

Section V.d. 2014 King County Countywide Competition Application for PSRC's FHWA Funds (STP/CMAQ)

❖ Nonmotorized Program

This application is available on the King County Department of Transportation website at:
<http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2014KCountywideCFP.aspx>

****Please read this section before completing the application****

The importance of complete and accurate information on every application cannot be overemphasized. The evaluation and scoring of all submitted projects will be based on the answers provided in this application. A project's suitability for countywide funding may be compromised if the application is found to have omissions or inaccuracies.

Sponsors of projects recommended for funding as a result of the competition should be aware that information provided on this application will be used in the future to monitor compliance with PSRC's adopted project tracking policies. It is also important to remember that funds are awarded to projects, not agencies. Please refer to PSRC's website for more information on the project tracking program: www.psrc.org/transportation/tip/tracking.

Submitting Applications

There is no set page limit for applications submitted to the countywide competition. It is important to provide complete, detailed responses, but please be as concise as possible. Additional supporting information such as maps and other diagrams are encouraged, but other attachments such as comprehensive plan materials are unnecessary. Attach your completed application to an email and send it to kcgrantcompetition@kingcounty.gov. All applications must be submitted by **11:59 p.m. Wednesday, May 7, 2014**.

Please note: the project budget spreadsheet is a required attachment, the budget spreadsheet can be downloaded from the following website:

<http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2014KCountywideCFP.aspx>

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. **Note: a project may request only one funding source – either STP or CMAQ, but not both.**

If you have questions please contact Peter Heffernan at 206-477-3814 or peter.heffernan@kingcounty.gov

Section VI.c. 2014 King County Countywide STP/CMAQ Non-Motorized Application

This application is available on the King County Web site at
<http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2014KCountywideCFP.aspx>

PROJECT DESCRIPTION INFORMATION

1	Project Title: Low-Income Access to Bike Share Network <i>(For roadway project titles: list facility name, limits and any other identifying words; e.g., SR-520 HOV (104th Ave NE to 124th Ave NE)</i>
2	Sponsoring Agency: City of Seattle Also identify any co-sponsor(s):
3	Project Contact Person: Sara Walton Address: 700 5 th Ave Seattle, WA 98104 Phone: (206) 386-4645 Fax: E-Mail: sara.walton@seattle.gov

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

4 **Project description.** Please distinguish between the scope of the project and the justification and/or need for the project.

a. **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.

Puget Sound Bike Share will launch the regional bike share program in the fall of 2014 with 50 stations in Downtown Seattle, South Lake Union, Capitol Hill, and the University District. Station siting and membership costs were determined by balancing membership goals and operational costs. This grant request has two components. The first component will create a program for low-income access to bike share, including reduced-cost bike share memberships, community outreach, and information sharing. The second component of the project includes the purchase and installation of four bike share stations to serve low-income populations.

The program intends to make bike share an accessible and affordable transportation option for more people throughout the region. To do this, the program will ensure that bike share memberships and usage costs are affordable for a broad range of the region's population and will conduct outreach to low-income populations including women, people of color, and immigrant populations who are generally under-represented in bike share use across the county. The low-income access program will create materials in multiple languages to support knowledge of the system, and will site four new stations within or on the periphery of the existing service area with the purpose of serving low-income populations.

The Puget Sound Bike Share program is a non-profit organizational partnership including local jurisdictions, private partners, transit agencies, advocacy groups, the Puget Sound Regional Council, UW, WSDOT and Sound Transit. More information is available at <http://pugetsoundbikeshare.wordpress.com/>.

b. **Project justification, need or purpose:** Please explain the intent, need or purpose of this project. What is the goal or desired outcome?

Puget Sound Bike Share aims to reduce vehicle trips across King County by making bicycling and transit viable options for more people. The initial bike share launch will place 50 bike share stations in densely populated Seattle neighborhoods, typically near local and regional destinations such as universities, cultural centers, and tourist attractions. These sites were selected partially on the basis of financial feasibility – the station's ability to quickly attract enough paying customers to off-set most of the program's start-up and operational costs.

This project is necessary to expand the reach of the bike share program so that it is able to provide equitable access to this new transportation option for all potential users, including those who have low incomes. To do this, the project will include a planning phase to research, create, and provide a low-cost membership option. In creating similar programs, bike share operators across the country have considered membership costs, member ability to provide credit card numbers to cover membership costs, and system use costs. To better understand potential user needs, the program will also include an extensive public engagement element with outreach and information sharing to introduce bike sharing to a broader population of potential users. Additionally the program will site four new bike share stations within close proximity to the initial service area, in the Central District, International District, or other locations that specifically serve low-income populations. The four new stations will increase the service area of the bike share program, while the planning and outreach efforts will allow Puget Sound Bike Share and the City of Seattle to identify a strategy that encourages bike share membership among low-income individuals.

Bike share is a "last mile" solution that greatly expands the coverage of regional transit services. One of the greatest impediments to transit use, especially in neighborhoods without extensive transit coverage, is the ability of potential riders to reach a transit stop from their trip origin, or to reach their destination from their drop-off point. The extra time, inconvenience, weather exposure, and sometimes personal risk that accompanies these last-mile trips discourages many would-be transit riders. Bike share systems make the last mile quicker, and prompt many potential riders to reconsider the use of transit as a primary mode. In communities with higher immigrant and non-English speaking populations, an outreach function is needed as well to introduce new users to an unfamiliar system and guide them through the set-up process.

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

- | |
|--|
| <ul style="list-style-type: none">• <i>Any transit project, including equipment purchase and park-and-ride lot projects.</i> |
|--|

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

Projects receiving funding as a result of this competition: Funding distributed as a result of the 2014 STP/CMAQ King County Countywide Programs is awarded to projects, not to the sponsoring agency itself. Sponsors of projects that receive funds from this competition will be required to submit a more detailed TIPMOD or TIPNEW application, which will be due to the PSRC on July 7, 2014. Please note that these sponsors will also be asked to certify that they will comply with the conditions of the PSRC's Project Tracking Program, as a condition of accepting funding. Failing to comply with this condition, and/or with the conditions established in the PSRC's Project Tracking Program, may eventually result in the loss and/or transfer of funds to another countywide project.

Application length: Please be as brief as possible but provide sufficient information on your project, plus map(s) and/or other required supporting documents.

E-mail submissions are preferred: Attach your completed application to an e-mail and send to kcgrantcompetition@kingcounty.gov. Please name the file "(Agency): (Project tile)" and in the e-mail subject line identify which Countywide program the application is being submitted (Small Jurisdiction, Large Jurisdiction, All Other, Preservation, Non-motorized). All applications will be posted to the King County Web site. All applications must be submitted by 11:59 p.m., Wednesday, May 7, 2014.

PROJECT EVALUATION INFORMATION

IMPORTANT INSTRUCTIONS: Projects will be evaluated and scored based on the information provided in Parts 1 and 2 that follow. Refer to Section IVb, Evaluation Criteria for Countywide Grant Programs, Non-Motorized Projects for information on how the projects will be evaluated.

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

PROJECT EVALUATION: PART 1

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

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

SECTION A: CENTERS

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

A. Please explain how your project addresses the following:

• Center Development

- Describe how the project will advance or support non-motorized modes within the center.
- Describe how the project or program will enhance or support the potential for increased housing/employment densities in the center.
- Describe how the project furthers the objectives and aims of existing adopted policies and plans for the center.
- Describe the level of public access to the project (for example, current and future land use in the vicinity of the facility such as schools, residences, commercial, retail, tourist areas, etc. that would be expected to provide utilization of the facility).

1. The initial launch of the bike share program will have 50 stations in the Downtown, South Lake Union, Capitol Hill/First Hill, and University District regional centers. The proposed project will focus on improving service within and on the periphery of the initial PSBS service area, siting four additional stations in proximity to low-income populations and potentially expanding service in the Central Area or the International District. Potential areas are within the Capitol Hill/First Hill Regional Growth Center and a locally-designated center, 23rd & Union-Jackson. This project will support non-motorized transportation by expanding and enhancing the service area of the bike share system. The bike share expansion will make bicycle usage for the last mile of trips easier and more efficient.

2. Adding a new transportation option will encourage increased density in both housing and employment. The bike share system is focused on increasing options for short trips and first/last mile transit trips. The stations will be located in dense neighborhoods, which will encourage additional development within the service area.

3. The project is consistent with the Central Area Neighborhood Plan, which established strategies to manage growth and redevelopment. Some of the transportation strategies are focused on encouraging pedestrian and biking trips through improved access, safety, and infrastructure. The bike share program will improve access to biking for residents and visitors to the area. The neighborhood plan is also focused on maintaining diversity through any redevelopment efforts in the neighborhood. Focusing outreach efforts on including low-income individuals in the bike share will help to maintain an inclusive neighborhood.

4. The locations of the four new bike share stations will be determined in the project development phase. These locations will be decided upon by balancing community input, bike share operability, and accessibility of the stations.

• Project's Benefit to the Center

- Describe how the project remedies a current or anticipated problem for non-motorized modes within the center or reduces modal conflicts involving pedestrians and/or bicyclists?
- Describe the user groups who will benefit from this project (residents, commuters, employees, students, customers, tourists, seniors, people with disabilities, and those identified in the President's Order for Environmental Justice¹) and how it provides users with non-motorized option for travel.

¹ The President's Order for Environmental Justice states “each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority populations and low-income populations.”

- Describe how the project or program will improve: (address each relevant area)
 - Bicycle facilities
 - Walkability
 - Public transit access
 - Landscape and/or streetscape

1. The bike share expansion will add an additional transportation option for neighborhood residents, employees, and visitors, and will facilitate connections to transit and to other neighborhood employment centers served by bike share, including Capitol Hill, First Hill, and Downtown. Connecting the residents with these employment centers in adjacent neighborhoods will reduce travel times and increase mobility and access.

2. This project will benefit a wide variety of users, including employees, residents, tourists, students, and transit riders. It will also make it easier for low-income populations to get to work by transit by providing a “last-mile” connection to and from multi-modal transit hubs and transit stops. It will help support family-wage jobs and increase connectivity for residents throughout King County to these jobs.

3. The project will improve bicycle facilities by placing bike share stations at locations where access to bicycles is most needed to serve low-income populations. Each station will have information on navigating the neighborhood and reaching popular destinations in the area. This publicly available information will improve wayfinding for all residents and visitors of the area, regardless of whether they use the bike share system.

- **Circulation and Safety within the Center**

- Describe how the project improves access to major destinations or improves circulation within the center (home/work/school/other).
- Describe how the project or program completes a physical gap or completes an essential link in the non-motorized transportation network.
- Describe how the project improves safety or resolves an existing safety problem.
- Describe how the project extends or completes a regional or local bicycle or pedestrian system, and/or adds facilities to an existing bicycle and pedestrian system or network.

1. Reducing barriers to the bike share program for low-income populations will improve their access to major employment, residential, retail, and recreational destinations within the three regional growth centers: Capitol Hill/First Hill, Downtown, and South Lake Union. The program also improves access to and within a locally-designated urban center, 23rd & Union-Jackson. Major destinations within these centers include Group Health, Seattle University, Seattle Central Community College, Virginia Mason Medical Center, Swedish Medical Center, the University of Washington, Amazon, and Harborview Medical Center. It will significantly improve circulation within the centers by making it easy to get between destinations quickly and easily – particularly for destinations that are a little too far for walking or are between transit corridors. Bike sharing is intended for short trips of three miles or less.

2. This project expands and enhances the service area of the bike share system to ensure broader community access. This expansion will enhance service and facilitate trips to and from the periphery of the service area, expanding potential ridership to include neighborhoods to the east and south of the initial service area, with destinations in Central and International Districts.

3. This outreach effort is two-fold; it will allow for community input on the location of the four new stations and it will be an information-sharing opportunity on bike sharing in Seattle. A portion of the information will be on biking education: laws, regulations, and locations of trails and bicycle lanes. These outreach efforts are expected to improve the safety of all

riders - those using bike sharing services and those using personal bicycles. Additionally, the introduction of bike share services into a neighborhood can have positive impacts on cyclist safety simply due to the increased visibility and driver awareness of cyclists. Several cities, including Boston and Minneapolis, have recently demonstrated fewer bicycle collisions after the launch of their bike share systems, even with more people riding.

4. This project will expand the existing bike share program by adding four new stations within or on the periphery of the existing service area. This will increase and improve the bike share service area and offer enhanced service to neighborhoods adjacent to the initial service area.

SECTION B: CONNECTING CORRIDORS

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

A. Please explain how your project addresses the following:

- **Benefit to Center**

- Describe how the project provides users traveling to/from the center(s) with non-motorized options for travel.
- Describe how the project furthers the objectives and aims of adopted policies and plans for the center(s).
- Describe how this project will benefit or enhance support the development of the center(s). Does it support multiple centers?

- **System Continuity, Circulation and Safety**

- Describe how this project or program provides a "logical segment" that links to a center
- Describe how the project fills in a missing link or removes barriers to a center, and how the project extends or completes a regional or local bicycle or pedestrian system, and/or adds facilities to an existing bicycle and pedestrian system or network
- .Describe how the project improves safety and/or reduces modal conflict.

- **Sustainability**

- Describe how this project or program supports a long-term strategy to maximize the efficiency of the corridor and/or the bicycle or pedestrian network.
- Describe the user groups who will benefit from this project over time (residents, commuters, employees, students, customers, tourists, seniors, people with disabilities, and those identified in the President’s Order for Environmental Justice) and how it provides users with non-motorized options for travel.

PROJECT EVALUATION: PART 2

SECTION C: PROJECT READINESS/FINANCIAL PLAN

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

2. Financial Plan

In this section, sponsors will address questions regarding the 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. 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. For more information on PSRC's project tracking program, please go to www.psrc.org/transportation/tip/tracking.

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

2.1. Select only one funding source below, STP or CMAQ.

STP

CMAQ

2.2. Identify the amount requested by phase, and identify the estimated year of obligation (2015, 2016 or 2017).

<u>Phase</u>	<u>Amount</u>	<u>Estimated Year of Obligation</u>
PE/Design	\$121,100.00	2015
Construction	\$276,800.00	2015
[select phase]		

2.3 Identify the project phases that will be fully completed if requested funding is obtained:

PE/Design and Construction

2.4 Project Budget and Schedule

In this section you will be asked to provide information on the financial budget and schedule for the entire project. Please indicate amounts and sources of both secured and unsecured funds, by phase. Include all phases in the project, from start to finish, and indicate when each phase will be completed. The requested PSRC funds identified above must also be reflected in the Project Budget and Schedule spreadsheet. Use as many rows per phase as necessary to reflect the financial plan for each phase. The required table to provide this information is a separate Excel spreadsheet which you will need to download from following King County website:
<http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2014KCountywideCFP.aspx>

Attach the completed spreadsheet, along with this application, and submit via email to kcgrantcompetition@kingcounty.gov, by the deadline of 11:59 p.m. May 7, 2014. The Project Budget and Schedule spreadsheet form may be downloaded at:
<http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2014KCountywideCFP.aspx>

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 obligate. These questions 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 section below, sponsors will be asked to provide complete information on the status of necessary milestones for the project seeking PSRC funds. Past experience has shown that delays in one phase often result in a delay to subsequent phases. PSRC's project tracking policies require that funds be obligated within a set timeframe or be returned for redistribution. Consequently, sponsors are encouraged to carefully consider the complexity of their project and develop a project schedule that is realistic.

Based on the phase(s) for which PSRC funds are being requested, please answer the questions below. If funds are requested for Planning or Preliminary Engineering/Design only, this section is not required.

3. If funds are requested for Right of Way:

3.1 What is the status of Preliminary Engineering/Design?

- Is the PE/Design phase complete? No
- If not, identify all relevant milestones, including the current status and estimated completion date of each. For example:
 - What is the 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? Please provide the date of approval, or the anticipated date of completion. No, March 2015
- At what stage of completion is your design?
 - Have Preliminary Plans been submitted to WSDOT for approval? No
 - If not, when is this milestone scheduled to be complete? March 2015
 - When are Preliminary Plans expected to be approved? March 2015
- Are there any other PE/Design milestones not listed above? Please identify and provide estimates dates of completion.

3.2 What is the status of Right of Way?

- How many parcels do you need? 0
- What is the zoning in the project area (e.g., commercial, residential, etc.)? Varies, mixed use.
- Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this. N/A
- Does your agency have experience in conducting right of way acquisitions of similar size and complexity? N/A
- If not, when do you expect a consultant to be selected, under contract, and ready to start? N/A
- Identify all relevant right of way milestones, including the current status and estimated completion date of each. For example:
 - True cost estimate of Right of Way N/A
 - Right of Way Plans (stamped) N/A
 - Relocation Plan (if applicable) N/A
 - Right of Way Certification N/A
 - Right of Way Acquisition N/A
 - Certification Audit by WSDOT Right of Way Analyst N/A
 - Relocation Certification, if applicable N/A

4. If funds are requested for Construction:

4.1 Complete sections 3.1 and 3.2 above.

4.2 What is the status of the milestones for the construction phase?

- Do you have an Engineer's Estimate? Please provide a copy if available. No
- Identify the environmental permits needed for the project and when they are scheduled to be acquired. Categorical Exclusion, March 2015
- Is PS&E approved? Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval. March 2015
- When is the project scheduled to go to ad? This project will add stations to an existing bike share program. This project will use a sole source contract to order four new bike share stations from the same vendor who provided the original 50 bike share stations.

REMINDER: When you submit this application, please remember to also attach the Project Budget and Schedule spreadsheet and any maps or other project schematics, if applicable.

SECTION D: COMMUNITY SUPPORT/ENVIRONMENTAL JUSTICE/PLANNING

4. Please explain how your project addresses the following:

- Has the project been developed through a collaborative and inclusive planning process? Please describe. (If not, please describe how developed.)
- Is this project or program specifically identified in a local plan, transit plan, or regional plan. If not, is the project or program consistent with plan policies? Please provide citation of the corresponding policies and/or specific project references in the identified plan.
- Is this an important opportunity--if we fund this project or program now, what other benefits will result?
- Will an opportunity be missed if the project is not funded in this competition?

1. King County received a grant to develop a Bike Share Business Plan for a partnership including King County, Puget Sound Regional Council, Sound Transit, City of Redmond, City of Kirkland, the University of Washington, Seattle Children's, Microsoft, Cascade Bicycle Club, and the City of Seattle. This plan identified initial station locations and recommendations for an operating model. This plan was utilized to identify the initial 50 bike share stations. This grant application seeks funding for developing a low-income access program for the system and installing four new bike share stations. A portion of the planning funds will be used to seek community input on the new station locations and to assist in identifying opportunities to improve access to bike share through programming efforts.

2. The proposed project is supported by Seattle's Comprehensive Plan (adopted in 2011) under the following policies:

- A. TG9: Provide programs and services to promote transit, bicycling, walking and carpooling to help reduce car use and SOV trips. (p.3.8)
- B. TG10: Accommodate all new trips in downtown with non-SOV modes. (p. 3.8)
- C. TG15: Increase walking and bicycling to help achieve City transportation, environmental, community and public health goals. (p 3.11)
- D. T30: Improve mobility and safe access for walking and bicycling, and create incentives to promote nonmotorized travel to employment centers, commercial districts, transit stations, schools and major institutions, and recreational destinations. (p. 3.11)
- E. T31: Integrate pedestrian and bicycle facilities, services and programs into City and regional transportation and transit systems. Encourage transit providers, the Washington State Ferry System, and others to provide safe and convenient pedestrian and bicycle access to and onto transit systems, covered and secure bicycle storage at stations, and especially for persons with disabilities and special needs. (p. 3.11)

The City of Seattle's Bicycle Master Plan includes the Bike Share program in its action plan as a key to supporting economic and community development through bicycling and to improving access to bicycling. The City of Seattle's Transit Master Plan refers to Bike Share as a type of public transit and calls for bike share stations to be installed near transit hubs to improve multimodal connections.

3. The ultimate goal of the bike share is to provide service to all of King County. This is an important step in achieving that goal. Not only will the low-income access program expand the number of stations, it will also help identify strategies to improve access to the system for

low-income members of the community. The strategies identified and employed as a part of this application will be utilized with other system expansions across King County.

4. This project provides an opportunity to encourage and secure low-income individuals' participation in the bike share program in the early stages of the bike share launch. Missing this opportunity in the initial stages of the launch could make later efforts more challenging. The initial bike share expects to launch in the fall of 2014 and PSBS intends to begin project development for the expansion as early as January 2015. This allows the community to be introduced to the concept of bike share and immediately be brought into discussions about expanding bike share into their neighborhood, and more specifically increasing bike share memberships among low-income populations in Seattle.

SECTION E: MODE SHIFT

5. Please explain how your project addresses the following:

- Describe how the project eliminates SOV trips and induces a mode shift..
- Discuss the potential for non-motorized use. For example, use counts and/or user survey data from existing similar facilities combined with data on the population in the surrounding area to estimate the potential number of users of the proposed facility (more, less and why)
- Describe how the project connects to other non-motorized facilities.

1. Bike share is designed for short trips or to connect users to other modes, particularly transit as a first/last mile solution. This makes it particularly effective in reducing SOV trips in the region's urban centers where density and congestion are highest. Bicycling several miles is faster than walking and more convenient than driving. Making biking easier and more convenient will convert some local trips from SOV to bike, as barriers such as vehicle parking availability and traffic congestion make driving less time-efficient. It is estimated that adding four new stations will add 36,800 new bicycle trips per year and save 9,200 automobile trips. The reduction in automobile trips will reduce VMT by 18,400.

2. Based on the information in the King County Bike Share Business Plan, this expansion would account for 36,800 new bike trips per year.

3. Each new station will be accessible by sidewalk. The proximity of trails and bike lanes will be a factor in identifying the station locations.

SECTION F: AIR QUALITY

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

6. Describe how your project will reduce emissions. Include discussion of the population served by the project – who will benefit, where and over what time period. Be as specific as possible and include examples. Answers will vary depending on the type of project, for example:

- Describe how your project will reduce VMT, either by eliminating or shortening vehicle trips;

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

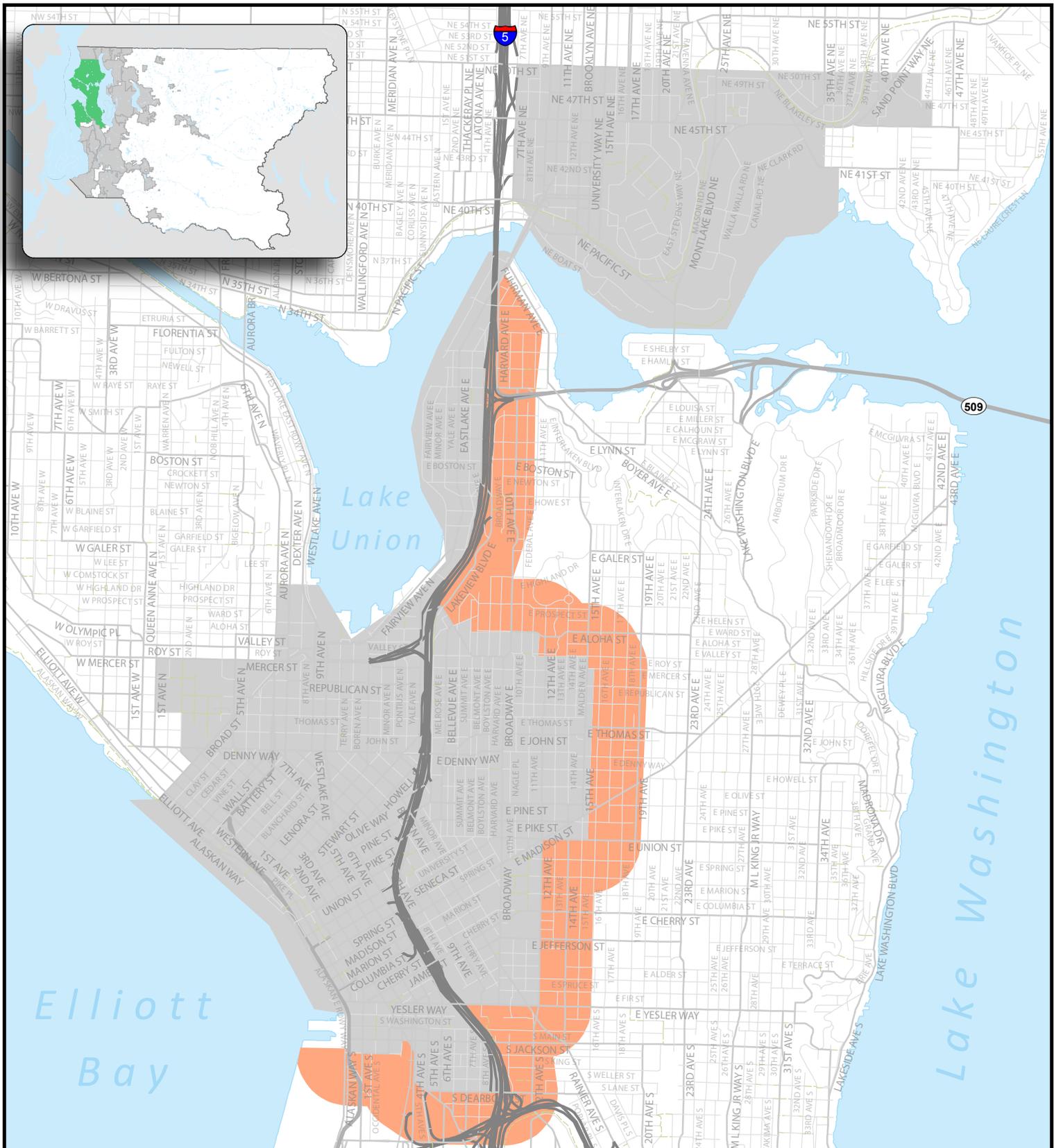
1. Research on existing bike share systems in the United States reveals that approximately 25% of bike share trips were previously taken by automobile. The four new stations will account for an estimated 36,800 new bike trips taken annually, equivalent to a reduction of 9,200 automobile trips annually. Using an average of 2 miles per trip, this reduction in SOV trips results in a VMT reduction of 18,400.

2. Research from other bike share programs in the United States reveals one in four bike share trips were previously taken by automobile. These results are expected to be seen in Seattle.

3. The bike share expansion will increase transit ridership by serving as the last-mile connection for many trips. Bike share stations are located close to transit stops to increase access and mobility.

4. The reduction in automobile trips coupled with the increase in user capacity will help reduce traffic congestion across the city.

5. The project will reduce emissions by encouraging the use of human-powered vehicles and transit. Reports from other bike share systems around the country (cited above) show a sharp increase in bicycle and transit use by bike share customers. This project will add four new bike share stations. Each station will include bicycles, helmet vending machines, and maps of the local area attractions. These improvements will enhance bicycle accessibility and pedestrian wayfinding.



Legend

- Initial Bike Share Program Service Area
- Additional Areas for Potential Siting of 4 Bike Share Stations to Serve Target Populations

See grant application for further description of grant-funded actions to select specific sites for new stations within these mapped locations.

Low-income Access to Bike Share Network

Miles
0 0.2 0.4 0.6 0.8

©2014, THE CITY OF SEATTLE. All rights reserved. Produced by the Seattle Department of Transportation. No warranties of any sort, including accuracy, fitness or merchantability, accompany this product.

Coordinate System: State Plane, NAD83-91, Washington, North Zone

PLOT DATE : 5/1/2014
AUTHOR: P&P GIS
J:/GIS/GIS Projects/Grants

Low-Income Access to Bike Share Network Funding			
	CMAQ Request	Private Funds*	Total
PE/Design**	\$121,100	\$18,900	\$140,000
Construction***	\$276,800	\$43,200	\$320,000
Total	\$397,900	\$62,100	\$460,000

*All private funds will be secured by Puget Sound Bike Share. The fund source is a donation from Group Health Cooperative.

**The City of Seattle will hire a consultant through a competitive process to identify new station locations and strategies to reduce barriers to bike share for low-income populations.

***Puget Sound Bike Share will be a subrecipient for the construction funds. These funds will be used to purchase four new bike share stations.

Section V.e. Total Estimated Project Cost and Schedule

Please fill in as many rows as needed in the tables below, to fully and accurately reflect your

Project Sponsor	City of Seattle
Project Title	Low-Income Access to Bike Share Network

Phase	Funding Source(s) (i.e. PSRC, state, local, etc.)	Secured / Reasonably Expected / or Unsecured*	Amount
Planning			
Planning			
Planning			

Planning TOTAL: \$ -

Estimated Planning Completion Date (month and year): _____

Phase	Funding Source(s) (i.e. PSRC, state, local, etc.)	Secured / Reasonably Expected / or Unsecured*	Amount
PE/Design	Local	Secured	\$ 18,900
PE/Design	Federal	Unsecured	\$ 121,100
PE/Design			

Preliminary Engineering / Design TOTAL: \$ 140,000

Estimated PE/Design Completion Date (month and year): 5/1/2015

Phase	Funding Source(s) (i.e. PSRC, state, local, etc.)	Secured / Reasonably Expected / or Unsecured*	Amount
Right of Way			
Right of Way			
Right of Way			

Right of Way TOTAL: \$ -

Estimated ROW Completion Date (month and year): _____

Phase	Funding Source(s) (i.e. PSRC, state, local, etc.)	Secured / Reasonably Expected / or Unsecured*	Amount
Construction	Local	Secured	\$ 43,200
Construction	Federal	Unsecured	\$ 276,800
Construction			

Construction TOTAL \$ 320,000

Estimated Construction Completion Date (month and year): 12/1/2015

Phase	Funding Source(s) (i.e. PSRC, state, local, etc.)	Secured / Reasonably Expected / or Unsecured*	Amount
Other			
Other			

Other TOTAL: \$ -

Estimated Other Completion Date (month and year): _____

TOTAL Estimated Project Cost, All Phases: \$ 460,000

Estimated Project Completion Date (month and year): 12/1/2015

* Additional information on these categories may be found at
<http://www.psrc.org/assets/11214/FinancialConstraintGuidance.pdf>.

May 6, 2014

Mr. Goran Sparrman, P.E.
Interim Director
Seattle Department of Transportation
Seattle Municipal Tower
700 5th Ave., Suite 3800
PO Box 34996
Seattle, WA 98124

Dear Mr. Sparrman:

Puget Sound Bike Share (PSBS) is pleased to support the City of Seattle's Congestion Mitigation Air Quality (CMAQ) Non-Motorized grant application to improve access for low-income populations to the bike share network. PSBS will launch the Pronto Cycle Share network in the fall of 2014 with 50 stations in Downtown Seattle, South Lake Union, Capitol Hill, and the University District. This new mode of transportation will aid the region's efforts in providing an important and accessible transportation alternative.

PSBS has been working tirelessly to galvanize support from both the public and private sector. Their efforts have been rewarded with private and public supporters signing up to provide financial, planning, and technical support to fully resource the launch of bike share. PSBS will provide the local match for this grant application, in the amount of \$62,100. The source of these funds will be a private donation made to PSBS by Group Health Cooperative. These funds will be available in 2015, when the grant will be obligated.

This grant intends to make bike share an accessible and affordable transportation option for more people throughout the region. PSBS is committed to providing bike share equitably and invested in making it accessible to populations that may experience barriers due to economics and/or language. The expansion of the bike share network coupled with reducing barriers for low-income populations is a perfect next step for the PSBS, which is forming an Equity Advisory Committee to advise PSBS's Board of Directors on how to ensure that Pronto Cycle Share is accessible to anyone who wants to use it.

Sincerely,

A handwritten signature in black ink, appearing to read 'Holly Houser', with a stylized flourish at the end.

Holly Houser
Executive Director
Puget Sound Bike Share