



Puget Sound Regional Council

Funding Application

Competition	Regional FTA
Application Type	Main Competition
Status	submitted
Submitted:	April 30th, 2018 5:24 PM
Prepopulated with screening form?	Yes

Project Information

- Project Title**
RapidRide Totem Lake/Bellevue/Eastgate Transit Facility Passenger Amenities and Access Improvements
- Regional Transportation Plan ID**
NA
- 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

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Project Description

- Project Scope**
This application seeks funding support the development of King County Metro's new RapidRide bus rapid transit (BRT) line serving the cities of Kirkland and Bellevue . Regional Centers connected by this line include Kirkland Totem Lake and Bellevue Downtown. This RapidRide corridor extends from the Totem Lake Transit Center, South Kirkland Park and Ride, Kirkland Transit Center, and future Totem Lake BRT Station in Kirkland, to the Bellevue Transit Center and Eastgate Transit Center in Bellevue.

The proposed project would construct approximately 52 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 along the Totem Lake-Bellevue-Eastgate 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. Pedestrian connections to the improvements will be located within 0.5 miles of the project and bicycle improvements will be located within 3 miles of a transit stop or station. Specific improvements needed at each stop location will be determined in the preliminary engineering phase.

These passenger amenities and access improvements are part of a larger project to implement RapidRide BRT service on the Totem Lake-Bellevue-Eastgate corridor. King County Metro's RapidRide provides frequent service and enhanced customer amenities in major travel corridors throughout King County. RapidRide corridors includes very frequent service (every 10 minutes most of the day), enhanced speed and reliability improvements, and greater passenger amenities.

Compared to the bus routes 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, including the Totem Lake-Bellevue-Eastgate corridor. Selection of the new routes involved coordinating with local jurisdictions, analyzing high-ridership routes and future growth projections, and weighing social equity, productivity and geographic value.

Metro's new RapidRide Totem Lake-Bellevue-Eastgate line will connect multiple regional designated Centers with high boardings, population, and jobs relative to other suburban transit corridors. Regional Centers connected by this line include Kirkland Totem Lake and Bellevue Downtown.

Transfers at the Totem Lake Transit Center, South Kirkland Park and Ride, Kirkland Transit Center, Bellevue Transit Center, Eastgate Transit Center and future Totem Lake BRT Station will provide connections to other regional centers including Auburn, Bothell Canyon Park, Everett, Issaquah, Kent, Lynnwood, Northgate, Redmond Downtown, Redmond Overlake, Seattle CBD, and University Community.

2. Project Justification, Need, or Purpose

The purpose of the project is to construct RapidRide stations on the Kirkland to Bellevue RapidRide line and improve the safety of pedestrians and bicycles access to the stations. This project is an essential element to providing RapidRide service in this corridor. The goal of the Kirkland to Bellevue RapidRide line is to provide very frequent service (every 10 minutes most of the day), increased speed, reliability improvements and upgraded passenger amenities while increasing transit ridership, decrease 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 14.5 miles long and connect 52,201 current residents and 96,506 current jobs within a half mile of the corridor (2016 US Census American Community Survey (ACS)). 2040 projections include 77,907 residents and 144,865 employees within one half mile of the corridor.

The three King County Metro routes 234, 235 and 271 that currently serve Totem Lake, Kirkland, Bellevue and Eastgate are some of the system's busiest suburban routes, with a combined 8,783 daily boardings. These routes provide access to some of the region's most significant areas of housing and employment concentrated within designated regional and local growth centers including Kirkland Totem Lake, Juanita, downtown Kirkland, Bellevue Downtown and at Eastgate.

In the spring of 2018, Metro prioritized Route 271 as a top tier priority to receive additional service hours to help relieve passenger overcrowding and to improve schedule reliability. Combined analysis of the three routes demonstrate that high ridership, ridership growth and issues with reliability and overcrowding make the corridor 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 4,300 weekday trips by 2027, a 65% 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.
- Supports adopted transportation and land use goals as demonstrated in the plan consistency and support for centers sections of this application.
- Helps to 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 Totem Lake in Kirkland to the Eastgate Park and Ride in Bellevue, passing through the cities of Bellevue and Kirkland.

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

King

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

Totem Lake BRT Station (new)

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

Eastgate Park and Ride

5. **Map and project graphics**

KCM_Kirkland_to_Bellevue_Corridor_Map1.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 234/235/271 corridor is recommend as a future RapidRide bus rapid transit (BRT) corridor identified for priority strategic investment (p. 76)

The project is recommended in Bellevue's Transit Master Plan (2014) for "Stable Funding" transit scenarios in 2022 providing Frequent Local transit service between Kirkland, Downtown Bellevue and Eastgate Routes 13 and 14 designated in the plan on pages 69-71.

The City of Kirkland's Transportation master Plan (2015) provides supportive policies on pages 50 - 52:

Policy T-3.1. Plan and construct an environment supportive of frequent and reliable transit service in Kirkland.

Policy T-3.2 Support safe and comfortable passenger facilities.

Policy T-3.3 Integrate transit facilities with pedestrian and bicycle networks.

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 Totem Lake-Bellevue-Eastgate RapidRide line connects the regional centers of Totem Lake Kirkland and Bellevue Downtown. The corridor also provides transit connections at the Totem Lake Transit Center, Kirkland Transit Center, South Kirkland Park and Ride, Bellevue Transit Center and Eastgate Transit Center to other regional centers including Auburn, Bothell Canyon Park, Everett, Issaquah, Kent, Lynnwood, Northgate, Redmond Downtown, Redmond Overlake, Seattle CBD, 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 will support conversion of the Route 234/235/271 corridor to a RapidRide line, expanding corridor transit capacity and increasing access, mobility and connectivity to the Kirkland Totem Lake and Bellevue Downtown regional centers which contain significant areas of housing and employment concentrations. The corridor supports a population of 52,201 and 96,506 employees located within a half mile of the corridor (2016 ACS). Projections for 2040 within a half mile of the corridor show population increasing to 77,907 (49%) and employment to 144,865 (50%). These are significant increases and will be supported by RapidRide service in the corridor

Project improvements will increase safe and convenient access to RapidRide service in the corridor, fostering mode shift to transit, reducing traffic generation and fostering higher levels of land use development. As transportation impacts are a significant growth related concern and often a constraint to development, RapidRide corridor improvements are a smart regional investment strategy to mitigate these concerns. The proposed RapidRide improvements will add transit capacity and increase operational efficiency, allowing more people to travel at greater speeds and with greater schedule reliability within a capacity constrained system. Meeting growing transportation demand for travel between centers with transit reduces demand for added street capacity and space intensive parking within centers. This creates greater efficiency in land use and allows higher development densities, which support compact development designs and walkable development patterns.

The corridor provides direct connection to transit centers and park and ride lots served by a combined 27 Metro fixed route RapidRide and Sound Transit commuter routes. These combined 27 routes provide connections to other designated regional and local centers, key employment and housing destinations, medical centers and other important services, as well as other transit centers and facilities across King County and the larger Puget Sound Region. The corridor will also provide a future connection to Sound Transit's East Link light rail line in downtown Bellevue in 2023.

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 and local centers including Totem Lake Kirkland, Bellevue Downtown and Eastgate. Providing improved passenger facilities with safer, more convenient access is essential to support increased transit frequency and higher ridership. By supporting substantially increased service frequencies and quality of service, this project will help mitigate the negative impacts of new development including increased SOV traffic growth and demand for additional parking. This helps reduce the cost of development through creating greater efficiency in the existing transportation system.

Development of RapidRide BRT in the corridor is especially significant to supporting continued redevelopment in Bellevue and Kirkland. 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 in Bellevue is planned for the downtown core, the other half is planned for growing local centers like Eastgate, which is served by the proposed project.

Kirkland is also expecting a growth spurt to accommodate 8,361 new housing units and 22,435 new jobs by 2035. In addition, numerous commercial and residential development projects have been completed in recent years in Kirkland, and others are working their way through the development pipeline. These projects include a major downtown redevelopment project at the 11-acre Kirkland Urban site featuring office space, residential apartments, retail, and entertainment venues. In Totem Lake, The Village at Totem Lake, a major mixed commercial and residential site, is also being developed. Both sites are served by the proposed project.

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 52 new RapidRide branded stations and stops which will include amenities such as new bus shelters, improved lighting, 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 Totem Lake Kirkland and Bellevue Downtown regional growth centers. With service every 10 minutes most of the day users will not need to wait at a stop for long periods of time.

In addition, the project will construct improved nonmotorized access to/from the line's stations and stops. This will increase traveler safety and convenience while encouraging more people to walk and bike to transit and to their final destinations. These destinations include the Totem Lake Kirkland and Bellevue Downtown regional centers, other regional centers and destinations accessible through transit connections via the Totem Lake Transit Center, South Kirkland Park and Ride, Bellevue Transit Center, and Eastgate Transit Center.

The project will provide public health benefits by improving access to public transit which will increase ridership and mode shift to transit within the corridor. By providing more opportunities for people to walk and bike to transit, the project will reduce air pollution that contributes to respiratory and heart illnesses, reduce the number of fatalities and serious injuries from crashes, increase physical activity to reduce rates of diabetes, cancer and other chronic diseases, reduce greenhouse gas emissions, and alleviate the cost of transportation and health care on individuals and families using transit.

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

This application would make it possible to provide RapidRide service levels between the Totem Lake Kirkland and Bellevue Downtown regional centers. The buses will provide additional transit capacity to move people on more frequent and higher quality service. It will increase the attractiveness to nonmotorized travelers by creating additional transit trip options, safer and more convenient access, and improved reliability. This connection is especially strong between the bike system and Metro; which has for decades provided the ability to transport bikes on its fleet.

By facilitating more frequent transit service, extended service hours and increased transit quality, this project will encourage mode shift to transit and nonmotorized travel from single occupancy vehicles. As more transportation demand from development is met with transit and nonmotorized modes, increasing levels of traffic from development are reduced, benefiting all modes of including transit, nonmotorized, freight delivery, taxi and TNC travel, HOV travel, and other general vehicle traffic operations in the corridor.

When taken together, Routes 234/235/271 are among the top 25% of suburban routes in ridership and productivity, serving more than 8,783 trips each weekday and were recommended in METRO CONNECTS as a future RapidRide Corridor. Metro has identified this corridor as a top tier priority for investment to relieve overcrowding and improve reliability. 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.

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, seniors, and people with disabilities. These groups will benefit from improved access, more trip options, new late night service, higher transit 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, 9% of the residents within a half mile of the corridor fall below the nationwide poverty level and 34% are a minority population. The corridor provides service to significant elderly populations 65 year and older according to US Census data presented in PSRC's Project Selection Resource Map. These areas of Kirkland and Bellevue include 15%-19% elderly populations, with one tract in the Bellevue's Downtown Growth Center at 20% and above. Further, the corridor traverses census tracts containing 8-10% disabled populations.

Transit service benefits communities with low rates of car ownership such as low-income, senior and disabled populations. The Totem Lake-Bellevue-Eastgate RapidRide project will connect these populations to the employment, training, services and educational centers of Bellevue and Kirkland and to broader regional opportunities with higher mobility and access. This project also 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 in the Totem Lake Kirkland Bellevue Downtown regional growth centers and along the corridor including these industry clusters defined in the Economic Analysis of the Puget Sound Region (2017) report: Local Real Estate, Construction, and Development; Corporate Headquarters; Aerospace Manufacturing; Local Health Services; Local Commercial Services; Computer Services; and Local Hospitality Establishments. 2016 employment within 1/2 mile walking distance of the corridor was an estimated 96,506.

The expanded 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 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 74 CTR affected employment sites along the Route 234/235/271 corridor. These CTR employers will benefit from increased trip frequency, extended service hours, transit reliability and performance.

CTR programs managed by the cities of Kirkland and Bellevue, and King County and WSDOT will benefit from this project, as more transit resources become available to meet commuter program needs.

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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.**

The current Routes 234/235/271 combined are some of the most productive suburban routes in the Metro system with 8,783 daily boardings, demonstrating their value as a logical segment of a regional transit system. The transit service along this corridor is a King County Metro top priority for investment in service hours to relieve overcrowding and improve schedule reliability. The next logical step to meet the demand is to implement bus rapid transit along the full corridor.

Service along the corridor provides access to other regional centers and destinations provided by connecting service at the Bellevue Transit Center, Eastgate Transit Center, South Kirkland Park and Ride and the future Totem Lake BRT Station. Riders can transfer to other Metro routes and Sound Transit Express bus service.

These services provide access to numerous regional centers including Auburn, Bothell Canyon Park, Everett, Issaquah, Kent, Lynnwood, Northgate, Redmond Downtown, Redmond Overlake, Seattle CBD, and University Community. 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 connection between the Kirkland and Bellevue regional centers, and provide the first access to a RapidRide service for residents and businesses along 98th Ave NE, Lake Washington Blvd and the Lake Hills Connector. This RapidRide line is a key component of the regional RapidRide network, connecting RapidRide B Line at the Bellevue Transit Center.

Converting regular service to RapidRide service has been shown to increase transit ridership on the corridor by up to 65% or more within 5 years. Increasing transit usage and shifting trips away 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 will build RapidRide stations and construct safe and effective walk and bike access to the stations, another crucial step in developing RapidRide service on the corridor. By completing this step, this project supports continued implementation of RapidRide service in the route 234/235/271 corridor. RapidRide addresses nine areas of current existing slow bus speed zones and will provide a path for transit riders through four areas of forecasted future congestion (where the V/C ratio is above .85 for 2025 conditions).

Travel time variability and schedule reliability of routes 234, 235 and 271 are well below Metro standards provided in the 2015 Service Guidelines Report. Schedule reliability is very poor during peak commute periods. 2016 AADT along the corridor ranges from approximately 5,000 - 44,000 vehicles. Several sections experience LOS F conditions during both peak periods with significant delays at traffic choke points and bottlenecks. Buses travel less than 50% of posted speed on portions of the corridor. Delay and congestion impact transit efficiency, creating delay and poor schedule reliability during peak periods.

RapidRide service on the corridor will also help reduce increasing traffic congestion on the parallel I-405 corridor between Kirkland and Eastgate, and at over utilized park and ride lots in that corridor. 2016 AADT between Totem Lake and I-90 ranged from 142,000 - 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 contributed to significant delay increases between 2016 and 2014.

Transit service improvements that provided parallel travel movement to I-405 are effectively reducing growing congestion on the freeway corridor. Between 2014 and 2016, annual passenger miles traveled on transit increased 45% on I-405 from 14.3 to 20.7 million miles. Park and rides along the corridor, however, are at or over capacity earlier in the day, with 10 out of 12 having utilization rates at or above 95% in 2016. Reducing traffic demand on I-405 through higher transit ridership and mode share is also an important objective of this project.

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 52 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, 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.

Transit reliability is improved with additional trips which provide more travel options and route capacity, dispersing passenger loads across several trips that operate closer together (less crowding and bypass). With increased frequency during peak times, riders will have more options to take a nearby trip should a bus run late. When the Routes 234/235/271 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 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 engineering, but based on this experience, Metro expects over 4,300 additional daily boardings on this line in addition to the 8,783 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 regional growth and transit mode share targets. The project is recommended in Vision 2040, Metro Connects, and supported in 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 and new buses 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.

Travel time variability and schedule reliability of routes 234, 235 and 271 are well below Metro standards provided in the 2015 Service Guidelines Report. Schedule reliability is very poor during peak commute periods. Metro is currently providing speed and reliability improvements to the corridor to help address congestion bottlenecks. Continued residential and commercial development in connecting regional centers and local centers along the corridor is increasing demand for transit service. 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

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, Bicycle and Pedestrian Facilities

Air Quality and Climate Change: Transit and Ferry Service

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

Average weekday ridership on the Routes 234/235/271 is 8,783 daily trips.

2. What is the average transit trip length for the affected routes?

In spring 2018, the average weekday passenger trip length on the Route 234 was 5.4 miles, on the Route 235 was 4.4 miles and on the Route 271 was 6.5 miles.

3. What is the average transit trip length of the entire system?

The average passenger miles traveled for the system is 4.41 miles.

4. If the project includes a park and ride, how many new stalls are being provided?

N/A

5. 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.

6. 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 4,300 additional daily boardings on this line in addition to the 8,783 current daily boardings.

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.).**

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

- 1. **Describe the facilities being added or improved**
Sidewalks, curb cuts, street intersection crossings, lighting, bike lanes, shared lanes, bike storage, and real time signage.
- 2. **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.
- 3. **Describe the connections to existing bicycle/pedestrian facilities and transit.**
Bike and walk system improvement will be improved to provide safe and direct access to 52 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	\$299,970.00
		<u>\$299,970.00</u>

Expected year of completion for this phase: 2019

PE

Funding Source	Secured/Unsecured	Amount
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Local	Reasonably Expected	\$11,413,570.00
		<u>\$11,413,570.00</u>

Expected year of completion for this phase: 2021

ROW

Funding Source	Secured/Unsecured	Amount
Local	Reasonably Expected	\$6,205,000.00
		<u>\$6,205,000.00</u>

Expected year of completion for this phase: 2021

Construction

Funding Source	Secured/Unsecured	Amount
5307	Unsecured	\$8,000,000.00
Local	Unsecured	\$30,799,880.00
		<u>\$38,799,880.00</u>

Expected year of completion for this phase: 2023

Other

Funding Source	Secured/Unsecured	Amount
Local	Reasonably Expected	\$172,580.00
		<u>\$172,580.00</u>

Expected year of completion for this phase: 2023

Summary

- Estimated project completion date**
12/2023
- Total project cost**
\$56,891,000.00

Funding Documentation

1. 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

- 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).**
12/2021

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.**
The right of way phase schedule and actions will be determined during 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

2020.

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 2020. Currently, the project is anticipated to go to ad in 2021 or 2022

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.**

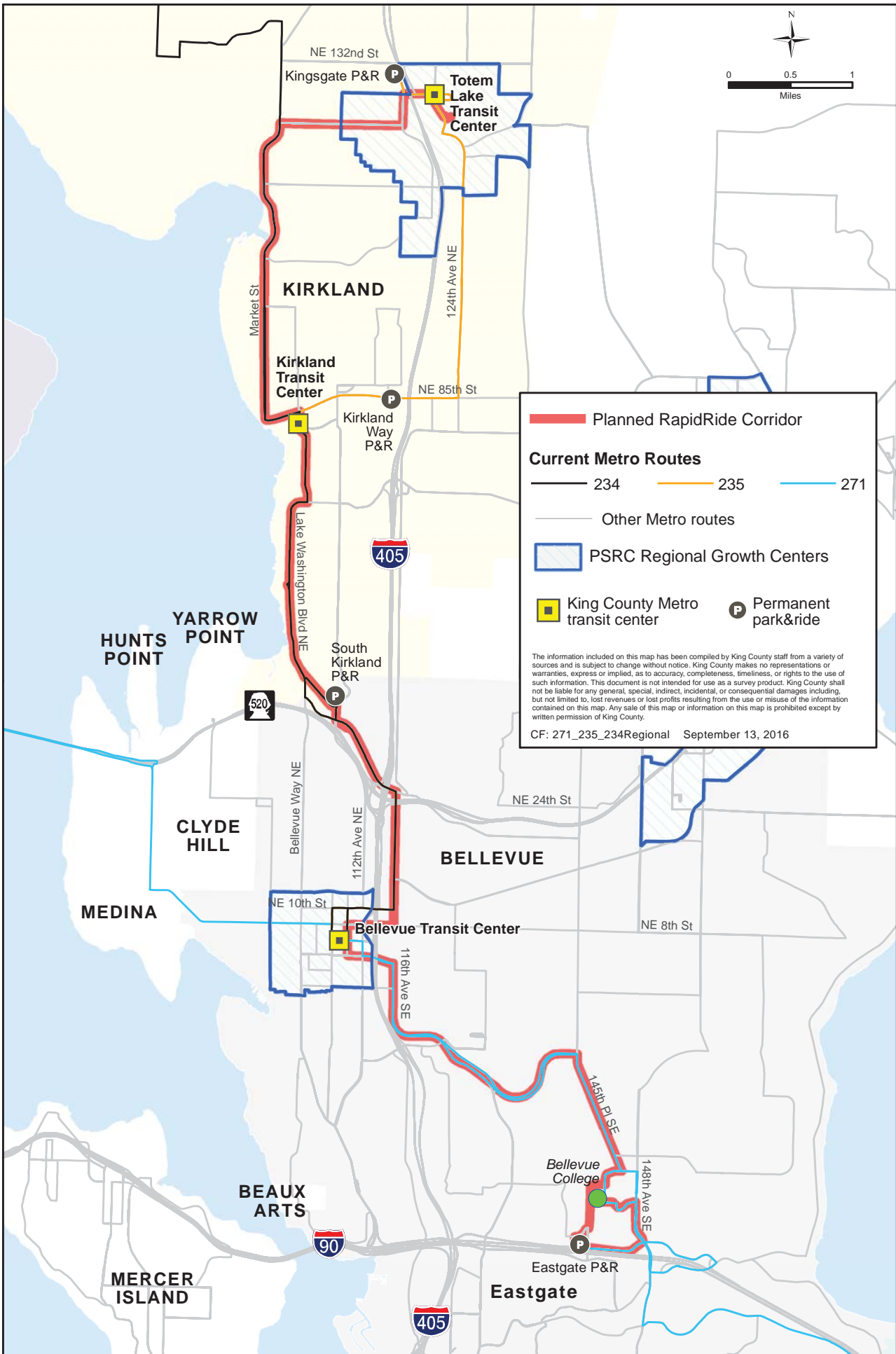
N/A

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



Planned RapidRide Corridor

Current Metro Routes

— 234 — 235 — 271

— Other Metro routes

▨ PSRC Regional Growth Centers

■ King County Metro transit center P Permanent park&ride

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CF: 271_235_234Regional September 13, 2016

RapidRide Totem Lake/Bellevue/Eastgate Transit Passenger Amenities and Access Improvements



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