

Mobility Partnerships Grant Proposal – Key elements

September 2022

- Create and support Mobility Partnerships throughout the state who deliver mobility solutions to historically underserved and rural communities.
- Local Mobility Partnerships may be comprised of public and private entities who together engage their communities to identify mobility gaps, develop plans to address the gaps, deliver projects to address the gaps, and measure and report performance results.
- Mobility solutions emphasize the use of transportation demand management and the development of new solutions for places and populations that lack transportation options, e.g., multimodal deserts, rural and other low-population-density areas, cross-county, and shift workers.
- These solutions support broader transportation goals, including greenhouse gas emission reduction, health, safety, resiliency, and accessibility.
- The state would provide administrative, planning and program funds and technical assistance to local organizations who want to form Mobility Partnerships that address otherwise unmet transportation needs.
- The grant would involve a mix of ongoing formula funding and competitive funding for pilot and start up projects.
- Mobility partnerships would know the needs of their community and would be well positioned to provide fast, local, and more equitable solutions for people that need access to health care, jobs, education, food, medicine, and family.
- Mobility Partnerships would create local capacity to develop mobility solutions:
 - for populations that are otherwise deprioritized due to lack of resources
 - that fall into the void between commute trip reduction, transit, rural, and special needs transportation
- The grant would complement existing federal and state programs (e.g. Rural Mobility, Commute Trip Reduction, Regional Mobility Grants, Transit Tier List, FTA 5310, FTA 5311, CMAQ) and increase local capacity to use these programs.
- The handful of mobility coalitions in Washington have proven they can develop and deliver mobility services in otherwise underserved areas. They must compete for funding and, as a result, their future is uncertain.
- This grant proposal addresses the identified gap of lack of funding to sustain the Mobility Partnerships.

What resources would be necessary?

\$25M/biennium, operating funds (seeking new revenue to complement and increase transit funding in [Move Ahead Washing revenue package](#))

- \$6M formula funds to local grantees to establish and maintain mobility partnerships, develop and deliver mobility plans and projects, measure and report performance.
- \$14M competitive funds to local grantees to start up mobility projects.
- \$5M for state administration (1FTE) and technical assistance. Technical assistance could be provided by state staff (7 FTEs) or contracted out. Technical assistance would support the development of coalitions, mobility plans, implementation, and performance reporting.