Puget Sound Regional Council

Funding Application

Competition	Regional FTA
Application Type	Main Competition
Status	submitted
Submitted:	April 30th, 2018 5:13 PM
Prepopulated with screening form?	Yes

Project Information

1. **Project Title**
   Rainier RapidRide Corridor
2. **Regional Transportation Plan ID**
   5165, 5088
3. **Sponsoring Agency**
   Seattle
4. **Cosponsors**
   N/A
5. **Does the sponsoring agency have "Certification Acceptance" status from WSDOT?**
   N/A
6. **If not, which agency will serve as your CA sponsor?**
   N/A
7. **Is your agency a designated recipient for FTA funds?**
   No
8. **Designated recipient concurrence**
   Metro concurred with the grant application on April 30, 2018.

Contact Information

1. **Contact name**
   Sara Walton
2. **Contact phone**
   206-386-4645
3. **Contact email**
   sara.walton@seattle.gov

Project Description

1. **Project Scope**
   Build new BRT/Rapid Ride corridor along Rainier Ave S, including key features such as BAT lanes or transit lanes, signal modifications, channelization changes, adaptive signals that will be compatible with Metro next-gen TSP, and transit stop amenities such as real-time arrival information, lighting, wayfinding, off-board fare payment options, and bicycle and pedestrian access improvements.

   This application is requesting grant funds to construct improvements on Rainier from Walden to Alaska.

2. **Project Justification, Need, or Purpose**
   Existing transit service along the Rainier corridor has become slow, unreliable, and unattractive to many choice riders. Existing and planned growth, along with an outdated roadway design, will make transit increasingly more difficult for many potential riders.

   Route 7 has historically been one of Metro's highest ridership routes, and it serves 6 designated regional growth centers (RGCs) or urban villages that are experiencing rapid growth and densification. The project will connect local centers in southeast Seattle to the city's downtown core via high-frequency, customer-friendly RapidRide services. Minor route changes on the south end of the route will increase the intermodal connections with other existing transit service and connect downtown with Seattle neighborhoods that are home to traditionally underserved populations.

   Transit speed and reliability improvements, coupled with additional service hours deployed by Metro, are expected to nearly double the transit service in the Route 7 corridor. The improved transit services would attract 10,300 new riders in addition to current daily riders. These gains in transit ridership produce a number of important outcomes for the centers being served and for the central Puget Sound region:
   • The ability to move far more people within the constraints of a fully built-out road network
   • Reduced transportation costs for residents and travelers, especially for low-income communities centered along the Rainier corridor
   • Fewer limitations on future growth in the region's designated centers, due to reducing traffic congestion and delay
   • Emissions, air quality, and other public health benefits as more travelers shift to active, low-emission or zero-emission modes

Project Location

1. **Project Location**
   Rainier Ave
2. **Please identify the county(ies) in which the project is located.**
   King
3. **Crossroad/landmark nearest the beginning of the project**
   Walden
4. **Crossroad/landmark nearest the end of the project**
   Alaska
5. **Map and project graphics**
   N/A

Plan Consistency

1. **Is the project specifically identified in a local comprehensive plan?**
   No
2. **If yes, please indicate the (1) plan name, (2) relevant section(s), and (3) page number where it can be found.**
   N/A
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.**
   Seattle's Transit Master Plan (TMP) was created to clearly prioritize investments that support current and planned land use, including rapid growth in designated areas. The TMP's first stated outcome was "Identifying the city's most important transit corridors that carry high ridership today and/or have the potential to serve transit needs that will emerge as Seattle grows and transit demand increases." After identifying seven key corridors as high-priority transit investments, and BRT as the preferred mode for these corridors, the plan goes on to state that "Comprehensive transit improvements such as light rail or BRT systems can provide large increases in transit use and attract riders who would otherwise travel by automobile. Various cities have seen increases in bus ridership with the introduction of BRT service, for example: Pittsburgh (38%), Los Angeles (40%), Brisbane (42%), Adelaide (76%), and Leeds (50%)."
   Seattle's Comprehensive Plan also speaks strongly to prioritizing transit investments and promoting transit use. "Providing convenient and accessible transit service can help reduce reliance on single-occupant vehicles, slow the increase in environmental degradation associated with their use, and increase mobility without building new streets and highways. Street rights-of-way are limited and as streets get more congested, transit provides an efficient way to move large numbers of people around the city and the region and support

growth in urban centers and villages. These policies will guide City decisions to enhance transit, and are also intended to guide decisions of transit serving Seattle."
Specific goals include:
TG11 Create a transit-oriented transportation system that builds strong neighborhoods and supports economic development.
TG12 Provide mobility and access by public transportation for the greatest number of people to the greatest number of services, jobs, educational opportunities, and other destinations.
TG13 Increase transit ridership, and thereby reduce use of single-occupant vehicles to reduce environmental degradation and the societal costs associated with their use.

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?**
   Rainier Ave RapidRide will directly serve 1 regional growth center (RGC) and 5 locally designated urban villages. These include the Seattle CBD RGC and
   the urban villages at 23rd & Jackson, North Rainier, Columbia City, Othello, and Rainier Beach.

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?**
   Rainier Ave RapidRide will directly serve 1 regional growth center (RGC) and 5 locally designated urban villages. It also offers "2-seat" trips to dozens of other regional and local centers via direct connections to Link light rail, Seattle streetcars, and other regional bus routes. The project supports development within some of the region's densest and fastest growing
   centers, including the Seattle CBD RGC and the urban villages at 23rd & Jackson, North Rainier, Columbia City, Othello, and Rainier Beach.

   In each of these centers, economic conditions have created extraordinary demand for growth. The 2 primary obstacles to growth in these centers are traffic congestion and the cost of living (or cost of doing business). RapidRide bus service directly addresses these 2 constraints. First, it alleviates the congestion that occurs when the single-occupant vehicle (SOV) is the most reliable and usable option for many people. Second, it greatly reduces travel costs and the overall cost of living near downtown.

   The centers being served are also among the region's most transit-dependent centers. They offer the right conditions for exceptionally high ridership and large-scale mode shift. These conditions include high-density job centers, rapid growth, transit-friendly attitudes, and very low incomes within the service area.

2. **Describe how the project will support the development or redevelopment plans and activities (objectives and aims) of a center or centers.**
   Seattle is established as the region's hub of economic activity and related travel demand. Current economic conditions, specifically the growth of numerous large employers within the downtown area and surrounding business centers, has caused the city to become recognized as the "construction crane capital" of the country. In early 2017, the Downtown Seattle Association counted 68 major construction projects in the greater downtown area – the highest mark since they started tracking construction activity in 2005.

   Within the Puget Sound region, the central Seattle area is unique in terms of current and planned densities. Recent PSRC data shows the Seattle CBD RGC having by far the highest concentration of residents and jobs (activity units) in the region: approximately 279 per acre. The region's second-highest concentration is approximately 215 per acre, while the average concentration for centers outside Seattle is approximately 50 per acre.

   In addition to these existing densities, Seattle's Comprehensive Plan has some of the most aggressive growth targets in the region: Seattle CBD RGC is expected to grow by 10,000 housing units and 30,000 jobs by 2035. Current construction activity indicates that these are not just aspirational goals. Many designated centers are on track to exceed these targets, sometimes y large margins.

   RapidRide services directly support these plans and activities by encouraging dense, center

focused development along the corridor rather than sprawling development patterns. High capacity, high-visibility transit options will draw private investment and encourage transit oriented communities within each of these centers.

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 alignment of Rainier RapidRide will follow a well-established bus route, where many decades of development have been shaped by transit services along the corridor. The 2 regional growth centers and 5 urban villages along this alignment are largely founded on transit, both in their built form and in their community culture. Generally they are geographically centered around the Rainier Ave transit corridor, and some of them are well served by existing sidewalks and bikeways.

   However, the transit services and non-motorized facilities along the corridor are not prepared to meet the needs of the future. Transit services have become slower and less reliable due to rapid growth and increasing congestion. The presence of non-motorized infrastructure is inconsistent, and some of the existing infrastructure is in a state of disrepair: buckled sidewalks, missing or substandard curb ramps, and bicycle facilities that are only inviting to the most experienced and confident riders. In addition to its improvements to transit speed, reliability, and convenience, the scope of work for the Rainier Rapid Ride project also includes a significant investment in non-motorized access, seamlessly connecting the Rapid Ride corridor to the surrounding communities. Targeted spot improvements for people on bike or on foot will be included with the transit-oriented roadway improvements. New cycling facilities - parallel greenways - are already being designed along the southern section of the corridor. The Rainier RapidRide project will improve connections to these facilities as needed.

4. **Describe how the project provides a range of travel modes to users traveling to centers, or if it provides a missing mode.**
   This RapidRide project is designed to expand upon the modes that are already highly utilized within the service area: transit, walking, and biking. Although this range of travel modes is not new, improving upon them and integrating them is tied directly to the region’s adopted transportation goals and grant criteria: center-based development and air quality.

   The non-motorized, zero-emissions modes are ideal travel modes for air quality and dense, center-focused development. For travel between centers, where walking and biking may not be feasible for many people, high-capacity transit is the least-polluting and most center-oriented way to accommodate longer-range trips. Rainier Ave RapidRide will promote and further integrate each of these modes: improving transit speed, reliability, and convenience while making targeted investments in the sidewalks and bikeways that lead directly to the transit 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.**
   Like most of the region’s transit investments, RapidRide services are largely commute-focused. Rainier RapidRide follows this pattern, connecting many of Seattle’s “inner ring” residential neighborhoods to jobs in the commercial core. However, one of the distinguishing characteristics of the project is its benefit to historically underrepresented communities – communities that often struggle with reliable and affordable access to jobs. Many of these residents have previously been forced to choose between affordable neighborhoods in outlying suburbs – far away from job centers and transit services – or neighborhoods that are near jobs but unaffordable.

   Census data divides neighborhoods into 5 categories based on poverty levels, with the highest category representing poverty rates above 35%. The Puget Sound region has only 5 census tracts within this category of exceptionally high poverty, and all of them are aligned along the Rainier RapidRide corridor. The proposed RapidRide route passes through 3 of the 5 tracts. It also passes within several blocks of the other 2 tracts, and serves as their primary transit corridor. These tracts also show extraordinarily high minority populations: above 80% in most of the tracts to be served. Rainier RapidRide makes it viable for downtown and Rainier Valley residents to live car-free or car-light: choosing high-frequency, reliable transit as a primary option or even the sole option for commute trips and personal trips.

6. **Describe how the project will support the establishment of new jobs/businesses or the retention of exisitng jobs/businesses including those in the industry clusters identified in the adopted Regional Economic Strategy.**
   Five of the 10 industry clusters identified in the Regional Economic Strategy have a significant presence in the Seattle CBD Regional Growth Centers: Business Services (Safeco, SweetLabs, Clearslide), Information Technology (Amazon, Zillow, Oracle, Groupon, Simple, Snapchat, Rosetta Stone, Indeed, Disney, Mercedes Benz, Lululemon, Sears), Philanthropies

(YWCA, United Way of King County), Tourism and Visitors (Town Hall, Frye Art Museum, Seattle Art Museum, Pike Place Market, Safeco Field, CenturyLink Field, and Victoria Clipper), and Transportation and Logistics (Expeditors, Uber, Lyft, Pepsi, and Darigold).

There are two dominant industry clusters: Information Technology and Transportation and Logistics.

Information Technology is the fastest growing industry cluster in Seattle. Many of the largest employers in information technology are located in nearby South Lake Union, but downtown is home to many small engineering centers for large fortune 500 companies. Employers that are headquartered all over the world, desperately want to have an office in Seattle for software engineers. Recently Disney (400 employees), Mercedes Benz (projected to hire 150 people), Lululemon (projected to hire 300 employees), and Sears (60 employees) have setup or expanded an office in downtown Seattle to gain access to a deep talent pool of engineers. Some information technology companies, like Zillow (1,200) have made downtown Seattle their headquarters. Other information technology companies have made Seattle a second headquarters, most notably, Oracle (2,000 employees) expanded their downtown presence to tap into the vast experience of Seattle employees in the cloud infrastructure market. Amazon (40,000 employees), the 2nd largest information technology company, has headquarters in nearby South Lake Union, but their offices in Denny Triangle are not far from the northern terminus of the corridor.

Transportation and Logistics is a key industry supported by the corridor. Uber and Lyft both have offices in downtown Seattle that support their employees and services. Expeditors International headquarters are located in downtown Seattle. The international freight and freight forwarding company is one of many Fortune 500 companies that call Seattle home. Both Pepsi and Darigold have warehouse and freight facilities on Rainier Ave in the Rainier Valley. The corridor is critical for both operations to access the interstate and local street network in the delivery of goods. Both facilities host several hundred employees.

Employees and employers in these clusters all need the same thing from the transit system. They need fast, frequent, and reliable transit. The Rainier RapidRide project will provide this and make connections to other transit routes that provide connections across the region. The presence of reliable, high-capacity transit service, supports the ability of each of these industry clusters to flourish and grow within the dense urban centers.

7. **Does the project promote Commute Trip Reduction (CTR) opportunities?**
   Rainier Rapid Ride strongly promotes CTR by serving the region's densest cluster of large employers. In addition, the labor pools accessed by these employers are frequently lower-and middle-income households that are especially receptive to alternative modes. They are much more likely than usual to forego the convenience or prestige of driving a single-occupant vehicle into the downtown core. The state's CTR program thrives with 3 conditions: hubs of large employment sites, user-friendly and convenient travel options, and residential populations that are receptive to non-drive-alone commutes. The Rainier RapidRide project shows strengths in each of these 3 areas: connecting downtown Seattle to the Rainier Valley via high-frequency bus service and high-quality bus stops and stations.

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.**
   This corridor connects local centers and residents in southeast Seattle with a major job center the Seattle CBD regional growth center. Upgrading Metro Route 7 to high-capacity transit will increase access to jobs, schools, services, and other opportunities in central Seattle. The Transit Master Plan anticipates 10,300 new transit riders, most of them traveling to and from schools and employers near the downtown core.

2. **Describe how the project fills in a missing link or removes barriers to a center (e.g. congestion, inadequate transit service/facilities.).**
   The City of Seattle and King County Metro have been working together to provide better transit service to Link light rail stations. Enhancing the Rainier Ave transit corridor is one of the primary ways to improve access to jobs across the region. While Link light rail serves southeast Seattle, several local centers along the Rainier corridor have no high-capacity transit options and must rely on the slow and unreliable Metro Route 7 to reach downtown.

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.**
   Rainier Ave serves as a major north-south corridor for southeast Seattle. It is classified as a Principal Arterial and it also serves as a primary freight route. Its freight classification varies in different segments, but large parts of the corridor have been given the highest possible classifications for freight flow: a Major Truck Street in the City's Freight Master Plan and a T1 route according to WSDOT. Traffic volumes are as high as 36,000 vehicles per day in some segments, and several intersections experience frequent congestion: average levels of

service at D to F during commute times. These intersections will be areas of strong emphasis for dedicated lanes, signal improvements, and other treatments that can maximize transit throughput and operating efficiency for all modes.

Enhancing the corridor to serve high-capacity transit will include turn restrictions, BAT lanes, and adaptive signals that will be compatible with Metro next-gen TSP. Improving transit traffic flow will also improve traffic flow for freight as well as general-purpose travelers. In addition to these operational improvements, the project will support overall traffic flow by removing thousands of single-occupant vehicles from the corridor each day. Models show that the project will draw over 10,000 new riders per day, significantly reducing the number of single-occupant vehicles on the road. Relieving pressure from this north-south arterial will improve the overall flow of traffic across southeast Seattle and downtown.

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).**
   This corridor is connected to Link light rail at the Westlake, University, Pioneer Square, International District, Mt. Baker, and Rainier Beach stations. After 2023, it will also offer a connection to Link light rail at Sound Transit's Judkins Park Station - a major new station planned near the light rail crossing of I-90. Rainier RapidRide offers connections to regional rail service at King Street Station, and Seattle streetcars at several locations. Finally, Rainier Ave Rapid Ride makes connections to other BRT lines at Mt. Baker Station, 3rd Ave, and Aloha St as well as local bus connections on Henderson St, Rainier Ave, Jackson St, 3rd Ave, and Denny Way. At locations with direct connections to other modes, transit stations will be designed to provide an intuitive transfer environment. Transit stations will include maps, wayfinding, and real-time information on multiple transit options. At stations that can accommodate additional modal integration, the following amenities may be included: dedicated car share parking stalls, digital kiosks, passenger loading zones, and secure, covered bike parking.
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.**
   The project will reduce travel time through adaptive signals that will be compatible with Metro next-gen TSP, BAT lanes, parking changes, reduced stops, and bus bulbs. These changes increase both the speed and reliability of transit service along the corridor. These improvements are expected to decrease travel time by 22%.
6. **If applicable, describe how the project increases transit use to or within centers.**
   The project increases service frequency, improves transit stations and stops, and adds signal upgrades, adaptive signals that will be compatible with Metro next-gen TSP, queue jumps, BAT lanes, and bus bulbs that will improve transit speed and reliability. The decrease in transit travel time and improved service frequency will make transit a more attractive travel option along the corridor and throughout the regional and local centers. Since the corridor connects 7 designated centers, and passes through the heart of 6 of these centers, the Rainier RapidRide project is expected to increase transit use and decrease SOV use both within and between centers.
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.**
   The Rainier corridor has become the primary north-south corridor in southeast Seattle for every mode except light rail. The corridor serves through freight traffic and several large freight destinations. The Rainier corridor is a Major Truck Street in Seattle’s Freight Master Plan. The City’s Bike Master Plan calls for a protected bike lane on Rainier from Jackson to Mt. Baker station. The Transit Master Plan calls for high-capacity transit for all of Rainier.

   This project will accommodate and improve efficiency for transit and freight traffic through turn restrictions, signal upgrades, and improved channelization. Safety upgrades will focus on increasing access for bicycles and pedestrians to other modes of travel on Rainier.

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.**
   Roadway Improvement, Transit and Ferry Service

Air Quality and Climate Change: Roadway Improvement

1. **What is the length of the project?**
   0.9 mile

2. **What is the average daily traffic before and after the project?**
   Average daily traffic (ADT) before the project is approximately 30,000 to 36,000. ADT after the project is variable based on anticipated growth, but the project could remove approximately 10,000 ADT.
3. **What is the average speed before and after the project?**
   Transit speed on the corridor in 2016 was 9.1 MPH. This is expected to increase to 11.7 MPH after the project.
4. **What is the average daily transit ridership along the corridor?**
   11,140 – Route 7 all days
5. **How many daily peak period transit trips serve the corridor?**
   116 trips on Route 7
6. **What is the expected increase in transit speed due to the BAT/HOV lanes?**
   The transit speed is expected to increase by 2.6 MPH with the addition of BAT lanes.
7. **What is the expected increase in transit ridership due to the BAT/HOV lanes?**
   Transit ridership is expected to increase by 10,300.
8. **What is the percentage of freight truck traffic on the facility?**
   Freight truck traffic on the corridor represents 5.3% of total traffic.
9. **Will the project result in shorter trips and reduced VMT? If so, please explain.**
   The project will attract new riders by increasing service frequency and decreasing transit travel time. Most new riders will be switching from personal vehicle to transit, reducing the overall VMT along the corridor and throughout the rest of the network. According to Seattle's Transit Master Plan, the project will result in an annual reduction of 1,733 MT of CO2E. This estimate includes the increase in emissions from increased transit service.
10. **Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.).**
    The information in this section comes from King County Metro's publicly available schedules, SDOT traffic counts and Seattle's Transit Master Plan (TMP), and Metro ridership data from Spring 2016. With this project being part of RapidRide Corridors 3 and 4, the data from the TMP reflect all of Corridors 3 and the southern part of Corridor 4.

Air Quality and Climate Change: Transit and Ferry Service

1. **What is the current transit ridership for the affected transit stops or routes?**
   11,140 – Route 7 all days
2. **What is the average transit trip length for the affected routes?**
   Average trip lengths are unknown, but generally assumed to be approximately 4 to 5 miles (half of the route's total length of 9.3 miles).
3. **What is the average transit trip length of the entire system?**
   Unknown
4. **If the project includes a park and ride, how many new stalls are being provided?**
   NA
5. **Are there other amenities included to encourage new transit ridership? If so, please describe.**
   The scope of work will include transit stop amenities and supporting bicycle/pedestrian infrastructure that improve the customer experience for all users and help draw choice riders to transit: real-time arrival information, lighting, wayfinding, off-board fare payment options, sidewalks, and bicycle facilities.
6. **What is the expected increase in transit ridership from the project?**
   The project is anticipated to increase daily ridership by approximately 10,300.
7. **If a new or expanded ferry service, what is the length of the driving route being replaced?**
   NA
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.).**
   The information in this section comes from King County Metro's publicly available schedules, SDOT traffic counts and Transit Master Plan, and Metro ridership data from Spring 2016. With this project being part of RapidRide Corridor 3 and 4, the data from the Transit Master Plan reflects all of corridor 3 and the southern part of corridor 4.

PSRC Funding Request

1. **What is the PSRC funding source being requested?**
   N/A
2. **Has this project received PSRC funds previously?**
   Yes
3. **If yes, please provide the project's PSRC TIP ID**
   SEA-213

Phase	Year	Alternate Year	Amount
construction	2021	2022	$3,000,000.00

Total Request: $3,000,000.00

Total Estimated Project Cost and Schedule

PE

Funding Source	Secured/Unsecured	Amount
5307	Secured	$650,000.00
Local	Secured	$1,240,169.00
		$1,890,169.00

Expected year of completion for this phase: 2020

Construction

Funding Source	Secured/Unsecured	Amount
5307	Unsecured	$3,000,000.00
Local	Secured	$4,560,677.00
		$7,560,677.00

Expected year of completion for this phase: 2021

Summary

1. **Estimated project completion date**
   September 2021
2. **Total project cost**
   $9,450,846.00

Funding Documentation

1. **Documents**
   Rainier_FTACompetitive_Final_submission.pdf
2. **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 City of Seattle has a Capital Improvement Program that includes funding for the Rainier RapidRide project. The secured local funding source is Move Seattle Levy funds. The funding in 2020 and 2021 will be used to match the grant. King County Metro is expected to contribute local dollars to the project. Their total local contribution to the RapidRide program expansion in Seattle is included in the attached letter. The final document in the attachment breaks down the cost in each segment by local and federal funding. The local funding is expected to comprise both SDOT and Metro funding. SDOT may apply for a Regional Mobility Grant in the summer for funding during the 2019 - 2021 biennium.

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?**
   Environmental Assessment (EA)
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).**
   July 2019

Project Readiness: Right of Way

1. **Will Right of Way be required for this project?**
   No
2. **How many parcels do you need?**
   N/A
3. **What is the zoning in the project area?**
   N/A
4. **Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.**
   N/A
5. **Does your agency have experience in conducting right of way acquisitions of similar size and complexity?**
   N/A
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.**
   N/A

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.**

We will determine which environmental permits are necessary during the environmental analysis.

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)?**
   July 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.**
   Although the project relies on proven techniques to improve transit capacity and service quality, the overall approach to transit is new within the City of Seattle and the Puget Sound region. Historically Seattle has been served by traditional local bus routes – which are commonly slow and unreliable – and these local routes are overlaid with high-capacity transit on a few key corridors. Any potential riders who wanted reliable and user-friendly public transit needed to locate along one of these few corridors. Seattle's Transit Master Plan changes this paradigm to one where the vast majority of homes and businesses are directly served by frequent, high-capacity transit. Over the next several years, as the key projects from the TMP are implemented, Seattle will quickly evolve from a city where only 26% of the population had access to high-capacity transit to a city where approximately 72% will have access to these services. The Rainier Ave corridor is among the first of 7 major transit projects that will allow the city to realize this vision.
2. **Describe any innovative components included in your project: these could include design elements, cost saving measures, or other innovations.**
   NA
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.**
   The Seattle Transit Master Plan (TMP) conducted a comprehensive corridor analysis of transit corridors across Seattle. Through this process the Rainier corridor proved to be a corridor ripe for investment.

   The TMP conducted the corridor analysis in two stages. The first stage considered the following factors: existing ridership and productivity, ridership potential (current land use), future ridership potential (2030 land use), benefits to vulnerable communities, potential for travel time savings, anchor/generator strength, and urban and commercial centers. Corridors that emerged from the first stage highly ranked proceeded to the second stage of analysis.

   The second stage of analysis considered criteria under 5 categories: equity, economy, environment, efficiency, and community. In this stage, the criteria were assigned a rank based on importance to the city. The corridors analyzed under this stage were categorized as either high-capacity transit corridors or priority bus corridors. The Rainier corridor was classified as a high capacity transit corridor.
4. **Final documents**
   N/A

Seattle Department of Transportation

Rainier/Jackson Multimodal Corridor

Project Type:	Discrete	**Project No.:**	TC367770
Start/End Date:	2016-2021	**BCL/Program Code:**	19003
Project Category:	Improved Facility	**BCL/Program Name:**	Mobility-Capital
Current Project Stage:	Design	**Location:**	Rainier AVE/Jackson ST
Neighborhood District:	Multiple	**Council District:**	3
Total Project Cost:	$23,995	**Urban Village:**	Multiple

This project enhances transit speed and reliability, as well as improving the bus rider experience along a critical transit corridor. The project will upgrade bus stops and add transit signal priority at intersections, improve facilities for people who walk along the corridor, leverage paving investments and extend the useful life of the existing roadway.

	LTD Actuals	2017 REV	2018	2019	2020	2021	2022	2023	Total
Resources									
Federal Grant Funds	0	3,000	0	0	0	0	0	0	3,000
Transportation Move Seattle Levy - Lid Lift	20	1,480	1,400	641	3,500	1,459	0	0	8,500
To be determined	0	0	0	1,587	10,408	500	0	0	12,495
Total:	20	4,480	1,400	2,228	13,908	1,959	0	0	23,995

	LTD Actuals	2017 REV	2018	2019	2020	2021	2022	2023	Total
Fund Appropriations/ Allocations*									
Transportation Operating Fund	20	4,480	1,400	641	3,500	1,459	0	0	11,500
To Be Determined	0	0	0	1,587	10,408	500	0	0	12,495
Total:	20	4,480	1,400	2,228	13,908	1,959	0	0	23,995

	LTD Actuals	2017 REV	2018	2019	2020	2021	2022	2023	Total
Spending Plan									
Transportation Operating Fund	20	749	3,585	2,187	3,500	1,459	0	0	11,500
To Be Determined	0	0	0	1,587	10,408	500	0	0	12,495
Total:	20	749	3,585	3,774	13,908	1,959	0	0	23,995

** Funds are appropriated through the Adopted Budget at the Budget Control Level. All amounts shown above are in thousands of dollars.*

Rainier RapidRide Funding							
Segment	Segments		Design		Construction		
Name	Terminus	Terminus	Local	Federal	Local	Federal	Total
Northern	4th & Jackson	Bayview	$4,602,954	$1,000,000	$17,611,817	$4,800,000	$28,014,771
AMB	Bayview	Walden	$1,539,157	$0	$6,156,626	$0	$7,695,783
Middle	Walden	Alaska	$1,240,169	$650,000	$4,560,677	$3,000,000	$9,450,846
Southern	Alaska	Henderson	$5,573,998	$1,350,000	$27,695,990	$0	$34,619,988
Total			**$12,956,278**	**$3,000,000**	**$56,025,110**	**$7,800,000**	**$79,781,388**

King County
Department of Transportation
Metro Transit Division
General Manager's Office
201 S. Jackson Street
KSC-TR-0415
Seattle, WA 98104-3856

April 6, 2018

Mr. Goran Sparrman
Interim Director
Seattle Department of Transportation
P.O. Box 34996
Seattle, WA 98124-4996

Dear Mr. Sparrman,

King County Metro is pleased to support the City of Seattle's grant requests to the Puget Sound Regional Council (PSRC) to fund projects within the city's RapidRide Expansion Program (RREP) and complete this critical investment in our growing region's transit system. These RapidRide projects have been jointly planned and prioritized by the City of Seattle and King County Metro, are reflected in both the Seattle Transit Master Plan and Metro CONNECTS long range plan, and are included in the constrained portion of PSRC's Regional Transportation Plan. We look forward to the air quality improvements and centers-based development that will come with these important regional investments.

The Seattle RapidRide Expansion Program is a partnership between King County Metro and Seattle Department of Transportation (SDOT). Projects will be jointly funded and delivered by both agencies. SDOT and King County Metro recently signed a Memorandum of Understanding defining roles and responsibilities for the Seattle RapidRide Expansion Program, including defining financial responsibilities for each agency. King County Metro will invest approximately $200 million in these projects as part of the Metro CONNECTS Development Program. Consistent with previous RapidRide corridors throughout the county, King County Metro will own and operate this service once it is complete.

Our two agencies have a long history of working together to deliver transit capital improvements and to enhance transit service, including several existing RapidRide lines. Through that continuing partnership, we have developed some of the region's most productive and fastest-growing routes. Through this partnership, we will continue to move our region toward a zero-emission transit system and more sustainable development for our future.

King County Metro looks forward to continuing our joint work to implement the Madison RapidRide corridor and developing an adaptive signal system that will improve transit travel times on the Madison, Roosevelt and Rainier RapidRide corridors.

Sincerely,

Rob Gannon
General Manager, King County Metro

cc: Hannah McIntosh, RapidRide Program Director, Metro Transit, King County Department of Transportation (KCDOT)
Alex Kiheri, RapidRide Implementation Manager, Metro Transit, KCDOT
Peter Heffernan, Intergovernmental Relations, Director's Office, KCDOT