

# 2010 Statewide Transportation Enhancements Program PSRC Regional Application Form

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

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

**Projects receiving funding as a result of this competition:** Funding distributed as a result of the 2010 Statewide Transportation Enhancements Program is awarded competitively to projects, and not to the sponsoring agency itself. Sponsors of projects that are awarded funds from this competition will be required to submit a more detailed application in order to program the funds into the State and Regional Transportation Improvement Program. Please refer to the Schedule in the Call for Projects for more information.

**Email submissions are preferred:** Attach your completed application to an email and send it to [tipapp@psrc.org](mailto:tipapp@psrc.org). Please name the file "**2010 Enhancements-[agency]-[project title]**". If you are unable to email the application, please mail a copy of the electronic file on diskette or CD, and fax or mail a corresponding paper copy. Electronic copies of all applications are required, as they will be posted to the PSRC's web site. Mailed materials should be sent to: Tracy Murray, Puget Sound Regional Council, 1011 Western Avenue Ste 500, Seattle, WA 98104-1035 and/or faxed to 206-587-4825, Attn: Tracy Murray. For questions or to confirm receipt of your application, contact [Tracy Murray](mailto:Tracy.Murray@psrc.org), 206-971-3277.

**Deadline:** Applications must be received by PSRC by **5:00 PM on Monday, July 12, 2010**. Applications should be no more than **15 pages**, plus maps and/or other required supporting documentation.

<b>PROJECT IDENTIFICATION AND DESCRIPTION</b>	
<b>1</b>	<p><b>PROJECT TITLE:</b> "Active Communities Go by Bike" AKA "Go by Bike"</p>
<b>2</b>	<p><b>TRANSPORTATION 2040 ID#</b> Transportation 2040, Objective #6, Action #4, pp. 24-25</p> <p>To be eligible for funding, regionally significant projects must be explicitly identified in Transportation 2040, the region's long-range Metropolitan Transportation Plan (MTP). For the 2010 Statewide Transportation Enhancements Program, this would apply to regionally significant nonmotorized projects such as separated trails. To confirm whether your project is specifically listed in Transportation 2040, refer to <a href="http://www.psrc.org/assets/3763/Appendix_M.pdf">http://www.psrc.org/assets/3763/Appendix_M.pdf</a>. For assistance or questions regarding these issues, contact <a href="mailto:Kimberly.Scrivner@psrc.org">Kimberly Scrivner</a>, 206-971-3281.</p>
<b>3</b>	<p><b>SPONSORING AGENCY:</b> Bicycle Alliance of Washington</p> <p>Note: non-profit organizations may administer grants from the 2010 Statewide Transportation Enhancements Program <u>unless the project requires design, right of way acquisition, and/or construction</u>. In such cases, a public agency must serve as the project sponsor.</p> <p>Co-sponsor(s) if applicable: N/A</p> <p><i>For the purposes of this application and competition, "co-sponsor" refers to any agency that would receive a portion of the funding if the requested grant were to be awarded.</i></p> <p>Does sponsoring agency have "Certification Acceptance" status from WSDOT?    <input type="checkbox"/> Yes    <input checked="" type="checkbox"/> No</p> <p>Please note: the requirement that public agencies have Certification Acceptance status has been waived for this program; however, all federal and state project requirements must still be met. Refer to the Washington State Department of Transportation Local Agency Guidelines Manual at <a href="http://www.wsdot.wa.gov/LocalPrograms/LAG/">http://www.wsdot.wa.gov/LocalPrograms/LAG/</a> for more information.</p>
<b>4</b>	<p><b>PROJECT CONTACT:</b></p> <p>Name:            Barbara Culp Email :            barbc@bicyclealliance.org Phone:            206-224-9252 x325</p>

**5 PROJECT DESCRIPTION**

Describe the proposed work and explain the nature of the entire project, including the existing and proposed conditions and type of use. Explain why the project is needed and how the project meets the eligibility requirements of the selected Transportation Enhancements categories. Attach a detailed 8 ½" by 11" vicinity map. Photographs are welcome, but not required.

The Bicycle Alliance of Washington proposes two side-by-side pilot projects to increase the bicycling population of youth and adults in the four-county region (King, Kitsap, Pierce and Snohomish Counties): "Go by Bike" and "Go by Bike - Train the Trainer." These efforts will expand and build on our successful 2006-2008 Safe Routes to School statewide Transportation Enhancement grant.

Safe Routes to School (SRtS) teaches 4th-8th grade children the Basics of Bicycling in-classroom instruction, and on-bicycle safety curriculum, by training the trainers/teachers to teach children bicycle skills that ultimately lead to healthy active transportation independence. Both of our proposed pilot projects take this concept to another level by providing bicycle safety instruction to adult cyclists. We are not aware of another SRtS program in the nation that expands the training to include the whole family, and this pilot program could serve as a model for increasing bicycle ridership nationwide.

a) Go by Bike integrates an adult component into our current child-focused Safe Routes to School program. Go by Bike will potentially reach a broad spectrum of the community, including diverse, low-income and underserved adults, through bicycle safety classes in cooperation with two school districts, Pioneer Elementary School/Auburn School District in King County and Suquamish Elementary School/North Kitsap School District.

Typically children are the only segment of our population to learn bicycle safety education at school. Rarely is this training reinforced on the home front. More commonly, parents or other adults discourage bicycling due to safety concerns, or give the students contradictory or unsafe advice. For instance, many adults still tell children to ride on the left side of the road, facing traffic, when in fact this is both illegal and extremely unsafe behavior. Go by Bike will proactively address adult fears and unwillingness to allow their children to ride, by teaching adults safe riding skills for their own use.

By offering adult-based education to the parents of children who have received or may receive training during the grant cycle, this proposed project will reinforce lessons learned by children and adults, and impart safe and healthy transportation skills to car-centric adults and families.

The Go by Bike curriculum is designed to address the perceived obstacles to using a bicycle as transportation, and cover the basics of becoming a confident cyclist on shared roadways and separated trails. Participants will learn the importance of safe riding, pre-ride equipment checks of their bicycles, traffic law for bicyclists and rules of the road, hazard identification, and ways to avoid common mistakes. The class will explain the common misconceptions regarding the safety of bicycling and provide tips to being a better bicyclist and motorist.

Basic bicycle handling skills such as stopping and starting, scanning, signaling, turning, and sharing the road and trail, will be taught and reinforced within a controlled course designed to simulate actual roadway and city street bicycling.

Utilizing classroom sessions and on-bicycle training, participants will learn through live instruction enhanced by multi-media material, which may include power point presentations, maps, diagrams, illustrations, and hand-outs for future reference. Instructors may also utilize the instructional BicycleAlliance/WSDOT "Share the Road" DVD with tips for bicyclist and motorists.

Go by Bike will reach a population of adults who may by default choose to drive a distance that

	<p>could easily be done by bike (1-3 miles). In addition, if this distance is intended for connection to transit, the Go by Bike curriculum supports bicycling access to transit as a viable alternative to driving. Teaching adults how to ride confidently and use their bike as transportation, will be a sustainable way to support the goals of Destination 2040.</p> <p>Bicycling to transit will be encouraged for participating parents as an outcome of the class.</p> <p>The parents of children who have successfully completed the SRtS bicycle safety education are an ideal population for the Go by Bike Training. Within the pilot project, teaching those parents with children attending schools within the Auburn and North Kitsap School Districts will strongly support the families' choice of bicycling as transportation.</p> <p>b) Go by Bike - Train the Trainer is the second part of the proposal. It builds upon our successful statewide "train-the-trainer" approach to bicycle safety education by "teaching teachers" at the college level. The Bicycle Alliance has experienced League of American Bicyclist-Certified Instructors (LCI) on staff and proven success implementing grants for teaching Safe Routes to School education at elementary and middle schools across Washington.</p> <p>This pilot project is intended to support a whole-family approach, establishing bicycle handling skills (safety) and basic repair classes for adults within college-level curriculum. Bicycle Alliance staff will train college staff to conduct these elective or for-credit classes, and provide ongoing support for training and materials through the life of the grant. As with the Go by Bike curriculum, teacher training will address the perceived obstacles to using a bicycle, and teach participants to become confident cyclists both on shared roadways and separated trails. Participants will learn the importance of safe riding, pre-ride equipment check, traffic laws and rules of the road, hazard identification, and ways to avoid common mistakes.</p> <p>This component of the project will also use classroom and on-bicycle training, enhanced by training materials, including power point presentations, maps, diagrams, illustrations, hand-outs and an instructional DVD.</p> <p>We propose to train teachers at four colleges in three counties: Pierce College (Pierce County), Olympic College (Kitsap County), UW Bothell and Bellevue College (King County). Regional transit agencies have indicated their support for this effort.</p>
6	<p><b>PROJECT LOCATION:</b> UW Bothell, Bellevue College, Olympic College/Bremerton, Pierce College, Pioneer Elementary School/Auburn School District, and Suquamish Elementary School/North Kitsap School District</p> <p>County(ies) in which project is located: King, Kitsap and Pierce Counties</p> <p><b>Answer the following questions if applicable:</b></p> <p>a. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad): City of Bothell, City of Bellevue, City of Bremerton, City of Tacoma, City of Auburn and City of Suquamish</p> <p>b. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): Same as section a (above).</p>
7	<p><b>PROJECT TYPE</b> (Please select 1 or more of the following 12 eligible Transportation Enhancements categories):</p> <p><input type="checkbox"/> Provision of Facilities for Bicycles and Pedestrians</p> <p><input type="checkbox"/> Acquisition of Scenic Easements &amp; Scenic or Historic Sites</p> <p><input type="checkbox"/> Scenic or Historic Highway Programs (including tourist &amp; welcome center facilities)</p> <p><input type="checkbox"/> Landscaping and other Scenic Beautification</p> <p><input type="checkbox"/> Historic Preservation</p> <p><input type="checkbox"/> Rehabilitation and Operation of Historic Transportation Buildings, Structures or Facilities</p>

- Preservation of Abandoned Railway Corridors (including conversion and use for pedestrian or bicycle trails)
- Control and Removal of Outdoor Advertising
- Archaeological Planning and Research
- Mitigation of Water Pollution due to Highway Runoff or Reduce Vehicle-Caused Wildlife Mortality while Maintaining Habitat Connectivity
- Provision of Safety and Educational Activities for Pedestrians and Bicyclists
- Establishment of Transportation Museums

## PLAN CONSISTENCY

Cities, towns and counties seeking federal funds managed by PSRC may submit an application only if their comprehensive plan has been certified by PSRC. All other agencies (e.g., transit agencies, WSDOT, tribal nations, nonprofit organizations, etc.) must show that their project is consistent with the applicable city and/or county comprehensive plan(s), and with VISION 2040 and Transportation 2040, the central Puget Sound region's long-range Metropolitan Transportation Plan. For questions on consistency and certification, contact [Rocky Piro](mailto:Rocky.Piro@psrc.org), 206-464-6360.

### 8 CONSISTENCY WITH VISION 2040 AND TRANSPORTATION 2040

All applicants must answer the questions in this section. If you need assistance, please contact staff at the local jurisdiction in which the project is located. Information on the current certification status of a local plan is available on the PSRC website at [www.psrc.org/growth/planreview/statusreportppr/](http://www.psrc.org/growth/planreview/statusreportppr/). For copies of VISION 2040 or Transportation 2040 documents, please contact the PSRC [Information Center](mailto:Information.Center@psrc.org), 206-464-7532. Regionally significant projects that expand transportation system capacity must be identified in Transportation 2040. This includes nonmotorized trails and separated pathways. For assistance refer to [www.psrc.org/transportation/t2040/](http://www.psrc.org/transportation/t2040/) or contact [Kimberly Scrivner](mailto:Kimberly.Scrivner@psrc.org), 206-971-3281.

Indicate the current certification status of the local comprehensive plan in the community where the project is located. Select only one from the drop down box below and provide the most recent date of certification action. If you select "Not Certified," leave the date field blank.

Certification Status: Certified      Date of certification action (mm/dd/yy): 07/27/07

Please check all boxes that apply to the project's location. If portions of the project are located in more than one of the locations listed, please check all appropriate boxes. (See [http://www.psrc.org/assets/465/Centers\\_small.pdf](http://www.psrc.org/assets/465/Centers_small.pdf) for more information.)

- The project is located outside the designated urban growth area.
- The project is located within the designated urban growth area.
- The project is located within an identified regional growth center or town/activity center. Refer to <http://www.psrc.org/growth/centers/> for more information. For identified local city/town locations, please describe.
  - Regional Growth Center(s): Auburn, Bellevue Downtown, Bothell/Canyon Park, Bremerton, Tacoma Downtown .
  - Regional Manufacturing/Industrial Center(s): N/A
  - Local Town/Activity Center(s): Auburn, Bellevue, Bothell, Bremerton, Suquamish, Tacoma

Is the project specifically identified in a local comprehensive plan?

- Yes. Indicate the (1) plan name, (2) relevant section(s), and (3) page number where it can be found:  
Vision 2040

MPP-T-24: Increase the proportion of trips made by transportation modes that are alternatives to driving alone.

MPP-T-16: Promote and incorporate bicycle and pedestrian travel as important modes of transportation by providing facilities and reliable connections.

MPP-T-5: Foster a less polluting system that reduces the negative effects of transportation

infrastructure and operation on the climate and natural environment.

" Subarea plans for centers need to incorporate transportation mode-split goals that address transit, walking, and biking"

Transportation 2040, Regional Bicycle and Pedestrian Implementation Strategy for the Central Puget Sound Region, pp. 24-25. Objective #6: "...develop improved programs to encourage increased levels of biking and walking. Teach smart biking and walking skills to create safer conditions for cyclists, pedestrians and motorists alike." Suggested action #4: "Develop and administer sustainable programs for bike riders of all ages to teach bicycle safety and hazard identification skills, build overall confidence, and teach cyclists how to effectively travel both on shared roadways and separated trails."

Transportation 2040: Nonmotorized Transportation, page 92.

- No. Describe how the project is consistent with the applicable local comprehensive plan, citing specific local policies and provisions the project supports. Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page number.

## ADDITIONAL REGIONAL PROJECT EVALUATION

### Part 1: Questions for All Projects

**Instructions:** Once all of the sections in Part 1 have been completed (questions 9 through 13), complete the appropriate questions in Part 2 (question 14 and one only of questions 15 through 18). Refer to the Regional Project Evaluation Criteria to assist you in answering these questions.

#### 9 RELATIONSHIP TO CENTERS

Describe the relationship of the project to a regional growth center, town/activity center or connecting corridor.

Five of the six project sites are located within regional growth centers, and in/near major town centers. Thus, the proposed activities will enhance projected growth and reduce auto travel in those areas.

The project site for Suquamish Elementary School/North Kitsap School District is not located in either a regional growth center or major town center. However, it is centrally located for a large proportion of the local Suquamish community. This site offers different yet important attributes, including a population base that is nearly 10% Native American, more than ten times the national average. Experience gained through our work in this community will provide valuable insight to inform future bicycle education projects and service in similar diverse communities.

#### 10 COMMUNITY SUPPORT

Describe the public review process for the project. List all letters received or other types of support for the project; include any negative response to the project. Provide the dates, times and locations of all public presentations. If appropriate, describe how the project meets identified state, regional and/or local planning objectives.

We have received enthusiastic support for the project from all educational institutions that were invited to participate. All schools/districts and colleges have submitted letters of support as potential partners. Several colleges indicated that they have actively explored this type of training and welcome a partnership with the Bicycle Alliance to move this forward.

Throughout the state of Washington safety and education programs for pedestrians and bicyclists are positioning the state for promising results. The Washington State Bicycle Facilities and Pedestrian Walkways Plan has set the following goals between 2008 - 2027:

- Decreasing collisions by 5% per year
- Doubling the amount of biking and walking

The State provides for transportation personnel to receive Universal Design Training, and for high school, middle school, and elementary school students to participate in Safe Routes to School, Bike Smart and other educational programs. The segment of the population that is not specifically named in the Plan, yet is critical to increasing transportation bicyclists and pedestrians, is adults – college-age students, parents, grandparents, teachers, and others. Education and involvement of this important demographic will create a whole family approach, and help to reinforce – and demystify – the lessons learned by students in Safe Routes to School and other trainings. Since more than 76% of the current regional population is 18 years and over, it makes good sense to include and welcome adults into a comprehensive bicycle education program.

**11 FINANCIAL PLAN**

Please fill out Tables 11A - D below and corresponding questions 11E - F. The purpose of the tables and questions is to allow sponsors to fully document their project's financial plan and schedule. Tables 11A -C build upon one another to provide the estimated cost of each phase as well as a project's total cost (Table 11D). The tables require sponsors to list the Transportation Enhancements funds being requested (Table 11A), as well as ALL other sources of secured (Table 11B) and unsecured funds (Table 11C) needed to complete the project.

Provide financial information for all funding types in every applicable phase, and use a separate row for each funding source. Totals of federal and other funds listed in Tables 11A - C should equal the total project cost in Table 11D. Funding Commitment Letters must be provided for all financial partners.

**Required Match:** No local match is required; projects may be funded with 100% Enhancement funds.

**11A: Enhancements Funds Requested**

Phase (Planning, Preliminary Engineering, Right of Way, Construction, Other)	Estimated Obligation Date by Phase (mm/dd/yy)*	Enhancements Funds Requested
Go by Bike in 2 School Districts	01/01/11	\$33,900
Train-the-Trainer at 4 Colleges	01/01/11	\$127,800
Materials	01/01/11	\$39,800
Project Management	01/01/11	\$40,600
Overhead @ 20%	01/01/11	\$48,420
<b>TOTAL:</b>		<b>\$290,520</b>

**\* Note: the required obligation deadline for these funds is no later than two years from selection approval, estimated to be January 2011.**

**11B: Existing Secured Funding**

Phase	Estimated Obligation date by Phase (mm/dd/yy)*	Source	Amount
			\$
			\$
			\$
			\$
			\$
<b>TOTAL:</b>			<b>\$</b>

\*For tables B and C "obligation" may be defined as expenditure or other commitment of funds; for more information regarding secured and unsecured funding sources please refer to <http://www.psrc.org/assets/469/SecuredUnsecured.pdf>.

**11C: Needed future funding (unsecured)** Do not include the grant funds requested in Table 11A

Phase	Estimated Obligation date by	Source	Amount
-------	------------------------------	--------	--------

	Phase (mm/dd/yy)*		
			\$
			\$
			\$
			\$
			\$
		<b>TOTAL:</b>	\$

**11D: Total Project Cost**

Total estimated cost of each phase		Scheduled completion date by phase (mm/dd/yy)	
Planning:	\$290,520	Planning:	12/31/12
Preliminary Engineering/Design:	\$	Preliminary Engineering/Design:	
Right of Way:	\$	Right of Way:	
Construction:	\$	Construction:	
Other (Specify):	\$	Other (specify):	
Total Project Cost:	\$290,520	Estimated date of completion (i.e. open for use)	12/31/12

**11E. Identify the project phases (PE, ROW, CN, etc.) that will be fully completed if requested funding is obtained:**

**11F. If unable to completely fill out Table D (Total Project Cost), please explain why:**

Please refer to the comprehensive budget included as an attachment to this regional application form for further detailed explanation of project costs.

**12 PROJECT READINESS**

Please fill out the questions below if your project is requesting funds for a Right-of-way (ROW) and/or Construction (CN) phase. Projects requesting funds for a Preliminary Engineering phase need not answer question #12.

PSRC recognizes that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before funding is typically eligible to obligate. These questions are designed to identify those requirements and assist sponsors to:

- Identify which requirements apply to their specific project.
- Identify which requirements have already been satisfied at time of application.
- Provide an explanation and realistic completion date for all requirements not yet completed.

**Important instructions:** For question 12A below, select one of the three options from the drop-down list for each item that applies at the time of submission of this application. These items are based on the documentation requirements for obligation of federal funds. For any item where "Item not yet completed" is selected, and for any additional requirements pertaining to the project, provide details in question 12B, including the estimated schedule for completion.

**12A. Check all that apply.** If no ROW is required for the project, select "not needed" for sections b through g.

Not needed a. Final FHWA approval of environmental documents including:

Not needed - BA Concurrence: NMFS, U.S. Fish & Wildlife, WSDOT.

Not needed - Section 106 Concurrence.

Not needed - FHWA Environmental Classification Summary Checklist (or EA or EIS).

Not needed b. True Cost Estimate for Right of Way.

Not needed c. Right of Way Plans (stamped).

Not needed d. Relocation Plan (if applicable).

	<p>Not needed e. Right of way certification.          Not needed f. Certification Audit by WSDOT R/W Analyst.          Not needed g. Relocation Certification, if applicable.              Not needed - Certification Audit by WSDOT of Relocation Process, if applicable.          Not needed h. Engineer's Estimate.          Not needed i. All environmental permits obtained such as Army Corps of Engineers Permit, HPA, etc.</p> <p><b>12B. Additional information:</b> include details on any items above that are not yet completed and provide an estimated schedule; please provide any additional information as appropriate.</p> <p>N/A</p>
13	<p><b>OTHER CONSIDERATIONS</b></p> <p>Please describe any additional aspects of your project not requested in the application that could be relevant to the final project recommendation and decision-making process. No points will be given to this section.</p> <p>Current certification dates for comprehensive plans in additional communities are as follows:</p> <p>Auburn - certified - 06/27/02</p> <p>Bellevue - certified - 06/24/04</p> <p>Bremerton - certified - 07/28/05</p> <p>Pierce County - certified - 02/22/01</p> <p>Kitsap County - certified - 05/27/99</p>
<b>PART 2: CATEGORY SPECIFIC QUESTIONS</b>	
14	<p><b>Select one of the following four categories that best fits your project and follow the corresponding instructions:</b></p> <p><input checked="" type="checkbox"/> Nonmotorized Projects: Complete question 15.  <input type="checkbox"/> Scenic Resources Projects: Complete question 16.  <input type="checkbox"/> Historic Resources Projects: Complete question 17.  <input type="checkbox"/> Environmental Projects: Complete question 18.</p>
15	<p><b>NONMOTORIZED PROJECTS</b></p> <p><b><u>Instructions: Complete this section if you selected "Nonmotorized Projects" in question 14.</u></b></p> <p><b>Please explain how your project addresses the following:</b></p> <ul style="list-style-type: none"> <li>• The project extends, completes or otherwise adds to an existing nonmotorized system or network.</li> <li>• The project connects or links to other multimodal facilities (such as transit stations).</li> <li>• The project addresses current nonmotorized needs in the community, e.g., - gaps in the system; safety issues, etc.</li> <li>• The level of public exposure or access to the project (for example, current and future land use in the vicinity of the facility).</li> <li>• Explain how the project relates to surface transportation. If the project has recreational aspects, demonstrate that the purpose is primarily for transportation rather than recreation. Explain how this enhancement is "over and above" normal project or activities (i.e., not routine or required).</li> </ul> <p>a) The project will increase personal mobility options, thereby increasing use of non-motorized vehicles, and achieve multiple objectives of Destination 2040:</p> <ul style="list-style-type: none"> <li>• Reduce vehicle miles traveled (VMT) in the four-county region;</li> <li>• Reduce congestion; improve air quality and address public health costs;</li> </ul>

- Help stem the growth of land use patterns that create car-dependency.

b) The project will definitely link to transit facilities because part of the curriculum teaches the importance of bike+transit+walking connections. The adult students will learn how a bicycle can expand the catchment area of transit, and how to maximize the distance they can travel using transit and a bike. A PSRC travel survey indicates that 68% of trips are less than 6 miles in length, a distance easily traveled by bike alone or in combination with transit. By shifting just 20% of vehicle trips (those trips of less than one mile) to transit+bike would increase mobility options, reduce VMT, and develop a focus on active living communities. Each year in the PSRC program area, there are 2.7 million trips of under one mile, and 3.6 million trips of 1-3 miles.

c) Adults commonly cite safety issues as their primary reason for not using the bicycle as transportation. Our project will demystify bicycle transportation and lead adults through on-bike courses in their own neighborhoods. The curriculum will teach life skills that enable adults to choose to bicycle via the existing regional bicycle network, or to combine their trip with transit to create a safe, continuous travel network connection to multiple activity areas.

d) By piggybacking onto The Bicycle Alliance's existing statewide Safe Routes to School program for children, adding education for adults, and increasing exposure to higher education through train-the-trainer classes in three counties, we anticipate additional media exposure and public awareness through the school district and college outreach mechanisms, Center for Safe Routes to School in Washington State website, as well as the Bicycle Alliance newsletters, email alerts, and website.

e) Seventy-six percent of the current regional population is adults (18 years and over), thus including adults in a bicycle transportation program is a sound decision. More importantly, adults – not children – are the decision-makers in the family, and they control the degree to which family life centers around their transportation options or lack thereof. By training adults to utilize a transportation option that is viable, flexible, safe, affordable, healthy and environmentally-friendly, the entire region and future generations will benefit.

16 **SCENIC RESOURCES PROJECTS**

**Instructions: Complete this section if you selected “Scenic Resources Projects” in question 14.**

**Please explain how your project addresses the following:**

- The project promotes greater public appreciation or use of the transportation system.
- The project contributes to the preservation of significant scenic resources.
- The level of public exposure or access to the project.
- Long-term preservation plans to maintain the scenic character of the property.
- Whether or not there is perpetual ownership of the property.
- Whether or not the resource is threatened, or if there will be a loss of opportunity if the project is not funded.
- Explain how the project relates to surface transportation; explain how this enhancement is “over and above” normal project or activities (i.e., not routine or required).

N/A

<p>17</p>	<p><b>HISTORIC RESOURCES PROJECTS</b></p> <p><b><u>Instructions:</u></b> Complete this section if you selected “Historic Resources Projects” in question 14.</p> <p><b>Please explain how your project addresses the following:</b></p> <p><u>For site-specific and/or capital projects:</u></p> <ul style="list-style-type: none"> <li>• The historic significance of the facility.</li> <li>• The planned use of the facility.</li> <li>• Whether or not the project is part of a larger historic preservation plan.</li> <li>• The level of public exposure or access to the project.</li> <li>• Whether or not the resource is threatened, or if there will be a loss of opportunity if the project is not funded.</li> <li>• The long-term preservation and/or maintenance plans for the facility.</li> <li>• Explain how the project relates to surface transportation; describe the current or former transportation use of the facility. Explain how this enhancement is “over and above” normal project or activities (i.e., not routine or required).</li> </ul> <p>N/A</p> <p><u>For planning projects:</u></p> <ul style="list-style-type: none"> <li>• The project’s relationship to the protection of historic or archaeological resources.</li> <li>• Whether or not the project is part of a larger historic preservation plan.</li> <li>• The long-term plan for ongoing management, updating and training.</li> <li>• The level of public exposure or access to the project.</li> <li>• Whether or not the resource is threatened, or if there will be a loss of opportunity if the project is not funded.</li> <li>• Explain how the project relates to surface transportation; explain how this enhancement is “over and above” normal project or activities (i.e., not routine or required).</li> </ul> <p>N/A</p>
<p>18</p>	<p><b>ENVIRONMENTAL PROJECTS</b></p> <p><b><u>Instructions:</u></b> Complete this section if you selected “Environmental Projects” in question 14.</p> <p><b>Please explain how your project addresses the following:</b></p> <ul style="list-style-type: none"> <li>• The relationship of the project to the transportation system.</li> <li>• The need for the project.</li> <li>• The long-term maintenance plans for the project.</li> <li>• Whether or not the resource is threatened, or if there will be a loss of opportunity if the project is not funded.</li> <li>• Explain how the project relates to surface transportation; explain how this enhancement is “over and above” normal project or activities (i.e., not routine or required).</li> </ul> <p>N/A</p>

**Bicycle Alliance of Washington  
Active Communities Go by Bike**

**ENHANCEMENT FUNDS REQUESTED**

<b>Phase</b>	<b>Unit</b>	<b>Quantity</b>	<b>Extended</b>	<b>Scheduled Completion Date</b>
<b>Go by Bike - Elementary School: Round 1 (2011)</b>				12/31/11
Curriculum development/adaptation	\$75	80	\$6,000	
Planning w/ each elementary school (20 hrs x 2 sites = 40)	\$75	40	\$3,000	
Outreach to parents/community	\$75	40	\$3,000	
Materials development/modification	\$75	20	\$1,500	
Teach the course	\$75	40	\$3,000	
Feedback/evaluation/planning	\$75	12	\$900	
<b>Go by Bike - Elementary School: Round 2 (2012)</b>				12/31/12
Curriculum adaptation/refinement	\$75	40	\$3,000	
Planning w/ each elementary school	\$75	40	\$3,000	
Outreach to parents/community	\$75	40	\$3,000	
Materials modification	\$75	20	\$1,500	
Teach the course	\$75	40	\$3,000	
Feedback/evaluation/final report	\$75	40	\$3,000	
<b>Go by Bike - Train the Trainer - College: Round 1 (Winter/Spring 2011)</b>				06/30/11
Curriculum development/adaptation	\$75	80	\$6,000	
Pre-training planning w/ each college (10 hrs/week x 12 weeks x 4 sites = 480 hrs)	\$75	480	\$36,000	
Materials development (power point, handouts, signage, etc.)	\$75	140	\$10,500	
Train the trainers	\$75	50	\$3,750	
Teacher salary (college teachers)	\$1,200	4	\$4,800	
Team-teach the course (16 hrs at 4 sites = 64 hrs)	\$75	64	\$4,800	
Feedback/evaluation/planning (3 hrs x 4 sites = 12 hrs)	\$75	12	\$900	
<b>Go by Bike - Train the Trainer - College: Round 2 (Summer/Fall 2011)</b>				12/31/11
Curriculum adaptation/refinement	\$75	40	\$3,000	
Planning w/ each college (20 hrs x 4 sites = 80 hrs)	\$75	80	\$6,000	
Materials modification	\$75	40	\$3,000	
Teacher salary	\$1,200	4	\$4,800	
Train the trainers	\$75	50	\$3,750	
Team-teach the course	\$75	64	\$4,800	

**Bicycle Alliance of Washington  
Active Communities Go by Bike**

**ENHANCEMENT FUNDS REQUESTED**

Feedback/evaluation/planning	\$75	12	\$900	
<b>Go by Bike - Train the Trainer - College: Round 3 (Winter/Spring 2012)</b>				06/30/12
Curriculum adaptation/refinement	\$75	20	\$1,500	
Planning w/ each college	\$75	20	\$1,500	
Materials modification	\$75	20	\$1,500	
Teacher salary	\$1,200	4	\$4,800	
Train the trainers	\$75	50	\$3,750	
Team-teach the course (session I only)	\$75	32	\$2,400	
Feedback/evaluation/planning	\$75	12	\$900	
<b>Go by Bike - Train the Trainer - College: Round 4 (Summer/Fall 2012)</b>				12/31/12
Curriculum adaptation/refinement	\$75	20	\$1,500	
Planning w/ each college	\$75	20	\$1,500	
Materials modification	\$75	20	\$1,500	
Teacher salary	\$1,200	4	\$4,800	
Train the trainers	\$75	50	\$3,750	
Team-teach the course (session I only)	\$75	32	\$2,400	
Feedback/evaluation/final report	\$75	40	\$3,000	
<b>Materials</b>				
Bicycles @ \$600 x 10 bikes per site (includes accessories, maintenance, etc.)	\$6,000	5	\$30,000	
Helmets @ \$20 x 10 per site	\$200	5	\$1,000	
Tools (basic maintenance tools & repair stand)	\$750	4	\$3,000	
Mechanic (2 hrs x 2 elementary schools)	\$250	2	\$500	
Vehicle rental to transport bicycles @\$50	\$50	6	\$300	
Student Course Materials from League of American Bicyclists (20 students x 4 sites x 4 times = 320)	\$15	320	\$4,800	
Instructor Course Materials from League of American Bicyclists (2 each for 4 sites)	\$25	8	\$200	
<b>Project Management</b>				12/31/12
Program Management	\$100	240	\$24,000	

**Bicycle Alliance of Washington**  
**Active Communities Go by Bike**

**ENHANCEMENT FUNDS REQUESTED**

Bicycle Mechanic Certification	\$2,000	1	\$2,000	
Travel/per diem ( \$0.50 per mile, ferry fare, etc.)	\$100	18	\$1,800	
Refreshments for classes/trainings (4 sites x 2 days x 4 times)	\$400	32	\$12,800	
<b>Sub-total</b>			\$242,100	
Overhead @ 20% (space, computers, phone, internet, printer/copier)			\$48,420	
<b>TOTAL</b>			\$290,520	

Auburn Public School District No. 408  
915 Fourth Street Northeast  
Auburn, Washington  
Telephone 931-4900

Pioneer Elementary  
2301 "M" St. S.E.  
Auburn, WA 98002



At Pioneer, we dedicate ourselves to students and their families, to inspire and empower children to achieve their greatest academic and social potential.

June 22, 2010

**Re: Letter of Support for Transportation Enhancements Grant Application**

Dear Mr. Janis:

This serves as a letter of support for the Bicycle Alliance of Washington's Transportation Enhancement grant to the Puget Sound Regional Council. Our work with the Bicycle Alliance on safe routes to school related projects has been very successful. In light of this, we think offering incentives and bike riding skills classes to adults is a logical step.

We look forward to assisting the Bicycle Alliance by connecting them with interested people in the community in order to get more people on bicycles.

Sincerely,

A handwritten signature in cursive script that reads "Debra Gary".

Debra Gary  
Principal



Joe Davalos, Principal

18950 Park Avenue NE  
Suquamish, WA 98392  
(360) 598-4219

**Re: Letter of Support for Transportation Enhancements Grant Application**

Dear Mr. Janis:

This serves as a letter of support for the Bicycle Alliance of Washington's Transportation Enhancement grant to the Puget Sound Regional Council. Our work with the Bicycle Alliance on Safe Routes To School related projects has been very successful. In light of this, we think offering incentives and bike riding skill classes to adults is a logical step.

We look forward to assisting the Bicycle Alliance by connecting them with interested people in the community in order to get more people on bicycles.

Sincerely,

Gail Petranek  
Suquamish Elementary



July 12, 2010

Ms. Barb Culp  
Executive Director  
Bicycle Alliance of Washington

**Re: Letter of Support for PSRC Transportation Enhancements Grant Application**

Dear Ms. Culp:

We are pleased to express our support for the Bicycle Alliance of Washington's Transportation Enhancement grant application to the Puget Sound Regional Council.

We applaud the success of the "Safe Routes to School" program. We believe that building on this model by developing a pilot project for bicycle riding skills classes for adults will put more people on bicycles and contribute toward a balanced and diverse transportation system in our community.

This pilot project is intended to support a whole family approach, establishing bicycle handling skills for safety and basic repair classes for adults. University of Washington Bothell, which is collocated with Cascadia Community College, has been a strong supporter of cycling courses and curriculum in the past. We would be pleased to consider participating in relevant aspects of this project, and in partnership with Cascadia Community College. No financial commitment on our part is either made or implied.

We look forward to working with the Bicycle Alliance to connect with interested people in the community in order to make bicycling more accessible for all.

Sincerely,

Marilyn Cox  
Vice Chancellor for Administration and Planning  
University of Washington Bothell

Cc: John Shaheen  
Manager, Auxiliary Services



July 12, 2010

Ms. Barbara Culp  
Executive Director, Bicycle Alliance of Washington  
309A 3<sup>rd</sup> Avenue South  
Seattle, WA 98104

**Re: Letter of Support for PSRC Transportation Enhancements Grant Application**

Dear Ms. Culp:

We are pleased to provide this letter of support for the Bicycle Alliance of Washington's Transportation Enhancement grant application to the Puget Sound Regional Council.

We applaud the success of the Safe Routes to School program and believe that building on this model by developing a pilot project for bicycle riding skills classes for adults will put more people on bicycles and contribute toward a balanced and diverse transportation system in our community.

This pilot project is intended to support a whole family approach, establishing bicycle handling skills (safety) and basic repair classes for adults within college level curriculum. Bicycle Alliance staff and/or contractors will (train college staff to) conduct these (elective) classes, and will also provide ongoing support for training and materials through the life of the grant.

Cascadia Community College is collocated with University of Washington Bothell, and the joint campus is a strong supporter of alternative transportation. One of Cascadia's missions is lifelong learning, so this program fits very well with that objective, and we would be pleased to participate in all aspects of this project.

As a prospective partner in Active Communities Go by Bike, Cascadia Community College expects to provide space on campus for the classes and the instructors. No financial commitment on our part is either made or implied.

We look forward to working with the Bicycle Alliance to connect with interested people in the community in order to make bicycling more accessible for all.

Sincerely,

A handwritten signature in cursive script that reads "Dee Slaney".

Dee Slaney

Director of Facilities Services and Sustainability

Cascadia Community College



July 12, 2010

Barbara Culp  
Executive Director  
Bicycle Alliance of Washington  
309A Third Ave. S  
Seattle, WA 98104

Via Email to: [barbc@bicyclealliance.org](mailto:barbc@bicyclealliance.org)

**Re: Letter of Support for Transportation Enhancements Grant Application**

Dear Ms. Culp:

Kitsap Transit is pleased to provide this letter of support for the Bicycle Alliance of Washington's Transportation Enhancement grant application to the Puget Sound Regional Council.

Kitsap Transit applauds the success of the Bicycle Alliance's Safe Routes to School Program. We believe that providing bicycle riding skills classes for adults along with teaching them about the option of a combined transit and bicycling trip will contribute toward a balanced and diverse transportation system in our community.

Kitsap Transit has been supporting non-motorized transportation by providing bike racks on our buses for many years and operating the first bike station in Washington State, The Bike Barn on Bainbridge Island.

We look forward to assisting the Bicycle Alliance to connect with interested people in the community in order to get more people on bicycles and combining their trips with transit.

Sincerely,

A handwritten signature in black ink, appearing to read "Dick Hayes". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Dick Hayes  
Executive Director

July 9, 2010

Barbara Culp  
Executive Director  
Bicycle Alliance of Washington  
309A Third Ave. S.  
Seattle, WA 98104

Dear Ms. Culp:

I am writing this letter to let you know that Olympic College supports the Bicycle Alliance of Washington's Transportation Enhancement grant application to the Puget Sound Regional Council.

Olympic College is very interested in the opportunity to participate in this pilot project designed to educate our adult students in bicycle safety and basic repair. We hope to be able to bring Bicycle Alliance staff and/or contractors to the College to provide elective classes and ongoing support for training. The program could greatly enhance and complement recent efforts to make our Bremerton campus more bicycle-friendly.

Providing complementary adult programming to your Safe Routes to School program will enhance your program, and expand your audience. Getting more people out of their cars and onto bicycles will contribute directly to the College's goal of carbon neutrality.

We look forward to working with the Bicycle Alliance.

Sincerely,



Barbara M. Martin

Vice President for Administrative Services

July 8, 2010

Barb Culp, Executive Director  
Bicycle Alliance of Washington  
309A Third Ave S  
Seattle, WA 98104

**Re: Letter of Support for PSRC Transportation Enhancements Grant Application**

Dear Ms. Culp:

Olympic College is pleased to support the Bicycle Alliance of Washington's Transportation Enhancement grant application to the Puget Sound Regional Council. We plan to participate fully in this regional partnership.

The Safe Routes to School program has already proven quite successful. The Bicycle Alliance plans to build on this model with their proposal for development of a pilot project for bicycle riding skills classes for adults. These classes will put more people on bicycles and contribute towards a balanced and diverse transportation system in the communities served by the participating colleges. The Bicycle Alliance clearly understands the need for training and education that will allow for behavior changes in citizens and has the expertise to carry out the project goals. We look forward to working with them on implementation of this program.

This pilot project is intended to support a whole family approach, establishing bicycle handling skills (safety) and basic repair classes for adults within college level curriculum. Bicycle Alliance staff and/or contractors will (train college staff to) conduct these classes, and will also provide ongoing support for training and materials through the life of the grant for the participating schools.

Through our Sustainability Task Force, various instructional programs such as Physical Education, and through community service/continuing education programs, Olympic College has demonstrated a passion for and interest in community health and wellness, environmental sustainability and quality instruction. Olympic College's mission is to ensure that curriculum is current and relevant to meet community needs. We are eager to participate in all aspects of this project. As a partner in the Active Communities Go by Bike project, Olympic College is willing to provide an appropriate facility as well as teachers to participate in the training. We look forward to working with the Bicycle Alliance in order to make bicycling more accessible for all.

Sincerely,



Mary Garguile  
Vice President of Instruction