

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 Transit Usability 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 Metro

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 Transit Usability Initiative will address key informational and other barriers to bringing new and more frequent riders to public transportation in King County. Unfamiliarity with current public transportation services in King County, outdated rider information tools, and the lack of simple, broadly

available real time information capabilities have limited potential riders' willingness to try public transportation services in King County.

The scope of this project is to fund improvements to Metro's ability to convey the relevance of its services, the availability of service in real time, and to reduce barriers to fare payment across King County. The set of investments proposed will result in increased ridership and customer satisfaction.

The Transit Usability Initiative will have three components:

Signage. 1) Procure and install stand-alone, solar powered real time display components for 250 bus stops in Regional Growth Centers and Metro-designated Transit Activity Centers. 2) Design and place Quick Response (QR) codes on Metro bus stop signs to facilitate cell phone access to real time arrivals of the next bus serving a particular stop. 3) Develop and implement real time bus arrival using bus stop numbers for customers that have a cell phone but do not own a smart phone via text messaging and an Interactive Voice Response phone tree.

Outreach. 1) Enhance and expand the "ORCA To Go" outreach effort to customers and community agencies serving underrepresented populations. Staff will bring ORCA production equipment on site to sell passes, youth cards, senior cards, and Regional Reduced Fare Permits. 2) Promote the new services and technical capabilities to the community. This project component will assist King County Metro in implementing its low income fare program, which is a major initiative to support equity and social justice in the transit system.

Customer Response. 1) Demonstrate a social media communications function in the Customer Information Office (Metro's Call Center). Metro currently employs one FTE to respond to email inquiries about trip planning, ORCA fare payment, and other customer information needs. This function would expand that capability to chat, Twitter, and other social media. Metro's 2013 Rider/Non-Rider survey identified preferences for getting information about transit service in the following order: at the bus stop, on the bus, via email, and via social media.

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 intent of this project is to reduce congestion, reduce greenhouse gas emissions, improve the efficiency of the roadway system, and maximize usage of the transit service that is currently being provided. These goals can be achieved by removing barriers and making it easier for potential users of to understand and to use public transportation.

In 2013 forty-five percent of households in King County had at least one infrequent rider (riders who take fewer than five trips per month). The objective of this project is to increase the proportion of households that have riders and to increase the number of trips taken by current riders. Accomplishing this will enable Metro to do its part in achieving Transportation 2040's target of doubling transit ridership by 2040.

Metro has a wide array of tools and support services to help customers understand the agency's services and how those services could be relevant to their travel needs. These tools include improved bus stop signage, online resources such as Trip Planner and new smart phone transit apps, and expanded capabilities at the Metro Customer Information Office. The Transit Usability Initiative completes those

investments by making simple information about how to use the transit network whether at the bus stop, online, by phone, and on-site in the community.

Project Location

Project Location

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

King County

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.

This project will support all 17 Regional Growth Centers and all 65 Transit Activity Centers in King County. A graphic showing the centers is attached as supporting documentation.

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 Transit Usability Initiative is consistent with state, regional, county policies regarding transportation, the environment, and energy efficiency. Examples include:

Washington State Climate Action Plan

Department of Ecology 2008 Climate Action Team Final Report

1. Expanding and Enhancing Transit, Rideshare, and Commuter Choice, Appendix 4, P.4

1C: Statewide Residential Trip Reduction Program, Appendix 4, P.18

Transportation 2040

MPP-En-23 Reduce greenhouse gases by expanding the use of conservation and alternative energy sources and by reducing vehicle miles traveled by increasing alternatives to driving alone. Transportation 2040 Appendix C, P.4

MPP-T-23 Emphasize transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options, especially to and within centers and along corridors connecting centers. Transportation 2040 Appendix C, P.13

MPP-T-24 Increase the proportion of trips made by transportation modes that are alternatives to driving alone. Transportation 2040 Appendix C, P.13

MPP-T-25 Ensure mobility choices for people with special transportation needs, including persons with disabilities, the elderly, the young, and low-income populations. Transportation 2040 Appendix C, P.13

Regional TDM Implementation Plan

Strategy 2: Expand existing and create new TDM activities that are center- and corridor-based. P.8

Strategy 3: Expand local and regional residential and neighborhood programs. P.9

2012 King County Comprehensive Plan

T-103 In striving to meet the growing need for transportation services, King County shall seek to maximize the efficiency and effectiveness of its services, infrastructure and facilities. (Page 7-8)

T-104 King County should provide a system of transportation services and facilities that offers travel options to all members of the community, including people of color, low-income communities, people with limited English proficiency, and others who may have limited transportation options such as students, youth, seniors, and people with disabilities. (Page 7-8)

T-204 King County should support local and regional growth plans and policies by focusing transit

services on centers and other areas of concentrated activity. (Page 7-13)

T-245 King County shall implement policies and programs that support transportation demand management, non motorized travel, transit service improvements, and expansion of high-occupancy-vehicle travel in order to increase the share of trips made by modes other than driving alone. (Page 7-23)

King County Strategic Climate Action Plan

GOAL S.1: King County will reduce the need for driving and provide and encourage the use of sustainable transportation choices such as public transit, alternative technology vehicles, ridesharing, walking and bicycling. P.17

King County Metro Strategic Plan for Public Transportation

Strategy 2.1.2: Provide travel opportunities and supporting amenities for historically disadvantaged populations, such as low-income people, students, youth, seniors, people of color, people with disabilities, and others with limited transportation options. P.18

Strategy 4.1.1: Increase the proportion of travel in King County that is provided by public transportation products and services. P.26

Strategy 5.2.1: Use available tools, new technologies, and new methods to improve communication with customers. P.29

Strategy 5.2.2: Promote Metro's products and services to existing and potential customers. P.29

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.

By reducing barriers to using existing transit services, this project will result in more current riders using transit more often and in more non-riders using transit. If these outcomes happen, then we expect that the following impacts to the development of the 17 Regional Growth Centers and 65 Transit Activity Centers will occur:

- * Increased proportion of trips on transit. This will allow more growth in housing and employment to happen without corresponding investments in roadway capacity and in parking capacity.
- * The scale of the project is countywide. If the highest use stop pairs in Regional Growth Centers and Transit Activity Centers have added real time information capabilities, a much higher proportion of bus stops in general have easy access to next bus arrival information, and more people have improved education and access to ORCA fare payment, then it is likely that the centers will be more attractive places to develop. The goal of this project is to create smarter, more capable users of the transportation system in order to support greater densities and greater transportation efficiency.

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.**

Benefits to Centers

Support of Centers: The project will benefit both residential and employment-based travel choices in Regional Growth Centers and in Transit Activity Centers. According to the 2010 US Census, 20% of King County's total population lives within Regional Growth Centers or 1/2 mile of a Transit Activity Center. The project will offer improved access to real-time travel information and personal consultation to increase the proportion of trips made on transit. The project would place 4-6 real time bus arrival signs in each Regional Growth Center and 2 in each Transit Activity Center (based on stop pairs).

Support of development plans and range of travel modes: The project will support the objective and goals of existing polices for the Regional Growth Centers and Transit Activity Centers by providing new and expanded services for the residents, students, and commuters who work, live and travel to/within these centers. The project is intended to increase the use of non-SOV travel modes.

Safety and Convenient access: The project will improve access to the designated Transit Regional Growth Centers and Transit Activity Centers by encouraging the use of non-SOV travel for the various user groups including commuters and residents. The real time information available will increase users' sense of safety, particularly at night, by reducing the amount of time needed to wait at a bus stop. By increasing use of bus, bicycle and walk travel the project will have a beneficial impact on traffic flow and circulation within the activity centers and to major destinations.

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, students, senior services or groups serving senior citizens, economically disadvantaged people, and people with disabilities.

Support of Regional Economic Strategy: The project will benefit the ten targeted industry clusters as identified in the 2012 Regional Economic Strategy for the Central Puget Sound (July 2012). The benefits will be in the form of reduced demand for road capacity and increased use of public transportation.

Promotion of CTR: The project will support Commute Trip Reduction by increasing the ability to access travel information in real time by all travelers in King County, including those that are affected by the Commute Trip Reduction law. The amenities and services the project would fund would be effective tools in helping employers have more successful trip reduction programs.

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.**

This project addresses a pervasive gap in how people choose to use the transportation system by eliminating barriers in how to use transit. The gaps addressed are not infrastructure gaps per se; they are gaps in how people can link the availability of transit to meet their daily, real time mobility needs.

If Metro is able to address the real time information and fare payment availability gaps that travelers face, then people will make more efficient travel choices. Within a center, a person may be able to decide, on the go, whether walking or taking the bus is preferable to driving. Each decision this project is able to affect in a positive way will result in better circulation within a center.

Safety and Convenient access: The project will improve access to the designated Transit Regional Growth Centers and Transit Activity Centers by encouraging the use of non-SOV travel for the various user groups including commuters and residents. The real time information available will increase users' sense of safety, particularly at night, by reducing the amount of time needed to wait at a bus stop. By increasing use of bus, bicycle and walk travel the project will have a beneficial impact on traffic flow and circulation within the activity centers and to major destinations.

Promotion of CTR: The project will support Commute Trip Reduction by increasing the ability to access travel information in real time by all travelers in King County, including those that are affected by the Commute Trip Reduction law. The amenities and services the project would fund would be effective tools in helping employers have more successful trip reduction programs.

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.

The purpose of the Transit Usability Initiative is to increase ridership by reducing informational and other barriers to potential riders. The project is estimated to increase system wide ridership by 1%, over a base of 120 million rides. Using a conversion factor developed for the American Public Transportation Association (APTA) of a 0.62 conversion rate for new riders that would have otherwise driven alone*, this project is estimated to reduce 744,000 SOV trips per year by 2018.

* From Recommended Practice for Quantifying Greenhouse Gas Emissions from Transit (APTA Climate Change Standards Working Group, APTA CC-RP-001-09) August 2009

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	\$314,644
Construction	2016	\$2,135,144

Total PSRC Funding Request: \$2,449,788

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 unsecure. **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	\$314,644
Local	Reasonably Expected	\$49,106

Total Preliminary Engineering/Design Phase Cost: \$363,750

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	\$2,135,144
Local	Reasonably Expected	\$333,231

Total Construction Phase Cost: \$2,468,375

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: \$2,832,125

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.

[K1EZMsCM Ordinance 17476 budget Doc Transit Usability.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](#).

Matching funds are reasonably assured for this project. Match will come from local King County funds in the Public Transportation Enterprise Fund – Capital Sub-fund. Biennially, the King County Council adopts a budget that includes line-item budgets for capital projects and programs. The adopted budget also includes a 6-year Capital Improvement Program 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.

Match funding for this project comes from two programs with both current and anticipated future budget authorization: 1028777 Signage Capital Project. The current budget was adopted by Ordinance #17476 in November 2012. Section 136 of the ordinance, along with Attachment H, show the current appropriations to the Public Transportation Program. The project providing match can be found on Attachment H.

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)?

-

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)?

December 2018

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.

ORCA To Go and Social Media in Customer Information Office: July 2015

Technology design: December 2016

Systems Implementation: December 2016

Project evaluation: December 2018

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 2015

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.

King County Metro plans to use existing infrastructure (bus stop signs and poles) to attach real time information signs and QR codes.

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).

N/A

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

N/A

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.

[U78LBZe7_TransitUsabilityInitiative-Map.pdf](#)

[GXbQkv6s_StandAloneRealTime2.jpg](#)

[ZkrGOspG_RGCs_and_Transit_Activity_Centers_in_KC.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

2336 Of the appropriation for CIP project, 1027158, RSD C W overlay, \$10,850 shall
2337 be expended solely for support of independent oversight on the project to be provided by
2338 the King County auditor's office.

2339 ER2 EXPENDITURE RESTRICTION:

2340 Of the appropriation for CIP project, 1111819, RSD C W drainage preservation,
2341 \$10,850 shall be expended solely for support of independent oversight on the project to
2342 be provided by the King County auditor's office.

2343 SECTION 136. BIENNIAL CAPITAL FUND CAPITAL IMPROVEMENT

2344 **PROGRAM** - The executive proposed capital budget and program for 2013-2018 is
2345 incorporated in this ordinance as Attachment H to this ordinance. The executive is
2346 hereby authorized to execute any utility easements, bill of sale or related documents
2347 necessary for the provision of utility services to the capital projects described in
2348 Attachment H to this ordinance, but only if the documents are reviewed and approved by
2349 the custodial agency, the real estate services division and the prosecuting attorney's
2350 office. Consistent with the requirements of the Growth Management Act, Attachment H
2351 to this ordinance was reviewed and evaluated according to the King County
2352 Comprehensive Plan. Any project slated for bond funding will be reimbursed by bond
2353 proceeds if the project incurs expenditures before the bonds are sold.

2354 From the several capital improvement project funds for the 2013/2014 biennium
2355 there are hereby appropriated and authorized to be disbursed the following amounts for
2356 the specific projects identified in Attachment H to this ordinance.

2357	Fund Fund Name	2013/2014
2358	3151 CONSERVATION FUTURES	\$19,388,077

2359	3380	AIRPORT CONSTRUCTION	\$20,828,293
2360	3392	TITLE III FORESTRY	\$25,000
2361	3641	PUBLIC TRANS CONST-UNREST	\$408,342,572
2362	3673	CRITICAL AREAS MITIGATION	\$5,389,305
2363	3691	TRNSF OF DEVELOPMENT CREDIT PROGRAM	(\$133,505)
2364	3840	FARMLAND AND OPEN SPACE ACQUISITION	\$56,976
2365	3850	RENTON MAINTENANCE FACILITY	\$452,317
2366		TOTAL	\$454,349,036

2367 SECTION 137. ADOPTION OF 2013 GENERAL FUND FINANCIAL PLAN.

2368 The 2013 General Fund Financial Plan as set forth in Attachment I to this ordinance is
 2369 hereby adopted. Any recommended changes to the adopted plan shall be transmitted by
 2370 the executive as part of the quarterly management and budget report and shall accompany
 2371 any request for quarterly supplemental appropriations. Changes to the adopted plan shall
 2372 not be effective until approved by ordinance.

2373 The General Fund Financial Plan shall also include targets for specific designated
 2374 reserves that shall be funded with unrestricted, unencumbered and nonappropriated funds
 2375 as these become available during 2013. Unrestricted, unencumbered and
 2376 nonappropriated funds in excess of these adopted targets and reserves shall be reflected in
 2377 the General Fund Financial Plan's undesignated fund balance until additional or amended
 2378 reserves or targets are adopted by ordinance.

2379 Funds may be appropriated by ordinance from any designated reserve.

2380 SECTION 138. ADOPTION OF 2013 EMERGENCY MEDICAL SERVICES

2381 FUND FINANCIAL PLAN. The 2013 Emergency Medical Services Fund Financial

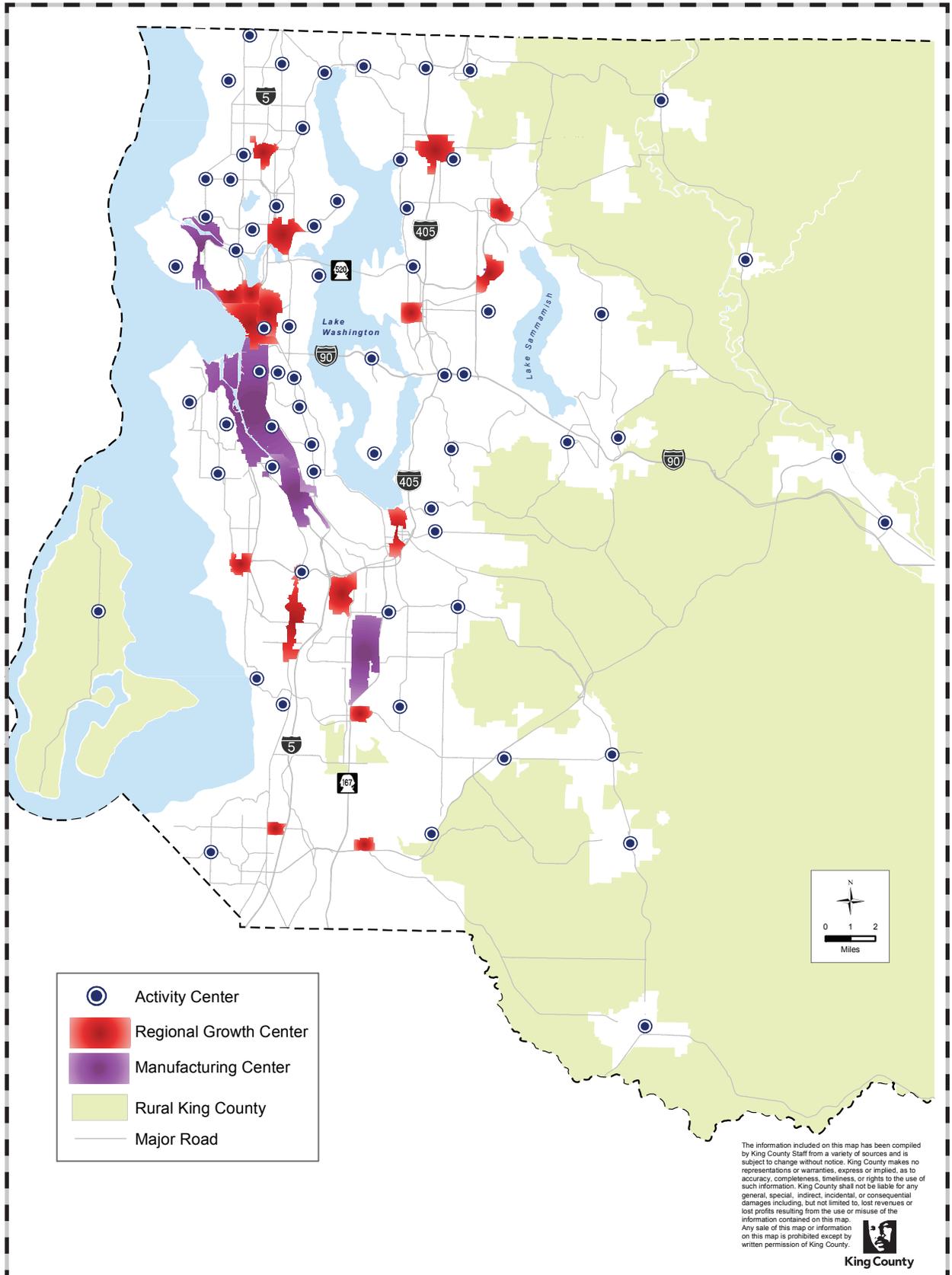
000003380 - AIRPORT CONSTRUCTION		FY13	FY14	FY15	FY16	FY17	FY18	Total
1028653	AD PAVEMENT REHABILITATION (1028653)	\$727,293	\$288,293	\$288,293	\$38,293	\$38,293	\$288,293	\$1,668,756
1028655	AD RESIDENTIAL NOISE IMPROVE (1028655)	\$8,000,000	\$8,000,000					\$16,000,000
1028657	AD AIRPORT FACILITIES REPAIR (1028657)	\$46,126	\$46,126	\$46,126	\$46,126	\$46,126	\$46,126	\$276,754
1028658	AD AIRPORT REDEVELOPMENT (1028658)	\$6,192,438	\$342,783	\$92,783	\$92,783	\$4,922,783	\$92,783	\$11,736,352
1028659	AD DWMSH CLEAN UP SLIP 4 (1028659)	(\$3,903,873)						(\$3,903,873)
1028661	AD ARFF FACILITY IMPROVEMENT (1028661)	\$11,628	\$11,628	\$11,628	\$11,628	\$11,628	\$11,628	\$69,765
1028662	AD NORTH BOEING FIELD MTCA (1028662)	\$38,166	\$38,510	\$38,510	\$38,510	\$38,510	\$38,510	\$230,715
1028663	AD FIRE TRUCK OVERHAUL (1028663)	\$6,382	\$6,382	\$6,382	\$6,382	\$6,382	\$6,382	\$38,293
1028664	AD MAXIMO UPGRADE (1028664)	\$235,000						\$235,000
1028673	AD CAPITAL PROJECT OVERSIGHT	\$9,785						\$9,785
1028733	AD TAXIWAY A REHABILITATION (1028733)	\$14,215	\$14,215	\$14,215	\$14,215	\$14,215	\$14,215	\$85,290
1028734	AD AIRPORT FLEET (1028734)	\$6,382	\$676,382	\$856,382	\$506,382	\$246,382	\$56,382	\$2,348,293
1028735	AD LOWER DUWAMISH WATERWAY (1028735)	\$12,722	\$12,837	\$12,837	\$12,837	\$12,837	\$12,837	\$76,905
1028736	AD FUEL FARM SECURITY (1028736)	(\$5,124)						(\$5,124)
000003380 - AIRPORT CONSTRUCTION Total		\$11,391,139	\$9,437,154	\$1,367,154	\$767,154	\$5,337,154	\$567,154	\$28,866,910

000003392 - TITLE III FORESTRY		FY13	FY14	FY15	FY16	FY17	FY18	Total
1116275	TITLE III Forestry Finance Chg (1116275)	\$25,000						\$25,000
000003392 - TITLE III FORESTRY		\$25,000	\$0	\$0	\$0	\$0	\$0	\$25,000

000003641 - PUBLIC TRANS CONST-UNREST		FY13	FY14	FY15	FY16	FY17	FY18	Total
1028616	TD ARTS CONTRIBUTION (1028616)	\$24,291						\$24,291
1028617	TD REGIONAL SIGNAL PRIORITY (1028617)	(\$417,000)						(\$417,000)
1028619	TD PROPERTY LEASES BUDGET (1028619)	\$0		\$629,362	\$639,253	\$649,370	\$660,461	\$2,578,446
1028620	TD TRANSIT ORIENTED DEVELOP (1028620)	\$90,221	\$255,000	\$255,000	\$255,000	\$255,000	\$255,000	\$1,365,221
1028621	TD ATLANTIC CENTRAL EXPANSION (1028621)	(\$1,117,872)						(\$1,117,872)
1028629	TD REAL TIME SYS INVESTMENTS (1028629)	\$0	(\$1,200,000)					(\$1,200,000)
1028636	TD BUS VAPOR CLASS ADJ PEDALS (1028636)	\$0				\$25,617	\$120,181	\$145,798
1028645	TD BURIEN TOD GARAGE (1028645)	(\$298,413)						(\$298,413)
1028666	TD TROLLEY EXT TO LIGHT RAIL (1028666)	(\$711,257)						(\$711,257)
1028716	TD RADIO AVL REPLACEMENT (1028716)	\$0						\$0
1028717	TD SMART GROWTH AMENITIES (1028717)	\$0	(\$23,901)					(\$23,901)
1028718	TD NON REV VEHICLE REPLACEMENT (1028718)	\$2,409,889	\$1,653,701	\$1,540,381	\$1,321,344	\$2,776,160	\$2,958,270	\$12,659,745
1028723	TD BUS 40FT MB08 1 HYBRID (1028723)	\$35,035,875	(\$553,875)	\$374,929	\$85,212,165			\$120,069,094
1028727	TD DSTT WMD DETECTION (1028727)	\$52,365						\$52,365
1028770	TD SYSTEM BRT CORRIDOR (1028770)	\$6,936,414		\$2,687,119	\$948,756			\$10,572,289
1028773	TD RAPIDRIDE PASS FAC GEN (1028773)	\$5,787,118	\$67,029					\$5,854,147
1028777	TD SIGNAGE REPLACEMENT (1028777)	\$264,175	\$970,637	\$1,004,620	\$1,254,602			\$3,494,034
1028793	TD ADA VAN PURCHASES (1028793)	\$2,860,708	\$3,144,936	\$2,859,776	\$2,530,268	\$4,860,338	\$4,242,562	\$20,498,588
1028813	TD SOUND TRANSIT OBS REIMB (1028813)	(\$261,918)						(\$261,918)
1028816	TD BUS 60FT MB06 2 HYBRID (1028816)	\$141,967	\$4,085,861		\$108,692,889	\$112,497,140	\$45,409,470	\$270,827,327
1028827	TD CAPITAL PROJECT OVERSIGHT	\$43,902						\$43,902
1028828	TD VEHICLE CHARGING STATIONS (1028828)	\$0						\$0
1028829	TD AC OPERATIONS BUILDING (1028829)	(\$1,629,660)						(\$1,629,660)
1028830	TD TRANSIT PRIORITY IMPROVEMET (1028830)	\$404,486	\$528,325	\$916,890	\$1,013,573	\$1,052,152	\$1,088,977	\$5,004,403

000003641 - PUBLIC TRANS CONST-UNREST cont.		FY14	FY15	FY16	FY17	FY18	Total	
1028832	TD ON DEMAND BIKE LOCKER PGRM (1028832)	\$0					\$0	
1028854	TD VANPOOL VEHICLE PURCHASE (1028854)	\$7,113,669	\$5,319,000	\$7,537,000	\$2,154,000	\$3,820,000	\$10,409,000	\$36,352,669
1111768	TD RT 48 ELECTRIFICATION (1111768)	(\$498,000)		\$1,567,376	\$2,272,769	\$7,350,407	\$4,683,619	\$15,376,171
1111769	TD WAREHOUSE REPLACEMENT (1111769)	\$94,708	\$121,017	\$550,937	\$1,873,254	\$3,027,426		\$5,667,342
1111771	TD RADIO ALASKAN WAY TUNNEL (1111771)	\$77,569		\$288,116	\$1,959,034			\$2,324,719
1111785	TD CUSTOMER INFO SYS PLATFORM (1111785)	\$2,897,800		\$640,490	\$615,942			\$4,154,232
1111789	TD ORCA VENDING MACHINES (1111789)	\$154,408						\$154,408
1111971	TD BATTERY DOMINANT BUS (1111971)	\$0						\$0
1111973	TD BRICKYARD P&R EXPANSION (1111973)	(\$47,519)						(\$47,519)
1111975	TD RT 120 TRANSIT IMPROVEMENTS (1111975)	\$0						\$0
1111982	TD REGIONAL ORCA ENHANCEMENTS (1111982)	\$0						\$0
1111984	TD LAKE FOREST PARK P&R (1111984)	(\$50,000)						(\$50,000)
1111985	TD E KING CO TRANSIT IMP (1111985)	(\$17,554)						(\$17,554)
1111989	TD BURIEEN TRANSIT CENTER (1111989)	(\$7,653)						(\$7,653)
1111993	TD FIBER REPLACEMENT (1111993)	(\$276,866)						(\$276,866)
1112002	TD FH 2009 CCTV OnBoard Buses2 (1112002)	(\$1,141,040)						(\$1,141,040)
1112007	TD DATA INFRASTRUCTURE REPL (1112007)	\$191,396	\$141,081	\$130,000				\$462,477
1112014	TD RYERSON BASE RENOVATIONS (1112014)	(\$99,664)						(\$99,664)
1112016	TD SE CONNECTOR FACILITIES (1112016)	\$0						\$0
1112018	TD OBS 27 FT BUS (1112018)	(\$751,270)						(\$751,270)
1114074	TD 60 FT TROLLEY (1114074)	\$95,778,210	\$454,894	\$114,752				\$96,347,856
1114075	TD 40 FT TROLLEY (1114075)	\$142,642,383	\$281,054	\$610,000	\$118,769			\$143,652,206
1115954	TDC TRANSIT ASSET MAINT BUDGET (1115954)	\$20,587,096	\$4,271,986	\$15,522,959	\$15,113,079	\$16,851,556	\$19,446,819	\$91,793,495
1116014	TD IS PRESERVATION BUDGET (1116014)	\$285,000	\$355,610	\$658,000	\$985,000	\$572,000	\$565,000	\$3,420,610
1116015	TD TOH, SHELTER, EQUIP BUDGET (1116015)	\$2,776,615	\$3,073,796	\$2,974,380	\$3,278,483	\$3,186,230	\$3,497,748	\$18,787,252
1116036	TD CAPITAL OUTLAY BUDGET (1116036)	\$195,634	\$189,358	\$172,128	\$178,153	\$184,388	\$190,842	\$1,110,503
1116057	TD NORTHGATE TOD BUDGET (1116057)	\$840,016	\$10,150,000				\$1,650,000	\$12,640,016
1116070	TD SR 520 UPA BUDGET (1116070)	\$0	(\$2,977,104)					(\$2,977,104)
1116071	TD OP FACILITY IMP BUDGET (1116071)	\$2,764,819	\$2,999,121	\$2,048,454	\$1,528,976	\$1,156,242	\$1,218,684	\$11,716,296
1116072	TD BUS ZONE SAFETY BUDGET (1116072)	\$413,649	\$1,248,140	\$421,902	\$440,058	\$455,461	\$471,402	\$3,450,612
1116073	TD SHELTERS & LIGHTING (1116073)	\$1,775,546	\$840,475	\$1,905,236	\$2,005,799	\$2,076,002	\$2,148,661	\$10,751,719
1116107	TD RIDE FREE AREA BUDGET (1116107)	(\$300,000)						(\$300,000)
1116112	TD TROLLEY MOD BUDGET (1116112)	\$1,188,496	\$1,899,527	\$994,727	\$180,735	\$187,061	\$509,219	\$4,959,765
1116236	TD RIDER INFO SYSTEMS BUDGET (1116236)	\$0	(\$664,419)					(\$664,419)
1116743	TD RT 101 TRANSIT CORRIDOR IMP (1116743)	\$531,000	\$1,400,098					\$1,931,098
1116745	TD 3RD AVE IMPROVEMENTS (1116745)	\$8,797,500						\$8,797,500
1116746	TD RELACE LEGACY TSP EQUIPMENT (1116746)	\$866,670	\$551,160					\$1,417,830
1116755	TD RAPIDRIDE BIKE FACILITIES (1116755)	\$495,900	\$150,300					\$646,200
1116893	TD HASTUS EPM (1116893)	\$0	\$228,880					\$228,880
1116944	TD ORCA SELF SERVICE KIOSK (1116944)	\$222,264	\$3,092,736					\$3,315,000
1117069	TD 35 FT HYBRID BUS (1117069)	\$258,122	\$18,368,254	\$114,752				\$18,741,128
1117191	TD RYERSON BASE LIFT REPL (1117191)	\$1,059,325	\$7,631,887	\$372,819				\$9,064,031
1111770	TD CIP CONTINGENCY	\$1,000,000						\$1,000,000
1111783	TD HASTUS UPGRADE	\$723,793						\$723,793
1111786	TD FACILITY MASTER PLAN	\$130,697						\$130,697
000003641 - PUBLIC TRANS CONST-UNREST Total		\$340,288,009	\$68,054,563	\$46,251,615	\$234,596,449	\$161,598,492	\$99,525,916	\$950,315,044

Appendix B: Transit Activity Centers and Regional Growth/Manufacturing Centers





siel

39

Gare du Nord

Cet arrêt est desservi

du lundi au samedi **oui**

dimanche et fêtes **oui**

en soirée **oui**

95

Pte de Montmartre

Cet arrêt est desservi

du lundi au samedi **oui**

dimanche et fêtes **oui**

en soirée **oui**



Ligne

Destination

Temps d'attente / min

95

PTE MONTMARTRE 7

PTE MONTMARTRE 12

Je monte, je valide

BUS

39

Gare du Nord

95

Pte de Montmartre

Transit Activity Centers

Alaska Junction	
Aurora Village Transit Center	
Ballard	Ballard Ave NW/NW Market St)
Beacon Hill Station	
Black Diamond	
Bothell	UW Bothell/Cascadia Community College)
Carnation	
Central District	23rd Ave E/E Jefferson St)
Children's Hospital	
Columbia City Station	
Covington	172nd Ave SE/SE 272nd St)
Crossroads	156th Ave NE/NE 8th St)
Crown Hill	15th Ave NW/NW 85th St)
Des Moines	Marine View Dr/S 223rd St)
Duvall	
Eastgate	Bellevue College)
Enumclaw	
Factoria	Factoria Blvd SE/SE Eastgate Wy)
Fairwood	140th Ave SE/SE Petrovitsky Rd)
Maple Valley	Four Corners, SR-169/Kent-Kangley Rd)
Fremont	Fremont Ave N/N 34th St)
Georgetown	13th Ave S/S Bailey St)
Green River Community College	
Greenwood	Greenwood Ave N/N 85th St)
Harborview Medical Center	
Highline Community College	
Issaquah Highlands	
Issaquah	Issaquah Transit Center)
Juanita	98th Ave NE/NE 116th St)
Kenmore	Kenmore Park and Ride)
Kent East Hill	104th Ave SE/SE 240th St)
Kirkland	Kirkland Transit Center)
Kirkland	South Kirkland Park and Ride)
Lake City	
Lake Forest Park	
Lake Washington Technical College	
Madison Park	42nd Ave E/E Madison St)
Magnolia	34th Ave W/W McGraw St)
Mercer Island	
Mount Baker Station	
Newcastle	
North Bend	
North City	15th Ave NE/NE 175th St)
Oaktree	Aurora Ave N/N 105th St)
Othello Station	
Rainier Beach Station	
Renton Highlands	NE Sunset Blvd/NE 12th St)
Renton Technical College	
Roosevelt	12th Ave NE/NE 65th St)
Sammamish	228th Ave NE/NE 8th St)
Sand Point	Sand Point Way/NE 70th St)
Shoreline	Shoreline Community College)
Snoqualmie	
SODO	SODO Busway/Lander St)
South Mercer Island	
South Park	14th Ave S/S Cloverdale St)
South Seattle Community College	
Tukwila International Blvd Station	
Twin Lakes	21st Ave SW/SW 336th St)
Valley Medical Center	
Vashon	
Wallingford	Wallingford Ave N/N 45th St)
Westwood Village	
Woodinville	Woodinville Park and Ride)