

PSRC's 2026 Transportation Alternatives Program Grant Application

The following grant application is intended for sponsors competing in PSRC's 2026 Transportation Alternatives Program. Interested project sponsors must complete a grant application by **11:59 pm on April 3, 2026**.

For information related to the Transportation Alternatives Program, contact:

Doug Cox, AICP

Puget Sound Regional Council
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Seattle, WA 98104
(206) 971-3050 or DCox@psrc.org

Form Type: Grant Application

Application Type: Pedestrian and Bicycle Project

General Project Information

Project Title	RTP ID#	Lead Agency
Safe Routes to Transit (SR2T) Safety Study	N/A	King County Metro Transit
Partner Agencies	Certification Acceptance	CA Sponsor
King County Roads: Safety Action Plan Team, PSRC Safety Action Plan team, King County Public Health: Injury Prevention and Target Zero King County Traffic Safety Coalition, Local jurisdictions in King County	Yes	N/A

Contact Information

Primary Contact Name	Alternate Contact Name
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Project Description & Location

Project Scope: Please describe clearly and concisely (300 words or less) the individual scope components of the project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? For example, if this is part of a larger project, please be specific as to what portion on which the grant funds will be used.
yes

The proposed project will expand the scope of Metro’s Safe Routes to Transit (SR2T) program by completing a comprehensive and countywide safety study to identify and prioritize transit access improvements at crash hotspots near transit stops. Metro’s SR2T program improves walking, rolling, and biking connections to transit by identifying, prioritizing, and funding active transportation and safety projects along streets that connect to transit.

The study will identify the factors contributing to serious and fatal pedestrian and bicycle crashes on streets that connect to transit and guide the selection of appropriate FHWA-proven countermeasures for preventing serious and fatal crashes. The outcome of the study will be establishment of Metro's approach for identifying and prioritizing access-to-transit infrastructure investments, including project design, funding, and partnership-based project delivery. This work will build on existing regional safety analyses and high-injury networks, including the PSRC Regional Safety Action Plan and King County Roads’ Safety Action Plan.

The study will also include robust community and partner engagement. Metro will collaborate with a technical advisory committee of agency and jurisdictional partners for data sharing, alignment with regional and local plans, identification of feasible improvements, and coordination of future funding opportunities to implement recommended improvements. A racial equity toolkit will be used to guide the community engagement process and center those most impacted by crashes and traffic violence. A data-driven evaluation process, including the identification of crash hot spots and high-injury network corridors will inform project prioritization. Aligning equity priorities with safety data directs improvements to communities most impacted by traffic violence and crashes.

Project Location

County/Counties	Location
------------------------	-----------------

King	King Countywide
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Beginning Crossroad/Landmark	Ending Crossroad/Landmark
N/A	N/A

Please Identify the center the project is supporting.

This proposed study supports safer transit access to all 40 PSRC-designated regional centers, as well as all King Countywide and locally designated centers served by public transit.

Federal Functional Classification

Please select the appropriate functional classification.

Exception

Bicycle & Pedestrian Facilities

Which pedestrian and/or bicycle features already exist in the project area? Please select one or more types:

Sidewalks, Bike lanes (striped or buffered), Protected bike lanes, Shared roadways (shared lane markings, paved shoulders, neighborhood greenways, advisory shoulders), Other pedestrian and bicycle amenities (street, intersection and crossing design elements)

Which pedestrian and/or bicycle features are included in the project scope? Please select one or more types:

Sidewalks, Bike lanes (striped or buffered), Protected bike lanes, Shared roadways (shared lane markings, paved shoulders, neighborhood greenways, advisory shoulders), Other pedestrian and bicycle amenities (street, intersection and crossing design elements)

If you indicated above that the project does not include existing or planned pedestrian and/or bicycle features, please indicate reasons per the guidance above:

If you selected “Other”, please expand on why the project is exempt from providing pedestrian or bicycle features.

Local Plan Consistency

Is the project specifically identified in a local comprehensive plan?

Yes

If yes, please indicate (1) the plan name, (2) relevant section(s), and (3) page number(s) for the relevant sections.

The King County Comprehensive Plan highlights the importance of advancing safety for people walking, rolling and biking as essential for achieving many of the County's goals and objectives.

Relevant sections:

- Growth in Centers and the Promotion of Public Health for All (P. 2-9, 2-14)
- General Policy Guidance (P. 8-8)
- Active Transportation Program (P. 8-17 to 8-19)

King County Metro's Long-Range Plan: Metro Connects identifies the importance of Safe Routes to Transit planning and implementation to improve the rider experience and provide safe, accessible first/last mile connections to transit. Relevant section:

- Connecting to Transit (P. 59-61)

King County Traffic Safety Action Plan established King County's plan to eliminate fatalities and serious injuries on all public roadways, including roads that connect to transit. Relevant sections:

- Key Strengths: Transit Connectivity (P. 25)
- Survey: Types of Locations Prioritized for Safety Improvements (P. 27)

Puget Sound Regional Council: Regional Transportation Plan (2022-2050) identifies transportation safety as a cross-cutting issues addressed throughout many sections of the plan, including advancing a safe systems approach through collaboration among regional partners. Relevant sections:

- Goals and Performance Measures: Safety (P. 18)
- Integrated Multimodal System: Access to Transit, Safety (P. 32, 36)
- Bicycle and Pedestrian, Connectivity in Transit Station Areas and Bicycle and Pedestrian Safety (P. 60)
- Safety: Safe Systems Approach (P. 107-111)

Puget Sound Regional Council: Safety Action Plan calls for local jurisdictions to develop local safety action plans, establishes a regional high-injury network, and identifies frequent transit facilities as a regional emphasis area. Relevant sections:

- Regional Emphasis Areas: Frequent Transit Stations (P. 31-33)
- Public Involvement: Findings. Common theme through feedback is to ensure safe access to public transit (P. 39)
- Call for Local Action: Using the RSAP to inform Local Plans and Investments (P. 80)

Local jurisdictions' comprehensive plans also provide policies and strategies that support safe nonmotorized travel and access to transit.

If no, please describe how the project is consistent with the applicable local comprehensive plan, including 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.

N/A

Support for Centers

Describe how the project will support the existing and planned housing/employment densities in the center.

The proposed study will support enhanced nonmotorized safety within designated regional, countywide, and local centers and along the transit corridors that connect them. Safety improvements directly support existing and planned housing and employment densities envisioned for these centers.

Safe and reliable first- and last-mile walking and biking connections to transit are essential for achieving the higher-density, mixed-use development called for in local comprehensive and center subarea plans across King County. By enabling people of all ages and abilities to reach transit without a personal vehicle, the study's outcomes will help reduce demand for parking and free up land for housing, jobs, and community amenities - core objectives of center-focused development and redevelopment policies. In this way, the project directly advances adopted local plans that prioritize transit-supportive growth, multimodal access, and safe streets within centers.

Implementing safety improvements near transit stops and stations along transit corridors connecting designated centers helps people of all ages and abilities travel safely and conveniently between activity centers. Safe access-to-transit improvements reduce reliance on single-occupancy vehicles and create a more inclusive transportation network for people of all ages and abilities to connect to jobs, housing, services, and amenities within designated centers.

Describe how the project will support the development/redevelopment plans and activities (objectives and aims) of the center.

The proposed study will support development and redevelopment within designated centers by strengthening the foundation for safe, reliable access to transit, a key component which is essential for achieving higher-density housing, employment, and mixed-use goals.

Centers rich with safe, convenient mobility choices are more attractive and viable for development/redevelopment. By aligning safety and access-to-transit investments with planned land use densities, the proposed study reinforces a positive cycle: safer, more connected streets make higher-density development viable, and higher density in turn supports more frequent transit service – core outcomes envisioned in local comprehensive and subarea plans.

The proposed study will focus on serving people of all ages and abilities - whether they bike, walk or roll – by helping create inclusive and connected transit-oriented centers. Improving universal accessibility attracts a greater diversity of people and activities, fostering the conditions necessary for denser, more vibrant development and redevelopment.

Category-Specific Criteria: Pedestrian and Bicycle Projects

Describe how the project extends or completes a regional or local pedestrian and bicycle system, and/or adds facilities to an existing pedestrian and bicycle system or network.

The proposed project is a countywide planning study that identifies and prioritizes improvements to close critical gaps and crash hotspot in the active transportation network connecting to transit. While King County does not maintain a single defined active transportation network, The study will integrate and build on existing systems including local jurisdiction active transportation plans, King County's Leafline trail network, PSRC's regionally designated nonmotorized/trails network, and WSDOT statewide bikeways and trails network to determine where facilities are missing or are insufficient for safe access to transit.

The study will recommend high-impact opportunities to extend and complete these networks where safety issues or barriers such as crash hotspots, disconnected sidewalks or bikeways, high-stress crossings, and other access constraints limit community use and functionality. Resulting recommendations may include new or enhanced sidewalks, bikeways, and multimodal treatments that address these barriers and strengthen continuous, safe routes to transit.

By guiding King County Metro's Safe Routes to Transit investments, the study will enable targeted improvements that close critical gaps in the existing network, creating safer and more continuous connections for people walking, biking and rolling to transit. Identified improvements will strengthen first/last-mile access to transit and reinforce regional pedestrian and bicycle networks.

Describe how the project addresses a need in the community and reduces key barriers to use and functionality, i.e. travel distance, a steep slope, a comfort issue, or other identified barrier.

Pedestrian and cyclist safety is a growing concern in urbanizing areas, and this trend is well-documented in transportation research, federal guidance, and in state, regional and local planning. This study will identify and prioritize improvements at crash hotspots near transit. A systemic safety analysis will illuminate characteristics of serious and fatal crashes involving people walking and biking along streets that connect to transit. Findings will inform appropriate infrastructure countermeasures to prevent similar crashes in the future.

Easier, more convenient access to transit would encourage more transit use, according to respondents to Metro's Rider/Non-Rider Survey (2023). Of the 4,430 respondents in the Rider/Non-Rider Survey, over half of respondents travel between one half to one mile to access transit. Predominant barriers to access transit include the need for sidewalk and lighting improvements, according to survey respondents. Safety improvements such as sidewalk connections, safe street crossings and lighting improvements are among the type of improvements likely to be evaluated and recommended by the proposed study.

Network gaps and barriers disproportionately affect people with disabilities, older adults, residents with low incomes, and others who rely on walking, biking, and transit. The study will identify safety

improvements that address barriers such as incomplete or substandard sidewalks, high-stress or disconnected bikeways, poor lighting, and inadequate street crossings. Together, these improvements eliminate the real and perceived safety challenges that prevent people from walking, rolling, or biking to transit, expanding mobility choices for all.

Describe the connections to transit stops and stations provided by the project, including bus, rail, ferries, etc.

The study will identify safety improvements along high-injury corridors that connect directly to transit. By focusing on crash hotspots near transit stops and stations, the study ensures that safety and accessibility improvements serve those with the greatest need for reliable first/last-mile connections to transit.

Improved sidewalks, crossings, and bikeways connecting to transit will create safer, more accessible routes for people traveling to and from transit stops, stations and facilities. Safe, active transportation connections are critical for community members who depend on transit and affordable mobility choices, like people with disabilities, older adults, residents with low incomes and others who rely on walking, biking, and transit. Vulnerable roadway users and priority populations, such as those listed above, bear a disproportionate burden when that infrastructure is unsafe or incomplete.

Describe the anticipated level of public usage within the community and how the project will benefit a variety of user groups, including commuters, residents, and/or commercial users.

Safe multimodal connections and access to affordable mobility choices benefit community members across all user groups. Safety improvements at crash hotspots near transit will benefit a wide range of current and future travelers including:

- Commuters who walk, roll or bike to transit will experience more direct, reliable, and comfortable access to bus stops and rail stations. By reducing barriers and exposure to high-injury locations, these improvements make transit a more reliable and viable commute option.
- Residents, including older adults, people with disabilities, and households with low incomes, will benefit from safer and more accessible everyday trips. Because priority populations are disproportionately represented among serious and fatal crashes involving people walking, biking and rolling, targeted safety improvements at high-injury locations will have a particularly meaningful impact on their ability to travel independently and confidently.
- Students and young people are often non-drivers and rely on transit, will gain safer and more complete walking and rolling connections. These improvements support affordable, independent mobility that helps youth access school, recreation, and community services.
- Commercial users and local businesses will indirectly benefit from improved pedestrian and multimodal access. People-centered streets increase foot traffic, and calmer vehicle speeds make commercial districts more accessible to a broader range of customers, supporting the economic vitality of business areas, especially within designated urban centers.

Discuss whether there will be a loss of opportunity if this project is not funded, e.g., development or other economic pressure.

Failing to fund this project would result in a significant lost opportunity to advance coordinated, multiagency safety improvements at a critical moment. The proposed study would build on the momentum created by recent regional and federal investment in safety analysis, including Safe Streets for All, a national initiative and federal grant program. These efforts have generated high-quality data, strengthened partnerships, and established clear safety priorities that are ready for implementation.

At the same time, development and population growth continue to increase demand for safe, connected safe pedestrian, bicycle, and transit networks. Many of the locations identified for analysis are experiencing rising safety concerns and development pressure. Delaying action risks missing the window to address these issues proactively, before costs escalate or opportunities to shape street design are constrained by ongoing development.

Without funding, preventable crashes at high-injury locations may continue, and the cost and complexity of building safety improvements will only grow. Investing now allows agencies to leverage existing momentum, maximize the impact of previous planning efforts, and make timely, coordinated improvements that protect public safety and use public funds more efficiently than reactive, piecemeal responses in the future.

Category-Specific Criteria: Community Support

Section 1: Addressing Population Groups, Benefits and Disparities

Please identify the different population groups within the project area, and describe any disparities or gaps in the transportation system being experienced. Describe how the project is addressing these disparities or gaps and providing an improvement.

King County is home to a diverse population that includes residents with low incomes, people with disabilities, older adults, youth, students, and others who rely on walking, rolling, and transit for daily travel. The priority populations and vulnerable roadway users experience a disproportionate burden from serious and fatal crashes, historic disinvestment and inadequate infrastructure connecting to transit stops.

Within King County, gaps in the sidewalk network, lack of or insufficient street crossings, and high-stress or disconnected bikeways near transit stops and stations compounding barriers that limit safe, independent mobility. These conditions reduce access to essential destinations and increase exposure to unsafe roadway environments. The proposed study will address these disparities by identifying, evaluating, and prioritizing improvements at crash hotspots and along high-injury corridors near transit. This approach ensures that safety and accessibility investments are directed to locations where they will most benefit communities with the greatest need. A racial equity toolkit will be used to guide the community engagement process, ensuring that those most affected by inadequate nonmotorized facilities are centered throughout the study.

For additional detail on the populations groups that would be served by this study, please refer to the response to the previous question: “Describe the anticipated level of public usage within the community and how the project will benefit a variety of user groups, including commuters, residents, and/or commercial users.”

Section 2: Addressing Outreach

Please describe the public outreach process that led to the development of the project. This could be at a broader planning level (comprehensive plan, corridor plan, etc.) or for the specific project. Include specific outreach or communication with the population groups identified in the previous section.

Transit riders and non-riders have identified the need to address barriers to accessing transit through Metro’s Rider/Non-Rider survey and the ADA Transition Plan.

- Metro’s Rider/Non-Rider survey is a semi-annual survey of King County residents aimed at understanding travel behaviors, transit-specific attitudes and behaviors, demographics, as well as special topics relevant to ongoing work at Metro. The survey is conducted through mailed post cards that respondents can complete through mail or an online survey. The survey is designed to accurately reflect the diverse communities within King County. It intentionally oversamples the populations that use transit most frequently, including residents with low incomes and people of color, to ensure their travel patterns and experiences are well represented in the results.

According to the 2025 survey results, 78.8% of riders walk and 8.2% bike to access transit. These findings show that a significant share of King County residents rely on active transportation to reach transit. In 2022, the survey added a special topic asking what would make it easier for respondents to access transit. Of those surveyed, 34% cited improved sidewalks, 22% asked for new sidewalks, 15% requested new bike lanes, and 11% identified improved bike lanes. These results indicate that many customers and potential customers lack safe, comfortably active transportation connections to transit stops and stations.

- Published in 2024, the Americans with Disabilities Act (ADA) Transition Plan documents the steps Metro is taking to ensure ADA compliance. Community engagement played a central role in developing the plan and included informational sessions, informational interviews, focus groups, and an online open house and survey. These activities involved a wide range of disability advocacy and resource organizations including Whose Streets? Our Streets!, Disability Rights WA, National Federation for the Blind, East African Senior Center, Lighthouse for the Blind, Hopelink, The Arc of King County, and many more.

The online survey was available for a month and promoted through channels that would reach people with disabilities as well as their family members, friends, and caregivers. When asked “Which of the following actions would be most helpful for our ability to use public transit?” the most frequently selected priority (48%) was “Maintain, improve, and/or add sidewalks, curb cuts, or ramps at or around Metro facilities.” Feedback also highlighted the need for a safer and more connected sidewalk network in South Seattle and South King County, areas with some of the highest concentrations of communities of color. These results show that the accessibility and safety of the infrastructure connecting Metro facilities to surrounding neighborhoods remains a

significant barrier for many riders with disabilities.

Describe how this outreach influenced the development of the project, e.g., the location, scope, design, timing, etc.

Feedback from both the Rider/Non-Rider Survey and ADA Transition Plan show a strong consensus that unsafe and inaccessible streets, walkways and bikeways leading to transit stops limits transit use, especially for vulnerable populations. The demographic data collected from these efforts also reinforces a well documented pattern in King County: that the highest rates of serious or fatal collisions, as well as sidewalk gaps, are in areas with higher proportions of communities of color and residents with low incomes.

The proposed study is a direct next step based on feedback Metro received from transit riders and priority populations. Engaging vulnerable communities who are most impacted by crashes and network gaps will be central to the study's development. A racial equity toolkit will guide the community engagement process, ensuring that those most impacted by traffic violence and safety challenges remain at the center of the study.

Category-Specific Criteria: Safety and Security

Describe how the project addresses safety and security.

The proposed study will identify, assess, and prioritize safety improvements at crash hotspots located near transit. It will also establish Metro's systemwide approach for evaluating safety risks and prioritizing investments that improve access to transit, including guidance on design, funding and partnership-based implementation.

Through a systemic safety analysis, the study will examine the factors contributing to serious and fatal crashes involving people walking and biking along streets that connect to transit. This approach aligns with Metro's adopted safety policies and emphasizes design-based solutions rather than enforcement. These findings will inform selection of appropriate infrastructure countermeasures to prevent similar crashes in the future.

The final outcome will be a prioritized project list of transit access safety improvements that Metro and its partners can use to apply for funding to support final design and construction, ensuring long-term safety and security for people accessing transit.

Describe how the project helps protect vulnerable users of the transportation system, by improving pedestrian safety and addressing existing risks or conditions for pedestrian injuries and fatalities and/or adding or improving facilities for pedestrian and bicycle safety and comfort.

The study directly protects vulnerable users by identifying, assessing, and prioritizing safety improvements at crash hotspots near transit - locations where people walking, rolling, and biking face the highest risks. By focusing on these high-injury areas, the study addresses clearly documented safety issues affecting those disproportionately impacted by traffic violence and those who rely on active modes to reach transit.

The resulting prioritized list of safety projects will better position Metro and its partners to fund and implement proven safety countermeasures that will reduce the likelihood of future injuries and fatalities, particularly with those with the least ability to navigate existing network gaps.

Does your agency have an adopted safety policy (e.g., Vision Zero, Target Zero, etc.)? How did these policies inform the development of the project?

Yes. King County's safety policies and programs include the King County Target Zero Strategic Plan and the King County Traffic Safety Action Plan.

- King County's Target Zero Strategic Plan outlines the County's commitment to reduce the number and severity of injuries and fatalities of those walking, rolling, driving, and traveling within King County. This is a broad effort, led by the Department of Public Health, bringing together a range of County partners to address traffic violence. The proposed study will reinforce the Target Zero Strategic Plan's approach to implement federally adopted approaches to transportation safety interventions, like the FHWA Safety Countermeasures and Safe System Approach.

- King County's Traffic Safety Action Plan envisions a future without crashes, injuries, and fatalities. Where all people can get where they need to safely and securely. Safety is the County's highest priority for its nearly 1,500 miles of county roads. The Department of Local Services Road Services Division led the development of the Traffic Safety Action Plan and uses the plan to identify safety improvements. The proposed study will utilize with the findings of the Traffic Safety Action Plan, focusing on where crash hotspots or high-injury corridors connect to transit.

Describe how the project reduces reliance on enforcement and/or designs for decreased speeds.

The study will recommend design-based safety improvements that prioritize vulnerable road users and reduce reliance on law enforcement. By identifying proven countermeasures such as upgraded sidewalks, enhanced and shortened crossings, improved lighting, protected bike facilities, and traffic-calming elements, the study will focus on infrastructure changes that increase driver awareness, calm vehicle speeds, and increase nonmotorized travelers' visibility. Reallocating street space to create dedicated areas for walking, rolling, and biking reduces conflict points and elevates safety without depending on enforcement. These design strategies directly address the conditions that lead to crashes and create a safer, more predictable environment for all users.

Project Readiness

Preliminary Engineering/Design

Are you requesting funds for ONLY preliminary engineering?

Yes

Is preliminary engineering/design complete?

N/A

If not complete, which best describes the CURRENT status of the project's engineering/design?

Not Started

Please provide the date the preliminary engineering/design phase was complete, or the anticipated date of completion.

January, 2029

Environmental Documentation

What is the current or anticipated level of environmental documentation required under the National Environmental Policy Act (NEPA) for this project?

Has NEPA documentation been approved?

Please provide the date of NEPA approval, or the anticipated date of completion (month and year).

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Has there been a NEPA kick-off meeting with WSDOT Local Programs for this project?

N/A

If yes, is a formal Endangered Species Act (ESA) consultation expected?

N/A

Right of Way

Will Right of Way be required for this project?

What is the actual or estimated start date for right of way (month and year)?

N/A, N/A

What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)?

N/A, N/A

Has right of way certification been completed?

N/A

If not, what is the estimated ROW certification date (month and year)?

N/A, N/A

Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits.

N/A

Construction

Are funds being requested for construction?

Do you have an engineer's estimate?

N/A

Please attach the engineer's estimate.

N/A

Identify the environmental permits needed for the project and when they are scheduled to be acquired.

N/A

Are Plans, Specifications & Estimates (PS&E) approved?

N/A

Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year)?

N/A, N/A

When is the project scheduled to go to ad (month and year)?

N/A, N/A

Other Considerations

If the project milestone dates specified above are less than [PSRC's Project Phase Milestone Minimum Timelines](#), please explain the project characteristics that justify the planned schedule.

N/A

PSRC Funding Request

Phase	Year	Amount
PE/Design	2027	\$1000000

Total PSRC Funding Request: \$1000000

Has this project received PSRC funds previously?

Please provide the project's PSRC TIP ID.

No

N/A

Total Estimated Project Cost and Schedule

Preliminary Engineering/Design Phase

Fund Source	Funding Status	Amount
		\$
		\$
		\$
		\$
		\$

Total Preliminary Engineering/Design Phase Cost: \$0

Expected year of completion for this phase:

,

Right of Way Phase

Fund Source	Funding Status	Amount
		\$
		\$

		\$
		\$
		\$

Total Right of Way Phase Cost: \$0

Expected year of completion for this phase:

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Construction Phase

Fund Source	Funding Status	Amount
		\$
		\$
		\$
		\$
		\$

Total Construction Phase Cost: \$0

Expected year of completion for this phase:

,

Other Phase

Fund Source	Funding Status	Amount
Unsecured	TAP(PSRC)	\$1000000

Local	Secured	\$550000
		\$
		\$
		\$

Total Other Phase Cost: \$1550000

Expected year of completion for this phase:

January, 2029

Project Summary

Total Estimated Project Cost:	Estimated Project Completion Date (month and year):
\$1550000	January, 2029

Financial Documentation

Please enter a description of your financial documentation in the text box below.

King County Metro appropriated \$550,000 in local funds within our 2026-2027 Capital Budget for Safe Routes to Transit Planning, project #1148352. The 2028-2029 Capital Improvement Program also includes an additional \$220,000 in placeholder funding for this project, pending final appropriation during Metro's next budget process, which will conclude in fall 2027

Please upload supporting documentation demonstrating all necessary matching funds for the phase(s) for which PSRC funds are being requested are secure or reasonably expected.

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Other Considerations

Describe any additional aspects of your project not requested in the evaluation criteria that could be relevant to the final project recommendation and decision-making process.

N/A

Please upload any relevant documents here, if they have not been uploaded previously in this application.

N/A

End of the Application

NOTE: Sponsors may update and resubmit information included in the application until submission deadline. If you need assistance editing an application that has already been submitted, please contact Mitch Koch at mkoch@psrc.org to have it returned to you.

Capital Appropriation Proposal

Budget: 2026-2027 Biennial Budget, Scenario: Executive Proposed, Agency: Transit, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

Safe Routes to Transit Planning Budget

1148352

Parent Project

Department	METRO TRANSIT DEPARTMENT
Council District(s)	1, 2, 3, 4, 5, 6, 7, 8, 9
Fund	3641 PUBLIC TRANSPORTATION INFRASTRUCTURE CAPITAL
Class Code	TDC SAFE ROUTES TO TRNST PLN B
Portfolio	Fixed Assets
Sub Portfolio	Passenger Infrastructure
Location	Countywide
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2025	FY26-27	FY28-29	FY30-31	Total Budget
1 Planning 01/01/25 - 01/01/36	\$5,337	\$0	\$0	\$0	\$5,337
2 Preliminary Design 01/01/25 - 01/01/36	\$344,663	\$194,664	\$0	\$0	\$539,327
3 Final Design	\$0	\$0	\$0	\$0	\$0
4 Implementation	\$0	\$0	\$0	\$0	\$0
5 Closeout 01/01/25 - 01/01/36	\$0	\$5,337	\$0	\$0	\$5,337
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total Budget	\$350,000	\$200,000	\$0	\$0	\$550,000

ART	FY26-27	FY28-29	FY30-31	Total 6-Year Art Budget
Art	\$0	\$0	\$0	\$0

REVENUE

Account	FY26-27	FY28-29	FY30-31	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	\$200,000	\$0	\$0	\$200,000
Total Revenue	\$200,000	\$0	\$0	\$200,000

Capital Appropriation Proposal

Budget: 2026-2027 Biennial Budget, Scenario: Executive Proposed, Agency: Transit, Fund: All, Project: All, Cap Status: All, Is IT Proj? Both Yes and No

EXPENSE	TDC SAFE ROUTES TO TRNST PLN B					1148352
Capital Phase	ITD Actuals thru 12/2024	2025 Projected YE	FY 26-27	FY 28-29	FY 30-31	Total Expense
1 Planning	\$0	\$5,337	\$0	\$0	\$0	\$5,337
2 Prelim Design	\$0	\$170,838	\$368,488	\$0	\$0	\$539,327
3 Final Design	\$0	\$0	\$0	\$0	\$0	\$0
4 Implementation	\$0	\$0	\$0	\$0	\$0	\$0
5 Closeout	\$0		\$5,337	\$0	\$0	\$5,337
6 Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total Expense	\$0	\$176,175	\$373,825	\$0	\$0	\$550,000

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2025	ITD Budget thru 06/2025	ITD Actuals thru 12/2024 + 2025 Projected YE
1 Planning	\$0	\$5,337	\$0	\$5,337	\$5,337
2 Preliminary Design	\$0	\$539,327	\$0	\$344,663	\$170,838
3 Final Design	\$0	\$0	\$0	\$0	\$0
4 Implementation	\$0	\$0	\$0	\$0	\$0
5 Closeout	\$0	\$5,337	\$0	\$0	\$0
6 Acquisition	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$550,000	\$0	\$350,000	\$176,175

Capital Phase	2026 Starting Balance	2026-2027 Budget Request	2026-2027 Expense	2027 Ending Balance
1 Planning	\$0	\$0	\$0	\$0
2 Preliminary Design	\$173,825	\$194,664	\$368,488	\$0
3 Final Design	\$0	\$0	\$0	\$0
4 Implementation	\$0	\$0	\$0	\$0
5 Closeout	\$0	\$5,337	\$5,337	\$0
6 Acquisition	\$0	\$0	\$0	\$0
Total	\$173,825	\$200,001	\$373,825	\$0

NARRATIVES TDC SAFE ROUTES TO TRNST PLN B 1148352

SCOPE

TDC Safe Routes to Transit Planning covers planning of countywide active transportation improvement projects that fill existing walking, rolling, and bicycling network gaps connecting to fixed and flexible transit corridors. This project will supplement the existing EBS Project 1134197 (TDC Safe Routes To TR Inv) by conducting analysis to identify and prioritize implementation of active transportation improvements over future biennium. The outcome of this project will be a countywide Safe Routes to Transit Program Implementation Plan that establishes an approach to investment identification, prioritization, timeline, and approach with local jurisdiction partnership.

Capital Appropriation Proposal

Budget: 2026-2027 Biennial Budget, Scenario: Executive Proposed, Agency: Transit, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES

TDC SAFE ROUTES TO TRNST PLN B

1148352

BACKGROUND & BENEFITS

Metro's Safe Routes to Transit program supports cities by providing funding to expedite the implementation of walking, rolling, and bicycling improvements projects connecting to transit that otherwise may be limited by funding at the local level. Metro works with local partners to obtain grants to supplement local funding for the planning, design, and construction of safe walking, rolling, and bicycling facilities that connect to transit services and facilities. Historically, the projects supported by the Safe Routes to Transit program have been part of planned RapidRide corridor development and other transit service restructures and expansions. Limited planning budget has prevented Metro from proactively conducting planning, analysis, and prioritization of improvement projects that target existing access to transit gaps across the county. This planning project will allow Metro to more effectively apply the Safe Routes to Transit program budget to advance Metro's goals of growing transit ridership, supporting and improving the customer experience, improving transit speed and reliability, reducing greenhouse gas emissions, increase safety near major transit hubs, supporting local smart growth plans, and improving public health goals through more active transportation by residents.

DESCRIPTION OF BUDGET REQUEST

This budget request supports the Safe Routes to Transit program through focused implementation planning, project identification, and prioritization that will guide future Safe Routes to Transit investments. The project assumes a higher initial budget for the first year to establish a program implementation plan, with lower ongoing funds for focused implementation planning to support grant proposals, more detailed planning with cities, and review and approval of infrastructure design.

ALTERNATIVES ANALYSIS

N/A

STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The project supports the Safe Routes to Transit program's SCAP alignment through prioritization of transit-supportive improvements. The Safe Routes to Transit program contributes to achieving 2020 Metro SCAP strategies in Transportation and Land Use by designing and constructing improvements that help riders reach mobility services without depending on driving a personal vehicle. Strategy GHG 2.4 Improve Access to Mobility (pg. 72): GHG 2.4.1 Develop station area passenger facilities and guidelines that prioritize passenger access and deprioritize single-occupancy vehicle access; GHG 2.4.2 Enhance opportunities to walk, roll and bike safely and conveniently to transit; GHG 2.5.2 Provide a range of transit and mobility services that allow for seamless connections between modes and destinations to transit.

EQUITY AND SOCIAL JUSTICE IMPACT

The project establishes a framework for the Safe Routes to Transit program to make more efficient investment decisions in line with Metro's goals. Investments in the Safe Routes to Transit program prioritize areas where needs are greatest, such as South King County and other locations identified on Metro's Equity Area Map. The Safe Routes to Transit program supports the ESJ Strategic Plan's Transportation and Mobility agenda item #2: investments in community partnerships ("Partner with local jurisdictions as they plan for "complete streets"— their community's transit, bike and walk plans) with a particular focus on those who may rely on public transit or don't have access to cars." The Safe Routes to Transit program supports ESJ Goal Area Plans, Policies and Budgets Goal 2 by factoring equity in capital investments where needs are greatest.

OPERATING BUDGET AND OTHER IMPACTS

This project has very little impact on the operating budget. Any assets developed through the Safe Routes to Transit Program (funded by capital outlay) are city assets which are owned and managed wholly by those jurisdictions. This project will develop the Safe Routes to Transit Implementation Plan and will rely on capital outlay to sustain ongoing coordination, analysis, and planning efforts.

OTHER AGENCY INVOLVEMENT

WSDOT, Sound Transit, various local jurisdictions. These partners will be engaged on proposed improvements, service planning, and timeline of implementation.

FUNDING AND REVENUE DISCUSSION

This is a planning project that supports the Safe Routes to Transit Program, which is capital outlay type and leverages state and federal funds for improvements throughout the county. This planning project to create the Safe Routes to Transit Program Implementation Plan has minimal impacts on capital delivery resources as this work mainly facilitates partnership funding to local jurisdictions, who are then responsible for the implementation and management of the improvement projects.

Capital Appropriation Proposal

Budget: 2026-2027 Biennial Budget, Scenario: Executive Proposed, Agency: Transit, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

NARRATIVES	TDC SAFE ROUTES TO TRNST PLN B	1148352
ART ELIGIBILITY		
Not Eligible - planning project		
OTHER CONSIDERATIONS (OPTIONAL)		
N/A		
IT PROJECT STATUS		
N/A		
STRATEGIC IT PLAN ALIGNMENT		
N/A		
IT PROJECT COMPLEXITY		
N/A		
CAPACITY TO IMPLEMENT THE IT PROJECT		
N/A		
IT PROJECT RISKS		
N/A		