Transit-Plus Multimodal Corridor Program Update

Transit Advisory Board
February 27, 2019
Presentation

• Overview
• Background
• 2019 program initiatives
• Corridor updates
Program Overview

7 corridor projects

1. Delridge Way SW/RapidRide H Line
2. Madison BRT/RapidRide G Line
3. RapidRide Roosevelt Project
4. Rainier Transit-Plus Multimodal Corridor Project
5. Market Transit-Plus Multimodal Corridor Project
6. Fremont Transit-Plus Multimodal Corridor Project
7. 23rd Ave Transit-Plus Multimodal Corridor Project

Levy category: Congestion Relief

Partnership with King County Metro for 3 RapidRide lines, and coordination for 4
Program background

2015: Levy campaign described program as RapidRide with corridor-wide multimodal improvements

2016-17: Seattle RapidRide Expansion Program developed, striving to meet community expectations

2017: METRO CONNECTS identified 7 RapidRide lines to be in place by 2024

2017: Program delivery costs exceed budgets and leverage opportunities

2017-18: Full assessment conducted

2018: Program revised to 3 RapidRide Lines and 4 Transit-Plus Multimodal Corridors
TAB review in 2018

TAB provided review and input on the program to the Levy Oversight Committee, including these recommendations:

• Phase projects to maximize benefit to the community within the Levy timeframe
• Support improvements that speed transit; where funding allows, pursue non-transit improvements, specifically pedestrian safety and access to transit
• Align subprogram spending to maximize benefits along corridors
2019 program initiatives

• Define Transit-Plus Multimodal Corridor program objectives and evaluation framework
• Update external communications strategy and products
• Advance individual corridor projects
• Continue to develop critical partnerships with King County Metro and the Federal Transit Administration
• Support Levy reporting and delivery
2018 Levy workplan highlights for TPMC

• Updated TPMC workplan delivers transit speed and reliability to all seven corridors using secured and identified leverage funds

• Added timelines with major milestones to each corridor for completion of corridors by 2024

• Anticipate significant risk for corridors leveraging funds from the FTA (Madison & Roosevelt)
Transit-Plus Multimodal Corridor investment level

Route 44 Speed and Reliability Project
- Bus lanes in spot locations
- Transit signal priority (TSP)
- In-lane bus stops
- Pedestrian crossing improvements

RapidRide Roosevelt
- Full RapidRide amenities at all stops and higher frequency of service
- Continuous red bus lanes from Eastlake to Downtown
- Extension of route to Roosevelt with trolley wire
- Four miles of protected bike lanes
- Signal upgrades with adaptive operations and transit priority in South Lake Union, Eastlake, and the University District
- Pedestrian safety and access improvements
- Overlapping paving investments in AAC program
**Timeline**

### Transit-Plus Multimodal Corridor Schedule

**2016**
- **Madison:** RapidRide G Line – Downtown Seattle to First Hill to Madison Valley

**2017**
- **Delridge:** RapidRide H Line – Downtown Seattle to Delridge to Burien

**2018**
- **RapidRide Roosevelt:** Downtown Seattle to Eastlake to Roosevelt
- **Route 7 (Rainier):** Downtown Seattle to Mt Baker to Rainier Valley

**2019**
- **Route 44 (Market):** Ballard to Wallingford to U-District
- **Route 40 (Fremont):** Downtown Seattle to Fremont to Ballard to Northgate

**2020**
- **Route 48 (23rd):** Mt Baker to Central Area to U-District

**2021**

**2022**

**2023**

**2024**

**Notes:**
- ★ Federal Transit Administration (FTA)
- Small Starts Projects (Schedule and delivery contingent on securing Small Starts funding)
- ◆ Review approach based on FTA Small Starts progress
- ★ Baseline project scope, schedule and budget

### Project Phases
- **Planning (0-30% design)**
- **Pause for Grant Funding**
- **Design (30-100% design)**
- **Construction**
- **Levy Investments Complete**
Madison BRT/RapidRide G Line

Scope:
• RapidRide, paving, and multimodal improvements

Status:
• Approaching 90% design
• Current focus is on securing Small Starts grant agreement in 2019
• Developing RapidRide G line agreement with Metro in 2019

Risks:
• Switch to diesel-hybrid reduced trolley wire cost and construction risk, but requires updates to environmental documents
• Timeline to complete Small Starts grant agreement process is not within SDOT’s control

Total Budget ...... $121.0M
Move Seattle ................ $15.0M
Local ........................ $1.9M
Identified Local* .......... $0.0M
Leverage ..................... $15.7M
Identified Leverage ...... $88.4M
  Small Starts (FTA) ...... $59.9M
  Sound Transit 3 .......... $28.5M

*NOTE: Subject to annual Council approval in the budget process.
Delridge Way SW/RapidRide H Line

Scope:
• RapidRide, paving, and multimodal improvements

Status:
• Approaching 30% design; added additional paving as part of the Levy workplan
• Developing an H Line agreement with Metro, which will include a funding commitment for Delridge project

Risks:
• Current schedule is aggressive and delay would impact Metro’s H Line project
• Coordinated delivery with AAC program increases scale and complexity of project

Funding notes and updates:
• AAC funds for paving not included
• Metro contribution currently under negotiation

Total Budget .......... $34.8M
Move Seattle ............$9.5M
Local ..........................$0.3M
Identified Local* ..........$0.0M
Leverage ........................$10.0M
Identified Leverage.......$15.0M
King County Metro.......$15.0M

*NOTE: Subject to annual Council approval in the budget process.
RapidRide Roosevelt

Scope:
• RapidRide, paving, and multimodal improvements

Status:
• Approaching 30% design and baselining in Q2 2019
• Advancing through environmental review with Federal Transit Administration

Risks:
• Small Starts funding adding time and uncertainty to project schedule
• Protected bike lanes require removal of parking through neighborhood on Eastlake Ave, which has been controversial
• Coordinated delivery with AAC program increases scale and complexity of project

Funding notes and updates:
• AAC funds for 11th/12th Aves and Eastlake paving (approx. $39.5M) not included
• RMG grant not secured; project is the second provisional project in the 2018 competition.
Rainier TPMC Project

Scope:
• Transit speed and reliability with transit access and safety improvements

Status:
• Developing a speed and reliability scope that fits within the project budget; 30% design in Q3 2019
• On-going coordination with Metro for SDOT’s TPMC and RapidRide Rainier project in 2024

Risks:
• Multiple other Levy projects in the corridor adds complexity to planning and delivery
• Community expectations higher than revised budget based on earlier outreach

Funding notes and updates:
• $7.8M in secured funds were from federal sources (FTA & FHWA) for a RapidRide scope of work. SDOT and Metro, in consultation with the FTA, are currently assessing options for how to utilize these funds.
Market TPMC Project

Scope:
• Transit speed and reliability with transit access and safety improvements

Status:
• In project development phase; will begin planning and outreach in 2019

Risks:
• Limited planning and design work completed
• Anticipate varied interests in how right-of-way is allocated in the corridor

Funding notes and updates:
• PSRC has announced preliminary intent to award RMG grant

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Fremont TPMC Project

Scope:
• Transit speed and reliability with transit access and safety improvements

Status:
• Consultant procurement beginning Q1 2019

Risks:
• Limited planning and design work completed
• Utilizing identified FTA grants reduces SDOT’s control over project schedule

Total Budget ........ $22.9M
Move Seattle .............. $9.5M
Local ........................ $0.0M
Identified Local* ............ $0.0M
Leverage ...................... $3.4M
Identified Leverage ...... $10.0M
  5307 (FTA) ............... $2.0M
  CMAQ (FTA) ............ $4.0M
  RMG (State) ............ $4.0M

*NOTE: Subject to annual Council approval in the budget process.
23rd Ave TPMC Project

Scope:
• Transit speed and reliability improvements with transit access and safety improvements

Status:
• Not currently active

Risks:
• No Levy funds originally assigned to this project. No local matching funds.
• Large transit and multimodal investments have been completed, are underway, or planned
• Limited planning and design work completed
• Utilizing identified FTA grants reduces SDOT’s control over project schedule

Funding notes & updates:
• Does not include funding for Route 48 electrification or 23rd Ave Phase 1, 2 or 3
Questions?

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