



Transit-Plus Multimodal Corridor Program Update

Transit Advisory Board
February 27, 2019



Presentation

- Overview
- Background
- 2019 program initiatives
- Corridor updates



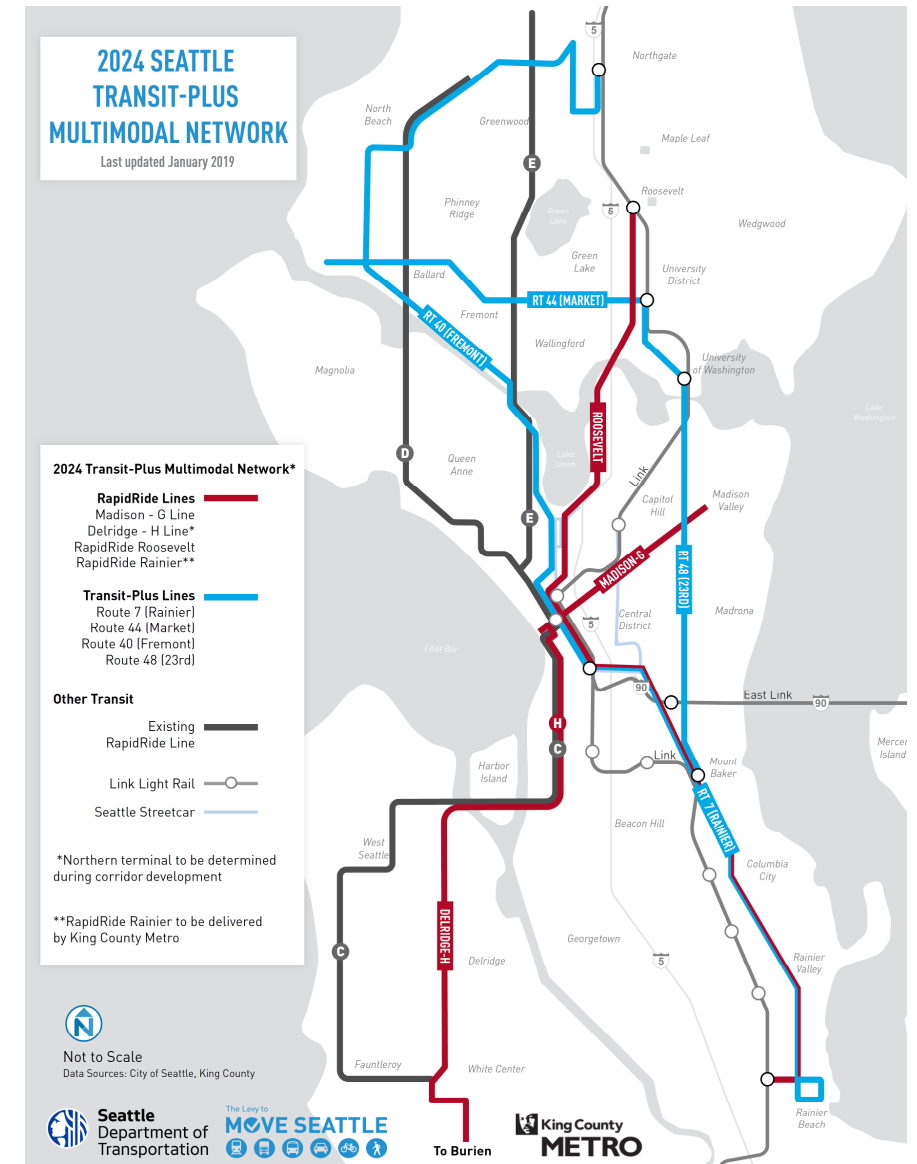
Program Overview

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

*Sample projects
highlighting
range of project
scope and
investment*

Route 44 Speed and Reliability Project

- Bus lanes in spot locations
- Transit signal priority (TSP)
- In-lane bus stops
- Pedestrian crossing improvements

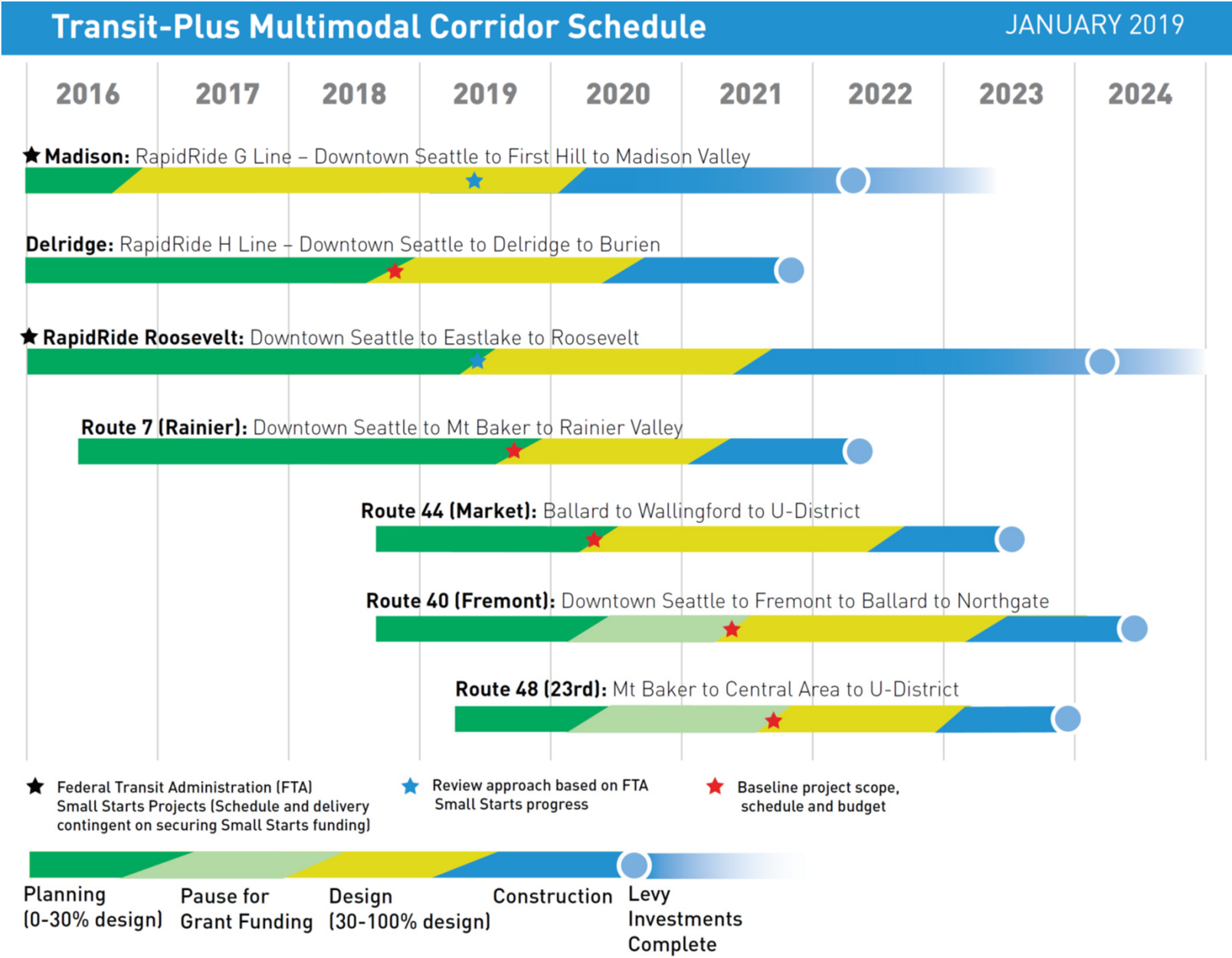


RapidRide Roosevelt

- 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



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

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.

Funding notes and updates:

- AAC funds for paving not included
- Metro contribution currently under negotiation



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

Total Budget \$85.7M

Move Seattle\$8.5M

Local\$0.9M

Identified Local*\$0.0M

Leverage.....\$5.4M

Identified Leverage.....\$70.8M

Small Starts (FTA)\$45.0M

RMG (State)\$6.0M

King County Metro.....\$19.8M

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

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

Total Budget	\$16.3M
Move Seattle	\$8.5M
Local	\$0.0M
Identified Local*	\$0.0M
Leverage.....	\$7.8M
Identified Leverage.....	\$0.0M
*NOTE: Subject to annual Council approval in the budget process.	

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

Total Budget	\$15.6M
Move Seattle	\$9.5M
Local	\$0.1M
Identified Local*	\$0.0M
Leverage	\$0.0M
Identified Leverage	\$6.0M
RMG (State)	\$6.0M

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

Funding notes and updates:

- PSRC has announced preliminary intent to award RMG grant

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

Total Budget	\$8.0M
Move Seattle	\$0.0M
Local	\$0.0M
Identified Local*	\$0.0M
Leverage.....	\$0.0M
Identified Leverage.....	\$8.0M
CMAQ (FHWA).....	\$4.0M
RMG (State)	\$4.0M
*NOTE: Subject to annual Council approval in the budget process.	

Funding notes & updates:

- Does not include funding for Route 48 electrification or 23rd Ave Phase 1, 2 or 3

Questions?

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