



**Washington State  
Department of Transportation**

**Washington State Department of Transportation  
REGIONAL MOBILITY GRANT PROGRAM**

**2005-2007 Recommended Project List**

**Public Transportation and Rail Division  
Office of Transit Mobility**

**December 2005**

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**WSDOT Office of Transit Mobility  
2005-2007 REGIONAL MOBILITY GRANT PROGRAM  
Report to the Washington State Legislature**

**Background**

The 2005 Washington State Legislature increased the state's role in public transportation by adopting SHB 2124 to establish the Office of Transit Mobility and the Regional Mobility Grant Program.

The chief goals for the office are to facilitate connection and coordination of transit services and planning and to maximize opportunities to use public transportation to improve efficiency of regional corridors.

The purpose of the Regional Mobility Grant Program is to provide funding aid to local governments for projects such as intercounty services, park and ride lots, rush hour transit, and capital projects that improve connections and efficiency in the transportation system. For the 2005-2007 biennium, \$20 million was made available by the legislature for grant funding.

**Focus of OTM**

1. Develop statewide strategic plan for transit
2. Encourage long range transit planning
3. Develop a statewide park and ride program
4. Improve the links between transit and regional transportation planning
5. Integrate public transportation into corridor plans and budgets
6. Develop performance objectives
7. Review local and regional plans

**Implementing the Regional Mobility Grant Program**

The legislation required local governments to submit regional mobility grant proposals to WSDOT by November 1, 2005. WSDOT's Office of Transit Mobility was then required to identify cost effective projects that would reduce delay and improve service connections between county areas and regional centers. The legislation required a prioritized list of all projects be provided to the legislature by December 1, 2005 for final approval of the grants by the legislature.

The legislation recognized the importance of public transportation as a means to increase corridor efficiency in the transportation system, an area not previously considered by WSDOT grant programs. Therefore, new eligibility criteria and a new evaluation process were needed to build a prioritized project list meeting the legislature's needs.

To assist this work, WSDOT formed an Advisory Committee and a Grant Technical Work Group.

## Advisory Committee

The Advisory Committee is made up of 19 members drawn from cities, counties, transit agencies, and regional transportation planning organizations. They are:

Joyce Olson	Community Transit	Kevin Desmond	King County Metro
Marty Minkoff	Sound Transit	Lynne Griffith	C-Tran
Susan Meyer	Spokane Transit	Martha Rose	Island Transit
Mary Place	City of Yakima	Rosemarie Ives	City of Redmond
Paul Kaftanski	City of Everett	Rod Thornton	City of Pullman
Steve Clancy	Whatcom Trans. Authority	Leo Bowman	Ben Franklin Transit
Bill Roach	CTR Task Force	Charlie Howard	PSRC
Glenn Miles	Spokane Regional Council	Dean Lookingbill	SW Washington RTC
Brian Ziegler	Pierce County	Jemae Hoffman	City of Seattle
Wendy Clark-Getzin	Kitsap Transit	Lon Wyrick	Thurston County Reg. Council

## Grant Technical Work Group

The Grant Technical Work Group is made up of nine members with expertise in the development and implementation of grants and applications. They are:

Mike Harbour	Intercity Transit	Dale Robins	SW Washington RTC
Peter Heffernan	King County Metro	Charlie Shell	City of Seattle
Patricia Levine	Pierce Transit	Brad Windler	Ben Franklin Transit
Joy Munkers	Community Transit	Lisa Wolterink	Sound Transit
Karen Richter	PSRC		

The Technical Work Group assisted in the development of proposal guidelines and grant criteria. The proposal guidelines sought to draw out the transportation problem and its relationship to the efficiency of the system, a proposed solution through public transportation, and a measurement of the performance of the investment.

The grant criteria focused on the following performance characteristics for the projects:

- System efficiency: the existing transportation problem and the current conditions/trends on the corridor, including existing transit services;
- System integration: how the project will improve integration of multiple modes, including public transportation services;
- Financial commitment to continue the project after initial funding and related partnerships;
- Implementation timeline.

To be considered for the prioritized list, projects also had to be shown to be consistent with local and regional transportation plans.

## **Project Evaluation**

Grant proposals were received by WSDOT on November 1, 2005. Cities, counties and transit agencies submitted 43 proposals seeking a total of \$51,501,648. The proposals were distributed to the Grant Technical Work Group and Advisory Committee for review. A summary of the proposals was placed on the WSDOT website for public review.

Initially, the Grant Technical Work Group sorted proposals based on their impact to the transportation system and the probability of implementation. The grant proposals were again reviewed and they were then divided into high, medium and low based upon the published criteria described above.

The Advisory Committee met and confirmed the ranking of projects into three categories: high, medium and low.

The Advisory Committee then created a project list targeted to the \$20 million available amount of the Regional Mobility Grants. Priority was given to proposals that provided facilities or services at the earliest date and to the placement of grant funds where, either standing alone or in combination with other committed funds, they would achieve a completed project.

The following is the recommended list of projects for the Regional Mobility Grant Program.

**2005-2007 Regional Mobility Grant Program**

Fiscally Constrained Project List - \$20 Million (in alphabetical order)

Project Name	Agency	Partners	Total Project Cost	OTM Grant Request	% of Project funded by Grant	Capital or Operating
Pacific Highway South HOV Lanes Phase III, South 284th Street to Dash Point Road	City of Federal Way	FHWA, TIB	\$18,757,000	\$1,214,000	6%	Capital
Lakewood Commuter Rail Station	City of Lakewood	Sound Transit, Pierce Transit, Intercity Transit	\$42,360,000	\$2,700,000	6%	Capital
West Richland Transit Center - Park & Ride Expansion	City of West Richland	Ben Franklin Transit	\$164,000	\$134,100	82%	Capital
99th Street Park & Ride Implementation	Clark County and C-Tran	Clark County, C-Tran	\$13,200,000	\$600,000	5%	Capital
I-5 Commuter Bus Expansion	Community Transit	None	\$4,160,000	\$2,912,000	70%	Capital
Mountlake Terrace I-5 Commuter Parking (I-5 at 236th Street SW)	Community Transit	Sound Transit, City of Mountlake Terrace, WSDOT	\$17,529,000	\$1,740,262	10%	Capital
Martin Way P&R Lot Renovation and Expansion	Intercity Transit	City of Lacey, WSDOT	\$2,480,200	\$1,259,360	51%	Capital
Seattle North CBD Transit Access Improvements, Stewart St/Howell St/Olive Way & Virginia/Fairview Corridors	King County Metro	Sound Transit, SDOT, Community Transit, WSDOT	\$2,120,000	\$1,800,000	85%	Capital
Sea-Tac Airport Connector	King County Metro	Cities of Auburn, Kent, SeaTac, Tukwila	\$3,905,000	\$950,000	24%	Operating
North I-405 Transit Access Project - Brickyard Park and Ride Expansion - Phase 1	King County Metro	Sound Transit, WSDOT	\$3,600,000	\$2,000,000	56%	Capital
Columbia Park Trail Park & Ride Lot Expansion	Ben Franklin Transit	WSDOT, City of Richland	\$942,936	\$300,000	32%	Capital
Pierce Transit Peninsula Park and Ride Project	Pierce Transit	City of Gig Harbor, WSDOT	\$15,000,000	\$2,000,000	13%	Capital
Skagit/Island Commuter Connector Service to Everett Station Phase 1	Skagit and Island Transits	Skagit Transit, Everett Transit, Community Transit	\$2,740,000	\$1,970,000	72%	Operating
Salmon Falls Park & Ride	Skamania County	Skamania County Senior Services	\$425,000	\$295,000	69%	Capital
		<b>Total</b>		<b>\$19,874,722</b>		

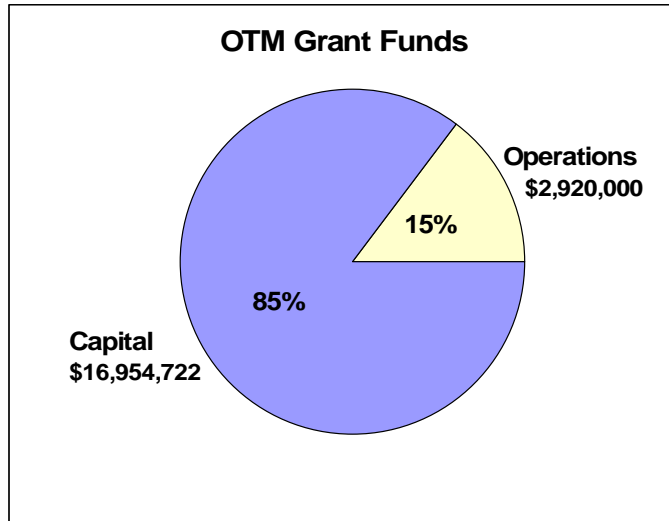
**Recommended Substitute**

The Passenger-Only Ferry Service Task Force has not reached consensus regarding the appropriate state role in the provision of passenger-only ferry service. Final approval of this project has been delayed pending direction from the 2006 legislature.

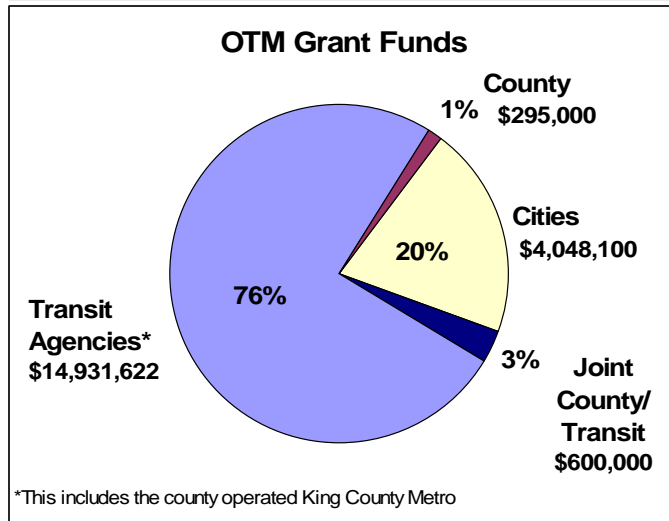
Kingston Passengr Ferry Terminal	Kitsap Transit	Port of Kingston	\$300,000	\$300,000	100%	Capital
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## Financial Analysis of Projects

Approximately 85% of the funding for projects on the recommended list would support capital development of park and ride facilities, transportation centers and vehicle purchases. The remaining 15% will support operating expenses.



Nearly 76% percent of the funding for projects on the recommended list would be directed to transit agencies (including King County Metro), with the remaining funds to be directed to cities, counties, and joint county/transit.



The performance benefits table below provides benefit information for each project on the recommended list. Information is provided for the total benefits of the project and the benefits attributable to this proposed grant funding. In some cases the grant funding supplies only a portion of the total funding for the project.

**2005-2007 Regional Mobility Grant Program Performance Benefits**

Fiscally Constrained Project List - \$20 Million (in alphabetical order)

Project Name	Agency	Total Project Cost	OTM Grant Request	% of Project funded by Grant	Benefits			Benefits from OTM Grant Funding		
					Annual Person Delay Reduced (hours)	Annual VMT Reduced	Annual Vehicle Trips Reduced	Annual Person Delay Reduced (hours)	Annual VMT Reduced	Annual Vehicle Trips Reduced
Pacific Highway South HOV Lanes Phase III, South 284th Street to Dash Point Road	City of Federal Way	\$18,757,000	\$1,214,000	6%	930,020	n/a	n/a	60,193	n/a	n/a
Lakewood Commuter Rail Station	City of Lakewood	\$42,360,000	\$2,700,000	6%	1,560,000	9,450,000	520,000	99,433	602,337	33,144
West Richland Transit Center - Park & Ride Expansion	City of West Richland	\$164,000	\$134,100	82%	n/a	833,733	25,653	n/a	681,729	20,976
99th Street Park & Ride Implementation	Clark County and C-Tran	\$13,200,000	\$600,000	5%	n/a	4,440,800	317,200	n/a	201,855	14,418
I-5 Commuter Bus Expansion	Community Transit	\$4,160,000	\$2,912,000	70%	n/a	4,352,000	256,000	n/a	3,046,400	179,200
Mountlake Terrace I-5 Commuter Parking (I-5 at 236th Street SW)	Community Transit	\$17,529,000	\$1,740,262	10%	n/a	3,200,000	246,000	n/a	317,693	24,423
Martin Way P&R Lot Renovation and Expansion	Intercity Transit	\$2,480,200	\$1,259,360	51%	n/a	1,762,500	73,320	n/a	894,937	37,229
Seattle North CBD Transit Access Improvements, Stewart St/Howell St/Olive Way & Virginia/Fairview Corridors	King County Metro	\$2,120,000	\$1,800,000	85%	25,500 hrs for transit 15,600 hrs for GP	n/a	n/a	21,675 hrs for transit 13,260 hrs for GP	n/a	n/a
Sea-Tac Airport Connector	King County Metro	\$3,905,000	\$950,000	24%	n/a	3,600,000	180,000	n/a	875,800	43,790
North I-405 Transit Access Project - Brickyard Park and Ride Expansion - Phase 1	King County Metro	\$3,600,000	\$2,000,000	56%	n/a	831,600	52,000	n/a	462,000	28,889
Columbia Park Trail Park & Ride Lot Expansion	Ben Franklin Transit	\$942,936	\$300,000	32%	n/a	6,942,000	185,120	n/a	2,208,633	58,897
Pierce Transit Peninsula Park and Ride Project	Pierce Transit	\$15,000,000	\$2,000,000	13%	n/a	6,438,000	378,600	n/a	858,400	50,480
Skagit/Island Commuter Connector Service to Everett Station Phase 1	Skagit and Island Transits	\$2,740,000	\$1,970,000	72%	n/a	9,984,000	166,400	n/a	7,178,277	119,638
Salmon Falls Park & Ride	Skamania County	\$425,000	\$295,000	69%	n/a	338,000	13,000	n/a	234,612	9,024
			<b>\$19,874,722</b>							
<b>Recommended Substitute</b>										
The Passenger-Only Ferry Service Task Force has not reached consensus regarding the appropriate state role in the provision of passenger-only ferry service. Final approval of this project has been delayed pending direction from the 2006 legislature.										
Kingston Passenger Ferry Terminal	Kitsap Transit	\$300,000	\$300,000	100%	n/a	5,400,720	312,000	n/a	5,400,720	312,000



## **Appendix**

### **Remaining Project Submittals Not Included in Recommended List**

**High Ranked Projects -- Not Selected for Constrained List**  
(in alphabetical order)

Agency	Project Name	Rank	Partners	Project Type	Dollar Request	Start Date	End Date	Basis for Decision
City of Bellingham	Lincoln Creek Transportation Center (LCTC)	High	Western Washington University, Federal Transit Administration, Whatcom Transportation Authority	Land Acquisition	\$3,090,000	Oct-03	Feb-08	Proximity to university does not mitigate corridor congestion.
City of Edmonds	Edmonds Crossing Multimodal Terminal	High	WSDOT, Washington State Ferries, FTA, Sound Transit, Community Transit, Amtrak, BNSF	Design and Permitting	\$2,000,000	2003	2015	Not included in constrained list due to project not being in service until 2015.
City of Mukilteo	Mukilteo Multimodal Terminal	High	Washington State Ferries, Sound Transit	PE-Design and NEPA phase of project	\$3,500,000	Oct-02	Jul-10	Not included in constrained list due to project not being in service until 2010.
Sound Transit	Airport Link: Extension of Light Rail to Sea-Tac International Airport	High	Port of Seattle, City of Seattle	Applied to construction of Sea-Tac Airport light rail station	\$5,000,000	May-05	Dec-09	Highly regarded project. Not included in constrained list due to completion date of Dec 2009.

## Medium Ranked Projects

Ben Franklin Transit – Columbia Park Trail Park & Ride Lot Expansion	Included in Final Project List
C-Tran -- Articulated Buses	\$1,520,000
City of Pacific – Stewart Road Corridor Improvements	\$2,092,800
City of Renton – SW 27 <sup>th</sup> and Strander Blvd Connection	\$1,184,000
City of Seattle – King County IN MOTION	\$563,522
City of Tacoma – S. 48 <sup>th</sup> Street and Tacoma Mall Blvd Intersection Improvement	\$1,170,000
Community Transit – Commute Connections	\$76,000
Community Transit – I-5 Commuter Bus Expansion	Included in Final Project List
Grays Harbor Transit – Redesign Aberdeen Station	\$597,874
Island Transit – Langley Noble Park & Ride Lot, Phase 1	Request Withdrawn
KC Metro – Online Travel Tool Enhancements, RideshareOnline.com and Secure Group Match	\$1,105,000
Kitsap Transit – Kingston Passenger Ferry Terminal	\$300,000
Kitsap Transit – Poulsbo Transfer Center	\$250,000

## Low Ranked Projects

City of Des Moines – South Sound Passenger Ferry Study	\$280,000
City of Redmond – Increased Service Frequency for Route 269	\$585,000
City of Renton – NE 4 <sup>th</sup> Street and Union Avenue NE	\$800,000
City of Renton – North Renton Park & Ride	\$1,500,000
City of University Place – University Place Intermodal Transit Center	\$2,000,000
Douglas County – McGinnis Canyon Road Construction	\$1,000,000
Jefferson Transit – Park & Ride Enhancement Project	\$300,000
Kitsap Transit – SR 305 Corridor Plan Right of Way for Mass Transit	\$120,000
Spokane Transit – Spokane/Kootenai Connector	\$1,070,930
Yakima County – Powerhouse Road/Painted Rocks Park & Ride	\$200,000
Yakima Transit – Union Gap Route Expansion	\$232,000
Yakima Transit – West Site Transit Facility/Park and Ride	\$87,000
Yakima Transit – Yakima Transit Expanded Service Hours	\$344,800
Yakima Transit – Yakima/Kittitas (Intercounty) Transit	\$248,000