Funding Application

Competition: Regional FHWA
Application Type: Corridors Serving Centers
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Project Information

1. **Project Title**
   On-Demand Feeder-to-Fixed Route Connections to Transit Program

2. **Regional Transportation Plan ID**
   N/A

3. **Sponsoring Agency**
   King County Metro

4. **Cosponsors**
   N/A

5. **Does the sponsoring agency have "Certification Acceptance" status from WSDOT?**
   Yes

6. **If not, which agency will serve as your CA sponsor?**
   N/A

Contact Information

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Project Description

1. **Project Scope**
   Metro will contract with a service provider to provide on-demand feeder-to-fixed route (F2FR) service for two years at three newly expanded transit hubs located in Regional Centers: Federal Way Transit Center, Overlake Village Station, and Auburn Transit Center. Customers within an approximately two-mile radius of these transit centers will be able to request rides through an app or call center, get picked up within 15 minutes, and rideshare with other customers to and from the transit hub located in the Regional Center and destinations within the service area. The service is intended to be available all-day; exact service hours determined based on community input, fixed-route transit service hours, projected ridership demand, and final costs. Proposed project costs include: service design and operations, marketing and promotions, community engagement, evaluation and information sharing.

The on-demand F2FR services provided by this project will fill critical gaps in transit service, directly benefiting 900,000 residents and 850,000 employees located within the F2FR service area.
Proposed F2FR services are expected to promote significant mode shift to transit, reduce traffic congestion on corridors connecting Regional Centers, reduce negative environmental impacts including air pollutants, and support land use development goals within Regional Centers.

The project would leverage major new transit capital/services opening at the hubs in 2023-2024 including Metro RapidRide service in 2023 (Auburn), and new ST Link light rail in 2023 (Overlake Village) and 2024 (Federal Way).

Expected project outcomes include:

- Improved access to housing, employment and services, including for underserved populations;
- Increased transit ridership facilitated by over 1.3 million F2FR rides;
- Decreased annual SOV VMT by 620,000; and
- Decreased traffic congestion on corridors connecting Regional Centers.

### 2. Project Justification, Need, or Purpose

The region is investing in light rail and bus rapid transit expansion with new service opening at the Auburn, Overlake Village and Federal Way transit centers providing more mobility to support growth. These new services will increase parking demand at these overcrowded facilities. Many regional park and rides are at/overcapacity, and building more parking is costly. Lack of access to transit center parking limits potential increased ridership.

This project would expand the operational capacity of these transit facilities by reducing the need for personal auto use and parking to provide access, enabling communities to take full advantage of these significant investments.

Increasing transit use begins with ensuring reliable and convenient ways for people to access transit service. However, many travelers face barriers accessing nearby frequent, high-capacity transit. As a result, many choose to drive to their destinations, crowding parking lots, while others face unsafe conditions walking or biking to transit, or suppress trips altogether. Many community members cannot drive due to disability, income, or preference and are more dependent on transit access to meet their needs. The introduction of rideshare services has set new expectations for riders to be able to request rides on demand, however costs and accessibility are often barriers.

F2FR services fill gaps where local bus service is inadequate due to limited or nonexistent routes, distance from a stop, time of day, or frequency of service; where walking and biking may be unsafe; and when park & ride lots are full. F2FR services enhance the mobility of travelers trying to access transit at off-peak, mid-day hours, expanding the operational capacity of the transit centers. This project represents the next phase of F2FR services, building on lessons learned from Metro’s initial pilots, with a focus on improving the F2FR service delivery model to improve air quality, cost-effectiveness, safety, and equity of services.

### Project Location

1. **Project Location**
   The Auburn, Federal Way and Overlake Village transit centers with 2 mile service buffer around each station. Please see map in Attachment A.

2. **Please identify the county(ies) in which the project is located. (Select all that apply.)**
   - King

3. **Crossroad/landmark nearest the beginning of the project**
   - N/A

4. **Crossroad/landmark nearest the end of the project**
   - N/A

5. **Map and project graphics**
   - Attachment_A.pdf

### Plan Consistency

1. **Is the project specifically identified in a local comprehensive plan?**
2. **If yes, please indicate the (1) plan name, (2) relevant section(s), and (3) page number where it can be found.**

The project is consistent with the King County Comprehensive Plan (2018), METRO CONNECTS, the King County Metro’s Strategic Plan for Public Transportation 2011-2021 (2015), the King County Strategic Climate Action Plan (2015), PSRC Vision 2040, and the comprehensive plans of the cities of Bellevue, Federal Way, Auburn and Redmond.

King County 2018 Comprehensive Plan Policies:
- **T-103** Support policies to maximize efficiency and effectiveness of County services, infrastructure and facilities.
- **T-104** Provide a system of transportation services and travel options to all members of the community.
- **T-245** Implement transportation demand management (TDM) to increase the share of trips made by modes other than driving alone.
- **T-253** Partner with local jurisdictions, the PSRC and others to encourage alternatives to commuting by single-occupant vehicles.

These policies are found on pages 8-9, 8-24, and 8-25 of the plan.

METRO CONNECTS, the King County Metro Long-Range Plan Local and Flexible Service:
“Pilot new and innovative services and technology applications. Advances in real-time, on-demand transit may enable us to serve low-density areas more effectively, providing connections to local activity centers and to regional and local fixed-route transit. Changes in the way people get around could include ridesharing options, on-demand van service, use of automated vehicles, traffic management innovations, and other advances in technology yet to come. Private service providers may present partnership opportunities to fill gaps.” (p. 37)

Accessible Transportation Options:
“Pilot and start new service models to reduce costs and improve service quality. Potential approaches include same-day Access Transportation service and public-private partnerships to expand accessible taxis or TNCs in King County.” (p. 39).

Shared Mobility Options:
“These are services like bike, car, and ride sharing that are integrated with transit and provide first and last mile connections to transit.” (p. 61)

King County Metro’s Strategic Plan for Public Transportation 2011-2021, which supports the expansion of new services and new modes providing access to Metro’s fixed route services by enhancing strategic points of intermodal connection. Strategic Plan Strategies 2.1.4 found on p.30, 3.2.1 on p. 34, 3.2.2 on p. 35, 3.2.4 on p.35, and 3.3.2 on p.36.

King County Strategic Climate Action Plan:
Reduce the need for driving and provide and facilitate the use of sustainable transportation choices such as public transit, alternative technology vehicles, ridesharing, walking, and bicycling (Goal 1: County Services p. 42).

PSRC Vision 2040 which sets the transportation goal of supporting the regional growth strategy by focusing on connecting centers with a highly efficient multimodal transportation network, and growth policies focused on centers MPP-T-9, MPP-T-11, MPP-T-12, MPP-T-14, MPP-T-15, MPP-T-16, MPP-T-22.

The project is also consistent with Vision 2040’s transportation goal of offering greater options, mobility, and access in support of the regional growth strategy MPP-T-23, MPP-T-24, MPP-T-26, MPP-T-32.

City of Bellevue Comprehensive Plan (2019 Update):
This project is consistent with the Plan’s policies to direct transportation investments and service to support the Urban Centers growth strategy of the Countywide Planning Policies (TR-3), and transportation demand management policies TR-9, TR-11, TR-13, TR-15, and TR-18 found on pages 181 to 183.

This project is consistent with City Center Core goals and policies contained in Section 7.7; Transportation goals 5.1 to 5.8 related to TDM, trip-reduction and non-drive-alone modes; TDM activities as related to Vision 2040 (III-40); Regional Growth Center goals (III-50); CTR goals (III-62).

City of Auburn Comprehensive Plan (2015):
This project is consistent with the plans policies to direct transportation investments including Coord-01: Coordinate transportation operations, planning and improvements with
other transportation authorities and governmental entities (cities, counties, tribes, state, federal) to address transportation issues. These include: Transit connections to the Regional Growth Centers and Establishing the Auburn Station as a center for multi-modal transportation connections to proposed future intercity rail service.

**TRANSPORTATION DEMAND MANAGEMENT (TDM)**

**Objective:** To utilize transportation demand management strategies to lessen demand for increased street system capacity, help maintain the LOS standard, and enhance quality of life for those who use and benefit from the transportation system.

**TDM-01:** Encourage the use of high-occupancy vehicles (buses, carpool, and vanpool) through both private programs and under the direction of Metro and Pierce Transit.

**TDM-03:** Encourage employers to provide TDM measures in the workplace through such programs as preferential parking for high-occupancy vehicles, car sharing, improved access for transit vehicles, and employee incentives for using high-occupancy vehicles.

**TDM-05:** Recognize emerging TDM strategies such as tolling, variable-priced lanes, and car sharing may be effective in certain situations.

**TDM-06:** Coordinate with Metro and other jurisdictions to enhance Commute Trip Reduction (CTR) programs for CTR employers in Auburn.

**TRANSIT SERVICES**

**Objective:** To encourage the continued development of public transit systems and other alternatives to single occupant vehicle travel, to relieve traffic congestion, to reduce reliance on the automobile for personal transportation needs, to improve route coverage and scheduling, and to ensure transit is a convenient and reliable mode option for both local and regional trips.

**Transit-01:** Partner with WSDOT, Metro Transit, Pierce Transit, Sound Transit, Muckleshoot Indian Tribe, and private businesses to achieve Auburn's transit and passenger rail objectives.

**Transit-02:** Work with local and regional transit agencies to serve new and existing trip generators in Auburn, such as colleges, commercial areas, and community facilities.

**Transit-03:** Encourage Sound Transit, Metro Transit, and Pierce Transit to expand transit to underserved areas of Auburn.

City of Redmond Comprehensive Plan (2018 update): This project is consistent with the Plan's Transit System Plan, as contained in the Transportation Master Plan, to work with transit agencies to serve Redmond (TR-18, P9-2), plan for the extension of East Link to Redmond Overlake (TR-10, P9-2), create transit-oriented development and connections to nearby destinations at Redmond’s light rail stations (TR-11.1, P9-4). The project is also consistent with the Plan’s goal to increase non-SOV travel to 40 percent of peak-period trips in urban centers and expand transit options (UC-27, P14-7), provide mobility choices that enhance the attractiveness of transit, ridesharing, and use of alternate fuels (FW-35, P2-12), leverage regional and federal agency funding to support transit service in Urban Centers (LU-49, P5-19), increase mobility within Overlake (OV-27, P14-30), consider reducing parking requirements for developments near transit stations (OV-36, P14-32)

Redmond Transportation System Plan (2017 update) Transit System Plan “First Mile”/“Last Mile” Needs:

It is important to meet the need for connections for the “first mile” between one’s residence and a transit hub, and for the “last mile” between a transit hub and one’s final destination. Transit operating on local arterials is often effective at meeting first mile and last mile needs. Alternatives to fixed route service may be more appropriate, especially where demand is dispersed over a wider area. Redmond will continue to work with King County Metro and Sound Transit to implement traditional bus service and develop other innovative approaches to help meet the growing need to connect to and from major transit hubs. There may also be opportunities to explore other innovative approaches, such as car and bicycle sharing programs, as part of a comprehensive approach. p. 70

Transit service must be designed to close critical service gaps where service is missing or infrequent and where there are poor first mile/last mile connections and circulation among neighborhoods. P.120

Collaboration with Metro to improve transit planning and operations:- Address gaps in service, including the lack of first mile/last mile connections, between regional transit routes, and connections to jobs and housing; p 122

3. If no, please describe how the project is consistent with the applicable local comprehensive plan, including specific local policies and provisions the project supports. In addition, please describe how the project is consistent with a transit agency plan or state plan, if applicable.
Federal Functional Classification

1. **Functional class name**
   00 Not applicable (transit, enhancements, Etc.)

Support for Centers

1. **Describe the relationship of the project to the center(s) it is intended to support.**
   Identify the designated regional growth or manufacturing/industrial center(s) and whether or not the project is located within the center or along a corridor connecting to the center(s).

   The on-demand F2FR services will be implemented at the following regional transit centers located within these three Regional Growth Centers:

   - Federal Way Transit Center: Federal Way Regional Growth Center
   - Overlake Village Station: Redmond Overlake Regional Growth Center
   - Auburn Station: Auburn Regional Growth Center

   A significant share of transit trips facilitated by the on-demand F2FR services will have origins or destinations within other Regional Growth Centers directly served by frequent, high-capacity bus, RapidRide BRT, Link light rail, and Sounder Commuter Rail traveling to/from the three regional transit facilities to other transit centers and destinations.

   These other Regional Growth Centers include: Bellevue, Kent, Lakewood, Lynnwood, Puyallup Downtown, Puyallup South Hill, Redmond Downtown, Renton, SeaTac, Seattle Downtown, Seattle First Hill/Capitol Hill, Seattle Northgate, Seattle South Lake Union, Seattle University Community, Tacoma Downtown, Tacoma Mall, and Tukwila. These Manufacturing Industrial Centers include: Duwamish, Kent MIC, North Tukwila, Port of Tacoma, and Sumner Pacific.

   Each Regional Center will benefit from improved access to transit and higher transit use rates, supporting housing/employment densities and establishment and retention of jobs and businesses. Arterial and highway corridors that connect the Centers will also benefit from decreased traffic congestion, increased safety and improved air quality from reduced vehicle emissions.

   The three Centers in which the selected transit hubs are located will see the greatest mobility benefits from F2FR service which provides direct connection to transit service within the Centers. The service would also support trips to education, jobs, social services, commercial uses and housing at/or adjacent to the transit centers.

Criteria: Benefit to Regional Growth or Manufacturing/Industrial Center

1. **Describe how this project will benefit or support the housing and employment development in a regional growth center(s) and/or employment growth in a manufacturing/industrial center(s). Does it support multiple centers? Please provide a citation of the relevant policies and/or specific project references in a subarea plan or in the comprehensive plan.**

   The proposed F2FR project provides a new transit service that will facilitate the large mode shift to transit that regional and local planners forecast is necessary to meet transportation and land use goals and projections. This service benefits the people living and working in these centers, supporting existing housing and employment development through lower auto trip generation rates, reduced parking demand, and convenient access to transit. Mode shift to transit reduces increasing demand for arterial/highway and parking capacity, creating system efficiencies that support higher levels of development and more compact development patterns within Centers, which can support affordable housing and transit-oriented development.

   These benefits will extend across 20 Regional Growth Centers and 5 Manufacturing Industrial Centers representing major housing, employment, education, health and human services, and recreation areas in three counties (see Attachment A). Total population and employment within these centers is over 200,000 and nearly 550,000 respectively (ESRI 2019).

   The F2FR services are forecasted to provide an estimated 1.3 million trips (see Attachment B). As stated in the project description, the proposed on-demand F2FR service will fill gaps in local fixed route service access for trips beginning or ending within two miles of the three selected transit hubs, providing a direct benefit to over 900,000 residents and nearly 850,000 employees located within the service areas or catchment areas of the 35 bus.
Businesses located in these Centers and along connecting transit routes will benefit from being able to draw workforce members and customers from a wider area. Commute Trip Reduction (CTR) employers will benefit from lower SOV commuting rates including those in industry clusters identified in the adopted regional economic strategy as well.

List of adopted King County plans providing policy guidance in support of the project:

King County METRO CONNECTS, the King County Metro Long-Range Plan - Local and Flexible Service:
“Pilot new and innovative services and technology applications. Advances in real-time, on-demand transit may enable us to serve low-density areas more effectively, providing connections to local activity centers and to regional and local fixed-route transit. Changes in the way people get around could include ridesharing options, on-demand van service, use of automated vehicles, traffic management innovations, and other advances in technology yet to come. Private service providers may present partnership opportunities to fill gaps.” (p. 37)

King County Strategic Climate Action Plan 2015, - County Services Goal:
“King County will reduce the need for driving and provide and facilitate the use of sustainable transportation choices such as public transit, alternative technology vehicles, ridesharing, walking, and bicycling.”

A key strategy to reach that goal provided by the proposed F2FR2 project:
“Provide and expand public transit service, improve the reliability and efficiency of transit, and Implement new transportation products in rural and suburban areas not well suited to fixed-route transit service.” (Goal 1: County Services p. 42).

Also, the King County Metro’s Strategic Plan for Public Transportation 2011-2021 (2015):
Strategic Plan Strategy 2.1.4 “Supports the expansion of new services and new modes providing access to Metro’s fixed route services by enhancing strategic points of intermodal connection.” Found on p.30, 3.2.1 on p. 34, 3.2.2 on p. 35, 3.2.4 on p.35, and 3.3.2 on p.36.

2. **Describe how the project provides or benefits a range of travel modes to users traveling to/from centers, or if it provides a missing mode.**

By providing a new service to conveniently reach transit, the proposed F2FR project will help reduce demand for parking at overcrowded transit centers, significantly increase access to transit, grow transit ridership and reduce vehicle trips within and between centers.

Walk and bike modes would also benefit from the F2FR service by enabling people to walk/bike when it is safe or convenient for them (e.g. in the mornings, when it’s not raining, etc.) and then take the F2FR service at other times (e.g. at night, during poor weather, when carrying items).

Existing and future park and ride driving customers who are unable to utilize the F2FR service would benefit from reduce parking demand at crowded lots. In addition, providing SOV mode shift to transit on corridors connecting Regional Centers can help relieve increasing traffic congestion with benefits to general purpose vehicle traffic, freight delivery traffic, and transit operations.

The F2FR services provided by this Program will fill a gap in transit service where service is currently non-existent, or is limited in geographic coverage, stop locations, time of day, or frequency of service. In this sense, F2FR service will comprise a missing mode, providing an important link to transit services connecting regional centers.

3. **Describe how the project will benefit a variety of user groups, including commuters, residents, and/or commercial users.**

The proposed F2FR project has the potential to serve a large number and variety of residents, employees, and other user groups traveling to and from the identified regional centers. This project will serve an estimated 150,000 residents and 125,000 employees located within a two-mile F2FR service area of the three selected transit centers. All user groups are represented in a population this large including commuters, shoppers, students, people seeking medical treatment, social service clients, and other users. The project also has a significant health and equity impact. Travelers with special needs can easily utilize the proposed on-demand service booking directly on a smartphone app or by dialing a call center. Wheelchair accessible vehicles will be available on demand.

In addition, there are 38 transit routes that connect to the three transit hubs providing access to 900,000 residents and 850,000 employees (ESRI 2019) along these routes who can utilize F2FR service to access transit to and from destination within the two-mile service areas. These include commuters and other user groups who currently may endure long travel times, high driving and parking costs, unsafe walking and biking conditions, or who suppress trips altogether because of inadequate access to transit. These user groups will benefit from a higher level of service and better access to opportunities offered by the Centers.

The project would also enhance the mobility of travelers trying to access transit hubs at
midday hours when most parking stalls are occupied. Currently, P&R’s primary role is to provide parking capacity and transit access during peak travel times. This project will enhance access to the transit hubs continuously throughout the day, benefiting a broader population who have non-peak period travel needs, including workers with a wider variety of shift times who often represent lower income groups.

A sample of customer comments from Metro’s initial F2FR pilot project can be found in Attachment D which describes how riders have benefited from the services.

4. Describe how the project will benefit minority and low-income populations as identified in the President’s Order for Environmental Justice, seniors, people with disabilities, those located in highly impacted communities, and/or areas experiencing high levels of unemployment or chronic underemployment; please be specific and provide data where applicable.

Metro is placing a high priority in designing and deploying the F2FR services in areas with significant unmet needs, and to populations that have been historically disadvantaged. These include low-income people, people with disabilities (including those requiring wheelchair accessible vehicles), low-English proficiency populations, and people living in designated Highly Impacted Communities with poor air quality and environmental equity concerns within King County. Of those who live within a two-mile service area of the three selected transit hubs, over half are people of color, 15% are seniors, 22% are youth (ESRI 2019), 14% are in poverty, 21% have a disability, 6% have low-English proficiency, and 4% do not own a vehicle (US Census ACS 2013-17).

Metro’s initial F2FR services demonstrated that they provided the greatest benefit in areas where the services significantly expand access to jobs. On-demand F2FR services enable people to access far more jobs -- in some cases more than double the number of jobs -- when compared to using fixed-route transit alone. A Harvard study found that lower commuting time has emerged as the single strongest factor in the odds of escaping poverty (Chetty & Hendren, 2015). F2FR services can help people climb the ladder of opportunity by reducing commute times, expanding access to jobs, reducing transportation, housing, and childcare expenses, and making education and services more accessible.

This proposed project will build off lessons learned from Metro’s initial F2FR demonstration to further enhance the equity and accessibility of services. The project will include extensive community engagement and assessment to determine how the F2FR service can best be designed, promoted and evaluated to help ensure that it meets the needs of priority populations. We will engage communities through a variety of means, which may include conducting surveys, stakeholder groups, open houses, street teaming, and engaging with organizations that already serve and have relationships with these communities.

The service areas would be designed to include important community assets such as schools, medical centers, senior centers, community centers, and places of worship. We will translate materials into the predominant languages of the communities we’re serving and we may purchase ads in ethnic media to help get the word out about engagement opportunities and about the F2FR service.

Other project strategies to ensure service equity will include:

1) Wheelchair accessible option;

2) Ability to make trip requests through a call center (offering multiple language options) to ensure access for those without smartphones/data plans; and

3) Discounted fares for low-income people.

Underserved populations often endure poor levels of service (e.g. long walks to transit, infrequent transit service, limiting advanced reservation protocols, long in-vehicle travel times), or simply suppress trips altogether due to the inefficiency or inaccessibility of the transportation options available. This F2FR project will provide historically underserved populations with increased mobility and better access to housing, employment and education opportunities, shopping and commercial services, health and human service resources, and recreation destinations.

5. Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses including those in the industry clusters identified in the adopted regional economic strategy.

This project supports the retention of 840,000 existing jobs and 53,000 businesses within ¼ mi. (local) or ½ mi. (express) of the 35 bus routes, two Link light rail lines, and Sounder train connections at the three selected transit hubs as well as the 126,000 existing jobs and 6,800 businesses within two miles of the hubs (ESRI 2019). It will also support the establishment of new employment opportunities by expanding non-SOV travel and mobility options. The reduction of 1.2 million SOV vehicle miles traveled forecasted from the project will help ease the growth of congestion on local streets and regional corridors connecting the affected 25 Centers as housing and employment development continues, benefiting all travelers including freight and goods truck movement (see Attachment B).
F2FR service is expected to encourage more compact, mixed use transit-oriented development patterns adjacent to transit hubs and within connecting Regional Centers. More compact, mixed use land use patterns are shown to support business development, economic growth, and job creation through lower infrastructure costs and reduced environmental impacts, and by facilitating information exchange and competition for talent.

Increased public investments in service to transit hubs also serves as a signal to private sector investors of the region’s commitment to realizing new mobility opportunities supporting the vision of growth and development and could stimulate private sector investment in Regional Centers resulting in increased employment opportunities.

Criteria: System Continuity/Long-Term Benefit and Sustainability

1. **Describe how this project supports a long-term strategy to maximize the efficiency of the corridor, including TDM and activities and ITS improvements that use advanced technologies or innovative approaches to improve traffic flow. Describe the problem and how this project will remedy it.**

A main objective of the project is to manage demand and implement programs and policies that maximize our current roadway and transit service infrastructure. This project has several components that will help accomplish this goal, these include:

1) Increase transit ridership, which will take vehicles off the road and help to reduce congestion on already overcrowded roadways such as I-5, SR 99, SR 167, SR 202, SR 18, and SR 520. This is accomplished by reducing reliance on SOV travel and encouraging mode shift to transit.

2) Maximize the efficiency of existing transit facilities and service by providing all-day access to facilities where parking fills up early in the day, causing people to drive further to find an available facility or not take transit at all.

3) Providing access to transit to those who currently have limited or no transit options and drive for their trips, who will now have a convenient way to access transit for their trips at nearby transit centers without driving at all.

4) Encourage more efficient land use patterns (higher densities, mixed land uses) around transit facilities. These development patterns in turn create higher demand for more efficient transit and other non-SOV travel that extends the capacity of these corridors to serve more travel demand to and between Regional Centers.

5) F2FR services will also help maximize the person-carrying capacity of transit centers in Regional Centers by allowing existing transit riders who currently drive and park at transit centers to leave their cars at home, freeing up parking for drivers who currently drive the full length of their trip who could now access the transit center and use transit.

6) The F2FR services will use advanced routing technologies to maximize the number of riders in a vehicle while ensuring that riders get to the transit hub in time to catch their bus or train. The next generation routing algorithms will help ensure both operational efficiency in service and a convenient customer experience.

2. **Describe how this project provides a “logical segment” that links to a regional growth or manufacturing/industrial center.**

Some of the most challenging gaps in our regional transit services are in serving the first and last few miles around existing transit hubs. Providing convenient local fixed-route bus service in low to mid-density areas is often inefficient and expensive. Constructing safe walking and biking infrastructure throughout neighborhoods will take decades to complete. Building additional parking at transit hubs is extremely costly and encourages additional SOV trips into the Regional Centers where the transit hubs are located.

Proposed F2FR service is the logical next step and solves this challenge by filling these gap areas in a time and cost-efficient manner. For instance, walking from a transit hub to an office park two miles away can easily take 40 minutes, deterring someone from taking transit. That same trip can be met in under 10 minutes by an on-demand shared mobility service.

Proposed F2FR service supports Metro’s long-term Mobility Framework (2019), which articulates a vision for a regional mobility system that is innovative, integrated, equitable, and sustainable. This includes the need to integrate traditional, fixed-route transit with new mobility services to help people move quickly and seamlessly throughout the region. The F2FR project supports Metro’s adaptation to a changing transportation landscape in an equitable and sustainable way. The project also supports our city partners’ efforts to encourage developing higher density land uses and affordable housing near transit centers by providing increased access to transit mobility that uses public right-of-way equitably and effectively.
3. **Describe how the project fills in a missing link or removes barriers to/from a center.**

For those within the proposed F2FR service areas that currently have no or inadequate access to frequent local transit, this service will complete a critical missing link in the transit network serving Regional Centers. This new service will present a desirable option that is safe, efficient, and convenient and will attract new riders.

Customers of Metro’s initial F2FR services report that the services transform their ability to access opportunity by filling in a missing link and removing barriers. This is particularly the case for people with disabilities, people who lack local transit or who travel at times when local transit is infrequent or not in service, people that lack sidewalks, and people who feel unsafe walking/waiting at bus stops at night. For the one in five people with a disability (ACS 2013-17), walking a 1/4 mile or more to a transit stop can be an insurmountable barrier; an on-demand service can open up opportunities previously unavailable by providing accessible connections to transit (see Attachment D).

4. **Describe how this project will relieve pressure or remove a bottleneck on the regional transportation system and how this will positively impact overall system performance.**

The three transit centers proposed for F2FR service are located along some of the most congested corridors in the region including: I-5, SR 99, SR 167, SR 202, SR 18, and SR 520. Transit riders who currently drive to the transit centers and SOV drivers who travel to or from Federal Way, Auburn and Redmond contribute to increased congestion along these corridors and at severely congested corridor bottlenecks. Parking lots at the project’s three transit centers are operating at capacity and are a congestion jam in the regional transit network, limiting transit access and connections at the centers, especially after the morning peak period.

By increasing the number of transit riders connecting to regional transit at the transit centers in higher occupancy vehicles, and attracting new transit riders who currently drive, this project will help relieve increasing congestion levels on connecting corridors and system bottlenecks, improving traffic flow for freight, transit, and general purpose travelers.

5. **Describe how this project addresses safety and security.**

The proposed F2FR project will increase real and perceived safety and security for travelers, both in terms traffic-related injuries as well as personal assaults. Shifting SOV drivers to transit reduces travelers’ exposure to traffic collisions as transit is up to 10 times safer than driving (2018 APTA and Vision Zero Network study). New F2FR service will reduce the need to walk or bike for long distances on potentially substandard or unsafe conditions.

The three project locations were chosen, in part, due to their nearby lower-to-moderate land use densities and missing element of safe walking and biking infrastructure. Additionally, F2FR riders experience improved security by reducing personal exposure, the amount of time they wait at transit stops and the amount of time walking or biking when they may feel unsafe (see Attachment D).

6. **Describe how the project provides opportunities for active transportation that can lead to public health benefits.**

This F2FR service provides a new shared mobility option that expands people’s menu of transportation choices, which is shown to lead to more active lifestyles and better health. According to a recent publication from the American Public Transportation Association, people that pair transit and shared modes are less likely to own and use a car, and more likely to walk or bike (“Shared Mobility and the Transformation of Public Transit: Research Analysis”, Report TCRP J-11/TASK 21, 2016).

By providing a broader suite of transportation options, the on-demand F2FR services support a car-free or car-light lifestyle, which is associated with increased levels of active transportation. Transit riders connecting to transit on one end of their trip using the F2FR service are likely to walk or bike to/from transit on the other end of their trip. Metro heard from riders of our initial F2FR services that they will walk or bike some of the time (e.g. morning), but take the F2FR service at other times (e.g. night) (see Attachment D).

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### Criteria: Air Quality and Climate Change

1. **Please select one or more elements in the list below that are included in the project’s scope of work, and provide the requested information in the pages to follow.**

   - **Transit and Ferry Service**

### Air Quality and Climate Change: Transit and Ferry Service

1. **What is the current transit ridership for the affected transit stops or routes?**

   Coinciding with the opening of significant capital/service investments in the form of Link light
Coinciding with the opening of significant capital/service investments in the form of Link light rail and new RapidRide service in 2023/2024. Projected ridership at the transit hubs is:

Federal Way Transit Center: 29,100 boardings/alightings
Auburn Station: 9,400 boardings/alightings
Overlake Village Station: 6,800 boardings/alightings

2. What is the average transit trip length for the affected routes?
The system wide average Metro trip length is 10.4 miles (APC 2019). The average passenger miles traveled for the system is 4.6 miles. The average serves as a good representation of trip length for transit trips accessing the three regional transit centers in this project.

3. What is the average transit trip length of the entire system?
The system wide average Metro trip length is 10.4 miles. The average passenger miles traveled for the system is 4.6 miles.

4. If the project includes a park and ride, how many new stalls are being provided?The 2FR service is estimated to free up 285 existing stalls at the transit centers (see Attachment B).

5. Are there other amenities included to encourage new transit ridership? If so, please describe.
The proposed F2FR project includes marketing and promotions, community engagement, and project evaluation elements intended to guide project design and to educate, promote, and evaluate the services to maximize ridership and efficient operations. Subsidies for low income riders would also be included.

6. What is the expected increase in transit ridership from the project?The projected average ridership will be approximately 1,800 rides per day, which will amount to an estimated 1.3 million rides over the two-year program (based on 4% of boardings/alightings at transit hubs (see Attachment B for more details).

7. If a new or expanded ferry service, what is the length of the driving route being replaced?
N/A

8. Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.).
Ridership projections for the F2FR services were developed by Metro and Sound Transit based on known results of the first pilots of these services (please see Attachment B).

Criteria: Project Readiness and Financial Plan

1. What is the PSRC funding source being requested?
CMAQ

2. Has this project received PSRC funds previously?No

3. If yes, please provide the project's PSRC TIP ID N/A

<table>
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<tr>
<th>Phase</th>
<th>Year</th>
<th>Alternate Year</th>
<th>Amount</th>
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Total Request: $3,000,000.00

Total Estimated Project Cost and Schedule

PE

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<th>Secured/Unsecured</th>
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<tbody>
<tr>
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<td>Reasonably Expected</td>
<td>$100,000.00</td>
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Expected year of completion for this phase: 2023

Other
Funding Source | Secured/Unsecured | Amount |
---|---|---|
Local | Reasonably Expected | $500,000.00 |
CMAQ | Unsecured | $3,000,000.00 |
---|---|---|
Total | | $3,500,000.00 |

**Expected year of completion for this phase:** 2025

**Summary**

1. **Estimated project completion date**
   3/2026
2. **Total project cost**
   $3,600,000.00

**Funding Documentation**

1. **Documents**
   King_County_Metro_Transits_2019-2020_Operating_Budget_Revenues_and_Forecasts.pdf
2. **Please enter your description of your financial documentation in the text box below.**
   Reasonably expected local match funds will be included as part of the 2023-2024 King County budget. The 2023-2024 budget will be developed in the spring/summer of 2022 and is scheduled for adoption in the fall of 2022.

   To secure an appropriation in the 2023-2024 budget, King County Metro will include a budget request for the On-Demand Feeder-to-Fixed Route Connections to Transit Program in its overall operating program request for the biennium. Metro management will approve the operating program budget request and transmit it to the County Executive’s Office by July 1, 2022. The capital and operating budget requests will be reviewed, finalized and sent to the King County Council on September 24, 2022. The Council should adopt the final budget by mid-November 2022.

   Metro has maintained adequate funding and a dedicated staff to support its existing R2FR on-demand service pilot programs and its mission provide innovative first/last mile service to major transit hubs and to reduce vehicle trips and carbon emissions. While specific programs are not identified, Metro Transit 2019-2020 adopted Operating Budget and Revenue Forecasts are attached indicating existing and reasonable expected future local match support.

**Project Readiness: PE**

1. **Are you requesting funds for ONLY a planning study or preliminary engineering?**
   No
2. **What is the actual or estimated start date for preliminary engineering/design?**
   6/2022
3. **Is preliminary engineering complete?**
   No
4. **What was the date of completion (month and year)?**
   N/A
5. **Have preliminary plans been submitted to WSDOT for approval?**
   No
6. **Are there any other PE/Design milestones associated with the project? Please identify and provide dates of completion. You may also use this space to explain any dates above.**
   N/A
7. **When are preliminary plans expected to be complete?**
   3/2023

**Project Readiness: NEPA**

1. **What is the current or anticipated level of environmental documentation under the National Environmental Policy Act (NEPA) for this project?**
Categorical Exclusion (CE)

2. Has the NEPA documentation been approved?
   No

3. Please provide the date of NEPA approval, or the anticipated date of completion (month and year).
   3/2023

Project Readiness: Right of Way

1. Will Right of Way be required for this project?
   No

2. What is the actual or estimated start date for right of way?
   N/A

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

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

5. What is the zoning in the project area?
   N/A

6. Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.
   N/A

7. Does your agency have experience in conducting right of way acquisitions of similar size and complexity?
   N/A

8. If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?
   N/A

9. In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each.
   N/A

Project Readiness: Construction

1. Are funds being requested for construction?
   No

2. Do you have an engineer's estimate?
   N/A

3. Engineers estimate document
   N/A

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

5. Are Plans, Specifications & Estimates (PS&E) approved?
   N/A

6. Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year).
   N/A

7. When is the project scheduled to go to ad (month and year)?
   N/A

Other Considerations

1. 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.
In Metro’s initial F2FR pilot project, we were able to leverage additional project resources working with partners to drastically expand the scope and scale of the pilots. With the proposed F2FR project, we will continue to engage with our partners, some who have expressed their support in letters found in Attachment C. This leveraging can enhance the service currently proposed to deliver much greater results including increased transit ridership, improved access to opportunity, decreased VMT, and improved air quality.

As with our initial F2FR services, Metro will receive robust data reporting and will conduct a comprehensive quantitative and qualitative evaluation of this project. Service performance would be monitored weekly and comprehensive reporting would be conducted every six months. Key performance indicators would include: total rides, rides per vehicle per hour, rides by user type (e.g. senior, youth, low-income, disabled), average wait time, rides to/from high-equity census tracts, minor and major safety incidents, VMT and PMT. If these service areas and new service delivery models are proven successful, then on-going funding would be evaluated through Metro processes and/or future budget processes.

Metro is also investing in other complementary programs that will strengthen the viability of the on-demand F2FR services. To better manage parking at transit centers, Metro and Sound Transit are implementing a parking management approach that will increase the efficiency of existing parking assets by pricing SOV access to parking and incentivizing HOV access to the parking. With these parking management measures in place, some customers will look for alternatives to access transit services at the hubs, like on-demand F2FR services.

Metro is also making strategic rider information and capital investments at transit centers to facilitate more multimodal connections. These investments include more efficient transfer locations for local and private transit services offering connections to the fixed route network. In tandem, these complementary programs will support Metro’s proposed F2FR program by creating demand for the service and facilitating efficient operations at the three selected Metro transit hubs.

2. Describe any innovative components included in your project: these could include design elements, cost saving measures, or other innovations.

Since 2018, Metro has implemented several F2FR pilots from which this proposed F2FR project would learn from and improve upon, specifically regarding project innovation, efficiency, sustainability, equity, and safety.

1) Efficiency: One innovation involves the routing algorithm to increase complementarity of F2FR service to fixed-route transit, such as improving timing rider pick-ups and drop-offs to coincide with real-time fixed-route transit arrival information, prioritizing pick-ups/drop-offs in areas with less transit service; and providing riders with real-time information about local bus service when that is the more efficient option.

2) Sustainability: Another innovation would improve vehicle sustainability and air quality. The proposed F2FR project will use zero emission electric vehicles, which would further the project's air quality benefits.

3) Safety and Equity: Metro also will implement select safety and equity enhancements suggested from feedback we received from our initial F2FR pilots. For example, we would seek to make car seats easily available to enable parents to ride safely with their children, adjust app requirements to ease the use by people with limited vision, and implement safety and security features such as virtually sharing ride location with friends and family.

3. Describe the process that your agency uses to determine the benefits of projects; this could include formal cost-benefit analysis, practical design, or some other process by which the benefits of projects are determined.

Metro uses cost-benefit analyses to determine benefits of projects. Internal and external costs are carefully calculated for each project. Metro uses both quantitative and qualitative analyses to determine the benefits of the project, including use of detailed trip reports, customer surveys, focus groups, and rider feedback.

Metro evaluates F2FR projects as they pertain to ridership, efficiency, equity, safety, environmental sustainability, complementarity to transit, and labor standards. In addition to weekly monitoring, Metro conducts formal 6-, 12-, 18-, and 24-month reviews of F2FR pilot service to determine overall viability as well as identifying opportunities to iterate and improve.

4. Final documents
Attachment_B.pdf, Attachment_C.pdf, Attachment_D.pdf, Attachment_E.pdf
The information included on this map has been compiled by King County staff from a variety of sources and is subject to change without notice. King County makes no representations or warranties, express or implied, as to accuracy, completeness, timeliness, or rights to the use of such information. This document is not intended for use as a survey product. King County shall not be liable for any general, special, indirect, incidental, or consequential damages including, but not limited to, lost revenues or lost profits resulting from the use or misuse of the information contained on this map. Any sale of this map or information on this map is prohibited except by written permission of King County.
March 5, 2020

Rob Gannon
General Manager
King County Metro Transit
201 South Jackson Street, KSC-TR-0415
Seattle, WA 98104

Dear Mr. Gannon:

On behalf of the City of Auburn, I am writing to express our support to the King County Metro Transit's application to the 2020 Puget Sound Regional Council's (PSRC) Regional Federal Highway Administration grant program competition for the Improving Access to Regional Centers through Transportation Demand Management project.

This project will fund transportation demand management (TDM) strategies that will stimulate ridership and mode shifts for new and expanded market in conjunction with significant new mobility investments. The project will target opportunities to shift drive-alone trips to new mobility options that are coming on line in 2023 through 2024 in order to help maximize the effectiveness of these public investments. These investments include King County Metro's RapidRide line deployments, Sound Transit's Link Light Rail expansions, fixed transit service restructures and bus rapid transit line deployments.

The project is consistent and supports our adopted comprehensive plan. It is also an important element of broader countywide and regional policies that help meet local economic and environmental goals by supporting and sustaining more compact and efficient land use development patterns while reducing traffic congestion.

We encourage this project's serious consideration and selection for funding.

Sincerely,

Ingrid Gaub, P.E.
Public Works Director
Public Works Department

IG/cm/as

cc: Peter Heffernan, King County Metro Government Relations Administrator
March 25, 2020

Mr. Rob Gannon  
General Manager  
King County Metro Transit  
201 South Jackson Street, KSC-TR-0415  
Seattle, Washington 98104

Dear Mr. Gannon:

On behalf of the City of Bellevue, I am writing to express our support for King County Metro Transit’s application to the 2020 Puget Sound Regional Council’s (PSRC) Regional Federal Highway Administration grant program competition for the Improving Access to Regional Centers through Transportation Demand Management project.

This project will fund transportation demand management (TDM) strategies that will stimulate ridership and mode shifts for new and expanded markets in conjunction with significant new mobility investments. The project will target opportunities to shift drive-alone trips to new mobility options that are coming on-line in 2023 through 2024 in order to help maximize the effectiveness of these public investment. These investments include King County Metro’s RapidRide line deployments, Sound Transit’s Link Light Rail expansions, fixed transit service restructures and bus rapid transit line deployments.

The project is consistent with and supports our adopted comprehensive plan. It is also an important element of broader countywide and regional policies that help meet local economic and environmental goals by supporting and sustaining more compact and efficient land use development patterns while reducing traffic congestion.

We encourage this project’s serious consideration and selection for funding.

Sincerely,

Andrew Singelakis, AICP  
Director, Transportation Department

cc: Peter Heffernan, King County Metro Government Relations Administrator
April 3, 2020
Rob Gannon
General Manager
King County Metro Transit
201 South Jackson Street, KSC-TR-0415
Seattle, Washington 98104

Dear Mr. Gannon:

On behalf of the City of Issaquah, I am writing to express our support to the King County Metro Transit’s application to the 2020 Puget Sound Regional Council’s (PSRC) Regional Federal Highway Administration grant program competition for the Improving Access to Regional Centers through Transportation Demand Management.

The City of Issaquah is very interested in this project as it will fund transportation demand management strategies that we need to help stimulate ridership and mode shifts for new and expanded markets in conjunction with significant new mobility investments.

Currently, the City of Issaquah’s CTR data indicates that we are not meeting our desired targets for non-drive alone (nDAT) and vehicle miles traveled (VMT) and we depend on the support of partners such as King County Metro to help us create opportunities for our workers, residents and students to use modes other than driving alone. Additionally, as one third of our weekday trips are commuters, with a 24.5% nDAT and a 14.7 VMT for our major employers, the trend in our City needs to improve across all community trips. Our hope is that this project will help us target new opportunities to shift drive-alone trips to new mobility options that are planned to be implemented starting in 2023 through 2024 to maximize the public investment and effectiveness of the new mobility options for Issaquah. While we support investments such as the King County Metro’s RapidRide line deployments, South Transit’s Link Light Rail expansions, fixed transit service restructures and bus rapid transit line deployments, worksites in Issaquah are not clustered together making it difficult for employers to work together to gain ride share opportunities. Additionally, transit service is limited to transit hubs and it doesn’t provide adequate local service to most of the affected worksites and neighborhoods. The City welcomes partnering opportunities with King County Metro that may be provided in this project to help us move the needle on our performance in non-drive alone behavior for all trips.

Additionally, we understand that the project will support the PSRC Vision 2050’s regional growth strategies that promote a sustainable, equitable, affordable, safe, and efficient multimodal transportation system, with specific emphasis on an integrated regional transit network that supports regional growth centers and promotes vitality of the economy, environment, and health. As a designated regional growth center, Issaquah expects to be included and involved in opportunities to implement Transportation Demand Management strategies provided through this important project.
The project is consistent and supports our adopted comprehensive plan and our City's Salmon Friendly Trip program. It is also an important element of broader countywide and regional policies to help meet economic and environmental goals by creating more compact and efficient land use development patterns through mobility investments.

We encourage the serious consideration and selection of this project for funding.

Sincerely,

Kurt Seemann

Kurt Seeman, Interim Director, Public Works Engineering

CC:
Mary Lou Pauly, Mayor, City of Issaquah
Peter Hefferman, King County Metro Government Relations Administrator

Signature: Kurt Seemann

Email: kurtz@issaquahwa.gov
April 4, 2020

Rob Gannon  
General Manager  
King County Metro Transit  
201 South Jackson Street, KSC-TR-0415  
Seattle, Washington 98104

Dear Mr. Gannon:

On behalf of the City of Kirkland, I am writing to express our support to the King County Metro Transit’s application to the 2020 Puget Sound Regional Council’s (PSRC) Regional Federal Highway Administration grant program competition for the Improving Access to Regional Centers through Transportation Demand Management project.

This project will fund transportation demand management (TDM) strategies that will stimulate ridership and mode shifts for new and expanded market in conjunction with significant new mobility investments. The project will target opportunities to shift drive-alone trips to new mobility options that are coming on line in 2023 through 2024 in order to help maximize the effectiveness of these public investment. These investments include King County Metro’s RapidRide line deployments, South Transit’s Link Light Rail expansions, fixed transit service restructures and bus rapid transit line deployments.

The project is consistent and supports our adopted comprehensive plan. It is also an important element of broader countywide and regional policies that help meet local economic and environmental goals by supporting and sustaining more compact and efficient land use development patterns while reducing traffic congestion.

We encourage this project’s serious consideration and selection for funding.

Sincerely,

Kurt Triplett  
City Manager

cc: Peter Heffernan, King County Metro Government Relations Administrator  
Kirkland City Council
March 11, 2020

Rob Gannon  
General Manager, King County Metro Transit  
201 South Jackson Street, KSC-TR-0415  
Seattle, Washington 98104

Dear Mr. Gannon:

On behalf of the Seattle Department of Transportation, I am writing to express our support for King County Metro Transit’s application to the 2020 Puget Sound Regional Council’s (PSRC) Regional Federal Highway Administration grant program competition, “Improving Access to Regional Centers through Transportation Demand Management (TDM)”.

The City of Seattle is a strong proponent of TDM as a strategy to make our city and region more mobile, sustainable, and accessible to all. As the city and region continue to quickly add population and jobs, it is more necessary than ever to encourage use of transit and other non-drive-alone options in order to decrease congestion and emissions. The project will target opportunities to shift drive-alone trips to new mobility options that are planned to be implemented starting in 2023 through 2024. We support Metro’s efforts to maximize public investment and effectiveness of the new mobility options. These investments include efforts already supported in partnership between the Seattle Department of Transportation (SDOT) and King County Metro including RapidRide bus service deployment and expansion, fixed transit service restructures and bus service supported by the Seattle Transportation Benefit District, as well as planning and service restructures related to Sound Transit’s Link Light Rail expansion in Seattle and beyond. SDOT will submit its own complementary grant application to PSRC in the countywide FHWA competition later this spring for vital TDM initiatives within the city, and we look forward to continued coordination with KCM on all matters related to both regional and local TDM.

The project aligns with the City of Seattle’s own 2035 Comprehensive Plan and our actions to invest in transportation projects and programs that further progress towards our modeshare goals and reduce dependence on personal automobiles; and to meet mobility needs by providing equitable access to, and encouraging use of, multiple transportation options. This includes our support for planning and implementing efforts around shared mobility, such as car sharing, bike sharing, and transportation network companies, that can increase travel options, enhance mobility, and provide first- and last-mile connections.

We encourage the serious consideration and selection of this project for funding.

Sincerely,

Sam Zimbabwe  
Director

CC: Peter Heffernan, King County Metro Government Relations Administrator  
Jim Storment, Grant Liaison, Seattle Department of Transportation
April 7, 2020
Rob Gannon
General Manager
King County Metro Transit
201 South Jackson Street, KSC-TR-0415
Seattle, Washington 98104

Dear Mr. Gannon:

On behalf of the City of Federal Way, I am writing to express our support to the King County Metro Transit’s application to the 2020 Puget Sound Regional Council’s (PSRC) Regional Federal Highway Administration grant program competition for the Improving Access to Regional Centers through Transportation Demand Management.

This project will fund transportation demand management strategies that will stimulate ridership and mode shifts for new and expanded market in conjunction with significant new mobility investments. The project will target opportunities to shift drive-alone trips to new mobility options that are planned to be implemented starting in 2023 through 2024 maximizes the public investment and effectiveness of the new mobility options. These investments include King County Metro’s RapidRide line deployments, Sound Transit’s Link Light Rail expansions, fixed transit service restructures and bus rapid transit line deployments.

The project will support the PSRC Vision 2050’s regional growth strategies that promote a sustainable, equitable, affordable, safe, and efficient multimodal transportation system, with specific emphasis on an integrated regional transit network that supports regional growth centers, including Federal Way regional growth center, and promotes vitality of the economy, environment, and health.

The project is consistent with and supports our adopted comprehensive plan goals and policies. It is also an important element of broader countywide and regional policies to help meet Commute Trip Reduction goals, and economic and environmental goals by creating more compact and efficient land use development patterns through mobility investments.

We encourage the serious consideration and selection of this project for funding.

Sincerely,

EJ Walsh, P.E.
Public Works Director

CC: Peter Heffeman, King County Metro Government Relations Administrator
April 6, 2020
Rob Gannon
General Manager
King County Metro Transit
201 South Jackson Street, KSC-TR-0415
Seattle, Washington 98104

Dear Mr. Gannon:

On behalf of the City of Tukwila, I am writing to express our support for King County Metro Transit’s application to the 2020 Puget Sound Regional Council’s (PSRC) Regional Federal Highway Administration grant program competition for Improving Access to Regional Centers through Transportation Demand Management.

This project will fund transportation demand management strategies that will stimulate ridership and mode shifts for new and expanded markets in conjunction with significant new mobility investments. The project will target opportunities to shift drive-alone trips to new mobility options that are planned to be implemented starting in 2023 through 2024 and maximizes the public investment and effectiveness of new mobility options. These investments include King County Metro’s RapidRide line deployments, South Transit’s Link Light Rail expansions, fixed transit service restructures and bus rapid transit line deployments.

The project will support the PSRC Vision 2050’s regional growth strategies that promote a sustainable, equitable, affordable, safe, and efficient multimodal transportation system, with specific emphasis on an integrated regional transit network that supports regional growth centers and promotes vitality of the economy, environment, and health.

The City of Tukwila’s Transportation Demand Management Program and King County Metro have a history of working together on projects to provide transportation outreach and improve mobility in south King County. This project supports the City’s efforts to serve the transportation needs of the Tukwila community and the goals of the City’s TDM Program by improving access to transportation options in the community. The City strongly supports the effort to expand low-income fare programs, tools for supporting communities with limited technologic access, and communication via transcreation. The project is consistent and supports the City of Tukwila’s adopted comprehensive plan. It is also an important element of broader countywide and regional policies to help meet economic and environmental goals by creating more compact and efficient land use development patterns through mobility investments.

The City of Tukwila encourages the serious consideration and selection of this project for funding.

Sincerely,

Jack Pace
Department of Community Development Director
City of Tukwila
6300 Southcenter Boulevard, Suite 100
Tukwila, WA 98188

CC: Peter Heffernan, King County Metro Government Relations Administrator
    Alison Turner, City of Tukwila Transportation Demand Management Program Manager
March 5, 2020

Rob Gannon
General Manager
King County Metro Transit
201 South Jackson Street, KSC-TR-0415
Seattle, WA 98104

Dear Mr. Gannon:

On behalf of the City of Auburn, I am writing to express our support to King County Metro Transit’s application to the 2020 Puget Sound Regional Council’s (PSRC) Regional Federal Highway Administration grant program competition for Metro’s On-Demand Feeder-to-Fixed Route Connections to Transit Program.

This project is the next phase of feeder-to-fixed route (F2FR) services, building on the lessons learned from Metro’s initial F2FR pilots (Via to Transit and Ride2). The project would be implemented at the Auburn Transit Center, the Overlake Village Station, and the Federal Way Transit Center. These transit centers are located in areas with significant unmet need for safe and convenient access to transit.

The project is timed to leverage and enhance major capital and transit service changes opening at these transit centers in 2023-2024 (Rapid Ride service in 2023 at Auburn Transit Center, new Link light rail in 2023 at Overlake Village Station and in 2024 at Federal Way Transit Center), helping communities to take full advantage of these significant transportation investments.

The project will help reduce barriers in getting to jobs, education, and medical services by improving access to transit service for our residents and business community, enhancing transit access to both regional and local centers throughout King County and larger region and decreasing congestion on our region’s arterial and highways. It would provide greater mobility for travelers struggling to connect to transit because they do not have access to a car, prefer not to drive, encounter overcrowded park and rides, and/or face challenges walking or biking.

The project is consistent and supportive of our adopted comprehensive plan. It is also an important element of broader countywide and regional policies to help meet economic and environmental goals by creating more compact and efficient land use development patterns.

We encourage the serious consideration and selection of this project for funding.

Sincerely,

Ingrid Gaub, P.E.
Public Works Director
Public Works Department

cc: Casey Gifford, Metro Project Manager
    Eric Irelan, King County Grants Administrator
March 4, 2020

Rob Gannon
General Manager
King County Metro Transit
201 South Jackson Street, KSC-TR-0415
Seattle, Washington 98104

Dear Mr. Gannon:

On behalf of the City of Bellevue, I am writing to express our support to King County Metro Transit’s application to the 2020 Puget Sound Regional Council’s (PSRC) Regional Federal Highway Administration grant program competition for Metro’s On-Demand Feeder-to-Fixed Route Connections to Transit Program.

Bellevue supported Metro’s recent Via to Transit pilot project at Eastgate Park and Ride. That pilot provided valuable information on feeder-to-fixed route (F2FR) services. Metro plans to build on the lessons learned from Via to Transit with the On-Demand F2FR Connections to Transit Program.

This project would be implemented at the Overlake Village Station and would provide important connections to and from Bellevue neighborhoods, including Bridle Trails, BelRed, and Northeast Bellevue. This project will also support regional travel to and from Bellevue at the Auburn Transit Center and the Federal Way Transit Center.

The project is timed to leverage and enhance major capital and transit service changes opening at these transit centers in 2023-2024 (new Link light rail in 2023 at Overlake Village Station, Rapid Ride service in 2023 at Auburn Transit Center, and new light rail in 2024 at Federal Way Transit Center), helping communities to take full advantage of these significant transportation investments.

The project will help eliminate barriers in getting to jobs, education, and medical services by improving access to transit service for our residents and business community, enhancing transit access to both regional and local centers throughout King County and larger region and decreasing congestion on our region's arterial and highways. It would provide greater mobility for travelers struggling to connect to transit because they do not have access to a car, prefer not to drive, encounter overcrowded park and rides, and/or face challenges walking or biking.
In addition to supporting regional transit, this program will also gather important information and best practices that can later be deployed in Bellevue and elsewhere. The project is consistent and supportive of the City's adopted Comprehensive Plan and Transit Master Plan. It is also an important element of broader countywide and regional policies to help meet economic and environmental goals by creating more compact and efficient land use development patterns.

We encourage the serious consideration and selection of this project for funding.

Sincerely,

Andrew Singelakis, Director
Bellevue Transportation Department

CC: Casey Gifford, Metro Project Manager
    Eric Irelan, King County Grants Administrator
March 3, 2020

Rob Gannon, General Manager
King County Metro Transit
201 S Jackson Street, KSC-TR-0415
Seattle, WA 98104

Dear Mr. Gannon:

On behalf of the City of Federal Way, I am writing to express our support to King County Metro Transit’s application to the 2020 Puget Sound Regional Council’s (PSRC) Regional Federal Highway Administration grant program competition for Metro’s On-Demand Feeder-to-Fixed Route Connections to Transit Program.

This project is the next phase of feeder-to-fixed route (F2FR) services, building on the lessons learned from Metro’s initial F2FR pilots (Via to Transit and Ride2). The project would be implemented at the Auburn Transit Center, the Overlake Village Station, and the Federal Way Transit Center. These transit centers are located in areas with significant unmet need for safe and convenient access to transit.

The project is timed to leverage and enhance major capital and transit service changes opening at these transit centers in 2023-2024 (Rapid Ride service in 2023 at Auburn Transit Center, new Link light rail in 2023 at Overlake Village Station and in 2024 at Federal Way Transit Center), helping communities to take full advantage of these significant transportation investments.

The project will help eliminate barriers in getting to jobs, education, and medical services by improving access to transit service for our residents and business community, enhancing transit access to both regional and local centers throughout King County and larger region and decreasing congestion on our region’s arterial and highways. It would provide greater mobility for travelers struggling to connect to transit because they do not have access to a car, prefer not to drive, encounter overcrowded park and rides, and/or face challenges walking or biking.

For the City of Federal Way, the potential service area of 1 to 2 miles from Federal Way Transit Center would serve a significant number of citizens among vulnerable populations, such as the elderly, low-income households, and non-English speakers, many of which live further than ½ mile from transit service with at least 30-minute headways. In addition, currently none of the City’s CTR-affected worksites are within ½-mile of the Federal Way Transit Center, and employees in general and shift workers in particular could benefit from this service.

The project is consistent with and supportive of our adopted comprehensive plan. It is also an important element of broader countywide and regional policies to help meet economic and environmental goals by creating more compact and efficient land use development patterns.
We encourage the serious consideration and selection of this project for funding. If you have any questions, feel free to contact me.

Sincerely,

[Signature]

E J Walsh, P.E.
Public Works Director

EJ:ss
March 3, 2020

Rob Gannon  
General Manager  
King County Metro Transit  
201 South Jackson Street, KSC-TR-0415  
Seattle, Washington  98104

Dear Mr. Gannon:

Thank you for this opportunity to submit a letter of support on behalf of our members regarding the feeder-to-fixed route service to Overlake Village Park and Ride. Our 35 members represent over 100,000 employees who come to Redmond every day. Half of them are in the Overlake neighborhood, a short distance from the Overlake Village Park and Ride. We have a vision for an accessible and inclusive Redmond. This feeder-to-fixed route service will help achieve that.

Overlake is one of the fastest growing and most diverse neighborhoods on the Eastside. The population of the neighborhood more than doubles between the hours of 9-5. Yet sidewalk and crosswalk connections to the frequent transit service at Overlake Village Park and Ride is lacking. We continue to urge the Cities of Redmond and Bellevue to address these needs, but in the meantime, these barriers fall hardest on our residents and employees with limited mobility. The current Access service in the neighborhood does not meet the needs of the community members. The feeder-to-fixed route project will provide a much-needed supplement to that service.

This project is will also directly serve one of our members, the Village at Overlake which sits atop the Overlake Village Park and Ride. This middle-income community with a diverse range of ages will benefit from the connections provided by this service.

And access for all to the frequent and reliable transit service at Overlake Park and Ride will be valuable to all our members.

We encourage the serious consideration and selection of the feeder-to-fixed route project to Overlake Village for funding.

Sincerely,

Kirk Hovenkotter, Executive Director,  
Greater Redmond Transportation Management Association
King County Mobility Coalition
Date: March 4, 2020

Rob Gannon
General Manager
King County Metro Transit
201 South Jackson Street, KSC-TR-0415
Seattle, Washington 98104

Dear Mr. Gannon:

On behalf of the King County Mobility Coalition, we are writing to express our support to King County Metro Transit’s application to the 2020 Puget Sound Regional Council’s (PSRC) Regional Federal Highway Administration grant program competition for Metro’s On-Demand Feeder-to-Fixed Route Connections to Transit Program.

This project is the next phase of feeder-to-fixed route (F2FR) services, building on the lessons learned from Metro’s initial F2FR pilots (Via to Transit and Ride2). The project would be implemented at the Auburn Transit Center, the Overlake Village Station, and the Federal Way Transit Center. These transit centers are located in areas with significant unmet need for safe and convenient access to transit.

The project is timed to leverage and enhance major capital and transit service changes opening at these transit centers in 2023-2024 (Rapid Ride service in 2023 at Auburn Transit Center, new Link light rail in 2023 at Overlake Village Station and in 2024 at Federal Way Transit Center), helping communities to take full advantage of these significant transportation investments.

The project will help eliminate barriers in getting to jobs, education, and medical services by improving access to transit service for our residents and business community, enhancing transit access to both regional and local centers throughout King County and larger region and decreasing congestion on our region’s arterial and highways. It would provide greater mobility for travelers struggling to connect to transit because they do not have access to a car, prefer not to drive, encounter overcrowded park and rides, and/or face challenges walking or biking.

The project is consistent and supportive of our goals as a coalition. It aligns greatly with our core vision to facilitate a coordinated transportation network that allows all people to move freely around King County and the Puget Sound.

We encourage the serious consideration and selection of this project for funding.

Sincerely,

Alex O’Reilly
Coalition Co-Chair

Don Okazaki
Coalition Co-Chair

CC: Casey Gifford, Metro Project Manager
    Eric Irelan, King County Grants Administrator
Date: March 2, 2020

Rob Gannon 
General Manager 
King County Metro Transit 
201 South Jackson Street, KSC-TR-0415 
Seattle, WA 98104

Dear Mr. Gannon:

I am writing to express Microsoft’s support for King County Metro Transit’s application to the 2020 Puget Sound Regional Council’s (PSRC) Regional Federal Highway Administration grant program competition for Metro’s On-Demand Feeder-to-Fixed Route Connections to Transit Program.

This project is the next phase of feeder-to-fixed route (F2FR) services, building on the lessons learned from Metro’s initial F2FR pilots (Via to Transit and Ride2). The project would be implemented at the Auburn Transit Center, the Overlake Village Station, and the Federal Way Transit Center.

The project is timed to leverage and enhance major capital and transit service changes opening at these transit centers in 2023-2024 (Rapid Ride service in 2023 at Auburn Transit Center, new Link light rail in 2023 at Overlake Village Station and in 2024 at Federal Way Transit Center), helping communities to take full advantage of these significant transportation investments.

The project will help eliminate barriers in getting to jobs, education, and medical services by improving access to transit service for residents, enhancing transit access to both regional and local centers throughout King County and larger region and decreasing congestion on our region’s arterial and highways. It would provide greater mobility for travelers struggling to connect to transit because they do not have access to a car, prefer not to drive, encounter overcrowded park and rides, and/or face challenges walking or biking.

The projects complement Microsoft’s employee commute programs. Additionally, Microsoft favors countywide and regional policies to help meet economic and environmental goals by creating more compact and efficient land use development patterns and reducing emissions for all residents.
We encourage the serious consideration and selection of this project for funding.

Sincerely,

Esther Christoffersen
Senior Services Manager, Commute Operations
Real Estate & Facilities
March 4, 2020

Rob Gannon  
General Manager  
King County Metro Transit  
201 South Jackson Street, KSC-TR-0415  
Seattle, Washington 98104

Dear Mr. Gannon:

On behalf of the South King County Mobility Coalition, we are writing to express our support to King County Metro Transit’s application to the 2020 Puget Sound Regional Council’s (PSRC) Regional Federal Highway Administration grant program competition for Metro’s On-Demand Feeder-to-Fixed Route Connections to Transit Program.

This project is the next phase of feeder-to-fixed route (F2FR) services, building on the lessons learned from Metro’s initial F2FR pilots (Via to Transit and Ride2). The project would be implemented at the Auburn Transit Center, the Overlake Village Station, and the Federal Way Transit Center. These transit centers are located in areas with significant unmet need for safe and convenient access to transit.

The project is timed to leverage and enhance major capital and transit service changes opening at these transit centers in 2023-2024 (Rapid Ride service in 2023 at Auburn Transit Center, new Link light rail in 2023 at Overlake Village Station and in 2024 at Federal Way Transit Center), helping communities to take full advantage of these significant transportation investments.

The project will help eliminate barriers in getting to jobs, education, and medical services by improving access to transit service for our residents and business community, enhancing transit access to both regional and local centers throughout King County and larger region and decreasing congestion on our region’s arterial and highways. It would provide greater mobility for travelers struggling to connect to transit because they do not have access to a car, prefer not to drive, encounter overcrowded park and rides, and/or face challenges walking or biking.

The project is consistent and supportive of our goals as a coalition. It aligns greatly with our core vision to facilitate a coordinated transportation network that allows all people to move freely around King County and the Puget Sound.

We encourage the serious consideration and selection of this project for funding.

Sincerely,

Bree Boyce  
Program Manager, Mobility Coalitions

CC:  
Casey Gifford, Metro Project Manager  
Eric Irelan, King County Grants Administrator
March 4, 2020

Rob Gannon
General Manager
King County Metro Transit
201 South Jackson Street, KSC-TR-0415
Seattle, Washington 98104

Dear Mr. Gannon:

On behalf of the Eastside Easy Rider Collaborative, we are writing to express our support to King County Metro Transit’s application to the 2020 Puget Sound Regional Council’s (PSRC) Regional Federal Highway Administration grant program competition for Metro’s On-Demand Feeder-to-Fixed Route Connections to Transit Program.

This project is the next phase of feeder-to-fixed route (F2FR) services, building on the lessons learned from Metro’s initial F2FR pilots (Via to Transit and Ride2). The project would be implemented at the Auburn Transit Center, the Overlake Village Station, and the Federal Way Transit Center. These transit centers are located in areas with significant unmet need for safe and convenient access to transit.

The project is timed to leverage and enhance major capital and transit service changes opening at these transit centers in 2023-2024 (Rapid Ride service in 2023 at Auburn Transit Center, new Link light rail in 2023 at Overlake Village Station and in 2024 at Federal Way Transit Center), helping communities to take full advantage of these significant transportation investments.

The project will help eliminate barriers in getting to jobs, education, and medical services by improving access to transit service for our residents and business community, enhancing transit access to both regional and local centers throughout King County and larger region and decreasing congestion on our region’s arterial and highways. It would provide greater mobility for travelers struggling to connect to transit because they do not have access to a car, prefer not to drive, encounter overcrowded park and rides, and/or face challenges walking or biking.

The project is consistent and supportive of our goals as a coalition. It aligns greatly with our core vision to facilitate a coordinated transportation network that allows all people to move freely around King County and the Puget Sound.

We encourage the serious consideration and selection of this project for funding.

Sincerely,

Bree Boyce
Program Manager, Mobility Coalitions

CC: Casey Gifford, Metro Project Manager
    Eric Irelan, King County Grants Administrator
Dear Mr. Gannon:

March 4, 2020

On behalf of the City of Redmond, I am writing to express our support for King County Metro Transit’s application to the 2020 Puget Sound Regional Council’s (PSRC) Regional Federal Highway Administration grant program competition for Metro’s *On-Demand Feeder-to-Fixed Route Connections to Transit Program*.

Metro’s *On-Demand Feeder-to-Fixed Route Connections to Transit Program* is the next phase of feeder-to-fixed route (F2FR) services, building on the valuable lessons learned from Metro’s initial F2FR pilots (Via to Transit and Ride2). This project would be implemented at the Overlake Village Station (Redmond Technology Station), Auburn Transit Center, and the Federal Way Transit Center. These transit centers are located in neighborhoods with significant unmet need for safe and convenient access to transit.

The project is timed to leverage and enhance major capital and transit service changes opening at these transit centers in 2023-2024 – new Link light rail in 2023 at Overlake Village Station (Redmond Technology Station) and in 2024 at Federal Way Transit Center, and Rapid Ride service in 2023 at Auburn Transit Center – helping our communities to take full advantage of these significant transportation investments.

The project will help eliminate barriers in getting to jobs, education, and medical services by:

- improving access to transit service for our residents and business community,
- improving the reach of our transit system to regional and local centers throughout King County and the larger region, and
- decreasing congestion on our region’s arterial and highways.

The project will improve mobility for travelers struggling to connect to transit because they lack access to a car, prefer not to drive, encounter overcrowded park and rides, or face challenges walking or biking.

The project supports and aligns with the City’s adopted Comprehensive Plan and Transportation Master Plan. It is also an important element of broader countywide and regional policies to help meet economic and environmental goals by creating more compact and efficient land use development patterns.

We encourage the serious consideration and selection of this project for funding.

Sincerely,

Carol Helland, Interim Director
Department of Planning and Community Development

CC: Casey Gifford, Metro Project Manager
    Eric Irelan, King County Grants Administrator
Date: March 9, 2020

Rob Gannon
General Manager
King County Metro Transit
201 South Jackson Street, KSC-TR-0415
Seattle, Washington 98104

Dear Mr. Gannon:

On behalf of Sound Transit, I am writing to express our support to King County Metro Transit’s application to the 2020 Puget Sound Regional Council’s (PSRC) Regional Federal Highway Administration grant program competition for Metro’s On-Demand Feeder-to-Fixed Route Connections to Transit Program.

This project is the next phase of feeder-to-fixed route (F2FR) services, building on the lessons learned from Metro’s initial F2FR pilots (Via to Transit and Ride2). The project would be implemented at the Auburn Transit Center, the Overlake Village Station, and the Federal Way Transit Center. These transit centers are located in areas with significant unmet need for safe and convenient access to transit.

The project is timed to leverage and enhance major capital and transit service changes opening at these transit centers in 2023-2024 (Rapid Ride service in 2023 at Auburn Transit Center, new Link light rail in 2023 at Overlake Village Station and in 2024 at Federal Way Transit Center), helping communities to take full advantage of these significant transportation investments.

We encourage serious consideration of this project for funding.

Sincerely,

Tracy Butler
Chief Financial Officer
Sound Transit

CC: Lisa Wolterink, Director of Grants and Fares
   Eric Irelan, King County Grants Administrator
March 17, 2020

Rob Gannon
General Manager
King County Metro Transit
201 South Jackson Street, KSC-TR-0415
Seattle, Washington 98104

Dear Mr. Gannon:

On behalf of the Pierce County Public Transportation Benefit Area Corporation (Pierce Transit), I am writing to express our support for King County Metro Transit’s application to the 2020 Puget Sound Regional Council’s (PSRC) Regional Federal Highway Administration grant program competition for Metro’s On-Demand Feeder-to-Fixed Route Connections to Transit Program.

This project is the next phase of feeder-to-fixed route (F2FR) services, building on the lessons learned from Metro’s initial F2FR pilots (Via to Transit and Ride2). The project would be implemented at the Auburn Transit Center, the Overlake Village Station, and the Federal Way Transit Center. These transit centers are in areas with significant unmet need for safe and convenient access to transit.

The project is timed to leverage and enhance major capital and transit service changes opening at these transit centers in 2023-2024 (Rapid Ride service in 2023 at Auburn Transit Center, new Link light rail in 2023 at Overlake Village Station and in 2024 at Federal Way Transit Center), helping communities to take full advantage of these significant transportation investments.

The project will help eliminate barriers in getting to jobs, education, and essential services by improving access to transit for our residents and business community, enhancing transit access to both regional and local centers throughout King County and decreasing congestion on our region’s arterials and highways. It will provide greater mobility for those struggling to connect to transit because they do not have access to a car, do not drive, encounter overcrowded park and rides, and/or have mobility challenges.

The project is an important element of broader countywide and regional plans and policies that help meet economic and environmental goals by creating more compact and efficient land use development patterns.

We encourage the serious consideration and selection of this project for funding.

Sincerely,

Sue Dreier
Chief Executive Officer
P: 253.581.8000
3701 96th St. SW, Lakewood, WA 98499
Providing 40 years of service
“VIA was exactly what I was dreaming about for the last mile and I use it every day to and from the light rail to work. I don’t have a car and even if I did, there is no parking near the light rail where I could do park and ride. My area has a significant public transportation gap and VIA fills in exactly this gap.”

“I also want to sincerely thank you for providing Via this last year! I truly don’t know what I would have done without it. It’s saved me and my family so much money and stress... and it has kept me safe!! The drivers are so friendly and many know me by name. It’s a wonderful program that makes public transportation possible for low-income, single women like myself. Plus I’ve felt great about reducing my carbon footprint!”

“Our whole Rainier Beach neighborhood needs VIA to stay to keep our children safe as they get to and from school, practice, work and more.”

“I am a 72 year old retired language teacher. I volunteer at Seattle Central College twice a week tutoring adult English Language Learners. I would not be able to do what I do without Via Van service.”

“I am a high school student that does Running Start at Seattle Central College, and VIA has been an extremely helpful service...It safely gets me to the train station in the mornings and gets me back home at the end of the day.”

“I had a severe lower motor neuron injury in early January that resulted in needing a walker to get around...To continue using Link I have relied on Via to get me to the station. The drivers are super friendly and the service is reliable. I’m so grateful that it is there when I need it.”

“[T]his demonstration program has radically transformed how myself and my neighbors have been able to access public transit. I live a little over a mile from the Rainier Beach light rail station, which I use to get to work each day. Before the VIA program, getting to the station was an exercise in frustration. The nearest bus stop is a fifteen minute walk, and adds nearly a half hour to each end of my commute...VIA has provided a reliable and accessible solution to the last-mile challenge I face twice a day. It’s been an incredible success in my mind and those that I share rides with each morning.”

“Via has really made access the Light Rail possible for so many of us. Last year when it started, I had just had a hip replacement surgery and could not drive and live near the top of a steep hill. Walking down the hill was not an option, but I could walk up one house length to where Via picked me up. On the return, they would drop me in front of my house which was a real bonus. I could not have been as mobile so soon without it.”

“Via makes it infinitely more feasible for me to maintain my focus on engaging with my city through mass transit, even when weather and luggage and timing and other issues might get in the way.”

“Since VIA started, my 15 year old son has a new level of independence — he can get to and from the light rail safely which allows him to move around the city. Before VIA, it could take him up to an hour (including a loooong walk) to get out of our neighborhood (Skyway/West Hill).”

“I began riding VIA on day one, last April. Living pretty far from a bus stop, down a dangerous street (MLK towards Renton/Tukwila), it has saved me from long, dark walks on freezing and rainy days getting splashed by water as cars go by. VIA has reduced my risk of getting hit by a car in the dark hours of the
morning while taking the long walk to the 101 bus stop down streets with no sidewalks. It has cut my commute time significantly and allows me a warm seat on the Light Rail, which I cannot access from the bus route closest to me...This service has significantly impacted my quality of life and that of others living in my previously under-serviced area of unincorporated King County, where the buses are few and far between and many of my neighbors contend with the same transportation barriers I do.”

“Via has transformed my behavior as a commuter, from a single occupancy vehicle driver, to exclusively public transit. Accessing Othello Station from my home is not practical without Via, and I would return to driving alone if the program is not renewed.”

“It helps me get to work, makes me take the light rail more often, provides my little sister a safe way to get to and from home, and reduces the amount of times I drive to work. It’s a convenient way for us to get to the light rail for the people that are not able to get to the station otherwise.”

“When VIA launched, I immediately tried it the following day, to work and from work. My morning commute went from 1.5hrs to an easy 40minute commute. I’ve been able to meet and connect with neighbors during each ride. It’s a joy to see familiar drivers each day and be able to catch up. My partner and I have significantly been driving around town less and less.”

“I have recently faced some health challenges and Via allows me to maintain my independence. I am currently seeking employment and knowing that I can easily get to the Columbia City station from my house opens up my prospects greatly.”

“Via has been a tremendous benefit for me. I am a 74 year old disabled veteran with atrial fibrillation. I also have a balance issue. I am taking blood thinners so a fall could be disastrous for me. VIA comes within 200 yards of my house and takes me about 3 miles to the Rainer Beach Light Rail Station. At night when it is dark also provides a good measure of safety.”

“There are many instances when I use VIA late at night to get to areas of South Seattle that I would feel unsafe walking to. It is a much more affordable option for me and I like that I can always know what to expect. It has shortened my commute dramatically.”
On-Demand Feeder-to-Fixed Route Connections to Transit Program (F2FR)

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King County Metro Transit’s 2019 – 2020 Purchased Transportation Budget and Overall Operating Program Revenue Forecasts

2019-2020 Operating Budget Purchased Transportation:

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Metro Revenue Forecasts:

Please note that Seattle Service revenue beyond 2020 is dependent on voter re-approval.