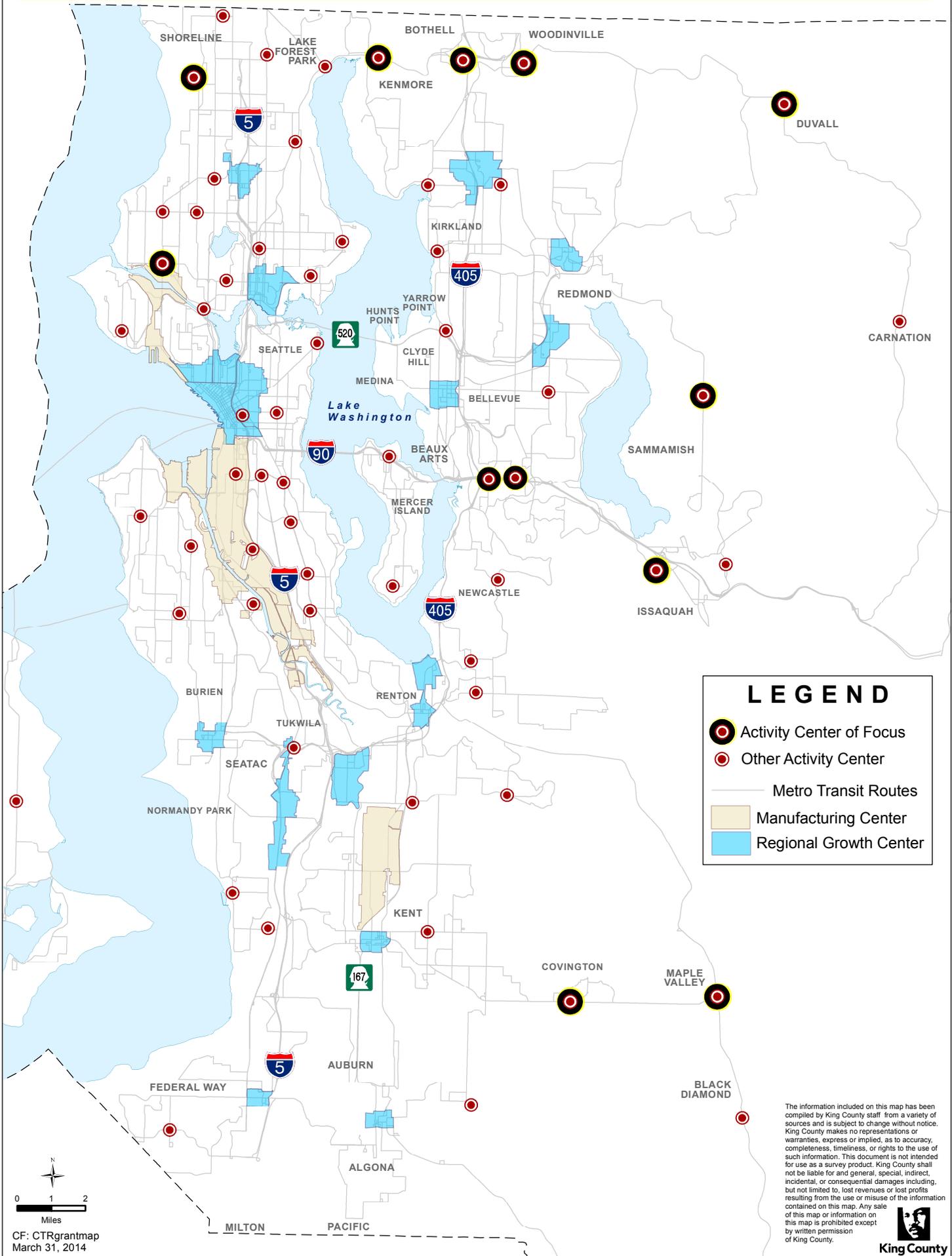
Thank you for the work you do in the region.

Sincerely,



Erica Hamlin, Head of School
University Preparatory Academy, Seattle, Washington

Community Trip Reduction Initiative



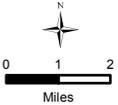
LEGEND

-  Activity Center of Focus
-  Other Activity Center
-  Metro Transit Routes
-  Manufacturing Center
-  Regional Growth Center

The information included on this map has been compiled by King County staff from a variety of sources and is subject to change without notice. King County makes no representations or warranties, express or implied, as to accuracy, completeness, timeliness, or rights to the use of such information. This document is not intended for use as a survey product. King County shall not be liable for and general, special, indirect, incidental, or consequential damages including, but not limited to, lost revenues or lost profits resulting from the use or misuse of the information contained on this map. Any sale of this map or information on this map is prohibited except by written permission of King County.

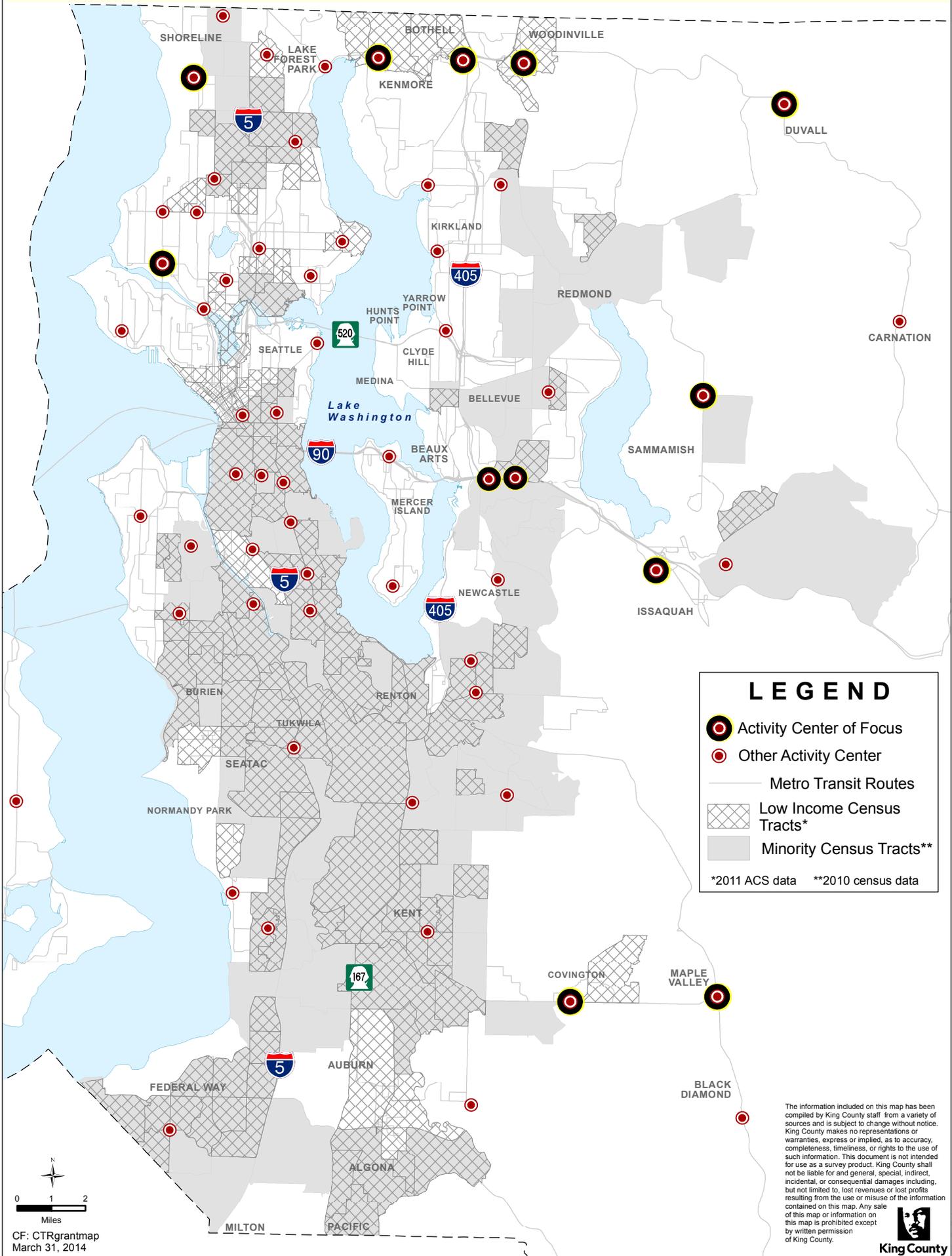


King County



CF: CTRgrantmap
March 31, 2014

Community Trip Reduction Initiative: Low Income/Minority Areas



LEGEND

-  Activity Center of Focus
-  Other Activity Center
-  Metro Transit Routes
-  Low Income Census Tracts*
-  Minority Census Tracts**

*2011 ACS data **2010 census data

The information included on this map has been compiled by King County staff from a variety of sources and is subject to change without notice. King County makes no representations or warranties, express or implied, as to accuracy, completeness, timeliness, or rights to the use of such information. This document is not intended for use as a survey product. King County shall not be liable for and general, special, indirect, incidental, or consequential damages including, but not limited to, lost revenues or lost profits resulting from the use or misuse of the information contained on this map. Any sale of this map or information on this map is prohibited except by written permission of King County.

