



**Washington State  
Department of Transportation**

## **TRANSIT MOBILITY PROGRAMS**

**2008 Annual Report to the  
Washington State Legislature**

**Public Transportation Division**

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The Washington State Department of Transportation's (WSDOT) transit mobility programs were established by the Washington State Legislature in 2005. The Legislature asked WSDOT to take a significant leadership role in defining public transportation activities and investments in the State of Washington. This report summarizes the status of the programs.

WSDOT has worked with local agencies and other partners to prioritize these activities. We have focused our resources on activities with the most immediate impacts, including the Regional Mobility Grant program. This report highlights the lessons learned during this grant program to date and the steps WSDOT and our partners are taking to improve project delivery, administrative efficiency and accountability.

**Transit mobility programs listed in the statute:**

- Implement a Regional Mobility Grant program
- Develop statewide strategic plan for transit
- Develop a statewide park and ride program
- Encourage long range transit planning
- Improve the links between transit and regional transportation planning
- Integrate public transportation into corridor plans and budgets
- Develop performance objectives
- Review local and regional plans

## **Regional Mobility Grant Program**

The Regional Mobility Grant program provides money to local governments to deliver transit mobility projects that are cost-effective, reduce travel delay for people and goods, improve connectivity between counties and regional population centers, and are consistent with local and regional transportation and land use plans. Capital construction, equipment acquisition and operating projects are eligible. Projects are competitively evaluated and a ranked list is submitted to the Legislature for appropriation. The program is funded through the Multimodal Transportation Fund.

WSDOT has managed two Regional Mobility Grant cycles, 2005-2007 and 2007-2009. The lessons learned from this experience have resulted in some important changes to the 2009-2011 cycle. This report highlights findings from the first two cycles and enhancements for the Regional Mobility Grant program for the 2009-2011 biennium. In addition, the report provides an annual update for the other responsibilities assigned to WSDOT through the Transit Mobility Programs legislation (RCW 47.01.330).

## **Regional Mobility Grant Projects**

In 2006, the Legislature adopted a list of 14 Regional Mobility Grant projects totaling \$19,874,722. Three of the projects were completed before the end of the biennium. In 2007, the Legislature reappropriated \$17,168,087 of this money to continue the remaining 11 projects. The Legislature also funded a list of 16 new projects for 2007-2009 and provided \$40,000,000 for these projects.

Benefits from the 30 projects from both biennia include:

- 13 park and ride lot construction or expansions
- approximately 4,500 new park and ride parking stalls
- six new or expanded transit stations
- six projects to improve speed and reliability through high occupancy vehicle lanes, business access and transit lanes, or priority signalization for buses
- approximately two miles of new high occupancy vehicle and business access and transit lanes in Federal Way and Kenmore
- five projects to acquire buses and/or operate new or expanded transit service
- an estimated 130 million miles reduction in vehicle miles travelled
- an estimated 6.75 million reduction in vehicle trips

Nine of the 30 Regional Mobility Grant projects are now operationally complete and providing public benefit. An additional five projects will be complete by June 30, 2009.

Of the remaining 16 projects, one project has been cancelled and the others will not be completed before the biennium ends on Jun 30, 2009. These ongoing projects have been making progress and most have reached significant milestones. In order to complete these projects, a reappropriation of approximately \$28,000,000 is needed.

### 2005-07 Projects Requesting Reappropriation of Funds

Agency	Project Name	Grant Amount	Projected Expenditures by 6/30/09	Reappropriation Requested
Intercity Transit	Martin Way Park and Ride Renovation & Expansion	\$1,259,360	\$881,552	\$377,808
King County Metro <sup>1</sup>	Seattle North CBD Transit Access Improvements	\$1,800,000	\$225,000	\$1,595,000
King County Metro	SeaTac Airport Connector (Construction)	\$950,000	\$750,000	\$200,000
King County Metro <sup>2</sup>	North I-405 Transit Access Project Brickyard Park and Ride	\$2,013,877	\$768,877	\$1,245,000
Pierce Transit	Peninsula - Park and Ride Phase I	\$2,000,000	\$0	\$2,000,000
			<b>Total 05-07</b>	<b>\$5,417,808</b>

Executive Order 05-05:

<sup>1</sup> \$20,000 - unobligated funds held for required Executive Order 05-05 site monitor when construction begins

<sup>2</sup> \$13,877 - added to contract by amendment for Executive Order 05-05 survey

## 2007-09 Projects Requesting Reappropriation of Funds

Agency	Project Name	Grant Amount	Projected Expenditures by 6/30/09	Reappropriation Requested
Sound Transit	I-5 - Mountlake Terrace Freeway Station	\$5,000,000	\$2,500,000	\$2,500,000
Pierce Transit	Peninsula - Park and Ride Phase II Median In-line Transit Station	\$2,300,000	\$0	\$2,300,000
City of Renton	Rail - Tukwila Transit Station	\$5,500,000	\$600,000	\$4,900,000
Sound Transit	Rail - Expand Commuter Rail Parking in Tacoma-Seattle Corridor	\$3,700,000	\$100,000	\$3,600,000
City of Shoreline	SR 99/Aurora Ave N, N 165th St to N 185th St (BAT) Lanes	\$2,500,000	\$0	\$2,500,000
King County Metro	Pacific Highway South Transit Speed & Reliability Improvements	\$2,300,000	\$501,840	\$1,798,160
Kitsap Transit	SR 160 - Harper Park and Ride Expansion	\$2,400,000	\$1,000,000	\$1,400,000
Everett Transit	SR 99 - Swift Bus Rapid Transit Northern Terminal at Everett Station	\$1,989,823	\$1,534,796	\$455,027
Skagit Transit	Chuckanut Park and Ride	\$2,000,000	\$280,000	\$1,720,000
City of Seattle	Pike-Pine/Westlake Hub Regional Transit Corridor Improvements	\$3,230,000	\$1,855,098	\$1,374,902

**Total 07-09            \$22,548,089**

**Total funds to be reappropriated            \$27,965,897**

Individual project, financial and progress reports are located in the appendixes.

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### Key Learnings

Several conditions have been identified that continue to hamper grantee efforts to deliver projects on time, including:

- Capital projects using operational budget
- Capital construction risks and timelines
- Conflict between biennial structure and construction season
- Optimistic construction project proposals
- Need for formalized change management processes

## **Capital Projects using Operational Budget**

Twenty-seven of the 30 Regional Mobility Grant projects involve construction. Grant recipients are struggling to deliver construction projects as originally proposed and are working to address schedule delays, budget increases and scope changes. A review of the 27 construction projects indicates that a key aspect of this challenge is that Regional Mobility Grant funding must expire at the end of the state biennium requiring that the construction projects be completed in the biennium before the funding expires. Managing capital projects within a state operational budget presents some challenges for both local agencies and WSDOT.

## **Capital Construction Risks and Timelines**

Grant recipients are facing a wide variety of challenges inherent in complex construction projects. Examples include land acquisition conflicts and delays, environmental documentation issues, cost escalation, construction schedule conflicts, intergovernmental agreement delays, weather, and conflicting interpretations of local land use requirements. While most grantees are overcoming these challenges, working through them requires time.

While in some cases it may be feasible to complete the construction phase of a project within two years, it is not feasible to complete required design, environmental documentation, land acquisition and construction within that same timeframe. This is particularly true when a grantee must overcome unanticipated obstacles.

To responsibly manage local funds, local agencies will not make significant investments in the early phases of a project including environmental and design work, preliminary engineering and right-of-way/land acquisition unless they are certain that construction funding will be available. As a result, Regional Mobility Grant construction projects often include these early phases of construction work as part of their project timeline.

## **Conflict between the Biennial Structure and the Construction Season**

The state budget cycle and the need for relatively warm, dry weather for construction effectively limit Regional Mobility Grant funded construction projects to a maximum of one and one-half construction seasons.

The state budget cycle begins in July, which means that grantees often completely miss the first construction season of the biennium while they negotiate and complete grant agreements; complete project design and required environmental, historic and archaeological documentation; competitively select and hire a contractor; plan the construction work and mobilize crews.

The summer of the second year generally allows for a full construction season, usually late spring through early fall, depending on the weather. The remaining

contract period the following year ends on June 30<sup>th</sup>, effectively only allowing an additional one-half of a construction season. The expectation by the state that all work could be completed within a two year biennium timeframe and only allowing one and one-half construction seasons was unreasonable. Timelines are further stretched if other unanticipated issues must be resolved. As a result, significant reappropriation of funds is required to complete in-progress projects.

WSDOT provides funding to local agencies via agreements that expire at the end of the state biennium. As project timelines slip beyond the end of the agreement local agencies hesitate to sign agreements with contractors and proceed with construction because they lack certainty that their grant funds will be reappropriated.

### **Optimistic Construction Project Proposals**

Competitive grant applicants must balance the need to develop competitive proposals with the need to present a realistic proposal that minimizes risk of budget and schedule overruns. Historically, to qualify for Regional Mobility Grant funding, grantees had to offer construction projects that could be completed within the biennium. To meet these objectives, many past Regional Mobility Grant construction project proposals included budgets, scopes and schedules that were very tight or optimistic.

Similar programs such as federal grant programs and local programs provide timelines that are more aligned with realistic project schedules. Our two year limits on projects create unrealistic expectations given the types of projects that would provide the most public benefit.

### **Need for Formalized Change Management Processes**

Even the best designed and managed construction project can discover unanticipated problems or opportunities that require scope, schedule or budget changes. While agreements between grant recipients and the state provide a legal structure that defines deliverables required in exchange for the state grant funds, the relatively new Regional Mobility Grant program has not had a well established and clearly defined process to consider substantive project change requests. In order to reach mutually agreeable solutions, WSDOT is developing structured processes to address both short-term and long-term issues.

## **Program Enhancements**

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To help reduce the risk of project delay and scope reductions in the future, WSDOT is:

- Modifying grant selection criteria that allows four year project proposals,
- Applying more rigorous screening to proposed schedules and budgets,
- Strengthening administrative oversight and processes, and
- Creating a change management process.

## **Modifying Grant Selection Criteria That Allows Four Year Project Proposals**

Recognizing that our objective is to invest the grant funds and deliver public benefits as quickly as possible, WSDOT is piloting an approach that attempts to balance funding for project phases with the need for quick public benefits. For the 2009-2011 biennium, WSDOT is accepting proposals that require a maximum four-year delivery schedule without committing state funds beyond the end of the 2009-2011 biennium. WSDOT is implementing this strategy after considering a variety of options to address construction project challenges and delays that result from a two year project time limit that starts in July.

All four year projects must be complete and deliver public benefits by June 30, 2013 and must reach a major project milestone before June 30, 2011. The state will award a portion of the grant for the first biennium and, if the grantees meet their two-year project delivery obligations, they will receive priority in the 2011 recommendation to the Legislature and will not need to reapply for grant funds in 2011. It has been clearly communicated that all grant funding beyond June 30, 2011 is subject to Legislative appropriation, which is not guaranteed. In addition, WSDOT will limit recommended projects that require funds after June 30, 2011 to no more than \$20 million of the available 2011-2013 funding.

Using this approach allows the state to increase the number of projects that can be funded, include worthy construction projects that require more than two years, and help to reduce reappropriation requests. Limiting the amount of these requests leaves room for new project proposals in the 2011-2013 biennium recommendation to the Legislature.

## **Applying More Rigorous Screening to Proposed Schedules and Budgets**

For the 2009-2011 grants, a number of steps have been taken to help local jurisdictions present more complete information about budgets and schedules in their proposals. For example, standard forms are provided that prompt applicants to provide key information about budgets and schedules, including required dates for key project milestones. Applicants are required to verify that their proposal is in alignment with regional plans. They are now also required to verify that their proposal is in alignment with transit agency plans and policies.

In the 2007-09 biennium cycles, grantee matching funds became a factor for additional consideration. Beginning with the 2009-2011 biennium, WSDOT will require local partners to provide a 10% match for the total costs of the project. Applicants to the grant program will receive additional consideration for match allotments of 20% or more. Matches may be cash or other direct contribution or assets that directly benefit the project and are fundamental elements in constructing or operating the project. Prior to the application deadline, WSDOT reviewed all applications received and provided feedback to applicants whose proposals needed some clarification.

Another enhancement is that WSDOT has asked our expert review team, with construction and operations expertise, to assess more judiciously the proposed budgets and construction schedules to verify relative timelines.

### **Strengthening Administrative Oversight and Processes**

WSDOT is also taking a number of steps to strengthen grant administrative oversight, including:

- providing improved documentation of requirements, guidance and best practices,
- reworking project delivery and performance reporting processes and forms,
- allowing the use of local design standards as long as they meet or exceed state required standards,
- providing more frequent feedback to grant project managers regarding their required reports and sharing our feedback with executives from their agencies,
- providing support to local agencies as they work to comply with Executive Order 05-05 regarding archeological and cultural resources, and
- requiring grant recipients to report annually for four years after project completion date to be able to better track efficiencies/success of the grant funded projects and the positive impact they are having on regional mobility.

WSDOT is working to consolidate the Public Transportation grant programs to include common forms, processes and requirements, for example, incorporating Regional Mobility Grant and capital project guidance in WSDOT's Guide to Managing Your Public Transportation Grant.

WSDOT is expanding and invigorating the Public Transportation Advisory Committee. Members of the committee not only advise on the grant selection process, but also advise on proposed grant project revisions, grant project delivery and accountability, and other transit mobility issues and programs.

### **Creating a Change Management Process**

WSDOT is working to create a clearly defined change management process for Regional Mobility Grant recipients who wish to request a scope or schedule change for their project.

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## **Summary of other Transit Mobility Programs**

- Develop a statewide Strategic Transit Plan
  - Develop a statewide park and ride program
  - Encourage long range transit planning
  - Improve the links between transit and regional transportation planning
  - Integrate public transportation into corridor plans and budgets
  - Develop performance objectives
  - Review local and regional plans
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### **Develop a statewide Strategic Transit Plan**

In the next six months, WSDOT's Public Transportation Division will collect data that defines the current public transportation environment in Washington State. This data gathering phase will focus on micro and macro factors affecting public transportation systems. The data and a planning framework will be presented to the Public Transportation Advisory Committee for comment, and then a strategic planning oversight group that includes representatives from the Public Transportation Advisory Committee as well as other stakeholders will be established to work on the critical elements of the statewide plan. WSDOT will conduct outreach to agencies and organizations throughout the state to solicit additional perspectives and refine the strategic directions. The strategic planning oversight group will assist in synthesizing feedback from stakeholder sessions.

To support the strategic plan, the Public Transportation Division will continue developing and refining a performance measurement process for the Public Transportation Division programs and its investments. The process will support the strategic objectives included in the Strategic Transit Plan and will be structured to ensure the reliability and quality of the data collected. The measurement framework will include performance reporting processes and performance measurement tools that formalize expectations for quarterly, annual, and biennial performance reporting.

### **Develop a Statewide Park and Ride Program**

Work continues on development of a statewide park and ride program. A multi-agency work group is providing input to WSDOT on the policies that will guide the program. Monthly meetings were held from May to September on topics related to park and ride development. A statewide park and ride policy is currently being drafted and will be provided to the park and ride work group and other advisory groups for feedback and comments in the beginning of 2009.

### **Encourage Long Range Transit Planning**

The original intent of this legislative requirement was to engage the Puget Sound area transit agencies in long range planning that was more consistent with the

regional plans, and which supported the Washington Transportation Plan, a 20-year planning document.

During the 2005-2007 biennium, WSDOT and the Puget Sound Regional Council expanded the household travel survey to collect more extensive data to support public transportation activities. The project collected valuable information on people's travel patterns, preferences and attitudes, including a special emphasis on transit. Analysis of the survey is on-going and supports improved regional transit planning.

Using a subset of the data collected in the survey, WSDOT, working with the Puget Sound Regional Council developed two new tools for regional transit planning: a transit competitive index and a transit sketch planning tool. These tools were used in 2008 to develop the update of the Puget Sound Regional Council's Destination 2030 plan and the 2040 Transportation Plan.

These tools will be critical for developing construction traffic management strategies that support WSDOT corridor plans. Once the tools are complete, they will be available to transit agencies to aid their planning efforts. The survey data and this work will also be used to improve transportation planning coordination for roadways and transit.

Puget Sound area transit agencies are actively participating in the Puget Sound Regional Council's long term transportation planning efforts.

### **Improve the Links between Transit and Regional Transportation Planning**

**Commute Trip Reduction Efficiency Act of 2006 requires regional coordination** - Implementation of the Act began in earnest in 2008 and is improving linkages between transit service and regional transportation planning. The Act requires local governments in the state's most congested urban areas to develop local commute trip reduction (CTR) plans establishing goals and strategies for reducing vehicle commute trips and vehicle miles traveled to major worksites. The local plans are supported by, and are consistent with, the regional CTR plan which identifies regional services that bolster employer programs. The regional plans are intended to coordinate and facilitate implementation of CTR strategies throughout the region.

**Integration through the regional CTR and Growth and Transportation Efficiency Center plans and certification process** - The Commute Trip Reduction Efficiency Act also created the Growth and Transportation Efficiency Center (GTEC) program. This addition allows local governments to bring new employers and employees into their CTR program in areas where economic development is expected. State and local governments partner with employers to provide new transportation services and commute benefits as a way to free up the needed transportation capacity so that growth can occur. The regional government certifies the GTEC plans to ensure that its objectives are consistent

with approved plans and that success in the GTEC will help achieve regional goals established in the regional plans.

The state funded seven programs in the 2007-2009 biennium in the downtown areas of Seattle, Bellevue, Redmond, Tacoma, Olympia, Vancouver, and Spokane. These programs are collectively offering new services and information to more than 243,000 commuters that were not previously a part of CTR.

**Transit system prioritization of GTECs in their planning for new service** – In most areas, transit was highly engaged in the planning and funding process for the seven funded GTECs. The program has created and strengthened partnerships between transit, local government and the local business community. The partnership between economic development interests and transportation providers will drive improvements in service and land use policies that will encourage sustainable development and higher levels of transit performance.

The CTR law requires transit agencies, local governments and regional transportation planning organizations to prioritize GTECs in their planning for additional services and helps to ensure that these programs will be closely integrated into the regional transportation and land use plans.

WSDOT funded planning for 14 GTECs and is funding implementation for seven centers. As a result of the planning process, three of the cities that did not receive state funding have been moving forward to implement their GTEC without state financial support.

### **Integrate Public Transportation into Corridor Plans and Budgets**

The Public Transportation Division is working with its partners to identify a planning structure to integrate demand management and public transportation activities into the projects. The process will be built around the establishment of targets and objectives for these investments. The strategies selected for implementation will build off of local, regional and statewide investments in public transportation and demand management.

**Puget Sound Area** - The primary focus of the state's efforts to integrate public transportation into corridor plans and budgets has been on the mega projects in the central Puget Sound and Portland-Vancouver areas. In the Puget Sound region, public transportation and demand management activities are being incorporated into the project plans and the construction traffic management activities that support the projects.

**Columbia River Crossing** – Columbia River Crossing is an integrated transportation corridor which includes bridge, transit and highway improvements for five miles of I-5 from State Route 500 in Vancouver, WA to approximately Columbia Boulevard in Portland, Oregon. The Columbia River

Crossing will replace the I-5 Bridge over the Columbia River and include a light rail transit extension from the Expo Center in Portland to Clark College in Vancouver. In July 2008, this alternative was selected by local project partners as providing the best opportunities to relieve congestion, improve safety and freight mobility and increase travel options on I-5 while meeting community needs. This project will address:

- Growing travel demand and congestion
- Impaired freight movement
- Limited public transportation operation, connectivity and reliability
- Safety and vulnerability to collisions
- Substandard pedestrian and bicycle facilities
- Seismic vulnerability

The Public Transportation Division's involvement with the project includes assisting with the development of documents to submit to the Federal Transit Administration (FTA) for applying for New Starts funding for the light rail transit portion of the project. WSDOT is the applicant and the request is for \$750 million.

Status of the application:

- Submitted to FTA in Washington, D.C. in September 2008
- WSDOT currently is working with the FTA project management oversight consultants that are responsible for reviewing all aspects of the submission (project management plan, financial plan, transit user benefit analysis, etc.)
- WSDOT is expecting on-going comments from the consultants in the next five weeks

During the next 12 months, WSDOT will work on more definition of the financial plan, complete the Final Environmental Impact Statement, and prepare for "Record of Decision" and approval from FTA to move into preliminary engineering phase. C-TRAN announced this week that they will probably be going to their voters for additional sales tax authorization to support the operational costs of the light rail transit in 2010. At this point, C-TRAN is not providing any financial assistance for the capital construction costs of the project.

**Outside Puget Sound Area** - Outside of the Puget Sound area and the Columbia River Crossing, local Commute Trip Reduction (CTR) plans in the Thurston, Whatcom, Yakima and Spokane urban growth areas provide a foundation for integrating demand management strategies and public transportation into corridor planning. Each of these plans has identified strategies to support managing traffic congestion during corridor construction. The employer networks created by the CTR and Growth and Transportation Efficiency Center (GTEC) programs offer an effective way for corridor projects to communicate changes in traffic flow and transit services to a significant portion of the commuting population in the corridor.

## **Develop Performance Objectives**

**Public Transportation Division** - The Public Transportation Division is establishing measures that effectively identify the performance of the Public Transportation Division and the performance of public transportation investments in Washington State. WSDOT is working to ensure the reliability and quality of the data and data sources/systems on which performance measurements are based. Reporting timelines for each performance measure will be based on the availability of the data and program/division needs. Existing data tools are being refined to allow division staff to efficiently provide comprehensive summaries of quarterly, semi-annual, annual and biennial performance.

**Regional Mobility Grant Program** - The effectiveness measures for the Regional Mobility Grant program is focused on reductions of both vehicle trips and vehicle miles traveled. WSDOT is working with the grant recipients to produce annual reports on implementation and more complete data on the effectiveness measures for four years after the projects are complete.

## **Review Local and Regional Plans**

**Regional and local Commute Trip Reduction (CTR) plans** - WSDOT created guidance for the local and regional CTR plans required by the CTR Efficiency Act in 2006. The law requires these plans to be consistent with local and regional plans required under the Growth Management Act. WSDOT provided technical assistance during the planning process in 2007 and supported the regional review of local plans. WSDOT staff reviewed all of the local and regional CTR plans and provided feedback to local governments and regional transportation planning organizations for improvements. The integration of transit into these plans was mixed, but a foundation has been laid for WSDOT to encourage further transit integration in future CTR planning processes. WSDOT continues to work with local and regional partners on developing strategies that support implementation of the plans.

**Integration of Transportation Demand Management into regional plans** - WSDOT serves on the Puget Sound Regional Council's Transportation Demand Management Steering Committee and is working to ensure that the regional transportation plan integrates demand management and public transportation activities. WSDOT is working to ensure that the strategies suggested for implementation in the regional plan are consistent with local CTR plans, GTEC plans and the regional CTR plans. WSDOT is also working to ensure that these strategies are supportive and complementary to the demand management and construction traffic management activities planned for the major corridors.

**Transit Development Plan** - Transit Development Plans are submitted to WSDOT's Public Transportation Division in April of each year. They cover the calendar year and ensuing five years and must be consistent with counties, cities

and towns comprehensive plans. Each plan provides information regarding how they intend to meet state and local long-range priorities in: public transportation, capital improvements, significant operating changes planned for system, and agency funding for program needs. They also set forth projects of regional significance for inclusion in regional Transportation Improvement Programs. WSDOT staff reviews the plans to make sure that the transit agencies are meeting minimum requirements. The information in these plans is reported in the annual Summary of Public Transportation report that is produced for the Legislature.

**Local and Regional Development of the Public Transit/Human Services Coordinated Plans** - SAFETEA-LU, the federal authorizing act, requires the establishment of local coordinated plans for all human services transportation programs. While the federal requirement applies only to certain programs, WSDOT has extended that requirement to all public transportation grants geared towards rural and special needs transportation. The local regional transportation planning organizations or metropolitan planning organizations must update plans every four years. WSDOT reviews the plans to make sure that planning requirements are met. Each plan must include extensive outreach to transportation providers, planners, non-profit human service agencies, health care providers, large employers and consumers of public transportation. The plan identifies unmet needs and strategies to meet those needs. All grant applications to WSDOT's Consolidated Public Transportation Grant Program must be derived from the Public Transit/Human Service Transportation Plan.

**Transportation Improvement Program/Statewide Transportation Improvement Programs (TIP/STIP)** - Annually, the Public Transportation Division participates with the WSDOT Strategic Planning and Programming Division and the Highways and Local Programs Division in the review and approval of the state's eleven Metropolitan Planning Organization Transportation Improvement Programs (TIP). By law, projects in these TIP's must be financially constrained for federal funding. The Public Transportation Division's primary role is to review transit projects in the TIP that are supported with Federal Transit Administration (FTA) funds, and verify that funds are financially constrained. Following the Governor's approval of TIP's, WSDOT assembles the project list then obtains Federal Highway Administration (FHWA) and FTA joint approval of the Statewide Transportation Improvement Program (STIP). Federal law requires states have an approved STIP before state and local agencies can obligate federal funds for projects. Public Transportation Division staff assists the Highways and Local Programs Division with the STIP feasibility analysis and project review.

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## **Appendix**

### **Exhibit A**

Revised Code of Washington (RCW) 47.01.330 – Office of transit mobility  
Revised Code of Washington (RCW) 47.66 – Multimodal transportation programs  
47.66.010 RCW - Legislative declaration.  
47.66.030 RCW - Regional mobility grants.  
47.66.040 RCW - Selection process – Local matching funds.  
47.66.070 RCW - Multimodal transportation account.  
47.66.080 RCW - Grant programs examination.

### **Exhibit B**

LEAP Transportation Document 2006-D  
2005-2007 Regional Mobility Grant Program Projects List  
  
LEAP Transportation Document 2007-B  
2007-2009 Regional Mobility Grant Program Projects List

### **Exhibit C**

Financial Status Report  
2005-2007 Biennium Cycle Projects  
2007-2009 Biennium Cycle Projects

### **Exhibit D**

Public Transportation Advisory Committee Members  
Regional Mobility Grant Program - Technical Work Group Members

### **Exhibit E**

Regional Mobility Grant Program Projects - Individual Project Summaries

### **Completed Projects**

Ben Franklin Transit - Columbia Park Trail Park and Ride Lot Expansion  
City of Federal Way - Pac Hwy South HOV Lanes Phase III  
City of Lakewood - Lakewood Commuter Rail Station  
City of West Richland - West Richland Transit Center Park and Ride Expansion  
Community Transit - I-5 Commuter Bus Expansion  
Community Transit - Mountlake Terrace I-5 Commuter Parking  
C-Tran - 99th Street Park and Ride Implementation  
Link Transit - North Wenatchee Park and Ride  
Skamania County Public Works - Salmon Falls Park and Ride

### **In-Progress Projects**

City of Kenmore - SR 522/I-5 to I-405 Multimodal Project 73rd Avenue NE to 83rd Pl  
Kenmore  
City of Renton - Rail – Tukwila Transit Station  
City of Seattle - Pike-Pine/Westlake Hub Regional Transit Corridor Improvements  
City of Shoreline - SR 99/Aurora Avenue N, N 165th Street to N 185th Street (BAT)  
Lanes  
Community Transit - SR 99 - Swift Bus Rapid Transit Stations  
C-Tran - I-5 Commuter Service Augmentation  
Everett Transit - SR 99 - Swift Bus Rapid Transit Northern Terminal at Everett Station  
Intercity Transit - Martin Way Park and Ride Lot Renovation and Expansion

Island/Skagit Transits - Commuter Express Connector Service to Everett Station –  
Phase I (2006), Phase II (2007)  
King County Metro - North I-405 / Transit Access Brickyard Park and Ride Expansion -  
Phase 1  
King County Metro - Pacific Highway South Transit Speed and Reliability Improvements  
King County Metro - Sea-Tac Airport Connector  
King County Metro - Seattle North CBD Transit Access Improvements  
Pierce Transit - Peninsula Park and Ride - Phase I  
Pierce Transit - Peninsula Park and Ride - SR16 Phase II  
Kitsap Transit - SR 160 - Harper Park and Ride Expansion  
Skagit Transit - I-5 Chuckanut Park and Ride  
Sound Transit - I-5 Mountlake Terrace Freeway Station  
Sound Transit - Rail - Expand Commuter Rail Parking in Tacoma-Seattle Corridor

**Projects Cancelled**

Spokane Transit Authority - Mission and Greene Transit Center