



KING COUNTY

1200 King County Courthouse
516 Third Avenue
Seattle, WA 98104

Signature Report

September 19, 2017

Motion 14956

Proposed No. 2017-0243.1

Sponsors Dembowski

1 A MOTION approving a report on the implementation of
2 new RapidRide lines as required by Ordinance 18409,
3 Section 132, Proviso P5.

4 WHEREAS, in November 2016, the 2017-2018 Biennial Budget Ordinance,
5 Ordinance 18409, adopted the King County budget subject to the provisions set forth in
6 the ordinance, and

7 WHEREAS, Ordinance 18409, Section 132, Proviso P5, requires the executive to
8 transmit a motion by June 1, 2017, that approves a report that addresses the Metro
9 Connects RapidRide lines, describes the process for implementing new RapidRide lines,
10 identifies the appropriation ordinances, ordinances establishing RapidRide lines, service
11 change ordinances and ordinances approving interlocal agreements that are anticipated to
12 be required for the proposed new RapidRide lines, and, to the extent possible, identifies
13 estimated timelines for consideration and enactment of the identified ordinances, and

14 WHEREAS, Metro has compiled the required information and the executive has
15 transmitted the report as set forth as Attachment A to this motion to the council;

16 NOW, THEREFORE, BE IT MOVED by the Council of King County:

17 The King County council hereby approves the Implementation of New RapidRide
18 Lines report, Attachment A to this motion.
19

Motion 14956 was introduced on 6/12/2017 and passed by the Metropolitan King
County Council on 9/18/2017, by the following vote:

Yes: 9 - Mr. von Reichbauer, Mr. Gossett, Ms. Lambert, Mr. Dunn,
Mr. McDermott, Mr. Dembowski, Mr. Upthegrove, Ms. Kohl-Welles
and Ms. Balducci
No: 0
Excused: 0

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON



J. Joseph McDermott, Chair

ATTEST:



Melani Pedroza, Clerk of the Council

Attachments: A. Implementation of New RapidRide Lines METRO CONNECTS RapidRide Expansion
- April 21, 2017



King County Metro Transit
Ordinance 18409 Proviso P5 Report

Implementation of New RapidRide Lines
METRO CONNECTS RapidRide Expansion

April 21, 2017

Prepared for:
King County Council

Prepared by:



Department of Transportation
Metro Transit Division
Service Development
King Street Center, KSC-TR-0426
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Seattle, WA 98104
www.kingcounty.gov/metro

Alternative Formats Available
206-477-3832 TTY Relay: 711

Introduction

Ordinance 18409, Section 132, which adopted the 2017/2018 King County Biennial Budget included Proviso P5 that states:

P5 PROVIDED FURTHER THAT:

Of the appropriation for capital project 1129747, Metro Connects RapidRide Expansion, \$1,500,000 shall not be expended or encumbered until the executive transmits a report on the implementation of the new RapidRide lines and a motion that approves the report and the motion is passed by the council.

In accordance with the proviso, this report shall

1. Identify the RapidRide lines funded by capital project 1129747, the METRO CONNECTS RapidRide Expansion.
2. Describe the process for implementing new RapidRide lines.
3. Identify the appropriation ordinances, ordinances establishing RapidRide lines, service change ordinances, and ordinances approving interlocal agreements relating to RapidRide lines that are anticipated to be required for proposed new RapidRide lines.
4. To the extent possible, identify estimated timelines for consideration and enactment of the identified ordinances.

Background

This report and a companion proviso response report, "*Ordinance 18409 Proviso P4 Report*" detail Metro's plan for expansion of RapidRide throughout King County.

Metro's long range vision, METRO CONNECTS, anticipates an extensive network of frequent service that would let riders travel farther, faster and more conveniently than they can today to major county destinations. A key element of the frequent service network is RapidRide. RapidRide has proven to be a success since the first line, the A Line, was implemented in 2010. Rider satisfaction surveys indicate that RapidRide is recognized by riders as a higher quality service and ridership growth has outpaced regular Metro service. As of 2016, combined ridership on the six active RapidRide lines has grown 69 percent relative to the pre-RapidRide ridership. Building on the achievements of the current RapidRide lines, METRO CONNECTS sets a vision for twenty additional RapidRide corridors, thirteen to be implemented by 2025, the remaining seven by 2040.

The next generation of RapidRide will have the RapidRide features that are in place today; well-spaced stops, roadway improvements, on-board WIFI, larger and well-lit shelters, real time bus arrival signs, One Regional Card for All (ORCA) readers that let

card holders pay at the bus stop and board through any of the buses' three doors, and a variety of "intelligent transportation systems" (ITS) that help keep buses moving quickly. METRO CONNECTS envisions even more investment in speed and reliability improvements, providing riders with information about bus loads, and actively managing the service from the Transit Control Center to achieve a more-robust bus rapid transit system.

Metro intends to work closely with the local jurisdictions and other transit partners in the planning, implementing and funding of new RapidRide lines. Metro is currently working in partnership with the City of Seattle on the planning of the RapidRide lines in Seattle and is beginning to develop a formal partnership agreement that will clearly define lead and support responsibilities for all aspects of implementing new RapidRide lines that will be receiving funding through a voter approved transportation levy known as "the Levy to Move Seattle".

RapidRide Funding

There are two capital projects associated with funding the thirteen new RapidRide lines in the RapidRide Expansion Program:

1. METRO CONNECTS RapidRide Expansion project (project 1129747)
2. Move Seattle RapidRide Expansion project (project 1129632)

This report focuses on the METRO CONNECTS elements of the proposed RapidRide expansion.

The METRO CONNECTS RapidRide project includes an estimated cost of \$576,080,000 for the Metro Transit portion of the investments necessary to implement the thirteen by 2025. The estimate is based on high level cost estimates for planning, design, and construction of the passenger facilities (i.e. lighting, shelters, etc.) and speed and reliability components (i.e. intersection modifications, signal improvements, lane channelization, etc.) of the RapidRide program. The estimates use average costs based on mileage and the number of RapidRide elements assumed to be installed. This estimate reflects only Metro's cost for implementing these lines, and does not include additional investments by jurisdictional partners that is assumed in METRO CONNECTS to be used to support the higher level of transit priority that is envisioned. Of the total projected cost for the project, \$13,646,635 was appropriated by the council in the 2017/2018 biennium.

As detailed in the companion proviso response report, "*Ordinance 18409 Proviso P4 Report*" the Move Seattle RapidRide project has an estimated cost of \$53,818,000 which represents a subset of the costs associated with the lines and is assumed to be reimbursed by the City of Seattle. This project would fund the costs incurred by Metro to support the City of Seattle's delivery of the seven lines that are primarily within Seattle.

The project cost is similarly based on high level cost estimates, but only for Metro's more limited role in delivering the Seattle lines as described in the Proviso P4 report. For this reimbursable effort, \$4,041,970 was appropriated in the 2017/2018 biennium.

1. Identification of the RapidRide Lines in the RapidRide Expansion Program

The thirteen corridors in the METRO CONNECTS RapidRide Expansion project are described below.

The first two lines that are anticipated to be implemented, in 2019 and 2020, respectively, will be designated as the RapidRide G Line and H Line. The remaining corridors are shown with the METRO CONNECTS corridor numbers that are most similar to the alignments currently under consideration. The current estimated timeline for implementation is shown; however, the implementation years are less certain and will be more firmly established as those lines move further along in the planning process and in conjunction with the METRO CONNECTS Development Program.

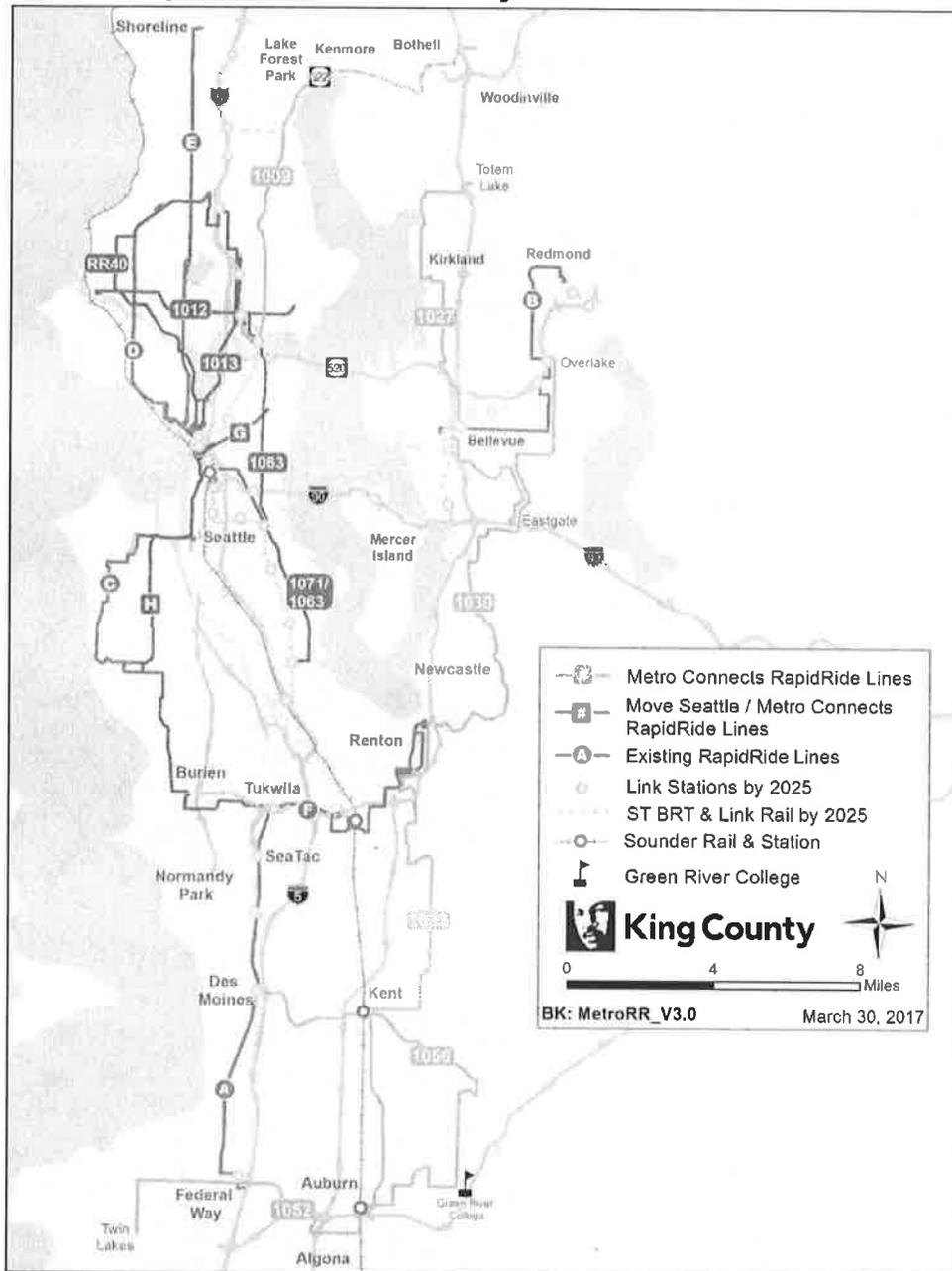
METRO CONNECTS RapidRide Expansion Corridors

Comparable Route(s)	To/ Via/ From	Implementation Year	RapidRide or METRO CONNECTS Route ID
11,12	Madison Valley/ E Madison St / Seattle CBD	2019	G Line
120	Burien TC/ Westwood Village/ Seattle CBD	2020	H Line
7	Seattle CBD/ Mt. Baker / Rainier Beach	2021	1071/1063
70	Seattle CBD/ Eastlake/ U District	2021	1013
372	Bothell/ Lake City / UW	2021	1009
44	Ballard/ Wallingford / U District	2022	1012
169,180	Renton/ Kent / Auburn	2022	1033
40	Northgate/ Ballard / Seattle CBD	2023	40RR
234,235,271	Totem Lake/ Bellevue/ Eastgate	2023	1027
164,166	Highline CC/ Kent/ Green River CC	2023	1056
48	U District/ Central Area/ Mt. Baker	2024	1063
240,245	Overlake/ Newcastle / Renton	2024	1030

181	Twin Lakes/ Federal Way/ Green River CC	2024	1052
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Corridors are shown on the following map using the alignments that are being considered at the time of this report writing. There are minor differences from the alignments shown in the original Move Seattle and METRO CONNECTS plans, due to recent refinements as planning efforts have progressed. More detail on the Seattle corridors is shown in the Seattle Department of Transportation's Draft Seattle RapidRide Expansion Program Report (February 2017) which is on the SDOT website at www.seattle.gov/transportation/rapidrideexpansion.htm.

Metro RapidRide - Preliminary 2025 Network



The information included on this map has been compiled by King County staff from a variety of sources and is subject to change without notice. King County makes no representation or warranty, express or implied, as to accuracy, completeness, timeliness, or right to the use of such information. This document is not intended for use as a safety product. King County shall not be liable for any general, special, indirect, incidental, or consequential damages including, but not limited to, lost revenues or lost profits resulting from the use or misuse of the information contained on this map. Any sale or use of this map is prohibited except by written permission of King County.

2. Implementation Process

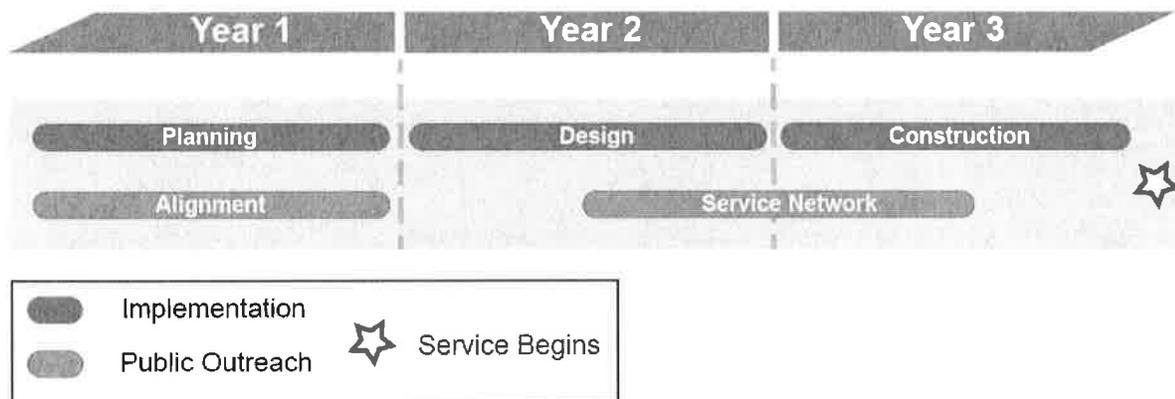
The process for implementing new RapidRide lines can be generally described as occurring along a three year timeline. While METRO CONNECTS identifies tentative alignments for new RapidRide lines, there will be an initial planning phase for each line to study the potential alignments in detail before a final alignment is proposed. This planning phase includes public outreach on the alignment and identification of stop locations.

During this phase, there is also coordination and potential partnerships established with the local jurisdictions served by the line. This process takes approximately one year, depending on the degree of change from existing routes that RapidRide might replace, and the amount of rider impact associated with the alignment changes.

The second phase is the design phase. During this phase, the construction plans are developed for each RapidRide station and stop, as well as the speed and reliability improvements such as priority bus lanes and transit signal priority, and any communication infrastructure that supports ITS features such as the real time bus arrival signs. There is a significant amount of coordination with the local jurisdictions during this process. During this phase, public outreach would also begin for any proposed restructure of the service network to support and connect with the new RapidRide line. This phase is also about one year.

The final phase, the construction phase, is spent building improvements at stations and stops along the corridor; installing shelters, customer information elements, signal priority equipment, and signage. It also includes restriping roadways. During this final year, any proposals for restructuring the surrounding transit network are also finalized after a public engagement process is completed. The revised transit network is then transmitted for King County Council approval and prepared for implementation.

Typical RapidRide Implementation Timeline



3. Anticipated Ordinances

Appropriation Ordinances (Budget Ordinances)

It is anticipated that the RapidRide Expansion program, both the METRO CONNECTS and the Move Seattle projects, will be included in all budget ordinances through the 2025/2026 budget. There is the potential for periodic supplemental adjustments as the actual project elements and their associated costs are refined. Project estimates provided

in the 2017/2018 budget are based on a very low level of project definition and design and these amounts will be further refined as corridors move through the planning, design and implementation phases. Budget ordinances are likely to include both capital and operating funding requests related to RapidRide. The 2017/2018 appropriations reflect estimated expenditures and commitments that will occur during the biennium.

Ordinances Establishing RapidRide Lines (Alignment Ordinances)

Approximately eighteen months prior to implementation, after the completion of the appropriate level of public outreach, the RapidRide alignments will be transmitted to the King County Council for approval. For those lines with funding in Move Seattle, prior to coming to the King County Council for final approval, the alignments will be reviewed by the Seattle City Council to obtain their support.

Because METRO CONNECTS identifies thirteen lines to be implemented by 2025, several lines may be included in a single ordinance. Alignment ordinances for the first two lines, the G and H lines, are expected to be transmitted to the King County Council together in January 2018.

Service Change Ordinances

The service change ordinances that establish the service levels for the new RapidRide lines, plus any associated changes to other Metro bus routes, will typically be sent to the King County Council six months prior to implementation. As with the ordinances establishing the RapidRide alignments, it may be more efficient to group lines into a single ordinance.

Prior to transmitting a service change ordinance, a public outreach process will be held. The process will vary in length and level of involvement based on the scope of the proposed network changes and potential rider impacts. For the RapidRide lines in Seattle, there will be a joint City of Seattle and Metro public outreach process, coordinated with other City of Seattle mobility and roadway project outreach processes. For RapidRide lines outside of Seattle, Metro also works with those cities to design the public outreach that fits their community. The first service change ordinance, for the approval of the RapidRide G Line and associated network service changes, is expected to be transmitted to the King County Council in April 2019.

Ordinances Approving Interlocal Agreements

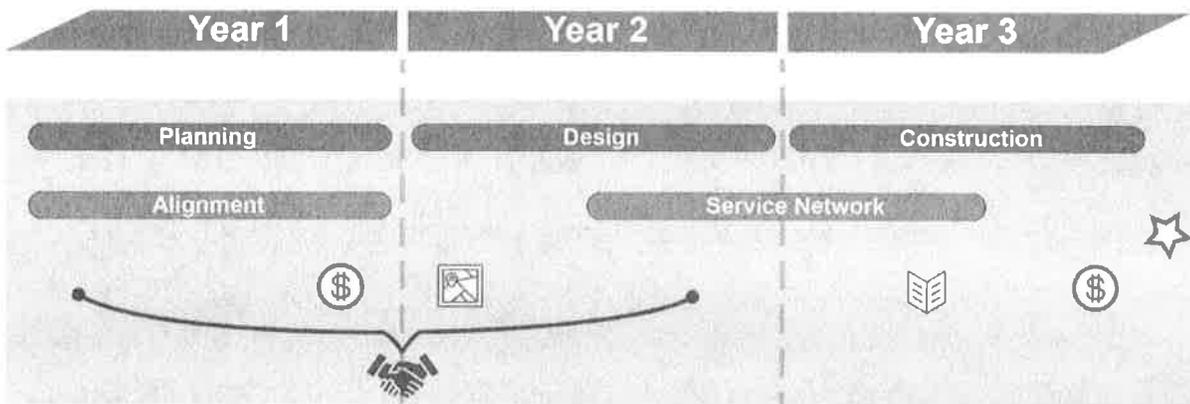
It is anticipated that Metro will establish partnerships and agreements with the local jurisdictions associated with the implementation of the new RapidRide lines. Among other things, such agreements may address service hour payments, responsibilities and funding for line implementation activities such as the construction of various RapidRide passenger facilities or transit priority elements, fleet purchases, and the ownership and

maintenance of RapidRide infrastructure. While at this early stage of the planning and design process the specific nature and number of such agreements has not yet been determined, Metro anticipates that any such agreements requiring approval by ordinance would be transmitted to the King County Council approximately twelve to thirty-six months prior to service implementation. The partnership ordinances are most likely independent of the ordinances relating to the alignment and service change and therefore would not impact the timing for council consideration of the other ordinances.

4. Estimated Timelines

The diagram that follows describes the typical process for consideration and enactment of the RapidRide program ordinances. As mentioned above, the timeline might be modified to allow the King County Council to consider multiple RapidRide lines together. All King County Council approvals would be requested following an appropriate level of public outreach.

Typical RapidRide Ordinance Timeline



	Implementation		Budget Ordinance
	Public Outreach		Alignment Ordinance
	Interlocal Ordinance (if needed)		Service Change Ordinance
			Service Begins

RapidRide G Line

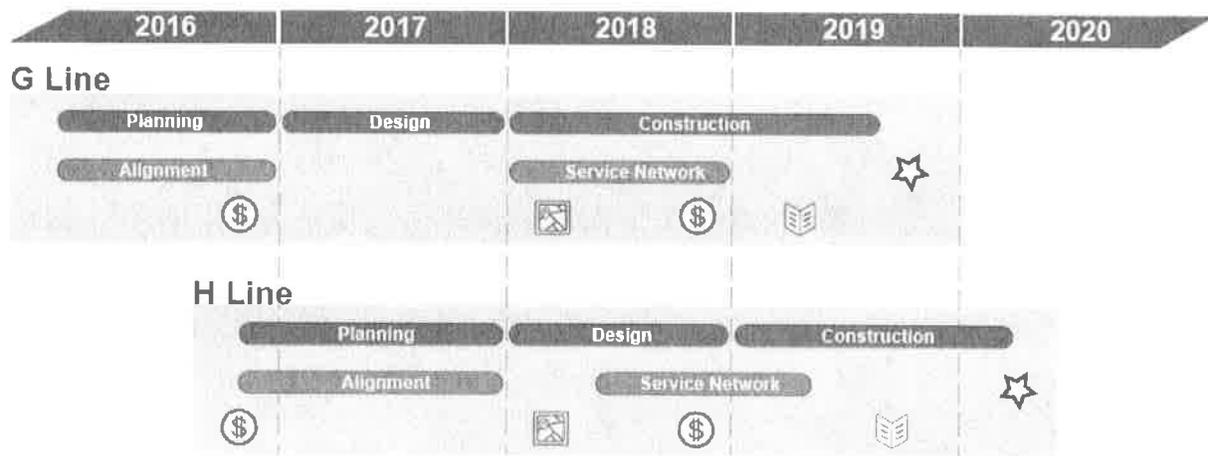
As part of the early planning work for Move Seattle, in 2014 through 2016 the City of Seattle carried out the planning activities and the public outreach processes for the G Line alignment. The G Line alignment was adopted as a Locally Preferred Alternative by the City of Seattle Council in 2016. An alignment ordinance is expected to be transmitted to the King County Council for approval in January 2018.

The City of Seattle and Metro will conduct coordinated public engagement on the service network changes associated with the G Line during 2018. The service change ordinance is expected to be transmitted to the King County Council in April 2019.

RapidRide H Line

The planning phase and the public outreach for the alignment of the H Line began in 2016 and will continue through 2017 as a coordinated effort between the City of Seattle and Metro. At this time Metro anticipates proposing an alignment that is similar to the existing Route 120. The alignment ordinance is expected to be transmitted to the King County Council in January 2018. The service change ordinance is expected to be transmitted in fall 2019.

**G and H RapidRide Lines
Implementation and Ordinance Timeline**



Implementation	Budget Ordinance
Public Outreach	Alignment Ordinance
Service Begins	Service Change Ordinance

Summary

This report, submitted as required by Proviso P5 of Ordinance 18409, represents the current thinking on the processes and timing for implementation of thirteen new RapidRide lines by 2025. The lines are in various levels of definition, and for those in the early stage, proposed alignments, service network changes, associated public outreach efforts, Council ordinance consideration and implementation dates may be modified. In

addition, timing may be adjusted as the METRO CONNECTS Development Program is advanced. However, it is expected that the processes described in this report reflect the general flow and timing for the implementation of the RapidRide Expansion program.