



Puget Sound Regional Council

Funding Application

Competition	Regional FTA
Application Type	Main Competition
Status	submitted
Submitted:	April 30th, 2018 5:32 PM
Prepopulated with screening form?	Yes

Project Information

- Project Title**
RapidRide Renton/Newcastle/ Eastgate/Overlake Transit Facility Passenger Amenities and Access Improvements
- Regional Transportation Plan ID**
5675
- Sponsoring Agency**
King County Metro
- Cosponsors**
N/A
- Does the sponsoring agency have "Certification Acceptance" status from WSDOT?**
N/A
- If not, which agency will serve as your CA sponsor?**
N/A
- Is your agency a designated recipient for FTA funds?**
Yes
- Designated recipient concurrence**
N/A

Contact Information

- Contact name**
Eric Irelan
- Contact phone**
206-477-3862
- Contact email**
eric.irelan@kingcounty.gov

Project Description

- Project Scope**
This grant would fund construction of approximately 56 new RapidRide branded stations and stops, which may include amenities such as new bus shelters, next bus arrival and wayfinding signs, off-board fare payment and bike storage facilities along the Renton-Newcastle-Overlake Rapid Ride corridor. In addition, the project will construct or improve pedestrian connections and access improvements to the stations and stops, helping increase transit ridership along this critical corridor.

RapidRide is Metro's Bus Rapid Transit (BRT) service program. This successful program

provides frequent service and enhanced customer amenities in major travel corridors throughout King County. Compared to the lines they replaced, the first generation of RapidRide lines carry approximately 50% more riders with travel time as much as 20% faster. King County Metro has identified a second wave of 13 new RapidRide lines through a combination of coordination with local jurisdictions, analysis of high-ridership routes and future growth projections, and weighing social equity, productivity and geographic value. The Renton-Newcastle-Overlake corridor meets the criteria for a new RapidRide line, connecting multiple centers with high boardings, population, and jobs relative to other suburban corridors.

2. Project Justification, Need, or Purpose

The purpose of the project is to construct RapidRide stations on the Metro Route 240/245 corridor and improve the safety of direct walk and bike access to the stations. This project is an essential element to providing RapidRide service on the corridor. The goal of the larger project is to provide new BRT service in this high growth corridor with very frequent service (every 10 minutes most of the day), enhanced speed and reliability improvements and upgraded passenger amenities while increasing transit ridership, decreasing transit travel times and encouraging mode shift to transit from single occupancy vehicle (SOV) travel.

The new RapidRide line supported by this project will be 17.7 miles long and connect 62,073 residents and 104,521 employees (2016 US Census American Community Survey (ACS)) within a half mile of the corridor. Demand for additional service continues to increase and Metro is expecting significant ridership increases with RapidRide service on this corridor. 2040 projections include 94,452 residents and 115,128 employees within a half mile of the corridor.

King County Metro Routes 240 and 245 currently connect Overlake, Newcastle and Renton and are two of the system's busiest suburban routes, with over 6,100 daily boardings and significant passenger capacity (overcrowding) constraints. Route 240 is also in the top 25% of most productive suburban routes in the King County system when measuring passenger miles to platform miles (10.4). However, 22% of weekday trips do not meet standards for on-time performance. The high productivity of the route and issues with reliability make it a prime candidate for conversion to a RapidRide line. Demand for additional service continues to increase and Metro is expecting significant ridership increases on the corridor with RapidRide investment. On average, converting existing routes to RapidRide service levels has resulted in ridership growth of 50-65% over baseline within five years of service launch.

Studies have shown that improved passenger facilities can drive ridership growth on a transit line and increase existing rider satisfaction (e.g., Relationship Between Passenger Environment and Customer Satisfaction; William Cooper, MARTA, 2015, APTA National Conference). By adding passenger amenities such as shelters, off-board fare payment, real time arrival information, bike storage and pedestrian access improvements at stations as part of RapidRide conversion, the project will support these outcomes:

- Increased ridership of up to 3,000 weekday trips by 2027, a 50% increase.
- Substantially increased transit frequencies during peak, midday, and night service periods.
- Increased transit reliability, faster travel times and higher service quality in the corridor.
- Improved access for approximately 62,073 residents and 104,521 employees from all sectors within ½ mile of the corridor. By 2040, the corridor will provide improved access for over 92,400 residents, a 33% increase.
- Support for adopted transportation and land use goals as demonstrated in the plan consistency and support for centers sections of this application.
- Alleviate traffic congestion through increased ridership and mode shift to transit.
- Reduced transportation generated GHG and other toxic air pollutants.
- Enhanced connections to transit for people walking and biking.
- Improved service quality and operational efficiency.

The Central Puget Sound Region and King County specifically has been experiencing rapid population and employment growth. The region's population increased by 82,000 or 2.1% between 2016 and 2017, reaching 4,067,000 as of April 1, 2017. King County was the region's fastest growing county, increasing by 48,600 persons or 2.3%. Additionally, King County is forecasted to add 285,000 people and 477,000 employees between 2017 and 2040, or 42% of the region's population growth and 57% of employment growth, the highest proportion by county in the region (Vision 2040, updated by King County Office of Performance, Strategy and Budget). Most of these new jobs and residents are expected to locate in PSRC designated Regional Centers including those served by this new Metro RapidRide line. This growth will be accompanied by a 40% increase in travel demand (PSRC TDM Action Plan 2013-2018).

Based on forecasted population and employment growth included in PSRC's Vision 2040, the King County Council in 2017 adopted Metro Connects, Metro's long range transit plan. Metro Connects identifies service and capital needs that will meet these forecasted increases. A key element of Metro Connects is the expansion of Metro's BRT service - RapidRide. Metro Connects identifies 20 additional RapidRide lines to be implemented, 13 by 2025 and seven additional by 2040.

Project Location

1. **Project Location**

This corridor extends from the Renton Transit Center in Renton to the Overlake Transit Center in Redmond, passing through the cities of Renton, Newcastle, and Bellevue and Redmond and transit centers in Renton Eastgate and Overlake.

2. **Please identify the county(ies) in which the project is located.**

King

3. **Crossroad/landmark nearest the beginning of the project**

Renton Transit Center

4. **Crossroad/landmark nearest the end of the project**

Overlake Transit Center

5. **Map and project graphics**

RR_RentontoOverlake.pdf

Plan Consistency

1. **Is the project specifically identified in a local comprehensive plan?**

Yes

2. **If yes, please indicate the (1) plan name, (2) relevant section(s), and (3) page number where it can be found.**

King County Comprehensive Plan (2016 Update)

Policies T-204 and T-205 in the support the development of RapidRide Corridors serving centers and areas of concentrated activity. T-205 also calls specifically for the implementation of high-capacity facilities recommended in Metro's Strategic Plan for Public Transportation and Long Range Plan (Chapter 8, p. 13).

Metro Connects

The Route 240/245 corridor is recommend as a future RapidRide bus rapid transit (BRT) corridor identified for priority strategic investment (p. 76)

The City of Renton Comprehensive Plan include policies which support this project (pages 19 - 26):

Policy T-11: Through investments in non-motorized facility connections, collaboration with transit providers, and commute trip reduction programs with employers, encourage a reduction in drive alone work trip shares to below 75% by 2035 within the Regional Growth Center

Policy T-18: Increase the person-carrying capacity of the Renton arterial system by encouraging modes that allow more people per vehicle and by discouraging single occupancy vehicle usage.

Policy T-28: Work with other jurisdictions and transit authorities to plan and provide frequent, coordinated and comprehensive transit service and facilities in residential and employment areas.

Policy T-30: Work to improve the frequency and reliability of transit serving Renton's Downtown and promote the Downtown Transit Center as part of a regional high capacity transit system.

Policy T-31: Increase transit service and access in commercial and mixed use corridors and nodes.

Policy T-32: Coordinate transit, bike and pedestrian planning efforts and evaluate opportunities to leverage investments for the benefit of more users

Policy T-37: Support transit agencies' investment in transit service to Renton neighborhoods within and beyond Downtown.

Policy T-43: Prioritize multimodal transportation investments in Renton's Urban Center

The project is recommended in Bellevue's Transit Master Plan (2014) for "Stable Funding" transit scenarios in 2022 and 2030 providing Frequent Rapid and Frequent Local transit service between Redmond, Bellevue and Renton on Routes 7 and 11 designated in the plan on pages 69-71.

The project is supported in the City of Redmond's Comprehensive Plan (2011), Redmond 2030 by policies on pg. 9-4, and specifically in the City's Transportation Master Plan (2013) in designated high frequency transit corridors shown on pages 69 and 71.

TR-8 Implement Redmond's Transit System Plan, as contained in the Transportation Master Plan, and work with partner transit agencies to provide transit service, access to neighborhoods, passenger amenities and capital improvements necessary to serve local Redmond, Eastside and regional transit needs.

TR-9 Use transit as a way to provide for access, circulation and mobility needs in Redmond, especially in areas planned for higher density mixed-use development and favorable pedestrian environments.

The City of Newcastle Comprehensive Plan include policies which support this project (p. TR-6):

TR-P48 The City should coordinate with King County Metro and Sound Transit to provide carpool opportunities and expand accessible and convenient transit services throughout the city to meet the needs of the elderly, youth, low income and disabled individuals.

TR-P49 The City should work with King County Metro, Sound Transit, and the Washington State Department of Transportation to explore opportunities for expanding transit services in Newcastle.

TR-P52 Transit facilities (stations, centers, park-and-rides, shelters, etc.) should be designed with consistent architectural features and easily accessible to pedestrians and bicycles.

TR-P54 The City should encourage transit shelters for protection from the weather. The transit shelters should be well-lighted and provide securing for bicycles.

TR-P55 The City should encourage convenient and safe automobile, bicycle, and pedestrian access to transit facilities.

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.**

N/A

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. For example, is it located within a designated regional, countywide or local center, or is it located along a corridor connecting to one of these areas?**

The Renton-Newcastle-Overlake RapidRide line connects the regional designated Growth Centers of Renton and Redmond Overlake. The corridor provides transit connections at the Overlake Transit Center, Eastgate Transit Center, and Renton Transit Center to other designated regional growth centers including Auburn, Bellevue Downtown, Bothell Canyon Park, Kent, Redmond Downtown, SeaTac, Seattle CBD, Totem Lake Kirkland and University Community.

Criteria: Benefit to Center

1. **Describe how the project will benefit or support the existing and planned housing and employment development of a center or centers. Does it support multiple centers?**

The project supports existing and planned housing/employment densities in multiple regional growth centers including Renton and Redmond-Overlake. By supporting conversion of the Route 240/245 corridor to a RapidRide line, the project will expand corridor transit capacity

and increase access and mobility to the Renton and Redmond Overlake regional centers which contain significant areas of housing and employment concentrations. Providing improved passenger facilities with safe, convenient access supports existing and planned Center development densities by meeting higher demands for transportation and transit access from increased commercial activity, services, and housing growth.

Currently, the corridor supports a population of 62,073 people and 104,521 employees located within a half mile of the corridor (2016 ACS). 2040 forecasts show population growth increasing to 92,452 people and employment to 115,128 employees. These figures are derived from PSRC's Regional Growth strategy which relies on significant increases in transit ridership to achieve this level of development density, ridership which RapidRide BRT is shown to deliver.

The project will also support transit oriented development and compact development designs within these regional centers and along the connecting corridor by lowering demand for vehicle trips associated with new development through higher transit usage. Increased access to high quality, frequent transit service to meet growing transportation demand is a necessity as Centers densify. Meeting growing transportation needs with transit over SOV travel reduces demand for added street capacity and space-intensive parking. This creates greater efficiency in land use and allows higher development densities, which support compact development designs and walkable development patterns within centers and along transit corridors.

2. Describe how the project will support the development or redevelopment plans and activities (objectives and aims) of a center or centers.

This project will support center development and redevelopment plans and activities by increasing transit ridership between regional centers including Renton and Redmond-Overlake, two of the fastest-growing centers in the region. By supporting substantially increased service frequencies and quality of service, this project will help mitigate the negative impacts of new development including increased traffic growth and demand for additional parking. This helps reduce the cost of development by creating greater efficiency in the existing transportation system.

Efficiency is especially significant in relation to supporting continued redevelopment in Bellevue and Renton. In 2016, Bellevue outpaced Seattle as King County's fastest-growing city. According to the City of Bellevue, the city population is projected to grow significantly through 2035, adding 21,000 new residents and 53,000 new jobs. While half of the new growth is in the Bellevue Regional Growth Center, the other half is planned for growing local centers like Eastgate and Factoria, which are served by the proposed project.

After a surge in growth at the first part of this century pushed Renton's population over 100,000, the city continues to plan for both residential and job growth. Specifically, this project will support several notable planned redevelopment projects in Renton:

- Five new residential developments including almost 500 new housing units.
- A new Kaiser Permanente Campus housing over 1,200 jobs, along with other new medical office development.
- Southport at Renton, a new commercial development including over 700,000 sqft. of new Class A office space.
- A new 20,000 square foot CarMax showroom repair facility and office space.

Significant residential and commercial development is planned in Redmond in the Overlake Village district. The City's comprehensive plan establishes goals for the district that include high-quality, compact development, mid-rise, mixed use neighborhoods, a vibrant shopping district, and a network of open space, sidewalks, and trails conducive to transit use. It includes connections to the Overlake Transit Center and Future ST Link light rail connection at a planned Overlake Village Station. The Overlake Village Neighborhood Plan calls for adding 5,000 new residences and 25,000 new jobs by 2030.

3. Describe how the project improves safe and convenient access to major destinations within the center, including enhanced opportunities for active transportation that can provide public health benefits through the following relevant areas: walkability, public transit access, public transit speed and reliability, safety & security, bicycle mobility and facilities, streetscape improvements, etc.

The project will construct 56 new RapidRide branded stations and stops which will include amenities such as new bus shelters, next bus arrival and wayfinding signs, off-board fare payment and bike storage facilities. These stops provide safer and more convenient access to frequent transit service connecting to destinations within the Renton and Redmond Overlake regional growth centers.

In addition, the project will construct improved nonmotorized access to/from the line's stations and stops. This will increase traveler safety and convenience and encourage more

people to walk and bike to transit and to their final destinations, including other regional centers accessible through transit connections via the Overlake, Renton Transit Center, N 8th/Park Avenue, and Eastgate Transit Centers.

By improving safe and convenient nonmotorized access to transit and increasing transit ridership, the project will provide public health benefits. Studies show that people who ride transit are more likely to get regular physical activity simply by walking to and from transit stops, so access to high quality transit service supports public health goals (Besser, Liah M. and Andrew L. Dannenberg, "Walking to Public Transit: Steps to Help Meet Physical Activity Recommendations, Am J Prev Med 2005; 29(4): 273-280). Transit also provides a vital link for people who walk and bike by extending accessibility and trip lengths while supporting compact walkable development patterns that provide higher opportunities for safe and convenient travel to destinations within centers.

4. Describe how the project provides a range of travel modes to users traveling to centers, or if it provides a missing mode.

The project is an essential element to providing RapidRide service between Renton and Redmond-Overlake regional centers with its increased frequency and reliability, extended service hours, safe and convenient access to transit, and overall higher quality transit service. BRT is a distinctly separate classification of transit service and an excellent means of providing increased transit service to meet the growing demand for travel efficiently within this corridor.

Routes 240/245 are among the top 25% of suburban routes in ridership and productivity. On average, converting existing routes to RapidRide service levels has resulted in ridership growth of 50 - 70% over baseline within five years of service launch. As greater transportation demand is met with improved transit and non-motorized modes, traffic level increases from development are moderated, the negative impacts of increased traffic are reduced, and all modes of transportation benefit, including transit, non-motorized, HOV travel, freight delivery, taxi and TNC service, and other general traffic operations in the corridor.

5. Describe the user groups that will benefit from the project, including commuters, residents, commercial users, those groups 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.

The project will benefit numerous user groups, including low income and minority populations, people with disabilities, people living in Highly Impacted Communities, and areas experiencing high levels of unemployment or chronic underemployment. These groups will benefit from improved access, more trip options, new late night service, higher reliability, and faster travel to employment and education opportunities, shopping and commercial services, health and human service resources, and recreation destinations.

Using census data from the 2013 American Community Survey, 13% of the residents within a half mile of the corridor fall below the nationwide poverty level and 49% are a minority population.

Improved access to RapidRide service and the mobility and health advantages it provides can help increase economic equity and environmental justice in the communities it serves. Project completion on this corridor will provide improved transit access and higher mobility, connecting families and individuals living in areas of Low and Moderate Opportunity to areas with High and Very High Opportunity, as defined by PSRC's Opportunity Index shown in their Project Selection Resource Map.

The route also traverses Census tracts in New Castle and Renton with significant elderly populations. Bellevue, Newcastle and Renton contain areas with 11-14% disabled populations who will benefit from easier access to transit and higher mobility provided by the project. People living and working in designated Highly Impacted Communities in Renton and Factoria, characterized by degraded air quality, and whose residents face economic or historic barriers to participation in clean air decisions, will also benefit.

The Renton-Overlake RapidRide project connects these disadvantaged populations to employment and housing opportunities, and training and educational centers located in Redmond, Bellevue and Renton. In addition, this project provides increased mobility and access to other opportunities throughout the region with connecting transit services provided at the major transit centers this corridor serves.

6. 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 will directly benefit and support existing and new employment the Renton and Redmond Overlake centers and along the corridor including these industry clusters: Aerospace Manufacturing, Local Health Services, Computer Services, Corporate Headquarters, Local Commercial Services and local Hospitality Establishments. In 2016, employment within 1/2 mile walking distance from Routes 240/245 was estimated at 104,521 and included jobs in the listed and other clusters.

The expanded daily service supported by this project will provide more transit trip options for workers and support a wider variety of shift times. Higher transit capacity and increased trip frequencies will also stimulate more commercial development and redevelopment within regional centers and along the corridor, providing more employment opportunities. BRT service helps induce higher land values and development densities which creates economic development and employment opportunity. RapidRide service between these regional centers was assumed as an integral part of the region's land use vision and growth projections.

7. Does the project promote Commute Trip Reduction (CTR) opportunities?

Yes, the project will provide additional commute options to employees at over 69 CTR affected employment sites along the Route 240/245 corridor. These employers will benefit from increased trip frequency, extended service hours, transit reliability and performance.

CTR programs managed by the cities of Renton, Bellevue, Redmond, as well as King County and WSDOT, will benefit from this project, as more transit resources become available to meet commuter program needs. The South King County Partnership CTR Initiative, which includes the cities of Renton, SeaTac, Kent, Burien, Federal Way, and Tukwila, will benefit as well. Tukwila's South King County Transportation Options program provides grants for small capital projects that encourage active transportation and transit use in South King County within the cities of Burien, Federal Way, Kent, Renton, SeaTac, and Tukwila. Projects may be proposed by cities, businesses, community organizations, schools, or neighborhood groups.

Criteria: System Continuity/Long Term Benefit-Sustainability

1. Describe how this project provides a "logical segment" that serves a center, or allows users to access the system.

Metro Routes 240 and 245 are some of the most productive suburban routes in the Metro system with 6,137 daily boardings, demonstrating their value as a logical segment of the regional transit system. Corridor service has already been incrementally improved both with infrastructure (pedestrian access and speed and reliability improvements) and increases in service hours. Continued residential and commercial development in connecting regional centers and local centers along the corridor are increasing demand for transit service, and existing service reliability is poor on Route 240. The next logical step to meet the demand is to implement bus rapid transit along the full corridor.

The corridor provides access to other regional centers through connecting service provided at the Renton, Eastgate, and Overlake transit centers. Riders can transfer to other Metro routes and Sound Transit Express bus service. These services provide access to numerous regional centers including Auburn, Bellevue Downtown, Bothell Canyon Park, Kent, Redmond Downtown, Totem Lake Kirkland, Downtown Seattle, Tukwila, SeaTac, Seattle CBD, University Community and Federal Way. Future ST BRT and Link Extension service will expand connectivity and user access to more centers and other key destinations

2. Describe how the project fills in a missing link or removes barriers to a center (e.g. congestion, inadequate transit service/facilities.).

This will be the first direct RapidRide service connection between the Renton and Redmond-Overlake regional centers, and providing the first access to BRT service for residents and businesses along 156th Ave NE in the developing Overlake Village district and Coal Creek Parkway in Newcastle and Bellevue. This service is recommended in all three cities' comprehensive plans as needed to support growth in their regional and local centers. This RapidRide line is a key component of the regional RapidRide network, connecting to the F Line in Renton and the B Line in Bellevue.

Converting regular service to RapidRide service has been shown to increase transit ridership on the corridor by up to 65% within five years. Increasing transit usage and mode shift from single-occupant vehicles reduces congestion on the transportation system as a whole. A RapidRide line in this corridor will also involve infrastructure improvements such as transit signal priority, bus stop consolidation, and all-door boarding and off-board fare payment. These improvements will speed corridor travel times, on-time performance, and reduce dwell time delay for transit and passengers on the corridor.

3. Describe how this project will relieve pressure or remove a bottleneck on the Metropolitan Transportation System and how this will positively impact overall system performance.

This project supports implementation of RapidRide service in the Route 240/245 corridor. RapidRide implementation with planned speed and reliability improvements will reduce traffic congestion in the corridor and delay impacts. The project will also help reduce increasing traffic congestion on the parallel I-405 and SR520 corridors and at over-utilized park and ride lots in the corridors.

Between the Renton and Redmond-Overlake regional centers, RapidRide implementation will address 14 areas of existing congested slow bus speed zones (where bus travel speed is

slower than 40% of the speed limit) and will provide a path for transit riders through four areas of project future congestion growth (where the V/C ratio is above .85 for 2025 conditions). These improvements will provide increased transit speeds needed to support RapidRide service and positively impact system performance.

I-405 is a key commute and economic corridor in the region. 2016 AADT between Renton and Kirkland ranged from 132,000 - 210,000. According to WSDOT's 2017 Corridor Capacity Report, I-405 has heavy peak period congestion on a daily basis. From 2014 to 2016, delay increased 9% between Tukwila and Lynnwood. Congestion chokepoints slow traffic flow considerably; corridor segments near the I-90 interchange and the Kirkland area contribute to significant delay. Annual passenger miles traveled on transit increase 45% on I-405 between 2014 and 2016, from 14.3 to 20.7 million miles. However, park and rides along the corridor are at or over capacity earlier in the day, with 10 out of 12 having utilization rates at or above 95% in 2016.

SR520 is an important commute and economic corridor in the region connecting I-5 and I-405. 2016 AADT between Renton and Kirkland ranged from 70,000 - 80,000. According to WSDOT's 2017 Corridor Capacity Report, congestion is increasing on SR520 during the peak commute times. Reliable SOV travel times during the 16 mile AM commute between Redmond and Seattle increased 50% between 2014 and 2016 from 26 minutes to 39 minutes, and reliable HOV commute time increased 8% from 25 to 27 minutes. Reliable Transit commute time decreased from 30 minutes in 2014 to 25 minutes in 2016. Of the four major park and ride lots serving the corridor between Redmond and Bellevue, three were 99% or greater occupied in 2016.

Frequent, reliable transit service connecting regional centers that provides parallel travel movement to major highways is effective in reducing growing congestion on highway corridors. Reducing traffic demand on I-405 and SR520 through higher transit ridership and mode share is also an important objective that this project is designed to achieve.

4. Describe how the project improves intermodal connections (e.g. between autos, ferries, commuter rail, high capacity transit, bus, carpool, bicycle, etc.), or facilities connections between separate operators of a single mode (e.g., two transit operators).

The project will improve intermodal connections for pedestrians and cyclists to regional transit by 1) Building 56 new RapidRide stations with high-level amenities along the corridor, and 2) constructing improved nonmotorized improvements to routes to/from the stations. With connections to major transit centers, the new RapidRide service will also improve intermodal connection to auto and HOV (park and ride and TNCs), RapidRide B and F lines, local bus routes, the Microsoft Connector, and future ST BRT and Link light rail transit.

5. If applicable, describe how the project provides an improvement in travel time and/or reliability for transit users traveling to and/or within centers.

New RapidRide service provides improved travel time and transit reliability. Additional trip frequency offers more route capacity, dispersing passenger loads across several trips that operate closer together with less crowding and trip bypass, improving transit reliability. Increased trip frequency and real time information at RapidRide stations will also give riders more informed options to take a nearby trip should a bus run late.

In 2017, 22% of weekday trips on Route 240 did not meet standards for on-time performance. The high productivity of the route and issues with reliability make it a prime candidate for conversion to a RapidRide line. When the Routes 240/245 are converted to a RapidRide line, passengers can expect up to 20% faster bus travel times (based on RapidRide lines A-F) during the peak commute period. Actual travel time estimates will be developed as part of preliminary engineering.

6. If applicable, describe how the project increases transit use to or within centers.

Based on Metro's experience with previous RapidRide line implementation, the project is expected to increase transit ridership along the corridor by as much as 65%. Actual ridership projections will be developed as part of preliminary engineering but based on this experience Metro would expect at least 3,000 additional daily boardings on this line in addition to the 6,137 current daily boardings.

7. Describe how this project supports a long-term strategy to maximize the efficiency of the corridor? Describe the problem and how this project will remedy it.

This project is a part of a long-term regional strategy to maximize efficiency of the corridor and meet and regional growth and transit mode share targets. The project is recommended in Vision 2040, Metro Connects, and the comprehensive plans of every city in the corridor. It is a key part of a regional transit network that provides frequent, day and night convenient connections to destinations within connecting regional and local centers. This high quality service, stations and passenger amenities will attract new riders to transit and reduce increased demands for single occupant vehicle trips. The project will also help realize regional center land use goals by encouraging denser, transit oriented development in the two regional centers and along the corridor.

Metro service in the corridor has already been incrementally improved both with infrastructure (pedestrian access and speed and reliability improvements) and increases in service hours. Continued residential and commercial development in connecting regional centers and local centers along the corridor is increasing demand for transit service, and existing service reliability is poor on Route 240. The next logical step to meet the demand is to build Rapid Ride stations, improve safe and direct nonmotorized access to the stations, and implement bus rapid transit.

Air Quality and Climate Change: Element Selection

- 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, Bicycle and Pedestrian Facilities

Air Quality and Climate Change: Transit and Ferry Service

- What is the current transit ridership for the affected transit stops or routes?**
Average weekday ridership on the Routes 240/245 is 6,137 daily trips.
- What is the average transit trip length for the affected routes?**
In spring 2018, the average weekday passenger trip length on the Route 240 was 5.7 miles and on the Route 245 was 3.6 miles.
- What is the average transit trip length of the entire system?**
The average passenger miles traveled for the system is 4.41 miles.
- If the project includes a park and ride, how many new stalls are being provided?**
N/A
- Are there other amenities included to encourage new transit ridership? If so, please describe.**
The RapidRide system, as the premier system developed by Metro, includes multiple amenities that have been shown to encourage new ridership, including:
 - State of the art coaches
 - Speed and reliability improvements such as transit signal priority and smart signals
 - Enhanced bus stops including real-time information signs, larger shelters, and lighting
 - Off-board fare collection that will allow passengers to pay fares without waiting in line
 - Improvements to bicycle and pedestrian crossings and facilities to help passenger's access transit.
- What is the expected increase in transit ridership from the project?**
Based on Metro's experience with previous RapidRide line implementations, the project is expected to increase transit ridership along the corridor by as much as 65%. Actual ridership projections will be developed as part of preliminary design but based on this experience Metro would expect at least 3,000 additional daily boardings on this line in addition to the 6,137 current daily boardings for a total of 9,137 daily boardings.
- If a new or expanded ferry service, what is the length of the driving route being replaced?**
N/A
- Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.).**
Spring 2018 King County Metro data. Ridership data from previous RapidRide development for RapidRides A-F.

Air Quality and Climate Change: Bicycle and Pedestrian Facilities

- Describe the facilities being added or improved**
Sidewalks, curb cuts, street intersection crossings, lighting, bike lanes, shared lanes, bike storage, and real time signage.
- What is the length of the proposed facility?**
Specific lengths are not know at this time but will be developed in the preliminary engineering phase.
- Describe the connections to existing bicycle/pedestrian facilities and transit.**
The pedestrian and bike improvements funded by this application will connect and improve existing bike and walk routes, providing safe, seamless and direct access to 56 RapidRide stations along the corridor.

4. **Describe the current bicycle/pedestrian usage in the project area. If known, provide information on the shift from single occupancy vehicles.**
National average of all trips from National Travel Survey: Walk 10.5% Bike 1%
5. **What is the expected increase in bicycle/pedestrian usage from the project? If known, provide information on the shift from single occupancy vehicles**
Not Known
6. **What is the average bicycle trip length?**
Not Known
7. **What is the average pedestrian trip length?**
Not Known
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.)**
US National Travel Survey

PSRC Funding Request

1. **What is the PSRC funding source being requested?**
N/A
2. **Has this project received PSRC funds previously?**
No
3. **If yes, please provide the project's PSRC TIP ID**
N/A

Phase	Year	Alternate Year	Amount
construction	2021	2022	\$8,000,000.00

Total Request: \$8,000,000.00

Total Estimated Project Cost and Schedule

Planning

Funding Source	Secured/Unsecured	Amount
Local	Secured	\$317,730.00
		<u>\$317,730.00</u>

Expected year of completion for this phase: 2019

PE

Funding Source	Secured/Unsecured	Amount
Local	Reasonably Expected	\$11,569,960.00
		<u>\$11,569,960.00</u>

Expected year of completion for this phase: 2020

ROW

Funding Source	Secured/Unsecured	Amount
Local	Reasonably Expected	\$6,316,000.00
		<u>\$6,316,000.00</u>

Expected year of completion for this phase: 2021

Construction

Funding Source	Secured/Unsecured	Amount
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5307	Unsecured	\$8,000,000.00
Local	Reasonably Expected	\$31,389,880.00
		<u>\$39,389,880.00</u>

Expected year of completion for this phase: 2022

Other

Funding Source	Secured/Unsecured	Amount
Local	Reasonably Expected	\$176,430.00
		<u>\$176,430.00</u>

Expected year of completion for this phase: 2022

Summary

- Estimated project completion date**
12/2022
- Total project cost**
\$57,770,000.00

Funding Documentation

- Documents**
KC_Metro_Adopted_Budget_Spending_Projections_2016-2026_by_Appropriation_v1.xlsx
- 2. Please describe the secure or reasonably expected funds identified in the supporting documentation. For funds that are reasonably expected, an explanation of procedural steps with milestone dates for completion which will be taken to secure the funds for the project or program should also be included.**

The currently adopted 2017-2018 King County budget includes appropriation A00699 for RapidRide expansion. This appropriation has been developed to provide funding for 13 new RapidRide lines. The appropriation provides funding in the current biennial budget (2017-2018) and planned additional appropriations through 2025.

An appropriation request for this project will be included in the 2019-2020 capital budget currently under development. To secure an appropriation in the 2019-2020 budget, King County Metro will include a budget request for the RapidRide Renton/Newcastle/Eastgate/Overlake project in its overall capital program request for the biennium. Metro management will approve the capital program budget request and transmit it to the County Executive's Office by July 1, 2018. The capital and operating budget requests will be reviewed, finalized and sent to the King County Council on September 24, 2018. The Council should adopt the final budget by mid-November, 2018.

Project Readiness: PE

- 1. Are you requesting funds for ONLY a planning study or preliminary engineering?**
No
- 2. Is preliminary engineering complete?**
No
- 3. What was the date of completion (month and year)?**
N/A
- 4. Have preliminary plans been submitted to WSDOT for approval?**
N/A
- 5. 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
- 6. When are preliminary plans expected to be complete?**
N/A

Project Readiness: NEPA

1. **What is the current or anticipated level of environmental documentation under the National Environmental Policy Act (NEPA) for this project?**
Documented Categorical Exclusion (DCE)
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).**
12/2019

Project Readiness: Right of Way

1. **Will Right of Way be required for this project?**
Yes
2. **How many parcels do you need?**
Right of way needs will be determined in the Preliminary Engineering phase.
3. **What is the zoning in the project area?**
Zoning varies throughout the project corridor.
4. **Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.**
Right of way needs and a baselined schedule will be determined in the Preliminary Engineering phase.
5. **Does your agency have experience in conducting right of way acquisitions of similar size and complexity?**
Yes
6. **If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?**
N/A
7. **In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each.**
Right of way needs and a baselined schedule will be determined in the Preliminary Engineering phase.

Project Readiness: Construction

1. **Are funds being requested for construction?**
Yes
2. **Do you have an engineer's estimate?**
No
3. **Engineers estimate document**
N/A
4. **Identify the environmental permits needed for the project and when they are scheduled to be acquired.**
Permitting requirements for the project will be identified as part of Preliminary Engineering in 2018.
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)?**
A baselined schedule will be developed as part of Preliminary Engineering in 2018. Currently, the project is anticipated to go to ad in 2020.

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.**
N/A

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

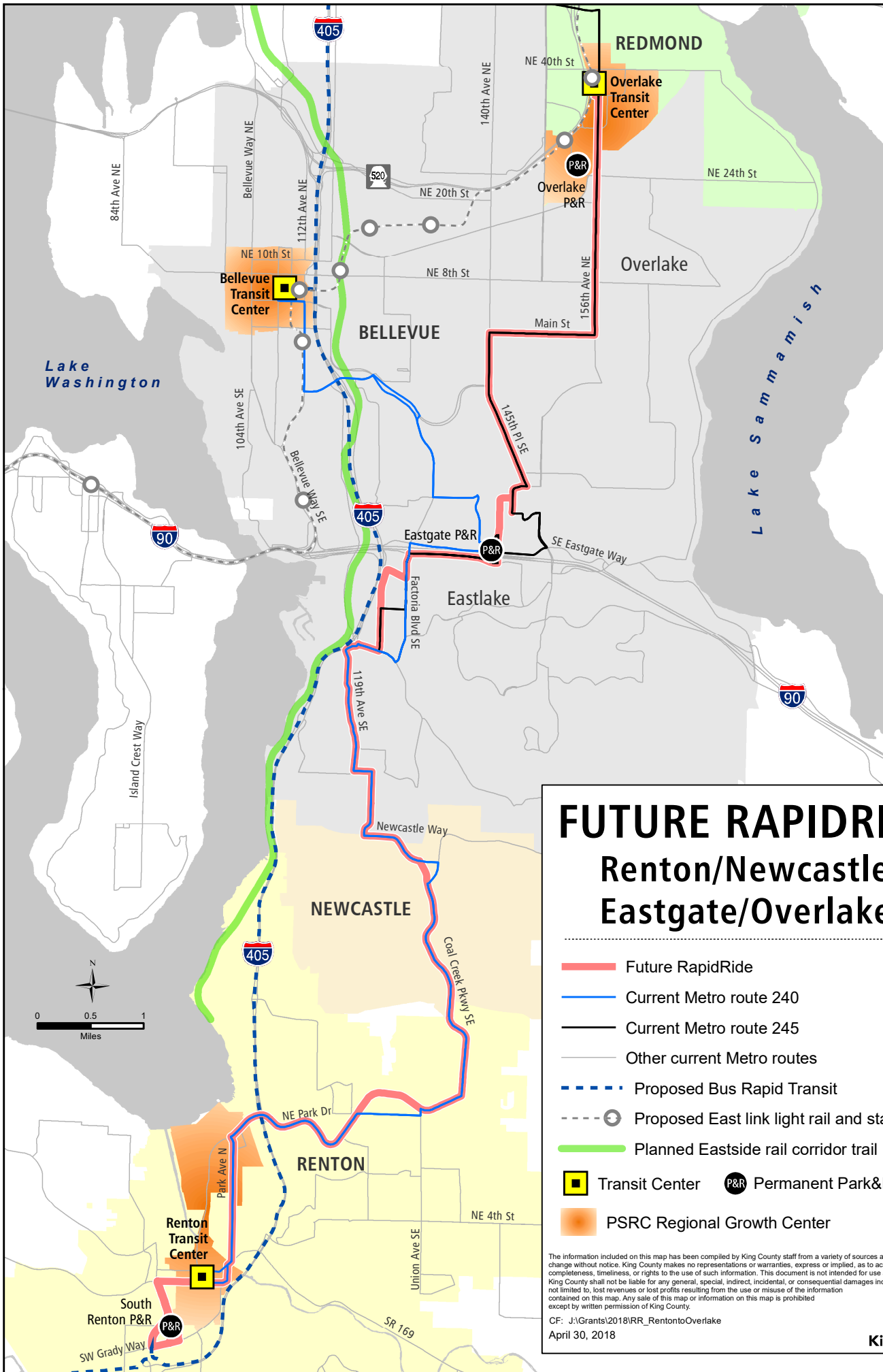
N/A

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.**

N/A

4. **Final documents**

N/A



FUTURE RAPIDRIDE

Renton/Newcastle/ Eastgate/Overlake

- Future RapidRide
- Current Metro route 240
- Current Metro route 245
- Other current Metro routes
- - - Proposed Bus Rapid Transit
- - - Proposed East link light rail and station
- Planned Eastside rail corridor trail
- Transit Center
- P&R Permanent Park&Ride
- PSRC Regional Growth Center

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CF: J:\Grants\2018\RR_RentontoOverlake
April 30, 2018



2017/18 Budget - Cash Flow and Labor Forecast

Appropriation Number: A00699
Appropriation Name: MC RR EXPANSION
Budget Holding Project No: 1129747
Budget Holding Project Name: TDC MC RR EXPANSION

Award Number: 117542
Program: RAPID RIDE

Project Mgr: P. Roybal
Prepared by: Paul Roybal
Last Updated on: 08/01/16

Task	Type of Expense	LTD Exp Through 2015 (EBS)	2016 Exp	2017 Exp	2018 Exp	2019 Exp	2020 Exp	2021 Exp	2022 Exp	2023 Exp	2024 Exp	2025 Exp	2026 Exp	Estimate at Completion Amount
Planning	County Labor (excl. KCIT)			\$ 257,000	\$ 138,000									\$ 395,000
Planning	Outside Consultants/Contractors			\$ 1,014,160	\$ 537,120									\$ 1,551,280
Planning	Other (include KCIT here)													\$ -
Planning Subtotal		\$ -	\$ -	\$ 1,271,160	\$ 675,120	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,946,280
Pre Design	County Labor (excl. KCIT)			\$ 905,000	\$ 592,000	\$ 2,292,000	\$ 2,688,000	\$ 2,268,000	\$ 2,747,000					\$ 11,492,000
Pre Design	Outside Consultants/Contractors			\$ 1,655,140	\$ 1,092,050	\$ 4,190,520	\$ 4,916,190	\$ 4,148,190	\$ 5,022,520					\$ 21,024,610
Pre Design	Other (include KCIT here)													\$ -
Preliminary Design Subtotal		\$ -	\$ -	\$ 2,560,140	\$ 1,684,050	\$ 6,482,520	\$ 7,604,190	\$ 6,416,190	\$ 7,769,520	\$ -	\$ -	\$ -	\$ -	\$ 32,516,610
Design	County Labor (excl. KCIT)				\$ 1,794,000	\$ 621,000	\$ 4,293,000	\$ 4,742,000	\$ 4,187,000	\$ 6,307,000				\$ 21,944,000
Design	Outside Consultants/Contractors				\$ 3,331,000	\$ 1,152,000	\$ 7,972,000	\$ 8,806,000	\$ 7,775,000	\$ 11,713,000				\$ 40,749,000
Design	Other (include KCIT here)													\$ -
Design	Contingency				\$ 1,731,050	\$ 593,480	\$ 4,366,930	\$ 4,918,920	\$ 4,453,000	\$ 6,604,120				\$ 22,667,500
Design Subtotal		\$ -	\$ -	\$ -	\$ 6,856,050	\$ 2,366,480	\$ 16,631,930	\$ 18,466,920	\$ 16,415,000	\$ 24,624,120	\$ -	\$ -	\$ -	\$ 85,360,500
Impl	County Labor (excl. KCIT)					\$ 1,653,000	\$ 570,000	\$ 4,100,000	\$ 4,569,000	\$ 4,136,000	\$ 6,126,000			\$ 21,154,000
Impl	Outside Consultants/Contractors					\$ 23,085,000	\$ 7,916,000	\$ 57,770,000	\$ 64,938,000	\$ 58,802,000	\$ 87,148,000			\$ 299,659,000
Impl	Other (include KCIT here)													\$ -
Impl	1% for Art			\$ 38,313	\$ 96,802	\$ 428,066	\$ 376,250	\$ 1,112,909	\$ 1,212,116	\$ 1,143,500	\$ 1,273,843	\$ 21,968	\$ -	\$ 5,703,766
Impl	Contingency					\$ 5,202,610	\$ 1,783,850	\$ 13,094,810	\$ 13,721,080	\$ 13,322,540	\$ 17,781,080			\$ 64,905,970
Implementation Subtotal		\$ -	\$ -	\$ 38,313	\$ 96,802	\$ 30,368,676	\$ 10,646,100	\$ 76,077,719	\$ 84,440,196	\$ 77,404,040	\$ 112,328,923	\$ 21,968	\$ -	\$ 391,422,736
Closeout	County Labor (excl. KCIT)					\$ 36,000	\$ 119,980	\$ 153,930	\$ 363,040	\$ 393,290	\$ 391,210	\$ 323,810		\$ 1,781,260
Closeout	Other													\$ -
Closeout Subtotal		\$ -	\$ -	\$ -	\$ -	\$ 36,000	\$ 119,980	\$ 153,930	\$ 363,040	\$ 393,290	\$ 391,210	\$ 323,810	\$ -	\$ 1,781,260
Acquisition	County Labor (excl. KCIT)				\$ 46,000	\$ 112,000	\$ 202,000	\$ 396,000	\$ 519,000	\$ 567,000	\$ 493,000	\$ 187,000		\$ 2,522,000
Acquisition	Outside Consultants/Contractors				\$ 303,000	\$ 724,000	\$ 1,307,000	\$ 2,570,000	\$ 3,381,000	\$ 3,684,000	\$ 3,205,000	\$ 1,218,000		\$ 16,392,000
Acquisition	Other (include KCIT here)													\$ -
Acquisition	Land Purchase					\$ 2,866,000	\$ 986,000	\$ 7,335,000	\$ 8,236,000	\$ 7,404,000	\$ 11,008,000			\$ 37,835,000
Acquisition	Contingency				\$ 116,000	\$ 279,000	\$ 504,000	\$ 988,000	\$ 1,300,000	\$ 1,417,000	\$ 1,232,000	\$ 468,000		\$ 6,304,000
Acquisition Subtotal		\$ -	\$ -	\$ -	\$ 465,000	\$ 3,981,000	\$ 2,999,000	\$ 11,289,000	\$ 13,436,000	\$ 13,072,000	\$ 15,938,000	\$ 1,873,000	\$ -	\$ 63,053,000
Total Cost		\$ -	\$ -	\$ 3,869,613	\$ 9,777,022	\$ 43,234,676	\$ 38,001,200	\$ 112,403,759	\$ 122,423,756	\$ 115,493,450	\$ 128,658,133	\$ 2,218,778	\$ -	\$ 576,080,386