



**KING COUNTY**

1200 King County Courthouse  
516 Third Avenue  
Seattle, WA 98104

**Signature Report**

**June 22, 2009**

**Motion 13012**

**Proposed No.** 2009-0241.1

**Sponsors** Hague

1                   A MOTION to approving the King County department of  
2                   transportation director's office report on transportation  
3                   grant priorities.  
4

5                   WHEREAS, the King County council in November 2008 passed Ordinance  
6                   16310 adopting the midbiennial supplemental budget for the King County department of  
7                   transportation director's office requiring submission of a report on transportation grant  
8                   priorities for the county and the staff resources devoted to ensuring that grant applications  
9                   are directed to the highest priority road and transit projects and programs, including the  
10                  South Park Bridge;

11                  NOW THEREFORE, BE IT MOVED by the Council of King County:  
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13           The King County department of transportation director's office report on  
14 transportation grant priorities is hereby approved.

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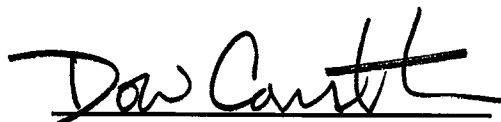
Motion 13012 was introduced on 4/13/2009 and passed by the Metropolitan King County Council on 6/22/2009, by the following vote:

Yes: 8 - Mr. Constantine, Mr. Ferguson, Ms. Hague, Ms. Lambert, Mr. von Reichbauer, Mr. Phillips, Ms. Patterson and Mr. Dunn

No: 0

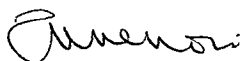
Excused: 1 - Mr. Gossett

KING COUNTY COUNCIL  
KING COUNTY, WASHINGTON



Dow Constantine, Chair

ATTEST:



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Anne Noris, Clerk of the Council

**Attachments**      A. Transportation Grants Priorities Report--March 31, 2009

Transportation Grants Priorities Report  
March 31, 2009

This report is provided as a response to proviso 3 in Ordinance 16310:

*Of this appropriation, \$100,000 shall only be expended after the council has approved by motion a report on transportation grant priorities for the county and the staff resources devoted to ensuring that grant applications are directed to the highest priority road and transit projects and programs, including the South Park Bridge. This report shall include:*

1. *explanation of the department's strategy for obtaining the additional funding needed to construct the South Park Bridge roads capital project;*
2. *prioritized list of current potential grant applications for 2009 grant competitions and grant making agencies' budget deliberations;*
3. *list of successful and unsuccessful grant applications for the past five years with an explanation of how each grant advances the county's highest transportation priorities;*
4. *detailed organizational chart identifying all FTEs who work on grant applications; and*
5. *explanation of how the director's office grant support staff work with the roads divisions' grant support staff and the county's federal and state advocacy staff. The report shall explain how grant applications consider life-cycle costs and operational expenditures resulting from capital grants.*

1. **The Department of Transportation's (DOT) strategy for obtaining the additional funding needed to construct the South Park Bridge Roads capital project.**

**South Park Bridge Funding Possibilities**

*King County, Department of Transportation, Road Services Division*

For over a decade, King County has engaged in efforts to replace the South Park Bridge. With a sufficiency rating of 4 out of 100, this 78-year old structure has outlived its useful life and will require closure in 2010. South Park is the lowest rated of all other major, high-traffic bridges in the State of Washington and is seven times more vulnerable to earthquake damage than the Alaskan Way Viaduct. The South Park Bridge provides access over the Duwamish River linking portions of the Duwamish and Tukwila Manufacturing and Industrial Centers to each other as well as connecting SW King County to downtown Seattle. Securing the \$133 million needed to construct its replacement is the Department's highest priority for roadway grants.

*Efforts to date:*

Since 2000, King County has leveraged its Roads Fund to secure federal and state grants that have paid for the design and federally required environmental analysis in preparation

for the construction of the new bridge. The new drawbridge has been widely accepted by the South Park community during the environmental analysis work. To date, \$10 million has been spent with a little over \$11 million slated to be spent within the next 16 months. These tables illustrate the source of grant and other local revenues used toward the initialization of the South Park Bridge project.

Grant Funding	Amount
Discretionary Bridge Program	\$ 940,900
Surface Transportation Program (Urban)	500,000
Federal Year 2004 ACT Sect. 115 Program	2,000,000
Surface Transportation Program (Urban)	200,214
Federal Fiscal Year 2006 Surface Transportation Program (Urban)	5,000,000
<b>Total Grants</b>	<b>\$ 8,641,114</b>

Other (Local) Funding	Amount
(King County Share) Vehicle Licensing Fee	\$1,157,000
Other Agency Contribution (Tukwila)	3,000,000
King County Road Fund	8,836,411
King County Real Estate Excise Tax	288,805
<b>Total Other (Local) Funding</b>	<b>\$13,282,216</b>

Over the past several years, funding for South Park's construction has been sought at the local, state and federal levels. KCDOT has sought congressional earmarks. This year staff identified an early phase of construction for potential federal stimulus funding. KCDOT also competed for regional funding under programs administered by the Puget Sound Regional Council (PSRC). At the state level, advances to secure a direct allocation from the state's share of the economic stimulus this year, and other appropriation mechanisms have been rebuffed including funding from federal and state bridge funds. So far, no funding has been secured for the construction phase.

*Impacts of bridge closure in 2010:*

If funding cannot be secured by 2010, DOT will recommend closure of the South Park Bridge. Its closure will cause impacts to:

- Local businesses along the 14<sup>th</sup> and 16<sup>th</sup> Avenue South corridor dependent on drive through arterial traffic.
- The struggling South Park business district with more hardship caused by a dead-ended arterial running down its center.
- Other large South Park employers such as Delta Marine with 350 employees, the Sea Mar Clinic with 400 employees and the Boeing Company with facilities on both sides of the Duwamish River.
- Freight mobility with over 10 million tons of freight carried over the bridge each year is one of the largest employment centers in the state.

- The trucking industry whose haulers depend on this transportation route: South Park Bridge experiences above average truck traffic – almost triple that of the 1<sup>st</sup> Avenue South Bridge (South Park, 14 percent truck traffic; 1<sup>st</sup> Avenue South, 5 percent).
- The 20,000 vehicles per day that depend on this route as a way to cross the Duwamish River to and from downtown Seattle.
- Traffic flows on other nearby routes such as the 1<sup>st</sup> Avenue South Bridge, SR 509, SR 99, First Avenue South and East Marginal Way South – with more than double the traffic delays at the 1<sup>st</sup> Avenue South Bridge expected during morning and evening commute times.
- The long term plans for the SR 509 connection to I-5 due to diverted traffic from the South Park Bridge overtaking 1<sup>st</sup> Avenue South Bridge capacity.
- The South Park Community fits the Environmental Justice criteria with minority and low income populations with 56 percent minority compared to 30 percent for the City of Seattle and 32 percent below median Seattle income.
- Police, fire and ambulance response times will be increased by not being able to access the area by way of the South Park Bridge.

*Potential funding options:*

Funding Option	Pros	Cons
Bond sales backed by (new) road levy	<ul style="list-style-type: none"> <li>▪ Could generate sufficient funding for bridge replacement.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Would require Council vote.</li> </ul>
Bond sales backed by the Transportation Benefit District	<ul style="list-style-type: none"> <li>▪ Includes tolling authorization.</li> <li>▪ Could generate sufficient funding.</li> <li>▪ King County could issue the bonds.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Would require vote of the people within the boundaries of the taxing district if &gt;\$20 surcharge on Vehicle License Fee.</li> </ul>
Toll charges	<ul style="list-style-type: none"> <li>▪ Tolls on South Park and another (state) bridge could generate enough revenue to fund replacement project.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Tolls on South Park alone will not generate enough revenue to fund replacement costs.</li> </ul>

Local option gas tax	<ul style="list-style-type: none"> <li>▪ Would generate \$33.7M with \$9.3M for KC, \$9.7M for Seattle and \$14.7 for suburban cities.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Would require public vote.</li> <li>▪ KC share not large enough to fund bridge replacement costs.</li> </ul>
Property tax levy lid lift (Unincorporated King County)	<ul style="list-style-type: none"> <li>▪ An increase from 1% to 3.5% would yield \$32M during the period 2011 - 2014.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Would require public vote during severe economic recession when tax increases are unpopular.</li> </ul>
Commercial Parking Tax	<ul style="list-style-type: none"> <li>▪ Already used by several cities in King County.</li> <li>▪ Does not require public vote.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Disconnect between those who would pay and beneficiaries.</li> <li>▪ RCW allows for tax only on commercial parking in unincorporated county.</li> <li>▪ Would not generate sufficient funding.</li> </ul>
Gas guzzler vehicle fee	<ul style="list-style-type: none"> <li>▪ In 2007, 1.3 of the 1.8 million vehicles registered would fall under gas guzzler category.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Identifying gas guzzler vehicles would require assistance from DOL.</li> <li>▪ May be controversial.</li> <li>▪ Would require public vote.</li> </ul>

*Potential grant sources:*

Grant Program	Pros	Cons
Federal Surface Transportation Program (STP) – Regional Call for Projects	<ul style="list-style-type: none"> <li>▪ By reducing application to fund only right-of-way acquisition/ easement costs, \$6M portion of the project more competitive in regional competition.</li> <li>▪ Would complete key phase.</li> <li>▪ Supports adopted policy direction of improving</li> </ul>	<ul style="list-style-type: none"> <li>▪ Construction still not funded, only a small portion of total cost.</li> <li>▪ Uncertainty of securing needed construction funding.</li> <li>▪ Limited funding available (\$40M).</li> <li>▪ Bias for funding construction phase of</li> </ul>

	access to and within designated regional centers.	project.
Federal Bridge Program	<ul style="list-style-type: none"> <li>▪ Appropriate source of funding for this project.</li> <li>▪ Annual program.</li> </ul>	<ul style="list-style-type: none"> <li>▪ May be too small to cover costs for this project.</li> <li>▪ Approximate allocation split between State and locals is 70/30.</li> <li>▪ Local share insufficient (\$30 per year) to cover shortfall.</li> </ul>
National Surface Transportation Discretionary Program	<ul style="list-style-type: none"> <li>▪ Up to 100% federal participation.</li> <li>▪ Priority given to projects that require federal assistance to complete project financing.</li> <li>▪ Bridge projects eligible.</li> <li>▪ Needed funding fits within program guidance of minimum (\$20M) and maximum (\$300M) award.</li> <li>▪ Funding available late 2009.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Only 20% can be awarded to an individual state, lots of need statewide.</li> <li>▪ Significant match (1/3 to 1/2) maybe needed to make project competitive.</li> </ul>
Federal Congressional Earmarks	<ul style="list-style-type: none"> <li>▪ WA Congressional delegation successful at securing earmarks in the past.</li> <li>▪ High priority project.</li> <li>▪ Bridge in risk of failure.</li> <li>▪ Members of Washington Congressional delegation are on key appropriation committees.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Push in Congress to reduce the use of earmarking.</li> <li>▪ Shortfall significantly larger than typical funding awards (\$5-\$10M).</li> </ul>

Grant Program	Pros	Cons
Reauthorization of the Transportation Act – High Priority Project Category	<ul style="list-style-type: none"> <li>▪ High priority project.</li> <li>▪ Bridge in risk of failure.</li> <li>▪ Reauthorization bills historically have provided significant funding.</li> <li>▪ Members of Washington Congressional delegation are on key appropriation committees.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Push in Congress to reduce the use of earmarking.</li> <li>▪ Significant national competition for funding.</li> </ul>
State Transportation Improvement Board – Urban Arterial Program	<ul style="list-style-type: none"> <li>▪ If secured, could leverage funding from other sources for remaining portion of construction.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Will only fund design and construction of bridge approaches requiring a piecemeal approach to secure remaining construction funding.</li> </ul>

**2. Prioritized list of current potential grant applications for 2009 grant competitions and grant making agencies budget deliberations.**

Below is an illustrative list of the potential projects and/or programs the King County Department of Transportation has or is considering seeking grant funding for 2009 based on grant program solicitations that are expected to occur in 2009.

The list of projects shown below covers most of the projects and programs that DOT will seek grant funding for in 2009, new or expanded federal grant programs will become available in 2009 due to the recently enacted federal American Recovery and Reinvestment Act. There may be additional opportunities that we have not anticipated.

Prioritization and project selection for grant application:

Once a solicitation of grant funding is announced, the grants staff in consultation with division's staff, senior DOT management, along with direction from the Executive and County Council, will identify projects from existing CIPs which align with grant program goals and have the greatest likelihood of securing funding. In determining which projects to submit for each solicitation DOT will take into consideration the following factors:

- Eligibility requirements of the grant program.
- Competitiveness of the proposals as determined by reviewing grant program criteria.
- Funding amount available in grant program.



- Timing of grant funding availability.
- Restrictions on number of proposals a single agency or geographic region can submit.
- Geographic equity.
- Minimizing competition among internal projects.
- Matching fund requirements.
- Grant program reporting requirements.

An example of how this process is used in the upcoming PSRC regional grant program competitions. In early April grant applications are due to the PSRC for its 2009 Regional Surface Transportation Program (STP) and Congestion Mitigation Air Quality (CMAQ) program, as well as the Federal Transit Administration (FTA) Competitive program. To date, after reviewing the solicitation and considering the goals, criteria, restrictions and eligibility requirements of these programs, the following projects were selected in a coordination meeting by the Department Director, Assistant Department Director, General Manager of Transit, Road Services Division Director representatives, Executive Office representatives, and the Grants Administrator to compete for funding:

1. South Park Bridge (STP)
2. Novelty Hill Road – Phase 1 (STP)
3. RapidRide Bus Acquisition – West Seattle/Ballard (CMAQ)
4. Urban Centers Access Project (CMAQ)
5. Burien Transit Oriented Development (FTA Competitive)
6. RapidRide Bus Acquisition – West Seattle/Ballard (FTA Competitive)

Thus far in 2009, the following projects were submitted for 2010 Congressional Appropriations Request (CAR) consideration:

1. South Park Bridge Replacement Project.
2. Bellevue-Redmond RapidRide Project.
3. Hybrid Buses for the West Seattle RapidRide and Hybrid Fleet Expansion.
4. Renewable Energy & Ultra-High Efficiency Transit Facilitation Project.
5. Novelty Hill Road.
6. Downtown Seattle Weapons of Mass Destruction Detection Equipment.
7. Bike Sharing Program and Facility Enhancements.
8. Acquisition of Neighborhood Electric Vehicles and Park & Ride Charging Stations.
9. East Lake Sammamish Trail Project.
10. Lease/Acquisition of Passenger Only Ferry Vessels.
11. Taxiway Alpha Project.
12. KCIA Air Rescue Fire Fighting Facility Project.
13. King County International Airport (Airport) Security Improvements.

Here is a list of projects that King County Department of Transportation forwarded for consideration for the American Recovery and Reinvestment Act (ARRA):

1. South Park Bridge.

2. Taxiway Alpha.
3. Air Rescue Fire Fighting Facility.
4. Airport Airside Paving Program.
5. KCIAP Emergency Snow Equipment.
6. 98<sup>th</sup> Street Phase 1 Pedestrian Corridor.
7. Skykomish Shop Replacement.
8. Renton "J" building and Vashon Roof Replacement.
9. Acquisition of Hybrid Vehicles.
10. Diesel Retrofits.
11. Acquisition of Electric Vehicles.
12. Lease/Acquisition of Passenger Only Ferry Vessels.
13. Maintenance Barge.
14. Vashon Island Terminal Improvements.
15. Acquisition of 40' and 60' Hybrid Coaches.
16. Vehicle Maintenance.
17. Bellevue Base HVAC System.
18. Energy Efficient Base Lighting Replacement.
19. Park and Ride Security Lighting.
20. Atlantic/Central Operations Building.
21. Trolley System Modifications.
22. Base Energy Efficiency Improvements.
23. Renewable Energy and Ultra-High Efficiency Transit Facilitation Project.
24. Park & Ride Charging Stations.
25. Downtown Seattle Weapons of Mass Destruction Detection Equipment.
26. Burien Transit Oriented Development.

Below is a list of potential projects and all of the grant programs that they are eligible for in 2009.

#### Candidate List of Potential 2009 Grant Funding Proposals

Division	Project	Potential Grant Program(s)
KCIA	Taxiway Alpha	FAA, ARRA
KCIA	Air Rescue Fire Fighting Facility	FAA, ARRA
KCIA	Airport Security Project	FAA, HLS
KCIA	Airport Airside Paving Program	FAA, ARRA
KCIA	Emergency Snow Equipment	FAA, ARRA
RSD	Alvord T Bridge #3130	BRAC
RSD	Judd Creek Bridge #3184 – Re-Deck	BRAC
RSD	South Park Bridge	ARRA, PSRC
RSD	Novelty Hill Road – Phase 1	PSRC, CAR, TIB
RSD	98 <sup>th</sup> Street Phase 1 Pedestrian Corridor	ARRA, PSRC
RSD	100 <sup>th</sup> Ave. NE (2008 pending)	HSIP
RSD	Skykomish Shop Replacement	ARRA
RSD	Woodinville-Duvall Bridge #1136B	BRAC
RSD	Woodinville-Duvall @ West Snoqualmie	PSRC

	Valley Rd	
RSD	Renton "J" Building and Vashon Roof Replacement	ARRA
RSD	South 288th Street Roadway & Sidewalk Improvements (from 34th Ave. South. to 51st Ave. South.)	PSRC
RSD	SR 99 and 1st Ave. ITS: Aurora/SR 99/ International Blvd/Pacific Hwy S: North King County Line to South King County Line and 1st Ave./Myers Way/SR 509: Mercer Ave. to I-5	PSRC
Fleet	Acquisition of Hybrid Vehicles	ARRA, PSRC
Fleet	Diesel Retrofits	ARRA, PSRC
Fleet	Acquisition of Electric Vehicles	ARRA, PSRC
Fleet	Electric Vehicle Recharging Station	ARRA, PSRC
Marine	Lease/Acquisition of Passenger Only Ferry Vessels	ARRA, FBD, PSRC, CAR
Marine	Maintenance Barge	ARRA, PSRC
Marine	Vashon Island Terminal Improvements	ARRA, PSRC
Marine	Seattle Passenger Only Ferry Hub	PSRC
Transit	Bellevue-Redmond RapidRide Project	FTA-VSS
Transit	Hybrid Buses for the West Seattle RapidRide and Hybrid Fleet Expansion	CAR, PSRC
Transit	Acquisition of 40' and 60' Hybrid Coaches	ARRA, PSRC, CAR
Transit	Vehicle Maintenance	ARRA, PSRC
Transit	Bellevue Base HVAC System	ARRA
Transit	Energy Efficient Base Lighting Replacement	ARRA
Transit	Park and Ride Security Lighting	ARRA, PSRC
Transit	Atlantic/Central Operations Building	ARRA
Transit	Transit Police Building	ARRA
Transit	Trolley System Modifications	ARRA, PSRC
Transit	Base Energy Efficiency Improvements	ARRA
Transit	Renewable Energy and Ultra-High Efficiency Transit Facilitation Project	ARRA, CAR
Transit	Bike Sharing Program and Facility Enhancements	CAR
Transit	Park & Ride Charging Stations	ARRA, PSRC, CAR
Transit	Downtown Seattle Weapons of Mass Destruction Detection Equipment	HLS-TSGP, CAR
Transit	CCTV Onboard Buses	HLS-TSGP
Transit	Regional National Incident Management System (NIMS) Training and Exercise Program	HLS-TSGP
Transit	RapidRide (Bus Rapid Transit) Buses	PSRC
Transit	West Seattle Rapid Ride	FTA-VSS
Transit	Downtown Seattle RapidRide Passenger Amenity Improvements	PSRC
Transit	Urban Centers Access Project	PSRC
DO	Burien Transit Oriented Development	ARRA, PSRC

The Director's Office grants staff is currently working with division management and staff to put together department project proposals for the US Department of Energy (USDOE) Energy Efficiency and Conservation Block Grant program and other related energy efficiency funding programs. The Department Grants staff is participating in the formulation of the Executive Office's New Energy Solutions Plan along with other county departments and local agencies and organizations. Additionally, the grants staff, in its ongoing effort to seek new and innovative funding, is looking into the possibility of the department participating in the local power and utilities energy rebate program to bring in additional revenue for the power and utility improvements that we are making system-wide.

### Legend of Potential Funding Sources

Abbreviation	Program
ARRA	American Recovery and Reinvestment Act
BRAC	Bridge Replacement Advisory Committee
CAR	2010 Congressional Appropriations Request
FAA	Federal Aviation Administration
FBD	Ferry Boat Discretionary
FTA-VSS	Federal Transit Administration Very Small Starts
HLS	Homeland Security
HLS-TSGP	Homeland Security – Transit Security Grant Program
PSRC	PSRC – STP, CMAQ or FTA program
TIB	Transportation Improvement Board

### Grant Making Agencies Budget Deliberations

Program	Grant Making Agencies Budget Deliberations
American Recovery and Reinvestment Act (ARRA)	<p>The ARRA includes several different budget deliberations processes due to the multitude of grant funding programs that have been made available under the ARRA. Each federal agency has or will be developing its own deliberation process.</p> <ul style="list-style-type: none"> <li>• Department of Energy (DOE) - deliberation process not yet available.</li> <li>• Environmental Protection Agency (EPA) - deliberation process not yet available.</li> <li>• Federal Transit Administration (FTA) –Discretionary Program</li> </ul>

	<p>deliberation process not yet available.</p> <ul style="list-style-type: none"> <li>• Federal Highway Administration (FHWA) – National Discretionary Program.</li> <li>• Department of Transportation - Responsibility for the allocation of funding has been assigned to the State and Metropolitan Planning Organization (MPO).             <ul style="list-style-type: none"> <li>○ State Allocation – Funding for which Washington State Government has allocation authority. The deliberation process will be folded into the 2009 State Legislative Session.</li> <li>○ MPO allocation – The PSRC deliberation process started in December of 2008 and will conclude on March 12 when its Transportation Policy Board and Executive Board take action to approve projects equaling the sub allocation of funding from the Federal Highway Administration and Federal Transit Administration funding allocated to the Seattle/Tacoma/Everett Urbanized area.</li> </ul> </li> </ul>
<p>2010 Congressional Request</p>	<p>Deliberation process for the 2010 Congressional appropriation process started in the fall of 2008. On January 12, 2009 the King County Council approved the 2010 federal agenda. In February 2009 the various Washington State Congressional Offices request proposals. The House of Representatives is expected to approve its 2010 budget in June-July 2009. The Senate is expected to adopt its 2010 budget in July-August, 2009. The final budget is expected to be adopted in the September/October 2010 time period.</p>

Federal Aviation Administration	The FAA grant process is a six year request for priority projects. In December of each year, the Airport submits to the FAA a list of projects. The list contains a project description and an estimated cost. The FAA Northwest and Mountain Region officials meet no later than February to prioritize the Airport Improvement Program projects. Priority is based on three factors, Safety, Runway/Taxiway, and navigation. An additional consideration is Congressional interest. Grants are authorized and obligated during the spring of each year.
Ferry Boat Discretionary	Deliberation process not yet available.
Federal Transit Administration Very Small Starts	Proposals are typically due in mid September to the Federal Transit Administration for consideration for analysis and inclusion in the Presidential budget released in late January of the following year.
Department of Homeland Security - Transit Security Grant Program	The Department of Homeland Security has over the past year been working to standardize its grant program process. It is expected that solicitations will be announced in November of each year with deliberations and decisions announced in March/April time period.
PSRC – STP, CMAQ or FTA program	The PSRC deliberation process for its 2009 project selections begins in March 2009 and concludes in October of this year. Key dates in the process include decisions by elected officials in July and October at the regularly scheduled Transportation Policy Board and Executive Board meetings.

Transportation Improvement Board	Proposals are due to the Transportation Board at the end of August. Recommendations for funding are announced at the regularly scheduled November meeting. Final decisions occur during the following State Legislature session.
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**3. List of successful and unsuccessful grant applications for the past five years with an explanation of how each grant advances the county's highest transportation priorities.**

The core business for the Department of Transportation is the efficient movement of people and goods throughout King County. To provide efficient and effective services the department must provide solid stewardship of precious tax dollars and secure additional grant funding for these services. To accomplish this, the department continually evaluates and prioritizes existing programs to seek grant funding from all available sources to help fund the county's highest priority projects.

DOT's highest transportation priority is the safety of the traveling public. Safety starts with preservation and maintenance of roads, buses, runways, bridges, and other facilities for optimal operational safety. Priority goes beyond the surface of the roadway and bus maintenance to include well-trained bus drivers, mechanics, supervisors, and support personnel.

The DOT also advocates for transportation approaches that emphasize the linkages between transportation, health and the environment. The department advocates for transportation solutions that emphasize moving people instead of just vehicles.

In the list of successful and unsuccessful grant applications for the past five years in Exhibit A, all of the divisional projects are in their respective approved Capital Improvement Program. Road Services Division projects are also listed in the Transportation Needs Report/King County Comprehensive Plan. Listed for each application is the applicable King County Comprehensive Plan policy or Comprehensive Plan for Public Transportation policy. See Exhibit A, List of Successful and Unsuccessful Grant Applications.

**4. Detailed organization charts identifying all FTEs who work on grant applications.**

The attached organizational chart identifies all department decision makers for grants. Within the chart, the department's grants core group is identified. Grants core group personnel have grants as a major portion of their job responsibilities. Distinctions among the roles and responsibilities of grant management, grant administration, program/project management oversight, grant development and research, and other related functions overlap due to the ongoing, ever changing, and inter-related nature of the process.

Because of the size and scope and complexity of King County Transportation projects, the grants management section is comprised of personnel from varied disciplines and wide ranging responsibilities. Public administration, project management, transportation planning, grant and contract accounting, business management, policy making, and system administration are some of the areas of expertise necessary to effectively and efficiently manage grant contracts and agreements. Every member of the Director's Office grants staff is professionally trained and Grants Management certified.

Acceptance of federal grant funds is accompanied by requirements for strict compliance with terms, conditions and regulations. Federal grants are only awarded to a Certification Acceptance agency or a Designated Recipient. The Director's Office grants staff manages and administers Federal Transit Administration (FTA) grant funds as a designated recipient. The Road Services Division manages and administers Federal Highway Administration (FHWA) grant funds as the department's Certification Acceptance agency. As such, the Roads Services Division (RSD) accepts full legal responsibility for the program and for fulfilling the granting agency requirements for the department.

The Director's Office grants staff is in the Office of Regional Transportation Planning. This placement of the section accomplishes the following:

1. Grants pursued are consistent with the mission and goals of the department.
2. Grants obtained are managed properly and attain stated goals and objectives.
3. Grants are implemented in conformity with granting agency requirements.
4. Agency requirements are passed on consistently across county departments and their grant project partners (local jurisdictions and other local agencies).
5. Oversees project management and subrecipient monitoring.

The responsibilities of the grants core group are wide and varied. Some of the most common grants development tasks are to:

- Search for funding sources and gather information.
- Develop methodologies and strategies to secure grant funding.
- Match funding opportunities with departmental/division priorities.
- Conduct grant research and monitor grant resources and notify appropriate organizational unit of grant opportunities.
- Assist managers to identify and select projects for federal and state grant programs.
- Coordinate grant proposal development for the department and/or division.
- Prepare or help write, review, and monitor department grant program submittals, project amendments, and project budget corrections to the Regional Transportation Improvement Program and State Transportation Improvement Program.
- Act as liaison with grantor agencies.
- Facilitate regional partnership formation for high priority regional projects.



- Represent the department or division(s) at regional and countywide grant forums such as the PSRC Regional Project Evaluation Committee (RPEC), Seattle-Tacoma-Everett Urbanized Area Caucus (STE UZA), King County Project Evaluation Committee (KCPEC), King County Emergency Management Advisory Committee (EMAC).
- Support the interjurisdictional process to program federal funding at a regional and countywide level.

Grants Support Group personnel are identified generically as they provide the project or program information, technical data, and financial information needed for grant project proposals. See Exhibit B attached.

**5. How the director's office grant support staff work with Roads Services Division grant support staff and county federal and state advocacy staff. The report explains how grant applications consider life cycle costs and operational expenditures resulting from capital grants.**

Director's office grants staff and the grant support staff in the Road Services Division work together in a collaborative relationship that utilizes the expertise and skills of each group. The division of labor and responsibility between the two groups can be generally categorized as follows:

- RSD grants support staff is responsible for project development and implementation.
- Director's office grants staff is responsible for policy, advocacy, dissemination of information, strategy and leading department-wide efforts and initiatives.

Additionally, the Director's office grants staff provides strategic and technical grant expertise to RSD. This assistance includes reviewing, editing, providing write-ups and data, presentation of information, identification of potential grant programs, potential partnerships, grant program funding forecasts, and coordination with grantor agencies.

Due to their experience, knowledge and expertise with grant programs utilized by the King County Department of Transportation, the director's office grants staff is also able to provide historical and contextual information to RSD grant staff on grant programs and their various processes.

Director's office grants staff also serves on several regional and countywide policy and technical committees. On these committees the grants staff advocate for policies and criteria that are advantageous to the county and the RSD. The director's office grants staff also provides briefings to RSD staff that serve on these regional and countywide committees.

- Grants staff in the director's office represent the Department of Transportation on the following regional and countywide committees:
  - PSRC
    - Regional Project Evaluation Committee (RPEC)
      - Ron Posthuma is the Vice Chair of this committee
    - Regional Staff Committee (RSC)
    - Pricing Task Force
    - Project Progress and Accountability Committee (PPAC)
    - King County Project Evaluation Committee (KCPEC)
    - 2009 Project Selection Task Force
    - Emergency Management Advisory Committee (EMAC) Region 6 Homeland Security Council (R6HSC)/Citizen Corps Council (CCC)

Examples of work done by the director's office grants staff that is supportive of RSD priorities include:

- Inclusion of the South Park Bridge in the Regional Transportation Investment District (RTID).
- Adoption of polices and methodologies at the PSRC that prioritize highly the preservation and maintenance of the existing transportation network.
  - Destination 2040 policies
  - Roadway Need Preservation methodology
- Assisting in the preparation of grant application and advocating for over \$35 million in RSD projects for federal and state grants over the last five years.
- Advocating for an increase in the rural area funding available through regional grant programs in 2009 for which RSD has historically been successful.
- Coordinating the development of the department's annual congressional appropriation request and supporting efforts by county lobbyists to secure funding for RSD projects.
- Coordinating and advocating for funding from the 2009 federal economic stimulus for RSD projects.

The Road Services Division is the Federal Highway Administration's (FHWA) Certification Acceptance agency for King County government. This responsibility requires RSD to uphold all applicable state and federal requirements toward the efficient completion of federally funded transportation projects for which RSD is the lead. Procedurally, RSD obligates all federally funded transportation projects for which they are the lead including those for other agencies within King County, for work of King County government and occasionally for other jurisdictions and non-governmental organizations within King County. The responsibility of this role is considerable. If lost, King County would forgo its ability to use its own agency forces to construct federally funded projects with the efficiencies gained from advertising, awarding and managing its own contract processes for transportation projects.

In addition to Certification Agency responsibilities, RSD applies for and manages several other roads specific grant applications and processes directly. Emergency and other potential grantor agencies and programs include:

- Emergency Relief for roadways that are functionally classified.
- Emergency Relief for Federally Owned Roads (Middle Fork Road is the only forest highway eligible in King County).
- FEMA disaster relief recovery funds for all roadways not on the federal classification system.
- FEMA Hazard Mitigation Grant applications.
- State Transportation Improvement Board.
- Washington State Bridge Program.
- Washington State Highway Safety Improvement Program.
- Washington State Safe Routes to School.
- Rural Arterial Program – (within the PSRC’s allocation process).
- High Risk Rural Roads Program.
- Hazard Elimination and Safety Program.
- Washington State Department of Ecology Grants.
- Washington State Estuary and Salmon Restoration Program.

**Explanation of Interaction with County’s federal and state advocacy staff**

Director’s office grants staff work closely with the county’s federal and state advocacy staff to request funding for the King County DOT projects and programs, and changes to federal and state policies. The grants staff is the primary point of contact for the DOT and disseminates information to and from our contracted lobbying firms.

Grants staff work in this area includes the lead responsibility within DOT to coordinate its portion of the county’s annual federal agenda. In this annual process the director’s office grants staff works with the Executive Office, County Council, and lobbyists, to develop a list of projects, prepare the required congressional application forms and respond to inquiries. Director’s office grants staff also communicates with and provides information as requested to our lobbyists and responds to congressional delegation offices.

Grants staff coordinate with the County Council’s Legislative Director on testimony before the State Legislature provides information on pending legislation that would impact the county, and respond to requests for information. Examples of this work include:

- Advocating for State aid programs for transit which lead to the establishment of the Regional Mobility Grant Program.
- Monitoring State House and Senate tolling legislation that will impact the grant funding tied to the federal Lake Washington Urban Partnership agreement.
- Opposing the combining of State granting agencies County Road Administration Board (CRAB) and the Transportation Improvement Board (TIB).

- Advocating changes to the TIB rural/urban boundary to be consistent with the federal definitions.

Grants staff has also participated, at the request of the County Council's Legislative Director, in the review of proposals responding to an RFP seeking federal lobbying assistance.

**How grant applications consider life cycle costs and operational expenditures resulting from capital grants**

**Transit**

Projects that are in the Transit Division CIP have gone through a life cycle costs analysis as part of Transit's project prioritization and project selection process.

**Road Services**

Roads projects in the CIP typically undergo the life cycle cost analysis in the Concept Development Report (CDR) and/or the environmental phase. Major CIP projects with a formalized environmental process go through a more rigorous life cycle cost analysis. Projects that are part of a "program" (e.g. the short span bridge program) go through the life cycle cost analysis at the programmatic level.

**Airport**

Federal Aviation Administration (FAA) Airport Improvement Grants and FAA Grant assurances provide that the KCIA adequately maintain and service all capital projects, including pavement for estimated lifecycle for the projects. Runway and taxiway project have an estimated 20 year life cycle that include pavement management and maintenance.

**Fleet**

Total life cycle cost analysis is performed as part of vehicle selection and fleet planning. The Mean Annual Cost Equivalent (MACE), used by Fleet Administration, is a nationally recognized economic model for determining when to replace vehicles. This model was developed by American Public Works Association (APWA) and the same model used by the King County Auditor when auditing Fleet Administration's replacement policy.

**Exhibit A**  
**List of Successful and Unsuccessful Grant Applications**

Ref #	Division	Project Title	Process Year	Process	Funding Program	Funds Awarded	
1	Transit	King County Smart Growth	2004	PSRC - Regional	CMAQ	\$ 4,628,767	<b>Advances King County Transportation Priorities &amp; Policies</b>
2	Transit	Countywide Signal and ITS	2004	PSRC - Regional	STP	Not selected for grant funding	KCCP Policies RP-101, RP-104, RP-105, & RP-106 (Regional Planning)
3	Transit	Hybrid Clean Air Bus Initiative	2004	PSRC - Regional	CMAQ	Not selected for grant funding	KCCP Policies T-113 (Arterial & Street System), T-306 (Arterials & Streets), and T-504 (Coordination and Public Outreach)
4	Roads	124th Ave SE @ SE 192nd	2004	PSRC - King Countywide	STP	\$ 997,925	CPPT Policy 3.2.5 (Environmental protection) KCCP T-334 & T-335 (Climate change, Air quality, and the Environment); KCCP F-304 & F-305 (Energy Efficiency, Conservation and Alternative Energy Sources); E-302 & E-304 (Air Quality & Health)
5	Transit	Issaquah Highlands P&R	2004	PSRC - King Countywide	CMAQ	\$ 498,963	KCCP T-317 (Nonmotorized Program), T-309 (Arterials & Streets), T-402 Revenue Shortfall, T-310 (Arterials & Streets)
6	Roads	124th Street Raising	2004	PSRC - King Countywide	STP	\$ 605,000	CPPT Policy 3.4.5 (Partnerships); KCCP Policies T-102 (Coordination), T-105 (Infrastructure), T-107 & T-108 (Transit-Supportive Land Use) T-302 (Public Transportation Strategies)
7	Transit	Bicycle/Bus Link Enhancement	2004	PSRC - King Countywide	CMAQ	\$ 195,000	KCCP Policy T-309 (Arterials and Streets), T-403 (Revenue Shortfall)
8	Roads	Countywide Signal and ITS	2004	PSRC - King Countywide	CMAQ	\$ 776,885	KCCP T-312 & T-317 (Nonmotorized); T-333 (Climate change, Air quality, & the Environment)
9	Roads	Woodinville-Duval Rd @ 212th NE	2004	PSRC - King Countywide	CMAQ	\$ 1,277,317	KCCP Policies T-113 (Arterial & Street System); T-306 (Arterials & Streets); and T-504 (Coordination & Public Outreach), T-307 (Arterial & Streets)
10	Transit	3rd Avenue Extension (North lot)	2004	PSRC - FTA Formula Funding	STP	\$ 1,000,000	KCCP T-307 (Arterials and Streets)
11	Roads	Bandaret Bridge#493B	2004	WA State Bridge Program BRAC	5307	\$ 2,915,000	CPPT policies 3.2.4 (System Integration & Access) & 3.4.2 (Transportation System management Capital Allocation)
12	Roads	Wagners Bridge #364-B	2004	WA State Bridge Program BRAC	BRAC	\$ 1,600,000	KCCP Policy R-402 (Rural Public Facilities & Services), T-403 (Revenue Shortfall)
13	Roads	Avondale Rd NE/Novelty Hill Rd - ITS	2004	PSRC	BRAC	\$ 236,145	KCCP Policy R-402 (Rural Public Facilities & Services), T-403 (Revenue Shortfall)
14	Roads	Regional ITS Implementation Plan	2004	PSRC - King Countywide	CMAQ	\$ 103,800	KCCP Policies T-113, T-306 (Arterials & Streets), T-307 (Arterials & Streets)
15	Roads	S. 277th St - ITS	2004	PSRC - King Countywide	CMAQ	\$ 257,855	KCCP Policies T-113 & T-306 (Arterials & Streets), T-307 (Arterials & Streets)
16	Roads	140th Way/Ave SE - ITS	2004	Discretionary Earmark - FHWA	CMAQ	\$ 297,961	KCCP Policies T-113, T-306 (Arterials & Streets), T-307 (Arterials & Streets)
17	Roads	Avondale Rd NE/Novelty Hill Rd - ITS	2004	Discretionary Earmark - FHWA	ITS Deployment	\$ 422,015	KCCP Policies T-113, T-306 (Arterials & Streets), T-307 (Arterials & Streets)
18	Roads	Regional ITS Implementation Plan	2004	Discretionary Earmark - FHWA	ITS Deployment	\$ 200,000	KCCP Policies T-113, T-306 (Arterials & Streets), T-307 (Arterials & Streets)
19	Roads	S. 277th St - ITS	2004	Discretionary Earmark - FHWA	ITS Deployment	\$ 351,209	KCCP Policies T-113, T-306 (Arterials & Streets), T-307 (Arterials & Streets)
20	Roads	Mount Si Bridge #2550A	2004	Rural Arterial Program (RAP)	ITS Deployment	\$ 1,247,000	KCCP Policies T-113, T-306 (Arterials & Streets), T-307 (Arterials & Streets)
21	Roads	Duval Bridge #1136A	2004	Rural Arterial Program (RAP)	RAP	\$ 673,877	KCCP Policy R-402 (Rural Public Facilities & Services), T-403 (Revenue Shortfall)
22	Roads	Petrovitsky Rd ITS	2004	STP(R)	STP(R)	\$ 1,663,846	KCCP Policy R-402 (Rural Public Facilities & Services), T-403 (Revenue Shortfall)
23	Transit	Hybrid Clean Air Bus Initiative	2004	Transportation Improvement Board	TIB		KCCP Policies T-113, T-306 (Arterials & Streets), T-307 (Arterials & Streets)
24	Transit	Vehicle Maintenance Overhaul	2004	PSRC - FTA Formula Funding	5307	\$ 13,804,272	CPPT Policy 3.2.5 (Environmental protection) KCCP T-334 & T-335 (Climate change, Air quality, and the Environment); KCCP F-304 & F-305 (Energy Efficiency, Conservation and Alternative Energy Sources); E-302 & E-304 (Air Quality & Health)
25	Transit	Bus Replacement	2004	PSRC - FTA Formula Funding	5307/5309	\$ 35,202,374	CPPT Policies 3.2.3 (Service Quality) & 3.4.2 (Transportation System management Capital Allocation)
					5307/5309	\$ 67,100,305	CPPT Policies 3.2.3 (Service quality) & 3.4.2 (Transportation System management Capital Allocation)

**Exhibit A**  
**List of Successful and Unsuccessful Grant Applications**

Ref #	Division	Project Title	Process Year	Process	Funding Program	Funds Awarded	Advances King County Transportation Priorities & Policies
26	Transit	Transit Radio & Automatic Vehicle Location (AVL) System	2004	PSRC - FTA Formula Funding	5307/5309	\$ 7,093,900	CPPT Policies 3.2.3 (Service Quality) & 3.4.2 (Transportation System management Capital Allocation)
27	Transit	HOV Partnership & Ridership Development	2004	PSRC - FTA Regional Competition	5307/5309	Not selected for grant funding	CPPT Policies 3.1.2 & 3.1.3; KCCP Policy T-324
28	TOD	Burien Downtown Park & Ride Garage	2004	PSRC - FTA Regional Competition	5307/5309	Not selected for grant funding	CPPT Policy 3.4.5 (Partnerships); KCCP Policies T-102 (Coordination), T-105 (Infrastructure), T-107 & T-108 (Transit-Supportive Land Use) T-302 (Public Transportation Strategies)
29	Transit	Vashon Passenger Only Ferry Boat	2004	PSRC - FTA Regional Competition	5307/5309	Not selected for grant funding	KCCP Policies T-102 and T-104 (Coordination)
30	Transit	Transit Radio & Automatic Vehicle Location (AVL) System	2004	PSRC - FTA Regional Competition	5307/5309	Not selected for grant funding	CPPT Policies 3.2.3 (Service Quality) & 3.4.2 (Transportation System management Capital Allocation)
31	TOD/ Redmond	Redmond & Northgate Pedestrian Enhancements	2004	PSRC - FTA Regional Competition	5307/5309	Not selected for grant funding	CPPT Policy 3.2.4 (System Integration & Access) and KCCP Policy T-312 and T-317 (Nonmotorized Program)
32	Transit	Vashon Passenger Only Ferry	2004	Discretionary Earmark - FTA	Research & Technology	\$ 1,000,000	KCCP Policies T-102 and T-104 (Coordination)
33	Transit	Bus Procurement	2004	Discretionary Earmark - FTA	5309 Bus	\$ 5,000,000	KCCP Policy F-211 (Capital facility planning)
34	Roads	South Park Bridge	2004	Discretionary Earmark - FHWA	Bridge	\$ 2,000,000	KCCP T-112 (Arterial & Street system), T-307 (Arterials & Streets), T-405 (Urban Unincorporated Area Road Financing), T-403 (Revenue Shortfall)
35	Roads	Countywide Signal Program	2004	Discretionary Earmark - FHWA	ITS Deployment	\$ 1,500,000	KCCP Policies T-113 (Arterial & Street System); T-306 (Arterials & Streets); and T-504 (Coordination & Public Outreach)
36	Airport	Runway Safety Area/Miscellaneous Study	2004	FAA AIP	FAA AIP	\$ 7,569,701	T-114 (Air Transportation)
37	Roads	Regional Critical Transportation Infrastructure Plan	2004	Homeland Security	UASI - 3	\$ 175,000	CPPT Policy 3.2.3 (Service Quality) & KCCP Policy T-102 (Coordination), T-403 (Revenue Shortfall)
38	Transit	Mass Transit Security Systems	2004	Homeland Security	UASI - 3	\$ 100,000	CPPT Policies 3.2.3 (Service quality) & 3.4.2 (Transportation System management Capital Allocation)
39	Airport	Airport Security Improvements	2004	Homeland Security	UASI - 3	\$ 200,000	T-114 (Air Transportation)
40	Director's Office	Regional Public Information Network (RPIN) Enhancement Project	2004	Homeland Security	UASI - 3	\$ 255,000	CPPT Policy 3.2.3 (Service Quality) & KCCP Policy T-102 (Coordination)
41	Transit	Metro Transit NIMS/JICS Exercises	2004	Homeland Security	UASI - 4	\$ 75,000	CPPT Policies 3.2.3 (Service quality)
42	Transit	DSTT Security Upgrades	2004	Homeland Security	DOJ	\$ 843,000	CPPT Policies 3.2.3 (Service quality) & 3.4.2 (Transportation System management Capital Allocation)
43	Transit	Mobile Command Post Vehicles	2004	Homeland Security	DOJ	\$ 249,000	CPPT Policies 3.2.3 (Service quality) & 3.4.2 (Transportation System management Capital Allocation)
44	Transit	Training	2004	Homeland Security	DOJ	\$ 6,027	CPPT Policy 3.2.3 (Service quality)
45	Transit	Security Systems upgrades at Transit Facilities	2004	Homeland Security	UASI - 4	\$ 489,000	CPPT Policies 3.2.3 (Service quality) & 3.4.2 (Transportation System management Capital Allocation)
46	Transit	Transit Oriented Development/Transit Amenities	2004	Discretionary Earmark - FTA	5309(Bus)	\$ 1,967,357	KCCP Policy T-108 (Transit-Supportive Lane Use)
47	Transit	WSDOT Commute Trip Reduction (CTR) Performance	2004	WSDOT	Trip Reduction	\$ 25,500	CPPT Policy 3.1.3 (Commute Trip Reduction); KCCP Policies T-321, T-324 (Transportation Demand Management)
48	Airport	Sound Insulation Program	2005	FAA AIP	Airport Sound Insulation	\$ 100,000	KCCP Policy T-115 (Air Transportation)

**Exhibit A**  
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Ref #	Division	Project Title	Process Year	Process	Funding Program	Funds Awarded	Advances King County Transportation Priorities & Policies
49	Airport	Rehabilitate Runway/Taxiway	2005	FAA AIP	FAA AIP	3,219,005	KCCP Policy T-114 (Air Transportation)
50	Roads	Countywide Signal Program	2005	Discretionary Earmark - FHWA	ITS Deployment	\$ 2,000,000	KCCP Policies T-113 (Arterial & Street System); T-306 (Arterials & Streets); and T-504 (Coordination & Public Outreach), T-307 (Arterial & Streets)
51	Roads	Green River Br #3216-Paint	2005	BRAC	BRAC	\$ 342,000	KCCP Policy T403 (Revenue Shortfall)
52	Roads	140th Way/Ave SE - ITS	2005	CMAQ	CMAQ	\$ 206,173	KCCP Policies T-113 & T306 (Arterials & Streets), T-307 (Arterials & Streets)
53	Roads	Novelty Hill @ W. Snoqualmie Valley	2005	Hazard Elimination & Safety (HES)	HES	\$ 250,000	KCCP Policy T-309 (Arterials & Streets), T-507 (Coordination and Public Outreach)
54	Roads	Harris Creek Br #5003	2005	STP(R)	STP(R)	\$ 260,638	KCCP Policy R-402 (Rural Public Facilities & Services)
55	Roads	Novelty Hill Road	2005	STP(R)	STP(R)	\$ 716,453	KCCP policies T-204 (Land Use), T-405 (Urban Unincorporated Area Road Financing & U-79 Urban Planned Development & Fully Contained Communities), T-507 (Coordination and Public Outreach)
56	Roads	NE 124th Street - Road	2005	STP(R)	STP(U)	\$ 605,000	KCCP Policy T-309 (Arterials and Streets)
57	Roads	York Bridge #225C	2005	STP(R)	STP(U)	\$ 1,436,771	KCCP Policy T-307 (Arterials and Streets)
58	Transit	25 Hybrid Clean Air Buses	2005	Discretionary Earmark - FTA	5309 Bus	\$ 4,898,000	CPPT Policy 3.2.5 (Environmental protection) KCCP T-334 & T-335 (Climate change, Air quality, and the Environment); KCCP F-304 & F-305 (Energy Efficiency, Conservation and Alternative Energy Sources); E-302 & E-304 (Air Quality & Health)
59	Transit	Transit Central Campus Security Project	2005	Homeland Security	UASI - 5	\$ 346,382	CPPT Policies 3.2.3 (Service quality) & 3.4.2 (Transportation System management Capital Allocation)
60	Transit	Puget Sound Clean Air Agency (PSCAA) Filter Cleaner	2005	PSCAA	Clean Air	\$ 55,000	CPPT Policy 3.2.5 (Environmental Protection); KCCP Policies T-334 and T-335 ( Climate Change, Air Quality, and the Environment)
61	Transit	WSDOT Special Needs Op - Access Operating	2005	WSDOT	Special Needs	3,048,662	CPPT Policies 3.2.2 (Mobility), 3.2.3 (Service Quality), and 3.2.4 (System Integration and Access); KCCP Policy T-202 (Land Use)
62	Transit	WSDOT Special Needs Op - Weekend Trolley Service	2005	WSDOT	Special Needs	\$ 320,000	CPPT Policies 3.2.2 (Mobility), 3.2.3 (Service Quality), and 3.2.4 (System Integration and Access); KCCP Policy T-202 (Land Use)
63	Transit	WSDOT Special Needs Op - Bus Travel Training	2005	WSDOT	Special Needs	\$ 117,451	CPPT Policies 3.2.2 (Mobility), 3.2.3 (Service Quality), and 3.2.4 (System Integration and Access); KCCP Policy T-202 (Land Use)
64	Transit	WSDOT Special Needs Op - System Enhancements	2005	WSDOT	Special Needs	\$ 140,000	CPPT Policies 3.2.2 (Mobility), 3.2.3 (Service Quality), and 3.2.4 (System Integration and Access); KCCP Policy T-202 (Land Use)
65	Transit	WSDOT Special Needs Op - Accessible Taxi	2005	WSDOT	Special Needs	\$ 47,499	CPPT Policies 3.2.2 (Mobility), 3.2.3 (Service Quality), and 3.2.4 (System Integration and Access); KCCP Policy T-202 (Land Use)
66	Transit	WSDOT Special Needs Op - Taxi Script Program	2005	WSDOT	Special Needs	\$ 100,000	CPPT Policies 3.2.2 (Mobility), 3.2.3 (Service Quality), and 3.2.4 (System Integration and Access); KCCP Policy T-202 (Land Use)
67	Transit	WSDOT Special Needs Op - Hyde Shuttle	2005	WSDOT	Special Needs	\$ 368,348	CPPT Policies 3.2.2 (Mobility), 3.2.3 (Service Quality), and 3.2.4 (System Integration and Access); KCCP Policy T-202 (Land Use)
68	Transit	WSDOT Special Needs Op - TLT	2005	WSDOT	Special Needs	\$ 127,040	CPPT Policies 3.2.2 (Mobility), 3.2.3 (Service Quality), and 3.2.4 (System Integration and Access); KCCP Policy T-202 (Land Use)

**Exhibit A**  
**List of Successful and Unsuccessful Grant Applications**

Ref #	Division	Project Title	Process Year	Process	Funding Program	Funds Awarded	Advances King County Transportation Priorities & Policies
69	Transit	WSDOT Special Needs Op - JARC Match	2005	WSDOT	Special Needs	\$ 295,000	CPPT Policies 3.2.2 (Mobility), 3.2.3 (Service Quality), and 3.2.4 (System Integration and Access); KCCP Policy T-202 (Land Use)
70	Transit	WSDOT Special Needs Capital - Access Fleet	2005	WSDOT	Special Needs	\$ 325,000	CPPT Policies 3.2.2 (Mobility), 3.2.3 (Service Quality), and 3.2.4 (System Integration and Access); KCCP Policy T-202 (Land Use)
71	Transit	WSDOT Special Needs Capital - CPP Vehicles	2005	WSDOT	Special Needs	\$ 906,000	CPPT Policies 3.2.2 (Mobility), 3.2.3 (Service Quality), and 3.2.4 (System Integration and Access); KCCP Policy T-202 (Land Use)
72	Transit	WSDOT Special Needs Capital - ATIS Interface for Web booking	2005	WSDOT	Special Needs	\$ 55,000	CPPT Policies 3.2.2 (Mobility), 3.2.3 (Service Quality), and 3.2.4 (System Integration and Access); KCCP Policy T-202 (Land Use)
73	Transit	HOV Partnership and Ridership Development	2005	PSRC - FTA Formula Funding	5307	\$ 994,000	CPPT Policies 3.1.2 (Transportation Demand Management) & 3.1.3 (Commute Trip Reduction); KCCP Policy T-324
74	Transit	Preventative Maintenance, vehicle maintenance, service improvements	2005	PSRC - FTA Formula Funding	5309	\$ 76,323	CPPT Policy 3.4.2 (Transportation System Management Capital Allocation)
75	Transit	Bus Procurement	2005	PSRC - FTA Formula Funding	5307/5309	\$ 3,061,460	KCCP Policy F-211 (Capital facility planning)
76	Transit	King County Department of Transportation Job Access & Reverse Commute Grant	2005	Discretionary Earmark - FTA	JARC	\$ 630,000	CPPT Policy 3.1.3 (Commute Trip Reduction); KCCP Policy T-324 (Transportation Demand Management)
77	Transit	Security Improvements	2005	Homeland Security	Transit Security Grant Program	\$ 550,000	CPPT Policies 3.2.3 (Service quality) & 3.4.2 (Transportation System management Capital Allocation)
78	Transit	Security Improvements	2005	Homeland Security	Transit Security Grant Program	\$ 900,000	CPPT Policies 3.2.3 (Service quality) & 3.4.2 (Transportation System management Capital Allocation)
79	Transit	Bus Radio Replacement Program	2006	Discretionary Earmark - FTA	5309(Bus)	\$ 2,000,000	CPPT Policy 3.4.2 (Transportation System management Capital Allocation)
80	Roads	Juanita-Woodinville Way NE	2006	Discretionary Earmark - FHWA	ITS Deployment	\$ 909,617	KCCP Policies T-113, T-306 & T-307 (Arterials & Streets)
81	Roads	Tolt Bridge	2006	Discretionary Earmark - FHWA	Bridge	\$ 250,000	KCCP Policies R-402 & R-607 (Rural Public Facilities & Services), T-403 (Revenue Shortfall)
82	Roads	100th Ave NE - ITS	2006	Discretionary Earmark - FHWA	ITS Deployment	\$ 512,713	KCCP Policies T-113 & T306 (Arterials & Streets), T-307 (Arterials & Streets)
83	Roads	Dockton Road SW Seawall - Temp	2006	FHWA Emergency Relief (ER)	ER	\$ 145,000	KCCP Policy T-309 (Arterials & Streets), T-403 (Revenue Shortfall)
84	Roads	276th Avenue SE	2006	Rural County Two Lane (RCTLR)	RCTLR	\$ 150,000	KCCP Policy T-309 (Arterials & Streets), T-403 (Revenue Shortfall)
85	Roads	SE Petrovitsky Road	2006	Rural County Two Lane (RCTLR)	RCTLR	\$ 200,000	KCCP Policy T-309 (Arterials & Streets)
86	Roads	SE Retreat-Kanaskat Road	2006	Rural County Two Lane (RCTLR)	RCTLR	\$ 150,000	KCCP Policy T-309 (Arterials & Streets)
87	Transit	Vashon Passenger Only Ferry	2006	Discretionary Earmark - Ferry	Ferry Boat	\$ 1,400,000	KCCP Policies T-102 and T-104 (Coordination)



**Exhibit A  
List of Successful and Unsuccessful Grant Applications**

Ref #	Division	Project Title	Process Year	Process	Funding Program	Funds Awarded	Advances King County Transportation Priorities & Policies
88	Transit	Seattle North CBD Transit Access Improvements, Stewart St./Howell St/Olive Way & Virginian/Fairview Corridors	2006	Office of Transit Mobility	Regional Mobility Program	\$ 1,800,000	KCCP Policies T-113 (Arterial & Street System); T-306 (Arterials & Streets)
89	Transit	SeaTac Airport Connector	2006	Office of Transit Mobility	Regional Mobility Program	\$ 950,000	CPPT Policies 3.2.3 (Service Quality) & 3.2.4 (System Integration & Access); KCCP Policies T-105 (Infrastructure) & T-301 (Public Transportation Strategies)
90	Transit	Pacific Highway South Transit Speed & Reliability	2006	Office of Transit Mobility	Regional Mobility Program	\$ 2,300,000	KCCP Policies T-105 (Infrastructure) and T-306 (Arterials & Streets)
91	Transit	Bellevue Transit Efficiency Initiative	2006	Office of Transit Mobility	Regional Mobility Program	Not selected for grant funding	CPPT Policy 3.2.4 System Integration & Access; KCCP Policy T-105 (Infrastructure) & T-301 (Public Transportation Strategies)
92	Transit	2007-2009 KC Commuter Bus & Vanpool WiFi Access	2006	Office of Transit Mobility	Regional Mobility Program	Not selected for grant funding	CPPT Policy 3.2.3 (Service quality), KCCP T-334 (Climate change, Air quality, and the Environment) F-355 (Internet access)
93	Transit	Brickyard Park and Ride	2006	Office of Transit Mobility	Regional Mobility Program	\$ 2,000,000	CPPT Policy 3.4.5 (Partnerships); KCCP Policies T-102 (Coordination), T-105 (Infrastructure), T-107 & T-108 (Transit-Supportive Land Use) T-302 (Public Transportation Strategies)
94	Transit	Redmond Transit Oriented Development	2006	Office of Transit Mobility	Regional Mobility Program	Not selected for grant funding	KCCP Policy T-108 (Transit-Supportive Lane Use)
95	Transit	Preventative Maintenance, vehicle maintenance, service improvements	2006	PSRC - FTA Formula Funding	5307&5309(FG)	\$ 150,400,000	CPPT Policy 3.4.2 (Transportation System Management Capital Allocation)
96	Transit	Bus Replacement	2006	PSRC - FTA Formula Funding	5307	\$ 12,000,000	CPPT Policies 3.2.3 (Service quality) & 3.4.2 (Transportation System management Capital Allocation)
97	Transit	Radio and Automatic Vehicle Location System	2006	PSRC - FTA Formula Funding	5307	\$ 10,000,000	CPPT Policies 3.2.3 (Service Quality) & 3.4.2 (Transportation System management Capital Allocation)
98	Transit	Acquisition of Articulated Hybrid Buses - Fleet Expansion	2006	PSRC - FTA Formula Funding	5307	\$ 5,950,000	CPPT Policy 3.2.5 (Environmental protection) KCCP T-334 & T-335 (Climate change, Air quality, and the Environment); KCCP F-304 & F-305 (Energy Efficiency, Conservation and Alternative Energy Sources)
99	Transit	Passenger Amenities	2006	PSRC - FTA Formula Funding	5307	\$ 7,000,000	CPPT Policy 3.2.3 (Service Quality)
100	Transit	Acquisition of Articulated Hybrid Buses - Fleet Expansion	2006	PSRC - King Countywide	CMAQ	\$ 2,500,000	CPPT Policy 3.2.5 (Environmental protection) KCCP T-334 & T-335 (Climate change, Air quality, and the Environment); KCCP F-304 & F-305 (Energy Efficiency, Conservation and Alternative Energy Sources)
101	Transit	King County BRT Implementation	2006	PSRC - FTA Formula Funding	5307	\$ 5,000,000	CPPT Policies 3.2.4 (System Integration & Access) and 3.4.2 (Transportation System Management Capital Allocation); KCCP Policy T-105 (Infrastructure), T-301 & T-303 (Public Transportation Strategies)
102	Transit	King County BRT Implementation	2006	PSRC - CMAQ (moved from contingency 2007)	CMAQ	\$ 5,000,000	CPPT Policies 3.2.4 (System Integration & Access) and 3.4.2 (Transportation System Management Capital Allocation); KCCP Policy T-105 (Infrastructure), T-301 & T-303 (Public Transportation Strategies)
103	Transit	King County BRT Implementation	2006	PSRC - CMAQ (moved from contingency 2008)	CMAQ	\$ 8,373,767	CPPT Policy 3.2.5 (Environmental protection) KCCP T-334 & T-335 (Climate change, Air quality, and the Environment); KCCP F-304 & F-305 (Energy Efficiency, Conservation and Alternative Energy Sources), CPPT Policies 3.2.4 (System Integration & Access) and 3.4.2 (Transportation System Management Capital Allocation); KCCP Policy T-105 (Infrastructure), T-301 & T-303 (Public Transportation Strategies)
104	Transit	Acquisition of Articulated Hybrid Buses - Fleet Expansion	2006	PSRC - CMAQ (moved from contingency 2007)	CMAQ	\$ 454,079	CPPT Policy 3.2.5 (Environmental protection) KCCP T-334 & T-335 (Climate change, Air quality, and the Environment); KCCP F-304 & F-305 (Energy Efficiency, Conservation and Alternative Energy Sources); E-302 & E-304 (Air Quality & Health)

**Exhibit A  
List of Successful and Unsuccessful Grant Applications**

Ref #	Division	Project Title	Process Year	Process	Funding Program	Funds Awarded	Advances King County Transportation Priorities & Policies
105	Transit	On-Board System Integration	2006	PSRC - FTA Formula Funding	5307	\$ 4,000,000	CPPT Policies 3.2.3 (Service Quality) & 3.4.2 (Transportation System management Capital Allocation)
106	Roads	South Park Bridge	2006	PSRC - Regional	STP	\$ 5,000,000	KCCP T-112 (Arterial & Street system), T-307 (Arterials & Streets), T-405 (Urban Unincorporated Area Road Financing), T-403 (Revenue Shortfall), T-113 (Arterial & Street system)
107	Transit	Communication Equipment	2006	PSRC - FTA Formula Funding	5307	\$ 3,000,000	CPPT Policy 3.4.2 (Transportation System management Capital Allocation)
108	Transit	Centers Ridership Development Project	2006	PSRC - King Countywide	CMAQ	\$ 875,000	CPPT Policy 3.1.3 (Commute Trip Reduction), 3.2.4 (System Integration & Access); KCCP Policies T-301
109	Transit	Centers Ridership Development Project	2006	PSRC - King Countywide (moved from contingency 2007)	CMAQ	\$ 375,000	CPPT Policy 3.1.3 (Commute Trip Reduction), 3.2.4 (System Integration & Access); KCCP Policies T-301
110	Transit	Burien Transit Oriented Development Facility	2006	PSRC - King Countywide	CMAQ	\$ 400,000	CPPT Policy 3.1.5 (Transit Oriented Development); KCCP Policy T-108 (Transit-Supportive Lane Use)
111	Transit	Burien Transit Oriented Development Facility	2006	PSRC - King Countywide (moved from contingency 2008)	CMAQ	\$ 292,000	CPPT Policy 3.1.5 (Transit Oriented Development); KCCP Policy T-108 (Transit-Supportive Lane Use)
112	Roads	CW Neal Bridge (funding moved to Tolt Br)	2006	PSRC - King Countywide	STP	\$ 350,000	KCCP Policy R-402 (Rural Public Facilities & Services)
113	Roads	Rutherford Slough Bridge #920A (funding moved to Tolt Bridge)	2006	PSRC - King Countywide	STP	\$ 350,000	KCCP Policy R-402 (Rural Public Facilities & Services), T-403 (Revenue Shortfall)
114	Roads	Avondale Road ITS	2006	PSRC - King Countywide (moved from contingency 2007)	CMAQ	\$ 1,903,000	KCCP Policies T-113 (Arterial & Street System), T-306 (Arterials & Streets), and T-504 (Coordination and Public Outreach), T-307 (Arterial & Streets)
115	Roads	16th Ave SW ITS	2006	PSRC - King Countywide (moved from contingency 2007)	CMAQ	\$ 1,206,680	KCCP Policies T-113 (Arterial & Street System), T-306 (Arterials & Streets), and T-504 (Coor+H64dnation and Public Outreach), T-307 (Arterial & Streets)
116	Transit	Enhancing Bicycle/Bus Linkages in King County	2006	PSRC - King Countywide	STP	\$ 300,000	CPPT Policy 3.2.4 (System Integration and Access); KCCP polices T-301 (Public transportation strategies), T-320 (Nonmotorized program)
117	Transit	Enhancing Bicycle/Bus Linkages in King County	2006	PSRC - King Countywide (moved from contingency 2008)	STP	\$ 198,000	CPPT Policy 3.2.4 (System Integration and Access); KCCP polices T-301 (Public transportation strategies), T-320 (Nonmotorized program)
118	Roads/ OBRED	Historic & Scenic Corridor Inventory & Evaluation	2006	PSRC - Enhancement Program	STP(E)	\$ 195,000	P-128 (Parks, Open Space & Cultural Resources), T-403 (Revenue Shortfall)
119	Roads	Military Rd South	2006	PSRC - Enhancement Program	STP(E)	\$ 250,000	KCCP T-317 (Nonmotorized Program), T-402 Revenue Shortfall, T-310 (Arterials & Streets)
120	Roads	Safe Wildlife & Community Mobility Through Novelty Hill Transportation Improvement Project	2006	PSRC - Enhancement Program	STP(E)	\$ 500,000	KCCP policies T-333 (Climate Change, Air Quality, and the Environment) & R-201 (Rural Area Designation Criteria), T-507 (Coordination and Public Outreach)
121	Roads	Tolt Bridge #1834A	2006	STP(U)	STP(U)	\$ 2,121,000	KCCP Policies R-402 & R-607 (Rural Public Facilities & Services), T-403 (Revenue Shortfall)
122	Roads	NE Novelty Hill Rd	2006	TIB	TIB	Not selected for grant funding	KCCP Policies T-204 (Land Use), T-405 (Urban Unincorporated Area Road Financing) & U-179 Urban Planned Development & Fully Contained Communities), T-507 (Coordination and Public Outreach)
123	Transit	Bike Locker Program Enhancements at King County Transit Facilities	2006	PSRC - Enhancement Program	STP(E)	\$ 75,000	KCCP Policies T-312 and T-320 (Nonmotorized Program)
124	Transit	Bus Bike Rack Program Enhancements for I-405 Corridor	2006	PSRC - Enhancement Program	STP(E)	\$ 427,000	KCCP Policy T-108 (Transit-Supportive Lane Use)

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125	Fleet	Hybrid Medium and Heavy Duty Truck Acquisition	2006	Environmental Protection Agency	EPA	\$ 250,000	CPPT Policy 3.2.5 (Environmental protection) KCCP T-334 & T-335 (Climate change, Air quality, and the Environment); KCCP F-304 & F-305 (Energy Efficiency, Conservation and Alternative Energy Sources)
126	ORTP	White Center - Greenbridge Connector	2006	PSRC - Enhancement Program	STP(E)	\$ 325,000	KCCP Policies T-312, T-314, and T-317 (Nonmotorized program); KCCP Policy T-333 (Climate change, Air quality, and the Environment)
127	ORTP	SW 98th St	2006	PSRC - Enhancement Program	STP(E)	\$ 325,000	KCCP policies T0312, T-314 and T-317 (Non-motorized program); KCCP Policy T-333 (Climate Change, Air Quality, and Environment), T-402 (Revenue Shortfall), T-320 Nonmotorized Program
128	Airport	Sound Insulation Program	2006	FAA Airport Improvement Program (FAA AIP)	Airport Sound Insulation	\$ 560,000	KCCP Policy T-115 (Air Transportation)
129	Airport	Rehabilitate Runway	2006	FAA AIP	AIP	\$ 21,039,132	KCCP Policy T-114 (Air Transportation)
130	Airport	Sound Insulation Program	2007	FAA AIP	Airport Sound Insulation	\$ 5,000,000	T-115 (Air Transportation)
131	Transit	Tukwila Transit Center	2007	FTA Discretionary	Section 5309 Bus and Bus Facilities	Not selected for grant funding	CPPT Policies 3.1.1 (Growth Management), 3.2.1 (Service Concept), 3.2.4 (System Integration & Access), 3.4.5 (Partnerships); KCCP Policy T-105 (Infrastructure)
132	Transit	Acquisition of Replacement Busses	2007	FTA Discretionary	Section 5309 Bus and Bus Facilities	Not selected for grant funding	KCCP Policy F-211 (Capital facility planning)
133	Transit	Rainier Valley Bus to Rail Trolley Wire Extension Project	2007	FTA Discretionary	Section 5309 Bus and Bus Facilities	Not selected for grant funding	KCCP Policies T-105 (infrastructure) & T-301 (Public Transportation Strategies); CPPT Policy 3.4.2 (Transportation System Management Capital Allocation)
134	TOD	Redmond Transit Oriented Development	2007	FTA Discretionary	Section 5309 Bus and Bus Facilities	Not selected for grant funding	KCCP Policy T-108 (Transit-Supportive Lane Use)
135	Transit	Bus Radio Replacement	2007	2007 Congressional Request	Congressional Request	No earmarks '07	CPPT Policy 3.4.2 (Transportation System Management Capital Allocation)
137	Transit	Vashon Passenger Only Ferry	2007	2007 Congressional Request	Congressional Request	No earmarks '07	KCCP Policies T-102 and T-104 (Coordination)
138	Transit	I-405 Bus Rapid Transit	2007	2007 Congressional Request	Congressional Request	No earmarks '07	CPPT Policies 3.2.4 (System Integration & Access) and 3.4.2 (Transportation System Management Capital Allocation); KCCP Policy T-105 (Infrastructure), T-301 & T-303 (Public Transportation Strategies)
139	Airport	Taxiway Rehabilitation and Emergency Equipment	2007	2007 Congressional Request	Congressional Request	No earmarks '07	T-114 (Air Transportation)
140	DNRP	BNSF Multimodal Greenway Corridor	2007	2007 Congressional Request	Congressional Request	No earmarks '07	KCCP P-102 & P-106 (Parks, Recreations & Open Space)
141	Transit	Vashon Passenger Only Ferry	2007	2007 Ferry Boat Discretionary	Ferry Boat Discretionary	\$ 1,000,000	KCCP Policies T-102 and T-104 (Coordination)
142	Roads	South Park Bridge	2007	FMSIB	FMSIB	Not selected for grant funding	KCCP T-112 (Arterial & Street system), T-307 (Arterials & Streets), T-405 (Urban Unincorporated Area Road Financing), T-403 (Revenue Shortfall)
143	Roads	Novelty Hill Rd Wild Life	2007	Statewide Enhancements	Statewide Enhancements	Not selected for grant funding	KCCP policies T-333 (Climate Change, Air Quality, and the Environment) & R-201 (Rural Area Designation Criteria), T-507 (Coordination and Public Outreach)
144	Roads	White Center - Greenbridge	2007	Statewide Enhancements	Statewide Enhancements	Not selected for grant funding	KCCP Policies T-312, T-314, and T-317 (Nonmotorized program); KCCP Policy T-333 (Climate change, Air quality, and the Environment), T-402 (Revenue Shortfall)

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145	TOD	Northgate - 3rd Avenue Extension	2007	Transportation, Community and System Preservation	Transportation Community and System Preservation	Not selected for grant funding	KCCP Policy T-108 (Transit-Supportive Land Use)
146	TOD	Redmond Transit Oriented Development	2007	Transportation, Community and System Preservation	Transportation Community and System Preservation	Not selected for grant funding	KCCP Policy T-108 (Transit-Supportive Lane Use)
147	Transit	CCTV Cameras On Board Busses	2007	Transit Security	Transit Security Grant Program	Not selected for grant funding	CPPT Policies 3.2.3 (Service quality) & 3.4.2 (Transportation System management Capital Allocation)
148	Transit	Downtown Seattle Regional Transit Tunnel (DSRTT) and Beacon Hill LRT Tunnel Weapons of Mass Destruction (WMD) Detection System	2007	Homeland Security	Transit Security Grant Program	Not selected for grant funding	CPPT Policies 3.2.3 (Service quality) & 3.4.2 (Transportation System management Capital Allocation)
149	Transit	Rapid Deployment Force	2007	Homeland Security	Transit Security Grant Program	Not selected for grant funding	CPPT Policy 3.2.3 (Service quality)
150	Transit	Regional NIMS Training and Exercise Program	2007	Homeland Security	Transit Security Grant Program	\$ 129,000	CPPT Policies 3.2.3 (Service quality) & 3.4.2 (Transportation System management Capital Allocation)
151	Transit	Metro Transit Security Training	2007	Homeland Security	Transit Security Grant Program	\$ 37,052	CPPT Policies 3.2.3 (Service quality) & 3.4.2 (Transportation System management Capital Allocation)
152	Transit	Downtown Seattle Regional Transit Tunnel (DSRTT) and Beacon Hill LRT Tunnel Weapons of Mass Destruction (WMD) Detection System	2007	Homeland Security	Supplemental Transit Security Grant Program	Not selected for grant funding	CPPT Policies 3.2.3 (Service quality) & 3.4.2 (Transportation System management Capital Allocation)
153	Transit	Lake Washington Urban Partnership - Transit Element	2007	National Competitive	Urban Partnership	\$ 41,000,000	KCCP T-102 (Coordination) T-301 (Public Transportation Strategies); T-321, T-324, T-325, T-326, and T-327 (Transportation Demand Management)
154	Roads	Military Rd @ 272nd Ave	2007	DOE	DOE	\$ 424,375	KCCP Policy T0-309 (Arterials & Streets)
155	Roads	Dockton Rd @ 21600	2007	ER	ER	\$ 35,000	KCCP Policy T-309 (Arterials & Streets), T-403 (Revenue Shortfall)
156	Roads	Dockton Rd SW @ Tramp Harbor	2007	ER	ER	\$ 25,000	KCCP Policy T-309 (Arterials & Streets), T-403 (Revenue Shortfall)
157	Roads	Issaquah Hobart Rd @ 16222	2007	ER	ER	\$ 123,000	KCCP Policy T-309 (Arterials & Streets), T-403 (Revenue Shortfall)
158	Roads	Novelty Hill Rd @ 197th Court	2007	ER	ER	\$ 50,000	KCCP Policy T-309 (Arterials & Streets), T-403 (Revenue Shortfall)
159	Roads	Old Cascade Highway @ Miller Road	2007	ER	ER	\$ 15,000	KCCP Policy T-309 (Arterials & Streets), T-403 (Revenue Shortfall)
160	Roads	Preston Fall City Road @ 8500	2007	ER	ER	\$ 114,244	KCCP Policy T-309 (Arterials & Streets), T-403 (Revenue Shortfall)
161	Roads	SE North Bend Way	2007	ER	ER	\$ 16,192	KCCP Policy T-309 (Arterials & Streets), T-403 (Revenue Shortfall)
162	Roads	Simonds Road	2007	ER	ER	\$ 592,560	KCCP Policy T-309 (Arterials & Streets), T-403 (Revenue Shortfall)
163	Roads	SW Quartermaster Drive - Temp	2007	ER	ER	\$ 311,500	KCCP Policy T-309 (Arterials & Streets), T-403 (Revenue Shortfall)
164	Roads	Vashon Highway Seawall - Temp	2007	ER	ER	\$ 162,500	KCCP Policy T-309 (Arterials & Streets), T-403 (Revenue Shortfall)
165	Roads	Novelty Hill Rd Phase 1	2007	Transportation Improvement Board	Transportation Improvement Board	Not selected for grant funding	KCCP policies T-204 (Land Use), T-405 (Urban Unincorporated Area Road Financing) & U-179 Urban Planned Development & Fully Contained Communities), T-507 (Coordination and Public Outreach)

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166	Transit	Bellevue Redmond Rapid Ride	2007	2007 Congressional Request	2007 Congressional Request	Not selected for grant funding	CPPT Policies 3.2.4 (System Integration & Access) and 3.4.2 (Transportation System Management Capital Allocation); KCCP Policy T-105 (Infrastructure), T-301 & T-303 (Public Transportation Strategies)
167	Transit	Bellevue Redmond Rapid Ride	2007	FTA Very Small Starts	FTA Very Small Starts	\$ 20,200,000	CPPT Policies 3.2.4 (System Integration & Access) and 3.4.2 (Transportation System Management Capital Allocation); KCCP Policy T-105 (Infrastructure), T-301 & T-303 (Public Transportation Strategies)
168	Transit	Pay As You Drive	2007	FHWA	Value Pricing	\$ 1,900,000	KCCP Policies T-321 and T-324 (Transportation Demand Management)
169	Transit	2007-2009 WSDOT Special Needs Op-Access Operating	2007	WSDOT	Special Needs	\$ 2,978,678	CPPT Policies 3.2.2 (Mobility), 3.2.3 (Service Quality), and 3.2.4 (System Integration and Access); KCCP Policy T-202 (Land Use)
170	Transit	2007-2009 WSDOT Special Needs Op-ADA Sys Enhance	2007	WSDOT	Special Needs	\$ 184,017	CPPT Policies 3.2.2 (Mobility), 3.2.3 (Service Quality), and 3.2.4 (System Integration and Access); KCCP Policy T-202 (Land Use)
171	Transit	2007-2009 WSDOT Special Needs Op - TLT Support	2007	WSDOT	Special Needs	\$ 177,421	CPPT Policies 3.2.2 (Mobility), 3.2.3 (Service Quality), and 3.2.4 (System Integration and Access); KCCP Policy T-202 (Land Use)
172	Transit	2007-2009 WSDOT Special Needs Op - Transportation Center	2007	WSDOT	Special Needs	\$ 192,334	CPPT Policies 3.2.2 (Mobility), 3.2.3 (Service Quality), and 3.2.4 (System Integration and Access); KCCP Policy T-202 (Land Use)
173	Transit	2007-2008 WSDOT Special Needs Op - DV Transport	2007	WSDOT	Special Needs	\$ 90,000	CPPT Policies 3.2.2 (Mobility), 3.2.3 (Service Quality), and 3.2.4 (System Integration and Access); KCCP Policy T-202 (Land Use)
174	Transit	2007-2009 WSDOT Special Needs Op - Advantage/ Vanworks	2007	WSDOT	Special Needs	\$ 386,000	CPPT Policies 3.2.2 (Mobility), 3.2.3 (Service Quality), and 3.2.4 (System Integration and Access); KCCP Policy T-202 (Land Use)
175	Transit	2007-2009 WSDOT Special Needs Op - Access Taxi	2007	WSDOT	Special Needs	\$ 62,000	CPPT Policies 3.2.2 (Mobility), 3.2.3 (Service Quality), and 3.2.4 (System Integration and Access); KCCP Policy T-202 (Land Use)
176	Transit	2007-2009 WSDOT Special Needs Op - Transit Instruction	2007	WSDOT	Special Needs	\$ 45,000	CPPT Policies 3.2.2 (Mobility), 3.2.3 (Service Quality), and 3.2.4 (System Integration and Access); KCCP Policy T-202 (Land Use)
177	Transit	2007-2009 Special Needs Op - Lighthouse support	2007	WSDOT	Special Needs	\$ 110,500	CPPT Policies 3.2.2 (Mobility), 3.2.3 (Service Quality), and 3.2.4 (System Integration and Access); KCCP Policy T-202 (Land Use)
178	Transit	2007-2009 Special Needs Op - JARC Match	2007	WSDOT	Special Needs	\$ 300,000	CPPT Policies 3.2.2 (Mobility), 3.2.3 (Service Quality), and 3.2.4 (System Integration and Access); KCCP Policy T-202 (Land Use)
179	Transit	2007-2009 Special Needs Cap - Transport Center Comp	2007	WSDOT	Special Needs	\$ 5,000	CPPT Policies 3.2.2 (Mobility), 3.2.3 (Service Quality), and 3.2.4 (System Integration and Access); KCCP Policy T-202 (Land Use)
180	Transit	2007-2009 WSDOT Special Needs Cap - Lighthouse Comp GPS	2007	WSDOT	Special Needs	\$ 19,500	CPPT Policies 3.2.2 (Mobility), 3.2.3 (Service Quality), and 3.2.4 (System Integration and Access); KCCP Policy T-202 (Land Use)
181	Transit	2007-2009 WSDOT Special Needs Cap - CAT & Accessible Van	2007	WSDOT	Special Needs	\$ 1,148,550	CPPT Policies 3.2.2 (Mobility), 3.2.3 (Service Quality), and 3.2.4 (System Integration and Access); KCCP Policy T-202 (Land Use)
182	Transit	2007-2009 WSDOT Special Needs Cap - ADA computer system enhancement	2007	WSDOT	Special Needs	\$ 150,000	CPPT Policies 3.2.2 (Mobility), 3.2.3 (Service Quality), and 3.2.4 (System Integration and Access); KCCP Policy T-202 (Land Use)
183	Transit	Pay As You Drive Pilot Project	2007	WSDOT	Trip Reduction	\$ 145,800	KCCP Policies T-321 and T-324 (Transportation Demand Management)
184	Transit	SE King County Connectors	2008	WSDOT Office of Transit Mobility	Regional Mobility Program	Not selected for grant funding	CPPT Policies 3.2.3 (Service Quality) & 3.2.4 (System Integration & Access); KCCP Policies T-105 (Infrastructure) & T-301 (Public Transportation Strategies)
185	Transit	Central Eastside Transit Service Improvement	2008	WSDOT Office of Transit Mobility	Regional Mobility Program	Not selected for grant funding	CPPT Policy 3.2.3 (Service quality); KCCP T-105 (Infrastructure)
186	Transit	Route 120 Transit Enhancement - Delridge Way/ Ambaum Blvd Corridor	2008	WSDOT Office of Transit Mobility	Regional Mobility Program	Not selected for grant funding	KCCP Policies T-105 (Infrastructure) and T-306 (Arterials & Streets)
187	Transit	Elliott Bay Water Taxi Feeder Service	2008	WSDOT Office of Transit Mobility	Regional Mobility Program	Not selected for grant funding	CPPT Policy (3.2.4 (System Integration & Access); KCCP policies T-102 & T-104 (Coordination)
188	Fleet	Hybrid Diesel Electric Work Truck Acquisition	2008	FHWA	CMAQ	\$ 150,000	CPPT Policy 3.2.5 (Environmental protection) KCCP T-334 & T-335 (Climate change, Air quality, and the Environment); KCCP F-304 & F-305 (Energy Efficiency, Conservation and Alternative Energy Sources)

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189	Airport	Rehabilitate Taxiway	2008	FAA AIP	AIP	\$ 1,216,388	KCCP Policy T-114 (Air Transportation)
190	Airport	Sound Insulation Program	2008	FAA AIP	Airport Sound Insulation	\$ 1,500,000	KCCP Policy T-115 (Air Transportation)
191	Airport	Rehabilitate Taxiway	2008	FAA AIP	AIP	\$ 7,831,825	KCCP Policy T-114 (Air Transportation)
192	Transit	Closed Circuit Television (CCTV) Onboard Buses	2008	Transit Security Grant Program (TSGP)	TSGP	pending	CPPT Policies 3.2.3 (Service quality) & 3.4.2 (Transportation System management Capital Allocation)
193	Transit	Regional NIMS Training and Exercise Program	2008	Transit Security Grant Program (TSGP)	TSGP	pending	CPPT Policies 3.2.3 (Service quality) & 3.4.2 (Transportation System management Capital Allocation)
194	Transit	2008 Vanpool Investment Grant	2008	WSDOT	Statewide Vanpool Investment	\$ 2,000,000	CPPT Policies 3.1.3 (Commute Trip Reduction) 3.2.1 (Service Concept), 3.2.2 (Mobility), 3.2.3 (Service Quality), 3.2.4 (System Integration and Access); KCCP T-102 (Coordination) and T-301 (Public Transportation Strategies)
195	Transit	WA Dept of Ecology Clean Diesel Filters	2008	WA DOE	Air Quality	\$ 166,127	CPPT Policy 3.2.5 (Environmental Protection); KCCP Policies T-334 and T-335 ( Climate Change, Air Quality, and the Environment)
196	Transit	WSDOT Alaskan Way Viaduct expanded Bus monitoring	2008	Chap 518 Sec 305 Session Laws 2007	Early Safety Mobility	\$ 544,456	CPPT Policy 3.4.2 ( Transportation System Management Capital Allocation)
197	Transit	2008 WSDOT Supplemental Vanpool Grant	2008	WSDOT	Statewide Vanpool Investment	\$ 624,000	CPPT Policies 3.1.3 (Commute Trip Reduction) 3.2.1 (Service Concept), 3.2.2 (Mobility), 3.2.3 (Service Quality), 3.2.4 (System Integration and Access); KCCP T-102 (Coordination) and T-301 (Public Transportation Strategies)
198	Transit	Pacific Highway Bus Rapid Transit Project	2008	2008 Congressional Request	2007 Congressional Request	Not selected for grant funding	CPPT Policies 3.2.4 (System Integration & Access) and 3.4.2 (Transportation System Management Capital Allocation); KCCP Policy T-105 (Infrastructure), T-301 & T-303 (Public Transportation Strategies)
199	Transit	Pacific Highway Bus Rapid Transit Project	2008	FTA Very Small Starts	FTA Very Small Starts	\$ 14,100,000	CPPT Policies 3.2.4 (System Integration & Access) and 3.4.2 (Transportation System Management Capital Allocation); KCCP Policy T-105 (Infrastructure), T-301 & T-303 (Public Transportation Strategies)
200	Transit	Hybrid Bus Program	2008	2008 Congressional Request	2007 Congressional Request	Not selected for grant funding	CPPT Policy 3.2.5 (Environmental protection) KCCP T-334 & T-335 (Climate change, Air quality, and the Environment); KCCP F-304 & F-305 (Energy Efficiency, Conservation and Alternative Energy Sources); E-302 & E-304 (Air Quality & Health)
201	Roads	South Park Bridge Replacement	2008	2008 Congressional Request	2007 Congressional Request	Not selected for grant funding	KCCP T-112 (Arterial & Street system), T-307 (Arterials & Streets), T-405 (Urban Unincorporated Area Road Financing), T-403 (Revenue Shortfall)
202	Roads	Novelty Hill Road Improvement	2008	2008 Congressional Request	2007 Congressional Request	Not selected for grant funding	KCCP policies T-204 (Land Use), T-405 (Urban Unincorporated Area Road Financing) & U-179 Urban Planned Development & Fully Contained Communities), T-507 (Coordination and Public Outreach)
203	Roads	Sunday Creek Bridge	2008	WA State Bridge Program BRAC	BRAC	\$ 1,000,000	KCCP Policy R-402 (Rural Public Facilities & Services), T-403 (Revenue Shortfall)
204	Roads	In-Line Ditch Stormwater	2008	DOE	DOE	\$ 561,000	T-309 (Arterials & Streets)
205	Roads	NE Novelty Hill Rd Phase 1 LID	2008	DOE	DOE	\$ 1,000,000	KCCP policies T-204 (Land Use), T-405 (Urban Unincorporated Area Road Financing) & U-179 Urban Planned Development & Fully Contained Communities), T-507 (Coordination and Public Outreach)
206	Roads	Holmes Point Drive	2008	ER	ER	\$ 1,206,820	KCCP Policy T-309 (Arterials & Streets), T-403 (Revenue Shortfall)
207	Roads	Newport Way	2008	ER	ER	\$ 273,889	KCCP Policy T-309 (Arterials & Streets), T-403 (Revenue Shortfall)
208	Roads	S 272nd St b/t Lake Fenwick & 55th	2008	ER	ER	\$ 274,780	KCCP Policy T-309 (Arterials & Streets), T-403 (Revenue Shortfall)
209	Roads	SE 208th @ 14451	2008	ER	ER	\$ 45,000	KCCP Policy T-309 (Arterials & Streets), T-403 (Revenue Shortfall)
210	Roads	SE 208th @ 14451	2008	ER	ER	\$ 45,000	KCCP Policy T-309 (Arterials & Streets), T-403 (Revenue Shortfall)

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**List of Successful and Unsuccessful Grant Applications**

Ref #	Division	Project Title	Process Year	Process	Funding Program	Funds Awarded	Advances King County Transportation Priorities & Policies
211	Roads	Vashon Island Study	2008	ESRP	ESRP	Not selected for grant funding	KCCP Policies T-332 (Climate Change, Air Quality, and the Environment); E-105 & E 214 (Natural Environment & Regulatory Context)
212	Roads	Improve High Risk Rural Roads in Various Locations	2008	High Risk Rural Roads Program (HRRP)	HRRP	Not selected for grant funding	KCCP Policy T-309 (Arterials & Streets), T-403 (Revenue Shortfall)
213	Roads	W. Snoqualmie Valley Road	2008	Rural Arterial Program	RAP	\$ 4,500,000	KCCP Policy T-112 (Arterial and Street System), T-403 (Revenue Shortfall)
214	Roads	SE Lake Holme Road RSIP	2008	RSIP	RSIP	\$ 202,400	KCCP Policy T-309 (Arterials & Streets), T-403 (Revenue Shortfall)
215	Roads	King County Automatic Flood Warning & Road Closure	2008	RSIP	RSIP	Not selected for grant funding	KCCP Policy T-309 (Arterials & Streets)
216	Roads	Issaquah Fall City Road	2008	Safe Routes to School	SRS	pending	KCCP Policies T-309 (Arterials & Streets) & T-317 (Non-Motorized Program)
217	Roads	Woodinville-Duvall Rd @ 212th Ave	2008	STP(U)	STP(U)	\$ 1,277,317	KCCP Policy T-309 (Arterials & Streets)
218	Roads	Coal Creek Parkway	2008	TIB	TIB	\$ 479,400	KCCP Policies T-307, T-309 (Arterials & Streets), and T-317 (non-motorized program)
219	Roads	NE Novelty Hill Rd	2008	TIB	TIB	Not selected for grant funding	KCCP policies T-204 (Land Use), T-405 (Urban Unincorporated Area Road Financing) & U-179 Urban Planned Development & Fully Contained Communities), T-507 (Coordination and Public Outreach)
220	Roads	100th Ave NE	2008	Highway Safety Improvement Program (HSIP)	HSIP	pending	KCCP Policies T-113 and T-308 (Arterials & Streets)
221	TOD	Transit Oriented Development Program	2008	2008 Congressional Request	Congressional Request	Not selected for grant funding	KCCP Policy T-108 (Transit-Supportive Lane Use)
222	Marine	Vashon Island Passenger Only Ferry	2008	2008 Congressional Request	Congressional Request	Not selected for grant funding	KCCP Policies T-102 and T-104 (Coordination)
223	Airport	Conduct Safety Management System (SMS) Study	2009	FAA AIP	AIP	\$ 100,000.00	T-114 (Air Transportation)
224	Airport	Rehabilitate Taxiway	2009	FAA AIP	AIP	\$ 748,379.00	T-114 (Air Transportation)
225	Airport	Sound Insulation Program	2009	FAA AIP	Sound Insulation	\$ 7,000,000	T-115 (Air Transportation)
226	Roads	Judd Creek Bridge #3184 - Re-Deck	2009	BRAC	BRAC	Not selected for grant funding	KCCP Policy T-307 (Arterials & Streets), T-403 (Revenue Shortfall)
227	Roads	Woodinville-Duvall Bridge #1136B	2009	BRAC	BRAC	Not selected for grant funding	KCCP Policy T-307 (Arterials & Streets), T-403 (Revenue Shortfall)
228	Roads	Alvord T Bridge #3130	2009	BRAC	BRAC	Not selected for grant funding	KCCP Policy T-307 (Arterials & Streets), T-403 (Revenue Shortfall)

**Pending 2009-2010 Congressional Request**

Ref #	Division	Project Title	Process Year	Process	Funding Program	Funding Requested	Advances King County Transportation Priorities & Policies
1	Transit	Bellevue-Redmond RapidRide Project	2009	Congressional Request	Very Small Start - FTA	\$20.2 m - Pending	CPPT Policies 3.2.4 (System Integration & Access) and 3.4.2 (Transportation System Management Capital Allocation); KCCP Policy T-105 (Infrastructure), T-301 & T-303 (Public Transportation Strategies)

**Exhibit A  
List of Successful and Unsuccessful Grant Applications**

Ref #	Division	Project Title	Process Year	Process	Funding Program	Funds Awarded	Advances King County Transportation Priorities & Policies
2	Transit	Hybrid bus fleet expansion, funds for cost differential over diesel buses	2009	Congressional Request	Discretionary Earmark - FTA	\$ 5 m - Pending	CPPT Policy 3.2.5 (Environmental protection) KCCP T-334 & T-335 (Climate change, Air quality, and the Environment); KCCP F-304 & F-305 (Energy Efficiency, Conservation and Alternative Energy Sources)
3	Roads	South Park Bridge Replacement Project	2009	Congressional Request	Discretionary Earmark - FHWA	\$ 5 m - Pending	KCCP policies T-112 (Arterial & Street system), T-307 (Arterials & Streets), T-405 (Urban Unincorporated Area Road Financing)
4	Roads	Novelty Hill Road Improvement Project;	2009	Congressional Request	Discretionary Earmark - FHWA	\$ 4 m - Pending	KCCP policies T-204 (Land Use), T-405 (Urban Unincorporated Area Road Financing & U-79 Urban Planned Development & Fully Contained Communities)
5	Roads	Regional Traffic Operations Program	2009	Congressional Request	Discretionary Earmark - FHWA	\$ 400K - Pending	KCCP Policies T-113 (Arterial & Street System), T-306 (Arterials & Streets), and T-504 (Coordination and Public Outreach)
6	Roads	98 <sup>th</sup> Street Trail Connector Project - White Center	2009	Congressional Request	Discretionary Earmark - FHWA	\$1.9 - Pending	KCCP policies T0312, T-314 and T-317 (Non-motorized program); KCCP Policy T-333 (Climate Change, Air Quality, and Environment)
7	Marine	Vashon Island Passenger Only Ferry from Department of Transportation Ferry Boat and Terminal Facilities Account.	2009	Congressional Request	Discretionary Earmark - FHWA	\$ 2 m - Pending	KCCP Policies T-102 and T-104 (Coordination)
8	Airport	KCIA Taxiway Bravo Project	2009	Congressional Request	Discretionary Earmark - FAA	\$15.97 - Pending	T-114 (Air Transportation)
9	Transit	Acquisition, installation of Chemical/Biological HazMat detection system in Downtown Seattle Transit Tunnel.	2009	Congressional Request	Discretionary Earmark - FEMA	\$1.5 - Pending	CPPT Policies 3.2.3 (Service quality) & 3.4.2 (Transportation System management Capital Allocation)
10	DNRP	East Lake Sammamish Trail Project	2009	Congressional Request	Discretionary Earmark - FHWA	\$ 1 m - Pending	KCCP Policies P-106, P-118, P-123 (Components of the Regional Open Space System)
11	Transit	Bellevue-Redmond RapidRide Project	2010	Congressional Request	Very Small Start - FTA	\$20.2 - Pending	CPPT Policies 3.2.4 (System Integration & Access) and 3.4.2 (Transportation System Management Capital Allocation); KCCP Policy T-105 (Infrastructure), T-301 & T-303 (Public Transportation Strategies)
12	Transit	Hybrid buses for West Seattle RapidRide & Hybrid Bus fleet expansion	2010	Congressional Request	Discretionary Earmark - FTA	\$15 m - Pending	CPPT Policy 3.2.5 (Environmental protection) KCCP T-334 & T-335 (Climate change, Air quality, and the Environment); KCCP F-304 & F-305 (Energy Efficiency, Conservation and Alternative Energy Sources)
13	Transit	Renewable Energy & Ultra-High Efficiency Transit Facilitation Project	2010	Congressional Request	Discretionary Earmark - FTA	\$4 m - Pending	CPPT Policy 3.2.5 (Environmental protection) KCCP T-334 & T-335 (Climate change, Air quality, and the Environment); KCCP F-304 & F-305 (Energy Efficiency, Conservation and Alternative Energy Sources)
14	Roads	South Park Bridge Replacement Project	2010	Congressional Request	Discretionary Earmark - FHWA	\$ 5 m - Pending	KCCP policies T-112 (Arterial & Street system), T-307 (Arterials & Streets), T-405 (Urban Unincorporated Area Road Financing)
15	Roads	Novelty Hill Road Improvement Project	2010	Congressional Request	Discretionary Earmark - FHWA	\$ 4 m - Pending	KCCP policies T-204 (Land Use), T-405 (Urban Unincorporated Area Road Financing & U-79 Urban Planned Development & Fully Contained Communities)



**Exhibit A**  
**List of Successful and Unsuccessful Grant Applications**

Ref #	Division	Project Title	Process Year	Process	Funding Program	Funds Awarded	Advances King County Transportation Priorities & Policies
16	Transit	Downtown Seattle Weapons of Mass Destruction Detection Equipment	2010	Congressional Request	Discretionary Earmark FHWA	\$ 1.6 - Pending	CPPT Policies 3.2.3 (Service quality) & 3.4.2 (Transportation System management Capital Allocation)
17	Transit	Bike Sharing Program & Facility Enhancements	2010	Congressional Request	Discretionary Earmark FHWA	\$ 2.3 - Pending	CPPT Policy 3.2.4 (System Integration and Access); KCCP policies T-301 (Public transportation strategies), T-320 (Nonmotorized program)
18	Fleet	Acquisition of Neighborhood Electric Vehicles and Park & Ride Charging Stations	2010	Congressional Request	Discretionary Earmark FHWA	\$ 425K - Pending	CPPT Policy 3.2.5 (Environmental protection) KCCP T-334 & T-335 (Climate change, Air quality, and the Environment); KCCP F-304 & F-305 (Energy Efficiency, Conservation and Alternative Energy Sources)
19	DNRP	East Lake Sammamish Trail Project	2010	Congressional Request	Discretionary Earmark FHWA	\$ 1 m - Pending	KCCP Policies P-106, P-118, P-123 (Components of the Regional Open Space System)
20	Marine	Lease/Acquisition of Passenger Only Ferry Vessels	2010	Congressional Request	Discretionary Earmark FHWA	\$10 m - Pending	KCCP Policies T-102 and T-104 (Coordination)
21	Airport	Taxiway Alpha Project	2010	Congressional Request	Discretionary Earmark FAA	\$7.79 m - Pending	KCCP T-114 (Air Transportation)
22	Airport	KCIA Air Rescue Fire Fighting Facility Project	2010	Congressional Request	Discretionary Earmark FAA	\$ 5 m - Pending	KCCP T-114 (Air Transportation)
23	Airport	Airport Security Improvements	2010	Congressional Request	Discretionary Earmark FAA	\$ 713K - Pending	KCCP T-114 (Air Transportation)

NOTE: In addition to advancing King County Comprehensive Plan Policies, the grants proposed support projects identified in the Division's Capital Improvement Program, the Transportation Needs Report (TNR) and or the Bridge Report.

**Grants Administered on behalf of Non-Department Entities**

Ref #	Non-DOT	Project Title	Process Year	Process	Funding Program	Funds Awarded	Advances King County Transportation Priorities & Policies
1	Swedish Hospital	First Hill (Swedish Hospital) Parking Garage	2004	Discretionary Earmark - FHWA	General Provision	\$ 3,626,000	Reimbursable Program & Leases
2	FlexCar	JARC Car Sharing	2004	Discretionary Earmark FTA		\$ 495,630	CPPT Policy 3.1.3 (Commute Trip Reduction); KCCP Policy T-324 (Transportation Demand Management)
3	FlexCar	WSDOT Car Sharing JARC Match	2004	WSDOT	Multimodal Transportation Account	\$ 500,000	CPPT Policy 3.1.3 (Commute Trip Reduction); KCCP Policy T-324 (Transportation Demand Management)
4	Swedish Hospital	First Hill (Swedish Hospital) Parking Garage	2004	Discretionary Earmark - FHWA	General Provision	\$ 3,626,000	Reimbursable Program & Leases
5	JARC	Rideshare Online Statewide Expansion	2005	FTA	JARC pass-through	\$ 84,911	CPPT Policy 3.1.3 (Commute Trip Reduction); KCCP Policy T-324 (Transportation Demand Management)

**Exhibit A**  
**List of Successful and Unsuccessful Grant Applications**

Ref #	Division	Project Title	Process Year	Process	Funding Program	Funds Awarded	Advances King County Transportation Priorities & Policies
6	Swedish Hospital	First Hill (Swedish Hospital) Parking Garage	2005	Discretionary Earmark - FTA	5309(Bus)	\$ 1,943,557	Reimbursable Program & Leases
7	FlexCar	JARC Car Sharing	2005	Discretionary Earmark - FTA	JARC	\$ 1,982,362	CPPT Policy 3.1.3 (Commute Trip Reduction); KCCP Policy T-324 (Transportation Demand Management)
8	FlexCar	WSDOT Car Sharing JARC Match	2005	WSDOT	Multimodal Transportation Account	\$ 2,000,000	CPPT Policies 3.1.3 (Commute Trip Reduction) 3.2.1 (Service Concept), 3.2.2 (Mobility), 3.2.3 (Service Quality), 3.2.4 (System Integration and Access); KCCP T-102 (Coordination), T-301 (Public Transportation Strategies), and F-274 ( Services, Facilities and Utilities)
9	Museum of Flight	Museum of Flight	2005	Discretionary Earmark - FTA	5309(Bus)	\$ 1,943,557	CPPT Policy 3.2.4 (System Integration & Access); KCCP Policies T-312 and T-317 (Nonmotorized Program)
10	DNRP	Preston-Snoqualmie Trail Extension	2006	PSRC - Enhancement Program	STP(E)	\$ 993,000	KCCP Policies P-106, P-118, P-123 (Components of the Regional Open Space System), T-402 (revenue Shortfall)
11	NW Railway Museum	Railway Historic Center	2006	PSRC - Enhancement Program	STP(E)	\$ 950,000	KCCP Policies P-201, R-202, R-204 & P-205 (Cultural Resources), T-403 (Revenue Shortfall), T-307 (Arterial & Streets)
12	KC OBRED	Cultural Resource Protection, Phase II	2006	PSRC - Enhancement Program	STP(E)	\$ 460,000	KCCP P-217, P-218, P-219, P-220, and T-403 (Revenue Shortfall)
13	Swedish Hospital	First Hill (Swedish Hospital) Parking Garage	2006	Discretionary Earmark - FTA	5309(Bus)	\$ 1,200,000	Reimbursable Program & Leases
14	Museum of Flight	King County Airfield Transfer Area (Museum of Flight)	2006	Discretionary Earmark - FTA	5309(Bus)	\$ 1,200,000	CPPT Policy 3.2.4 (System Integration & Access); KCCP Policies T-312 and T-317 (Nonmotorized Program)
15	FlexCar	FlexCar	2006	Discretionary Earmark - FHWA	TCSP	\$ 500,000	CPPT Policy 3.1.3 (Commute Trip Reduction); KCCP Policy T-324 (Transportation Demand Management)
16	Highline Community College	Highline Community College Intermodal Transit Facility	2006	Discretionary Earmark - FTA	5309(Bus)	\$ 850,000	KCCP Policies T-105 (Infrastructure), T-107 (Transit-Supportive Land Use), & T-301 (Public Transportation Strategies)
17	Executive Office	Acquisition of BNSF ROW - Woodinville Subdivision	2006	PSRC - King Countywide	STP	\$ 1,500,000	KCCP Policies P-106, P-118, P-123 (Components of the Regional Open Space System)
18	Mountain to Sound	Purchase Scenic Easement	2007	FHWA Discretionary	FHWA Discretionary	\$ 410,625	P-117 & P-125 (Parks, Open Space & Cultural Resources), T-403 (Revenue Shortfall)
19	DNRP	East Lake Sammamish Trail Project	2009	Congressional Request	Discretionary Earmark - FHWA	\$ 1 m - Pending	KCCP Policies P-106, P-118, P-123 (Components of the Regional Open Space System)
20	DNRP	East Lake Sammamish Trail Project	2010	Congressional Request	Discretionary Earmark - FHWA	\$ 1 m - Pending	KCCP Policies P-106, P-118, P-123 (Components of the Regional Open Space System)

**FUNDING PROGRAMS**

Funding Programs	Description
Transportation Improvement Board (TIB)	The Transportation Improvement Board provides funding through a competitive process to its urban customers through three state-funded grant programs, the Urban Arterial Program (UAP), Urban Corridor Program (UCP) and the Urban Sidewalk Program (SP). Eligible projects are located within the federally designated urban areas.
TEA-21 - Transportation Equity Act for the 21st Century Regional (TEA-21 Reg)	Federal Highway Administration funding Surface Transportation Program and Congestion Mitigation Air Quality (STP/CMAQ) authorized in TEA-21 programmed by the Puget Sound Regional Council through a competitive regional competition
TEA-21 - Transportation Equity Act for the 21st Century Countywide (TEA-21 CW)	Federal Highway Administration funding (STP/CMAQ) authorized in TEA-21 programmed by the Puget Sound Regional Council through a competitive countywide competition.
TEA-21 - Transportation Equity Act for the 21st Century Federal Transit Administration (TEA-21 FTA)	Federal Transit Administration funding (Formula 5307/5309) authorized in TEA-21 programmed by the Puget Sound Regional Council through the Seattle/Everett Urbanized Area Caucus.
Federal Highway Administration (FHWA) - Job Access	Federal Highway Administration funding authorized in TEA-21 programmed through a competitive national competition. The Job Access and Reverse Commute (JARC) program was established to address the unique transportation challenges faced by welfare recipients and low-income persons seeking to obtain and maintain employment.
Federal Highway Administration (FHWA) - Value Pricing	Federal Highway Administration funding authorized in TEA-21 programmed through a competitive national competition

**Exhibit A**  
**List of Successful and Unsuccessful Grant Applications**

Ref #	Division	Project Title	Process Year	Process	Funding Program	Funds Awarded	Advances King County Transportation Priorities & Policies
		WSDOT Public Transportation Division administers the Regional Mobility Grant Program (RMG) which is part of the Transit Mobility Program. The RMG program is managed by WSDOT Office of Transit Mobility.					The Regional Mobility Grant Program is a part of the WSDOT Transit Mobility Grant Program and it is designed to improve connectivity and efficiency. Projects funded (a) are cost-effective, (b) reduce delay for people and goods and (c) improve connectivity between counties and regional population centers.
		Homeland Security Grant Program (HSGP) - State Homeland Security Program (SHSP)					Homeland Security SHSP Funding supports the implementation of the State Homeland Security Strategy to address the identified planning, equipment, training, and exercise needs for acts of terrorism. In addition, SHSP supports the implementation of the National Preparedness Goal, NIMS, and the NRP.
		Homeland Security Grant Program (HSGP) - Urban Areas Security Initiative (UASI)					Homeland Security UASI funds are designed to address the unique planning, equipment, training, and exercise needs of high threat, high density Urban Areas, and assist them in building an enhanced and sustainable capacity to prevent, protect against, respond to, and recover from acts of terrorism.
		Homeland Security Grant Program (HSGP) - Transit Security Grant Program (TSGP)					The TSGP provides funding to support security enhancements for intracity passenger rail transportation and other security measures. The program addresses three transit modalities: rail transit, intracity bus transit, and ferry systems.
		Department of Justice (DOJ)					Department of Justice initially managed Homeland Security Funding when DHS stood the program up.
		TEA 21 now Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU), Surface Transportation Program (STP)					STP funds are considered the most "flexible" funding source, many types of projects are eligible, including transit, carpool/vanpool, bicycle/pedestrian, safety, traffic monitoring/management, and planning projects, along with the more traditional road and bridge projects.
		TEA 21 now SAFETEA-LU Congestion Mitigation Air Quality Program (CMAQ)					CMAQ projects must be able to demonstrate an emission reduction benefit. The following categories of projects are eligible for CMAQ funding: Transportation Control Measures, extreme low temperature cold starts, alternative fuels and vehicles, congestion reduction and traffic flow improvements, transit improvements, bicycle and pedestrian facilities/programs, travel demand management, public outreach, carpooling and vanpooling, etc...
		FTA discretionary New Starts program					The Federal Transit Administration's (FTA) discretionary New Starts program is the federal government's primary financial resource for supporting locally-planned, implemented, and operated transit "guideway" capital investments. From heavy to light rail, from commuter rail to bus rapid transit systems...
		FTA discretionary Small Starts program					Grants are for capital costs associated with new fixed guideway systems, extensions, and bus corridor improvements. Requests must be for under \$75 million in New Starts funds and total project costs must be under \$250 million.
		FTA formula funding (5307) - Urbanized Area/MPO process					This program (49 U.S.C. 5307) makes Federal resources available to urbanized areas and to Governors for transit capital and operating assistance in urbanized areas and for transportation related planning.
		FTA formula funding (5309) - Urbanized Area/MPO process					The transit capital investment program (49 U.S.C. 5309) provides capital assistance for three primary activities: 1) New and replacement buses and facilities, 2) modernization of existing rail systems, and 3) new fixed guideway systems (New Starts).
		Section 1117 of SAFETEA-LU - Transportation Community and System Preservation Program					The TCSP program makes transit-oriented development plans and capital projects eligible for federal funding, and gives priority consideration to state and local preservation of development plans, including transit-oriented development plans;
		Transit Oriented Development (TOD)					Transit-oriented development (TOD) is compact, mixed-use development near transit facilities and high-quality walking environments. Typical TOD leverages transit infrastructure to promote economic development and smart growth. TOD creates sustainable communities where people of all ages and incomes have transportation and housing choices, increasing location efficiency where people can walk, bike and take transit. In addition, TOD boosts transit ridership and reduce automobile congestion, providing value for both the public and private sectors, while creating a sense of community and place.

ACRONYMS	
BRAC	Bridge Replacement Advisory Committee
CMAQ	Congestion Management and Air Quality
DOE	Department Of Ecology
ER	FHWA Emergency Relief
ERFO	Emergency Relief for Federally Owned
ESRP	Estuary and Salmon Restoration Program
FMSIB	Freight Mobility Strategic Investment Board
HES	Hazard Elimination and Safety
HRRP	High Risk Rural Roads Program
HSIP	Highway Safety Improvement Program
RAP	Rural Arterial Program
RCTLR	Rural County Two Lane Road Program
RSIP	Rural Safety Improvement Program
SRS	Safe Routes to School
STP(E)	Surface Transportation Program -
STP(R)	Surface Transportation Program - Rural
STP(U)	Surface Transportation Program - Urban

Ref #		Division	Project Title	Process Year	Process	Funding Program	Funds Awarded	
VSS			Very Small Starts - FTA Discretionary					
TIB			Washington State Transportation Improvement Board					

**Exhibit A**  
**List of Successful and Unsuccessful Grant Applications**

*Advances King County Transportation Priorities & Policies*

Exhibit B  
Organization Chart of Grant FTEs

