

Levy to Move Seattle

Review & Discussion of Transit-Plus Multimodal Sub-Program Assessment Findings



Transit Advisory Board Meeting
June 6, 2018



Seattle
Department of
Transportation

Presentation overview

1. Review of May 23rd program assessment
2. Individual corridor status
3. Feedback on proposed approach

Program Assessment Review

Levy findings for program

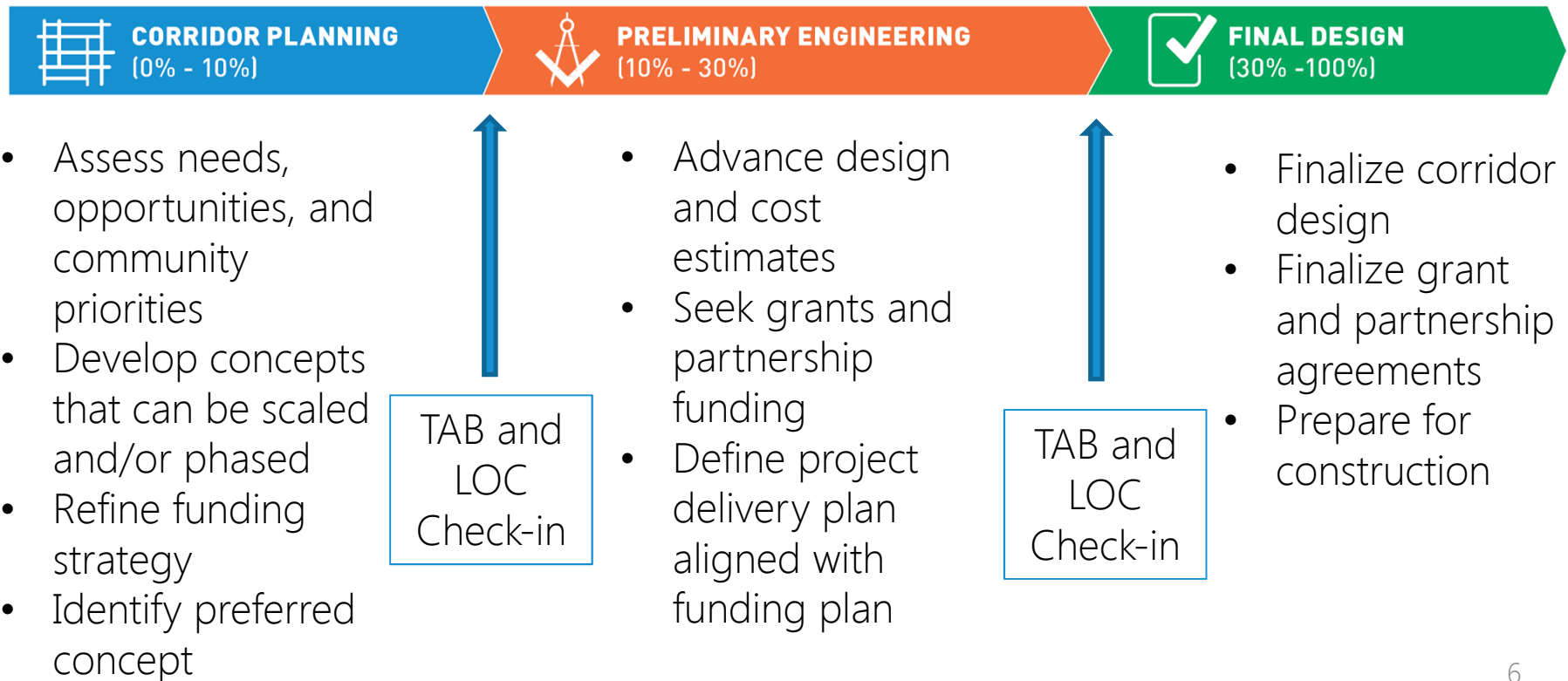
- SDOT can meet Levy commitments by making transit and safety improvements on the seven corridors with secured funds
- Delivery of RapidRide investments on these corridors dependent on a funding and delivery partnership with King County Metro
- Securing leverage taking longer than anticipated, creating uncertainty around funding availability and delivery timelines

Proposed next steps

- Advance project-specific agreements with King County to define delivery timelines and funding, with a goal of delivering at least some lines as RapidRide by 2024
- Assess Federal Transit Administration (FTA) Small Starts funding opportunities on a corridor-by-corridor basis
- Advance each project through a corridor-development process to determine scope and timeline

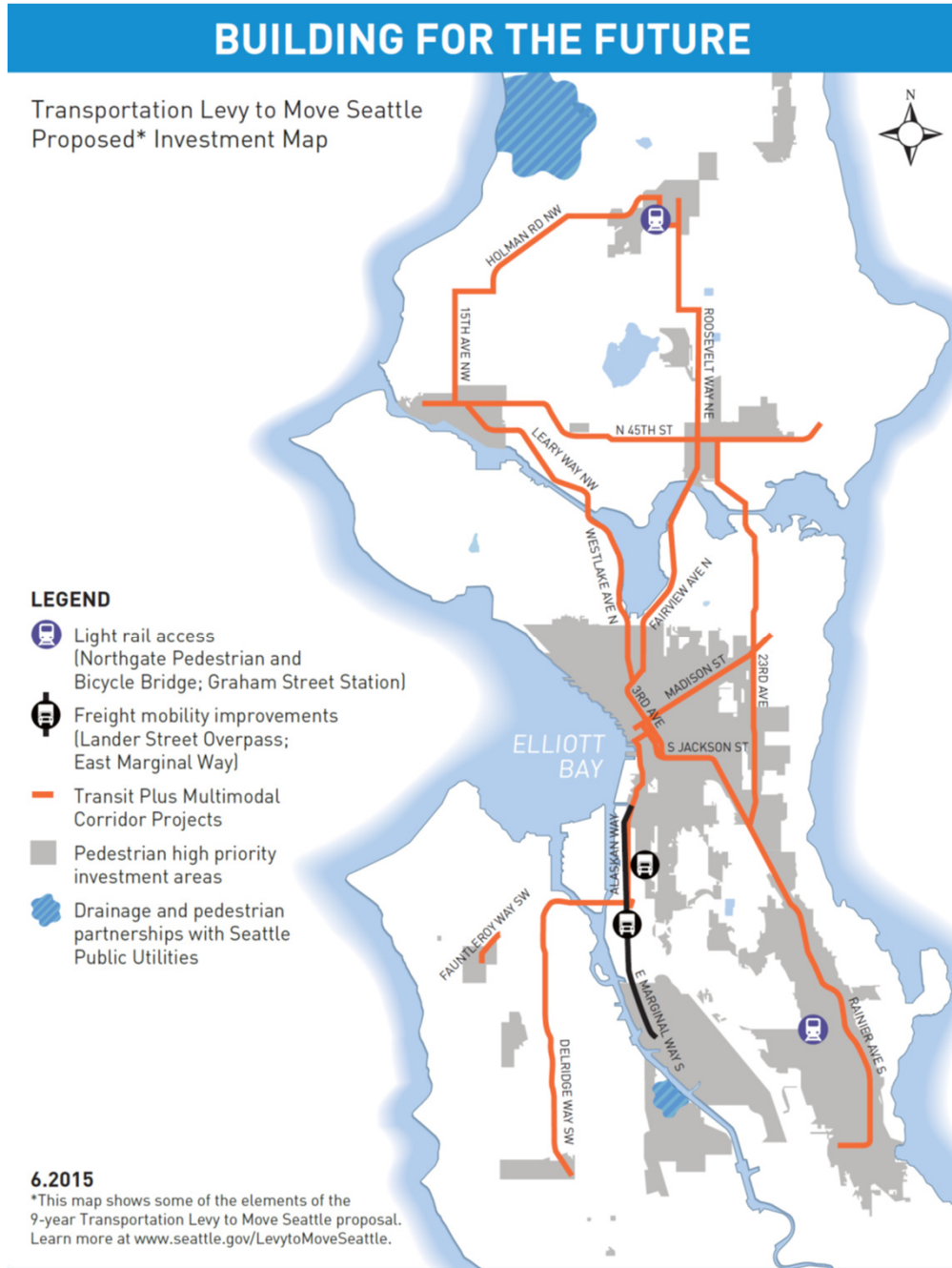
Review program scope and priorities

Advance projects according to corridor development process to assess scope and priorities



Corridor Status

Levy Transit-Plus Multimodal Corridors



RapidRide G Line (Madison)

Current Scope (based on Council adopted Locally Preferred Alternative):

- RapidRide amenities, service, and branding
- Center-running busway in First Hill and Capitol Hill
- Crossing and sidewalk improvements
- Spot bicycle facility investments
- Upgrades of signals in congested parts of corridor to support transit enhanced operations

Outcomes

- Up to 25% travel time savings
- Very frequent and reliable service
- Pedestrian and bike improvements

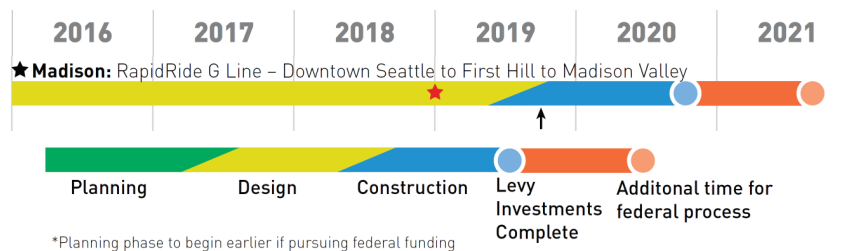


RapidRide G Line (Madison)

Status:

- Completed 60% Design
- NEPA/SEPA complete
- Advancing through Small Starts funding process

Timeline:



Budget*:

- Levy \$100M
- Current \$121M
- Spent \$11M

Identified Funding*: \$121M

- Secured \$22M
- Likely \$88M
- Unsecured \$7M
- Metro: \$4M

RapidRide G Line (Madison)

Considerations:

- Small Starts process taking longer than anticipated
- Project delays increase costs
- Assessing fleet options due to change in trolley fleet availability

Recommendations:

- Continue to pursue Small Starts funding
- Delay project to align with funding
- Develop corridor specific agreement with Metro
- Assess vehicle options with Metro, FTA, and stakeholders
- Conduct value engineering review to identify options to deliver project on budget

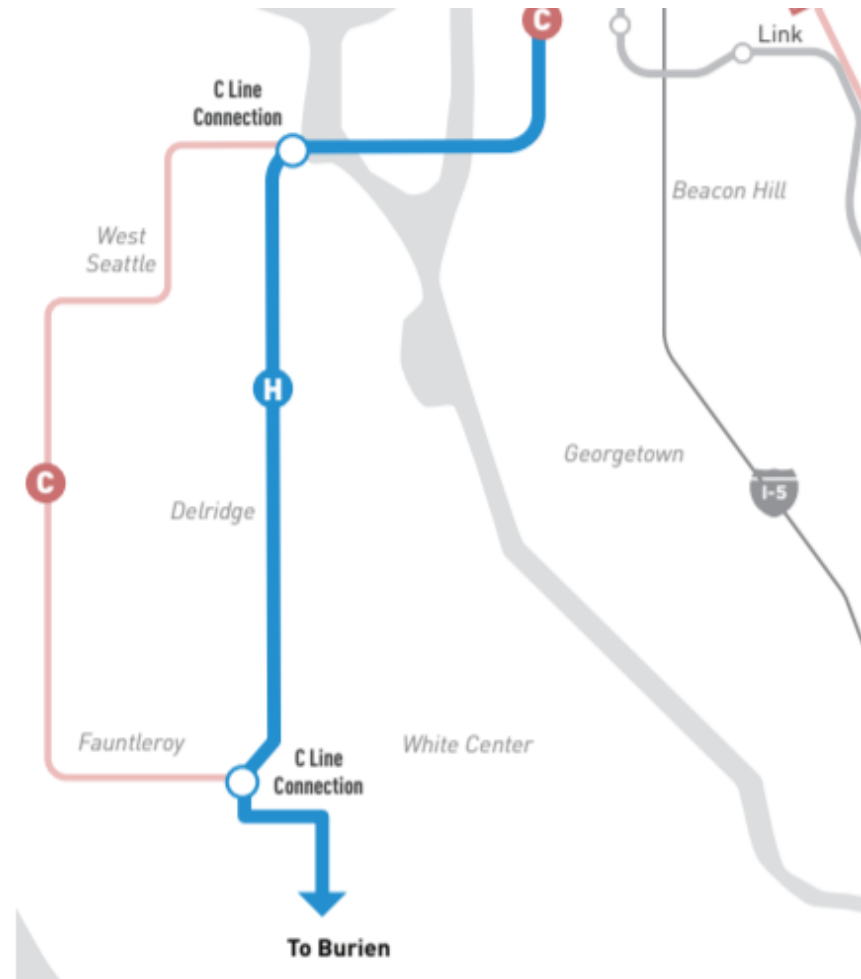
RapidRide H Line (Delridge Corridor)

Current Scope:

- RapidRide amenities, service, and branding
- Investments in all-ages-and-abilities bicycle facilities
- Crossing improvements
- Next generation transit signal priority pilot project

Outcomes:

- 10-12% travel time savings
- More frequent and reliable service
- Improves the experience for people using the corridor on bikes and on foot



RapidRide H Line (Delridge Corridor)

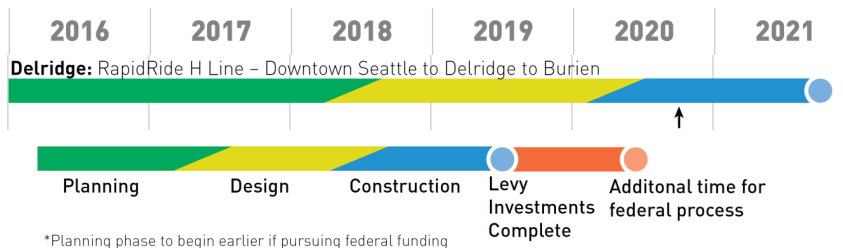
Status:

- At 10% design
- Metro developing 10% design in White Center and Burien segments

Budget*:

- Levy \$42M
- Current \$42M
- Spent \$1M

Timeline:



Identified Funding*: \$20M

- Secured \$20M

RapidRide H Line (Delridge Corridor)

Issues:

- Requires Metro partnership to deliver as RapidRide
- Identified paving needs beyond project scope and budget

Recommendations:

- Advance corridor consistent with proposed corridor delivery process
- Develop corridor specific agreement with Metro
- Review corridor paving needs and funding as part of Levy paving program assessment

Roosevelt Corridor

Current Scope (based on Council adopted Locally Preferred Alternative):

- RapidRide amenities, service, and branding
- 2.3 miles of bus lanes
- Trolley wire extension from University Bridge to Roosevelt
- 4.7 miles to protected bike lanes
- Adaptive signal upgrades with transit signal priority

Outcomes

- 20-25% travel time savings
- Improve access to SLU
- Completes major all-ages-and-abilities bicycle connection



Roosevelt Corridor

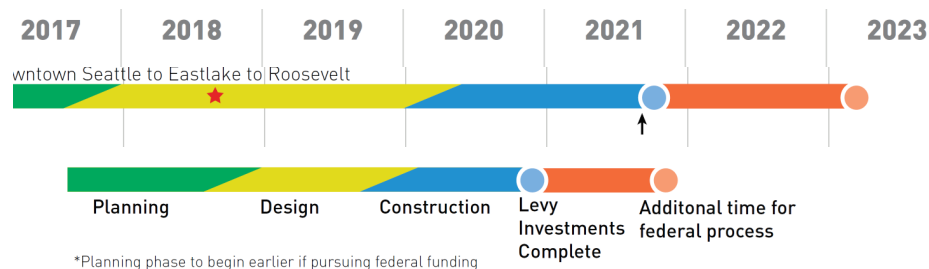
Status:

- Preliminary engineering underway (10-30% design)
- NEPA environmental process initiated

Budget*:

- Levy \$26M
- Current \$77.2M**
- Spent \$5M

Timeline:



Identified Funding*: \$59M

- Secured \$10M
- Unsecured \$49M
 - Small Starts \$39M
 - Other grants \$10M

*All numbers rounded to the nearest million

**Based on 2021 opening

Roosevelt Corridor

Considerations:

- Requires Metro partnership to deliver as RapidRide
- Identified paving needs beyond project scope and budget

Recommendations:

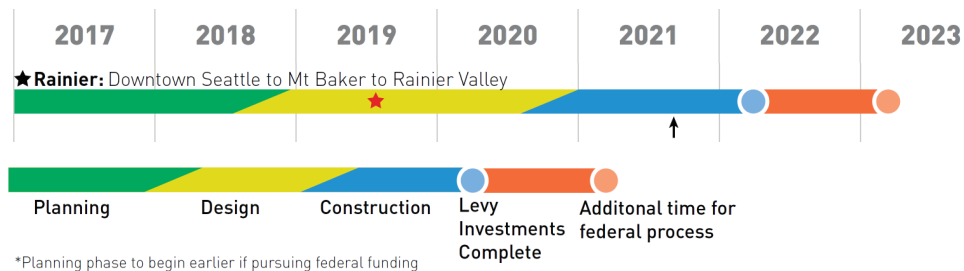
- Continue to pursue Small Starts funding
- Delay project to align with funding
- Develop corridor specific agreement with Metro
- Review corridor paving needs and funding as part of Levy paving program assessment

Rainier Corridor

Status:

- Corridor planning underway (0-10% design)
- First round of public engagement in early 2018

Timeline:



*Planning phase to begin earlier if pursuing federal funding

Levy Budget*: \$17M

- Spent \$1M

Move Seattle scope:

- Bus stops upgrades and transit signal priority
- Pedestrian improvements
- Extents: Rainier Ave Jackson to MLK

Identified Funding*: \$19M

- Secured \$12M
- Unsecured \$7M

Rainier Corridor

Considerations:

- Requires Metro partnership to deliver as RapidRide
- Corridor identified as a potential Small Starts candidate project:
 - least competitive of the four projects identified
 - pursuing Small Starts adds time and uncertainty to the project
- Multiple other Levy program investments planned within the corridor; opportunity to deliver transit plus multimodal improvements with other projects

Recommendations:

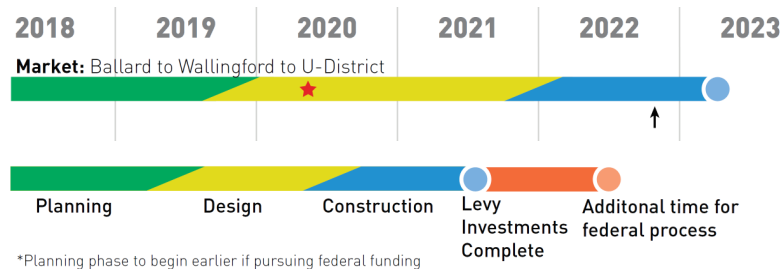
- Advance corridor consistent with proposed corridor delivery process
- Advance discussions with Metro to assess opportunity to deliver corridor as a RapidRide corridor
- Work with other Levy programs to coordinate delivery of transit plus multimodal investments
- Pursue identified regional grant funding opportunities; do not pursue Small Starts

Market Corridor

Status:

- Initiating consultant procurement process to begin corridor development process

Timeline:



Levy Budget*: \$34M

Move Seattle Scope:

- Enhance transit speed and reliability
- Transit signal priority
- Stops and rider amenity upgrades

Funding*: \$19M

- Secured \$13M
- Unsecured \$6M

Market Corridor

Considerations:

- Past studies have identified high priority transit investments; some design work completed as part of transit spot improvement program
- Service connects to LINK light rail extension opening in 2021

Recommendations:

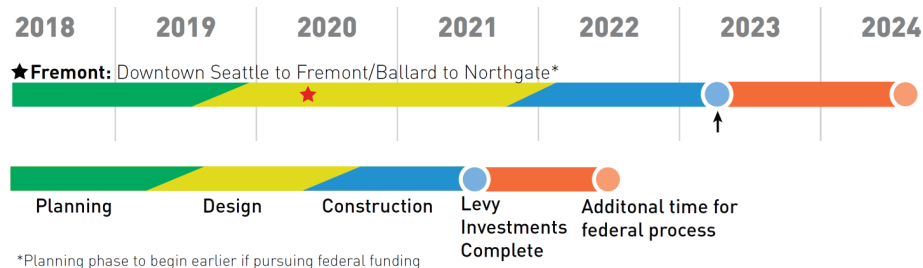
- Advance corridor consistent with proposed corridor delivery process
- Advance discussions with Metro to assess opportunity to deliver corridor as a RapidRide corridor

Fremont Corridor

Status:

- Initiating consultant procurement process to begin corridor development process (accelerated to provide more time for delivery)

Timeline:



Levy Budget*: \$35M

Move Seattle scope:

- Improve existing transit operations and add interim safety improvements
- Add ITS improvements to enhance speed and reliability
- Incorporate safety improvements on the Ballard Bridge for people who walk and bike

Corridor extents: Ballard to Downtown

Funding*: \$24M

- Secured \$14M
- Unsecured \$10M

Fremont Corridor

Considerations:

- Requires Metro partnership to deliver as RapidRide
- Corridor identified as a potential Small Starts candidate project:
 - pursuing Small Starts adds time and uncertainty to the project

Recommendations:

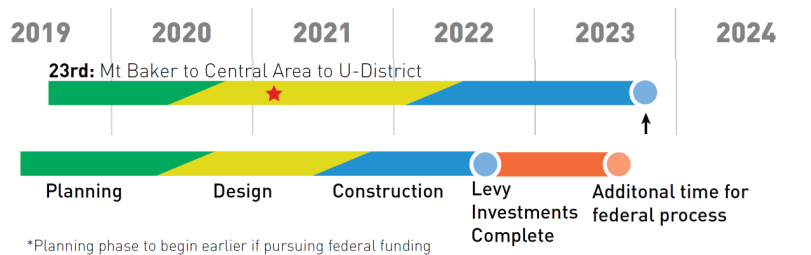
- Advance corridor consistent with proposed corridor delivery process
- Advance discussions with Metro to assess opportunity to deliver corridor as a RapidRide corridor
- Assess federal funding as part of corridor development process

23rd Ave Corridor

Status:

- 23rd Ave Phase 2 construction beginning
- 23rd Ave Phase 3 Vision Zero planning beginning

Timeline:



Levy Budget*: \$0M**

Move Seattle scope:

- 23rd Ave Corridor Improvements Project includes major civil upgrades in the Central Area and Capitol Hill
- No specific BRT project in Move Seattle

Funding*: \$15

- Secured: \$7M (for Rt 48 electrification)
- Unsecured \$8M

*All numbers rounded to the nearest million.

**Does not include budget Route 48 electrification or 23rd Ave Phase 1, 2 and 3

23rd Ave Corridor

Considerations:

- Requires Metro partnership to deliver as RapidRide
- Significant transit and multimodal investments made in the corridor as part of 23rd Ave Corridor Project
- SDOT has secured grants to partially fund Route 48 electrification

Recommendations:

- Work with Metro to deliver Route 48 electrification project
- Work with other Levy programs to coordinate delivery of transit plus multimodal investments
- Pursue identified regional grant funding opportunities to support additional investments
- Advance discussions with Metro to assess opportunity to deliver corridor as a RapidRide corridor

Feedback on proposed approach

Feedback on proposed approach

1. Levy language provides direction: Levy commitment to make transit plus multimodal investments that advance mobility and safety objectives on all seven corridors
2. Pursue RapidRide delivery with Metro, as possible
3. Advance each project through a corridor-development process to determine scope and timeline

Next steps

Date	Activity
June 21	Levy Oversight Committee briefing
June 27	Transit Advisory Board meeting

Questions?

Maria Koengeter, Transit Strategic Advisor
RapidRide@seattle.gov

www.seattle.gov/transportation/rapidrideexpansion.htm

