Transit-Plus Multimodal Corridor Program

Levy Oversight Committee
May 4, 2021
Agenda

1. Program updates
2. Project updates
Program updates
Program overview

• 7 Corridor Projects
  • 3 RapidRide and multimodal level of investment
    • RapidRide branding, amenities and service
    • Corridor-wide transit and multimodal improvements
  • 4 Transit-Plus Multimodal level of investment
    • Transit speed and reliability improvements, with safety and access improvements as funding allows
• Major focus of 2018 Levy workplan
• King County partnership major element
  • RapidRide integrated projects for 3
  • Coordination on 4
• FTA Small Starts projects – Madison and 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 J (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
• Five miles of protected bike lanes
• Intersections with Upgraded Traffic Signals Including TSP or Transit Queue in South Lake Union, Eastlake, and the University District
• Pedestrian safety and access improvements
• Overlapping paving investments in AAC program
Program objectives

• Make bus trips faster and more reliable, now and in the future
• Make it safer and easier to get to and on the bus
• Respond to community needs and priorities
• Fulfill Levy to Move Seattle commitments
## Program Updates

- Major accomplishments in the last year:
  - All 7 corridors active, with Rt 48 initiated in early 2021
  - Refined funding plan and budgets:
    - Completed grant applications for the program
    - COVID-induced budget revisions
    - Additional funding sources added
  - Updated project schedules

### Transit-Plus Multimodal Corridor Schedule

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<td>RapidRide J: Downtown Seattle to U-District</td>
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<td>Route 44 [Market]: Ballard to Wallingford to U-District</td>
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<td>Route 48 [23rd]: Mt Baker to Central Area to U-District</td>
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- Planning [0-30% design] - Pause for Grant Funding - Design [30-100% design] - Construction - Levy Investments Complete

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City of Seattle

May 4, 2021
Program updates

• King County Metro partnership:
  • Metro's capital and operating budgets impacted by COVID
  • Maintained commitments to Madison/G Line and Delridge/H Line
  • Revised capital and operating commitments to RapidRide J (Roosevelt)
  • Paused RapidRide Rainier, as well as other lines outside of Seattle
Project updates
Madison BRT - RapidRide G Line

• Sound Transit funding agreement – September 2020
• Budget and local funding update – October 2020
• FTA Small Starts
  • Readiness Report June 2020
  • Section 5309 Allocation April 4, 2021
  • SSGA late June
• Construction – Advertise May 2021; target start Sept 2021
• Council – easements and grant acceptance – May 2021

Total Budget.............$133.4M
Move Seattle.........................$19.2M
Local ........................................$2.9M
King County.............................$3.4M
CMAQ...............................$9.7M
Connecting WA..........................$2.5M
Sound Transit..........................$35.8M
Identified Leverage
FTA Small Starts.....................$60.0M
Delridge Way SW - RapidRide H Line

- Construction began June 2020; 50% complete
- Construction outreach is ongoing. No major issues to report.
- Change order for WSB closure project impacts is a cost risk and team is in discussions with the contractor.
- Metro partnership:
  - KCM has moved H Line service date opening to 2022, from 2021.
  - Beginning H Line construction in Summer 2021 for non-Delridge portions
- Total project SDOT budget: $72.3M including AAC.

Total Budget.........$33.8M

Move Seattle...................$9.5M
Local ................................$0.3M
Metro..........................$14.0M
State RMG....................$10.0M
RapidRide Roosevelt – J Line

- Revised scope:
  - Metro capital/operations budget impacted by COVID
  - Developed shorter Minimum Operable Segment (MOS) with northern terminus at U District
- Outreach fall 2020 on revised scope
- Increased timeline to assess COVID impacts, new design needs, and additional environmental review
- Preparing a Supplemental Environmental Assessment – Q2/Q3 2021
- Budget will be updated at 30% design milestone/environmental determination

Total Budget...........$85.7M*

- Move Seattle..................$8.5M
- Local ..........................$0.9M
- STP (Fairview)..................$4.03M
- CMAQ (Eastlake)..............$4.0M

Identified Leverage

- UW MIMP..........................$3.0M
- FTA Small Starts..................$45.0M
- RMG (State).........................$6.0M
- SCL..................................TBD

*Subject to baselining in 2021
Route 7 TPMC Project (Rainier)

- Design
  - Final Design completed in Q1 2021
- Delivery
  - Construction anticipated to start summer 2021
  - Substantial Completion anticipated in early 2022
- Metro partnership:
  - RapidRide R Line (Rainier) paused due to COVID-19 revenue shortage
  - Route 7 design is compatible with Metro R Line going forward

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<th>Total Budget</th>
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Route 44 TPMC Project (Market)

- Outreach for 60% design in spring 2021, including concepts for early implementation
- Baselined project scope and budget in Dec. 2020
- Scope highlights:
  - Re-channelization, signal modifications, BAT lanes, bus stop optimizations, and pedestrian improvements for accessing transit
- Early implementation/partnered efforts to support North Link service changes:
  - Transit lanes on 15th Ave NE and NE 45th St
  - 12th Ave NE / NE 43rd St paving project
  - NE 43rd St improvements project

Total Budget.........$15.6M
- Move Seattle............$8.5M
- Other Local ...........$.5M
- State RMG.............$6.0M
- Metro....................$.6M
Route 40 TPMC Project (Fremont)

- Two rounds of outreach (fall 2020 and spring 2021) informed project scope and design
- Approaching 30% design in mid-2021, scope includes:
  - Bus lanes on segments of Westlake Ave N, Fremont Ave N, N 36th Street, Leary Ave NW, NW Market St, Holman Rd NW
  - New or modified bus boarding bulbs at four bus zones and other bus zone modifications
  - Transit Signal Priority upgrades at 15 intersections
  - Pedestrian and bicycle access improvements

Total Budget............$20.7M*
- Move Seattle......................$7.7M
- Local ..........................$0.1M
- CMAQ (FHWA)...................$4.0M
- Connecting WA.................$3.4M
- STBD $60 VLF....................$3.0M
- Identified leverage
  - Metro............................$2.5M
*Subject to final secured funding and baselining in 2021
Route 48 TPMC Project (23rd Ave BRT)

- Conceptual Design Study in 2020 recommended scope and basis for grant funding request:
  - Formalize existing BAT lane between E John St and E Madison St with red paint (adjacent to Vision Zero 23rd Ave project)
  - Install southbound BAT lane between S Massachusetts St and S Plum St
  - Add TSP at intersections along the corridor where it is not already planned (~15 intersections)
- PSRC awarded CMAQ construction funding in 2023-2024
- Project initiation in Q1 2021 to begin project development phase
- Coordinating with 23rd Ave Vision Zero - $5.16M investment, including transit and access improvements

Total Budget........$2.1M*
Move Seattle..........$0.95M
CMAQ................$1.15M
*Subject to final secured funding and baselining in 2021
Questions?

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Streetcar & Transit Corridors Manager

www.seattle.gov/transportation