Transit-Plus Multimodal Corridor Program

Levy Oversight Committee
March 1, 2022
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

Sample projects highlighting range of project scope & investment
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

- Timeline updates:
  - No changes to completion dates since May 2021 briefing
  - Concrete strike may affect completion dates for projects in construction, but impacts undefined at this time
Program updates

- Major accomplishments in the last year:
  - Delridge nearing substantial completion
  - Madison construction started
  - Rt 7 and Rt 44 bid and ready for construction
  - Additional funds secured for RR J, Rt 40 and Rt 48
Madison BRT - RapidRide G Line

Construction progress
• Team has completed some street and sidewalk paving downtown before the concrete strike began in December
• They're now working on watermain and drainage work in Capitol Hill

Schedule
• Construction started in October 2021 and Substantial Completion on May 7, 2024
  • Includes 89 contingency days (49 for weather)
  • Weather days to date: 5
  • Concrete strike days ?
  • SCL coordination days ?
• Revenue Service Date September 15, 2024

Total Budget..........................$133.4M
Move Seattle..............................$19.9M
Local .................................................$2.2M
King County .......................................$3.4M
CMAQ.................................................$9.7M
Connecting WA...............................$2.5M
Sound Transit..................................$35.8M
FTA Small Starts............................$59.9M
Additional resources:
FTA ARPA funds......................$10.9M
Madison BRT - RapidRide G Line

Madison & 20th

Spring Street

First Avenue
RapidRide J Line (Roosevelt)

- Funding:
  - Reflects updates to the total budget, FTA Small Starts request, and SCL amounts since the last external briefing to the LOC in May 2021.
  - Reflects SDOT's transit scope - Excludes all of Eastlake paving and SPU watermain.
  - Cost estimate and budget will be updated for baselining in early 2022
  - FTA flex request for STP – Fairview submitted; RMG signed

- Project delivery:
  - Increased timeline to assess COVID impacts, new design for U District Option, and additional environmental review
  - NEPA Environmental Determination
    - Supplement Environmental Assessment published October 2021
    - Draft Finding of No Significant Impact (FONSI) v3.0 to FTA Feb 11
  - Materials sent to FTA Project Management Oversight Consultant (PMOC)
  - Schedule Impacts: Environmental determination and risk workshop

- Other:
  - SPU Watermain – ‘Non-Project’ work; MOA signed October 2021

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Total Budget .......... $91.2M*

- Move Seattle ............... $8.5M
- Local ........................ $1.7M
- STP (Fairview) ............ $4.03M
- CMAQ (Eastlake) .......... $4.0M
- RMG (State) ................. $6.0M

Identified Leverage

- UW MIMP .................... $3.0M
- FTA Small Starts .......... $60.1M
- SCL .......................... $3.9M

*Subject to final secured funding and baselining in 2022

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March 1, 2022

City of Seattle
Delridge Way SW - RapidRide H Line

- Funding:
  - Total project SDOT budget: $72.3M including Arterial Asphalt & Concrete (AAC) paving project.

- Project delivery:

- Other:
  - Metro’s planned H Line opening Fall 2022
  - Kit of Parts 2 is being ordered and installed
  - Metro began construction for non-Delridge portions

Total Budget ....... $33.8M
- Move Seattle ................. $9.5M
- Local ......................... $0.3M
- Metro ......................... $14.0M
- RMG (State) ................. $10.0M
Delridge Way SW - RapidRide H Line
Route 44 TPMC Project (Market)

- Scope highlights:
  - Re-channelization, signal modifications, BAT lanes, bus stop optimizations, and pedestrian improvements for accessing transit
  - Project was awarded on 2/8/22
  - Notice to proceed has been delayed until 5/9/22 due to the concrete strike
  - Early implementation of BAT lanes on 15th Ave NE last year. BAT lane installation on NE 45th St will occur as soon as the weather permits
  - On-call consultant has been hired to perform construction outreach

Total Budget............$15.6M

Move Seattle...............$8.5M
Other Local .....................$0.5M
RMG (State)..................$6.0M
Metro..........................$0.6M
Rt 44 Early Scope - BAT Lane Installation on 15th Ave NE
Route 7 TPMC Project (Rainier)

• Funding:
  • See table (no change)

• Project delivery:
  • Scope highlights: Sidewalk repair, ADA ramps, crossing improvements and signal upgrades
  • Construction Phase
    • TITAN Earthworks for contractor
    • Notice to Proceed anticipated in Q2 2022
    • Construction outreach on-going
    • Substantial Completion anticipated in Q3 2022

Total Budget........$8.5M
Move Seattle.............$7.5M
Local .......................$1.0M
Route 40 TPMC Project (Fremont)

• Funding Update:
  • Additional RMG grant of $6M
• Project delivery:
  • 60% design anticipated Q3 2022; 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
• Environmental
  • DCE work begun
• Outreach
  • On-going with targeted door-to-door planned

Total Budget.........................$26.1M
Move Seattle.........................$7.8M
CMAQ (FHWA/FTA).............$4.0M
Connecting WA......................$3.4M
STBD $60 VLF......................$0.5M
RMG (State)......................$6.0M
Metro..........................$2.5M
Identified leverage
  Metro............................$1.9M

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<tr>
<td>Route 40 (Fremont):</td>
<td>Downtown Seattle to Fremont to Ballard to Northgate</td>
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Route 48 TPMC Project (23rd Ave BRT)

- Funding:
  - CMAQ grant is for construction, available 2023
  - Metro plans to contribute NL3 grant funds for construction, available mid-2023 ($500K)
- Project delivery:
  - Scope Definition Progress:
    - Bus lane concepts defined, moving forward with SB bus lane between S Massachusetts St and Rainier Ave S
    - Developing scope and estimate for signal upgrades needed to support Transit Signal Priority (TSP) at up to 14 intersections
    - Coordinating with Metro/ST on Judkin Park Station access improvements
  - Aiming to reach the 30% design milestone by the end of Q2

Total Budget...$2.6M*
- Move Seattle..............$0.99M
- CMAQ.....................$1.15M
- Metro**...................$0.5M

*Subject to final secured funding and baselining in 2022
**Estimated by Metro
Questions?

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